

Under the circumstances envisaged the use of the existing St. Lawrence Canals entails a transfer from the large lakers at or about Prescott and the re-transfer to ocean going ships between Montreal and Quebec. The estimated costs of this water borne transfer in comparison with a rail movement show little, if any, economy.

(c) The rail route.

The cost of transfer to rail at the foot of Lake Ontario, of movement to Montreal, and of re-transfer to ocean going ships there is estimated to be approximately the same as a similar transfer from Oswego to the Hudson.

(11) (a) The proposed Oswego-Hudson Ship Canal.

(for description, costs, estimated traffic and economies see section 5(1) of attached paper wherein it is shown that the costs far exceed the possible benefits to commerce and where it is also pointed out that there are no additional benefits, as in the St. Lawrence, to be derived from power which has consequently been made available.)

The route of the Oswego-Hudson Ship Canal is entirely within the United States, as is also the area from which the supply of water for lockage will be derived. It can be built at any time at the option of that Government without the necessity of any international agreement whatsoever. Large projects are presently in hand for the development of port facilities at Oswego and at Albany to which point the Hudson River is being improved for navigation on a basis of 27 foot draft by ocean going craft.

(b) The Oswego-Erie Canals and Hudson Route.

The existing locks and canals are capable of handling barge traffic only on the basis of 12 foot navigation. The present traffic movement amounts to about 3 millions of