

result may well be a drop in the coal prices throughout the Pacific area. It is interesting to note that Japan today imports its coal from Pennsylvania via the Panama Canal. If the harbor on the Katalla River should help Japanese industry, Japan might become the first country to share in the benefits of a peaceful explosion as it was the first to suffer from a nuclear bomb.

It is hardly possible to predict which of the harbor projects might become most important at the earliest time. It is, however, a well-known fact that extensive coast lines such as the western coast of Africa, South America and Australia are badly under-supplied with harbors.

We have already mentioned the possibility of making sea-level canals. Many examples will come to mind quite easily. Perhaps the most obvious and most exciting canal project is the proposal to make a new sea-level canal across the American Isthmus using nuclear explosives. Statistics over the past years indicate that the present canal will be inadequate within ten years. Even today many ships are too big and must go around South America. A sea-level canal could be constructed with nuclear explosives along several routes in either Panama, Columbia, or other countries of Central America for a cost no greater than will be required if the Panama Canal should be widened by conventional methods. Yet the latter possibility would give us a lock canal of marginal value. A sea-level canal would be much cheaper to operate and would solve the problem of traffic for good. It also would be virtually indestructible.

Two others which have not yet been discussed very extensively are a canal cut across the Aleutian chain and a canal constructed on the Kra Isthmus, the neck of the Malay Peninsula. The accompanying Figs. 3 and 4 show these canals. Fig. 3 also shows the location of a dam to be discussed below.