

tons and could perhaps be doubled without undue congestion and delay, and even at this it represents but a small part of the 250,000,000 tons which moves annually between the Great Lakes region and the Atlantic seaboard.

(c) Rail Routes Oswego to Atlantic Seaboard.

The Pass between the Adirondacks and the Catskills through which the Mohawk River and the Oswego-Hudson Canals run, also provides passage for the New York Central and West Shore Railroads, two highly developed systems with extensive connections not only to the upper navigable reaches of the Hudson River but also to New York and to the principal other United States ports on the Atlantic seaboard.

It is these railroads which present the practicable alternative to the St. Lawrence Route, and with the port facilities now being constructed at Oswego and on the Hudson for handling immense volumes of freight at low unit costs it has been estimated that the economies to be effected in the vast movements of traffic between the Great Lakes and the Atlantic will nearly equal those possible with the St. Lawrence Ship Canal, and will certainly exceed those of the existing Rail and Water routes along the St. Lawrence; nor is there any physical limitation, as with the Oswego-Hudson Ship Canal, to the quantities which can be handled across this gap by rail.

3. The situation as it presents itself is this: the hopes of the United States citizens in the region of the Great Lakes are now centered on the sentimental objective of having ocean going ships arriving at their ports and on the movement of their external trade without breaking bulk. Mr. Hoover, the President of the United States, has been elected with this in view and is committed to proceed as soon as the necessary agreement with Canada can be negotiated.