

no answer, and in 1926 I had got no answer, and in 1927 I had got no answer, the least I could have done would have been to go and see what was the matter with my plans and why they were not approved.

Mr. W. SIFTON: I would like to say, Colonel Dubuc, that I asked about these plans on many occasions.

Colonel DUBUC: Of course, I am only speaking for myself as the Chief Engineer, as the one who was to approve or recommend the approval of those plans to the Minister.

Mr. PETTIT: What, if anything, did the Company urge between 1907 and 1924 towards the acceptance of their plans?

Colonel DUBUC: They sent in 1903 some plans which were even more definite than those sent in 1924 and 1925. They sent in some more in 1927, which were equally in a kind of a pamphlet form; the last of the plans, 2,000 miles to an inch, to the Railways and Canals, in 1925; and after that they sent different sections of the canal up to the Georgian Bay.

Mr. PETTIT: In between, what, if anything did they urge towards the acceptance of the plans?

Colonel DUBUC: On the Departmental file there is not a single letter asking why these plans were not approved.

Mr. CHEVRIER: In all these negotiations, conducted from 1907 to 1924, all through those years, between the Department and this Company as to the nine-foot canal—

Colonel DUBUC: Of course I am only speaking for the Department of Railways and Canals, and I say that there is nothing on our official files by which the Company has at any time followed up its request for approval of plans.

Mr. CHEVRIER: You do not deny that in other departments that was done?

Colonel DUBUC: I am only speaking for the Department of Railways and Canals.

Mr. GEARY: It may be that the Company was directing its attention to getting a guarantee of its bonds, rather than the approval of its plans.

Mr. CHEVRIER: Nothing of the kind.

Mr. McLEAN: Mr. Dubuc, you mentioned a little while ago that there would be 18,000 acres of land flooded at Carillon. What importance would that be to your Department, as long as the Company was to pay compensation for that? Why would you hold up plans? They would have to pay for it.

Colonel DUBUC: There are lots of things which the Department will now allow. We have to know what that was going to flood and how it would affect,—you are speaking of the 18,000 acres that would be affected from Carillon to Ottawa;—and we had to know how that would affect our two canals, the Carillon and the Rideau Canal; and we were quite concerned in knowing how navigation would be kept on those canals, and how, after they had provided their—

Mr. McLEAN: You do not suggest it would injure your canal by putting more water into it?

Colonel DUBUC: Undoubtedly, if you drown the canal there is no canal left.

Mr. McLEAN: Would not the need for a small canal, a nine foot canal, disappear if they provided a twenty-five foot canal?

Colonel DUBUC: You will understand that a canal has a certain bank provided for a certain level of water. If you fill it, the gates would be under water and it would be impossible to open the canal.

Mr. McLEAN: Provided there was enough water to float the ships over the gates, why should you care? And furthermore, the object of this charter is to enable a through canal to be built, so why worry about your nine foot