such a boat could navigate the French River; surely not at night. There are also, in the Public Works reports, even places where there is a reverse curve without a tangent between; meaning that a boat of six hundred feet long or more, proceeding very slowly on account of the perpetual curves in the French River, with the extremely bad visibility owing to the high banks on each side, would have to perform an absolute "S" without a tangent between the two curves, in order to right itself; meaning that either one of two things would happen, either the boat could not navigate or you would have to provide smaller boats in order to navigate them, or you would have to bring down the mountains of granite on each side.

Another solution, of course, would be that if there was only one boat going in one direction, a second channel might be found somewhere else at cost. But even if they had submitted to us the project of the Public Works, we could have raised the project of the Public Works, we could have raised those objections; but they did not even do that. They simply gave us the plans, which Major Bell showed us this morning, showing the location of the four locks which are between Lake Nipissing and Georgian Bay, with nothing between. So that we do not know what the boats are doing between those points. The Public Works Department knew what they were doing, in 1908, as they have very competent engineers. But what I say is that on the information supplied to us, we would not know what would be the effect of the levels which they wanted us to approve, because they gave us no contours so that we could know what would be the damage done or what would be the effect of those levels. And then they did not give us the crucial part of the whole Georgian Bay scheme, the channel between Lake Nipissing and Georgian Bay. And then you heard of the difficulties of entering at all into the French River from the Georgian Bay. Of course, if there are lots of submarine rocks, if you pay the price, you can clear them off. But those were things which were not submitted to us, and we would not know what would be the effect if we had approved a profile of that type.

Mr. W. SIFTON: Had you any knowledge of any additional plans or additional information or any questions asked of the Company? Did the Company ever have it suggested to them that you would require additional information or plans before you would ask the Government to approve?

Colonel DUBUC: No. The first thing I would ask is if the Company would raise the level of Lake Nipissing ten feet, probably drowning thousands of acres of land, or raise the Ottawa to one hundred and forty, seven feet more, and drowning I do not know how many more thousand of acres of land—the first thing I would have done, if I expected the plans to be approved, would have been to say, "Here is what I am asking," and "Here is what is the result of it."

Mr. W. SIFTON: In other words, we would have to guess what the Government's engineers would do, and meet that in advance.

Mr. DUBUC: The company might just as well have given us a blanket map of Canada and have drawn a black line through it.

I assume we have had lots of other requests from other companies, and we do not have to go after them to get what we were expecting. The details we would explain to them. But where it was obvious that it did not possess the most reasonable information which you would expect to receive—

Mr. W. SIFTON: Can you understand why one clause out of your objection was communicated to us, namely, that you wanted the depth over the sills and the size of the locks? That was communicated to us by the Deputy Minister of Public Works, and we met his objection. There was no other point ever raised; and one only of your objections was submitted to us; and we met it the same day.

Mr. DUBUC: I am here only as Chief Engineer of Railways and Canals. If I had submitted plans in 1924 to any Department, and in 1925 I had received