

ent estimates which varied from year to year, and I do not think that there is an engineer who could give you an exact answer to that statement.

Discussion followed.

Mr. PETTIT: What is the estimated toll per ton on coal through this canal from Montreal to the Georgian Bay, and to all the different points, as estimated by the company to be charged; also on wheat, the other way?

Mr. SIFTON: The question of tolls on canals is extremely complicated.

Mr. PETTIT: But surely you have estimated the toll that you are going to charge per ton on coal on that canal, having regard to the cost of the whole development; what is that estimate?

Mr. SIFTON: As a matter of fact, we have not estimated that. Tolls vary on classification in matters of this kind very much, as they do with regard to freight rates. I think I can find you an example of the variation in tolls charged. Take the Manchester Ship Canal, which is a canal right in the heart of free trade Lancashire, where practically every human being using that canal is a free trader of the purest type. They use this question of tolls as an indirect method of bargaining for tariff and trade advantages. The dues on the Manchester Ship canal are adjusted, and ships coming from countries which gave Great Britain favourable trade terms are given lower dues in passing through the Manchester Canal. Certain dues are agreed to with foreign countries; they are given lower dues in exchange for tariff advantages to the goods from Great Britain. They find that a most effective method. I think that is a matter which will have to be considered very carefully by the Railway Commission.

Mr. PETTIT: That is over in England; I am talking about right here in Ontario.

Mr. SIFTON: The same principles will apply.

Mr. PETTIT: Between Montreal and the Georgian Bay, where you are going to construct this canal; having regard to the cost of the whole undertaking, the company surely must have estimated the tolls they were going to charge per ton on coal going through that canal to the different points, and also on wheat going through this canal from Georgian Bay to Montreal?

Mr. SIFTON: As a matter of fact, we have not made any detailed estimate in that regard, for this reason; it is subject to the Railway Board.

Mr. PETTIT: What is the estimated toll on coal per ton, and also per bushel on wheat?

Mr. SIFTON: Before you can arrive at any such estimate, the Railway Commission will have to decide what proportion of the total development is properly chargeable against navigation, and what proportion is properly chargeable against power. Until the Railway Commission lay that down in a ruling no estimates of any value can be made, except this; that it is perfectly obvious that the toll on coal will be much less than the estimated savings in the cost of Nova Scotia coal laid down at any of these points along the Georgian Bay Canal.

Mr. PETTIT: If you have not made an estimate for the toll on coal, how could you give the figures on the saving per ton on coal delivered to different points along the canal?

Mr. SIFTON: I answered that a few moments ago, when I stated that it was a gross saving, subject to the deduction of the actual toll charged. In other words, coal can be put into the city of Ottawa, according to the Department of the Interior, for \$1.01 per ton gross less than the present cost of getting American coal of similar quality. From that \$1.01 would have to be deducted 25 cents, or 50 cents, whatever the toll was on that coal, leaving a net figure, or the net saving in delivering the coal here.

[Mr. Winfield Sifton.]