

Lock into Lake St. Lawrence, the power pool on which HEPCO and PASNY will draw for the water used in the turbines at Barnhart Island-Cornwall Power House Dam, just a mile to the north. The ship canal through Lake St. Lawrence passes where rapids once tossed the water into an angry foam.

e) Iroquois Lock:

At the western end of Lake St. Lawrence, the Seaway Authority of Canada has built a lock to allow ships to by-pass the Iroquois Control Dam. Once in the water of the St. Lawrence west of Iroquois, the ship channel meanders through the Thousand Islands past Prescott, Brockville and on to Kingston on Lake Ontario.

g) Welland Ship Canal:

From Port Weller on Lake Ontario to Port Colborne on Lake Erie is 27 miles. Through a series of eight locks (three of them twin locks allowing passage of ships in both directions simultaneously) the ship is raised through 326 feet to the level of Lake Erie.

The Economy of the Seaway

15. By most recent figures, new work on the Seaway proper from Montreal to Lake Erie will cost Canada about \$330 million; work in the International reaches of the River will cost United States \$122 million. (The two power entities will have spent \$600 million in developing the power at Barnhart, \$300 million by HEPCO and \$300 million by PASNY. These sums, which have been raised by floating bonds and by other types of borrowing, will be financed out of revenues realized from the sale of power).

16. To finance the navigation projects, tolls are to be charged. Costs of construction, operation and maintenance are to be recovered in fifty years. The toll levies have been carefully worked out on economic forecasts of expected traffic, with an eye always to competitive carriers -- rail and road -- and on the assumption that the use of the new facilities will increase progressively from a first year total of 25 million tons to a maximum of 50 million tons in ten years. On this basis the tolls will be charged as follows: