

ship could certainly be constructed to fit the measurements of these locks and sills, so they would carry 15,000 tons through this canal.

Mr. YOUNG (Weyburn): Can you give us any information as to whether the construction of this canal would make possible navigation between Ottawa and the mining camps of northern Ontario?

Mr. SIFTON: We submitted what were problematical factors in that connection. You will see on this map (indicating) sites, up to lake Temiskaming. In any event, we have to build a dam above the Mattawa River, where it leaves the Ottawa and goes toward lake Nipissing, to control the flow, and maintain the levels all the way down, and we have to control the flow of lake Temiskaming. There is a government dam up there now, and we submit that it would be wise for us to put in the necessary locks to get around the necessary dams we build, and the necessary locks to get around the government dam. If we do that, we could put a 10,000 ton steamer right up to the head of lake Temiskaming, almost into Rouyn, within 60 miles of Haileybury, and we could take the Nova Scotia coal right into the heart of the mining country, take the supplies in, and bring the ore out.

Mr. SPENCER: What do you say would be the cost of that?

Mr. SIFTON: As I said a moment ago with regard to the estimate of Chippawa, that is very problematical. The best estimate we can get so far is \$282,000,000.

Mr. HANSON: How will you finance that?

Mr. SIFTON: By bond issue as authorized under the Act. When we start to spend the money to do the construction, we will have a certain authority for a bond issue. I think it is \$175,000,000 now, under the charter, and if that should become exhausted, we would come to Ottawa, and ask Parliament to let us issue the additional capital. We are authorized for \$175,000,000 now.

Mr. HANSON: Would that not carry an assessment as a first charge on your tolls for a long period of time?

Mr. SIFTON: It would be the same as the Canadian National Railway bonds are a first charge on the Canadian National Railway. Ours will stand on all fours with a company of that kind.

Mr. HANSON: Would you not have to sell your power on long-term contract before you could pay that off?

Mr. SIFTON: I do not think so.

Mr. HANSON: What is your experience with hydro-electric companies issuing bonds?

Mr. SIFTON: They are getting more valuable all the time, and easier to sell. My own experience in regard to it is that a company which does not sell its power on long-term contracts, but has courage enough to feed it out in small lots, at high prices, will make more money in the long run.

Mr. MATTHEWS: Have you any intention of asking the Dominion government to guarantee the bonds?

Mr. SIFTON: Not any guarantee in the world; we do not want a subvention from anybody, or a guarantee from anybody.

Mr. ANDERSON (High Park): Is it not true that Sir Robert Perks made frequent applications for the guaranteeing of his bonds?

Mr. SIFTON: Yes.

Mr. ANDERSON (High Park): And it was refused?

Mr. SIFTON: He did. I will say that in 1911, if the evidence were actually submitted to this committee, when the change of government took place, at which time I believe the last formal application for a guarantee was made

[Mr. Winfield Sifton.]