

Was member of National Advisory Committee on St. Lawrence Waterway, 889  
 Resigned Chairmanship of Montreal Harbour Board when appointed Senator, 890  
 Conferred with Mr. Henry in 1923 respecting water power prospects in Soulanges section St. Lawrence River, 892  
 Financed Mr. Henry's investigations to extent of \$10,000, 892  
 While Chairman of Montreal Harbour Commission, he authorized Mr. Henry to apply for incorporation of Sterling Industrial Corporation, 894  
 Invested \$20,000 and got \$780,000 and \$208,000 Class A shares, 897  
 Mr. Jones was bought out, 898  
 Undertook obligation for \$1,000,000, 899  
 Lost interest in Sterling Industrial Corporation when advised by Mr. Henry that Department of Public Works had refused application, 901  
 Interest revived in Sterling Industrial Corporation, 901  
 Two thousand part-interests in Syndicate were received for assets of Sterling Industrial Corporation, 904  
 Only asset of Sterling Industrial Corporation was charter and application, 904  
 "Nuisance value" of Sterling Industrial Corporation, 905  
 Connection with Beauharnois interests did not prohibit taking of seat in Senate, 906  
 Beauharnois Syndicate was a gamble, 906  
 Agreement with Mr. Henry, 909  
 Agreement with Mr. Ebbs, 910  
 Purchase of Sifton interests, 915, 942  
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 Prepared in advance questions to be put to witnesses before Senate Special Committee, 921  
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 Montreal Trust Company purchase of units, 941  
 Copy received of testimony taken by United States Senate Committee, 957  
 Mr. Henry's appointment as Deputy Minister of Railways and Canals, 959  
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 Visits to Ottawa, 962  
 Visit to Bermuda, 963  
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McLACHLAN, DUNCAN WILLIAM, DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, ONT., AND CHAIRMAN, CANADIAN SECTION OF THE JOINT BOARD OF ENGINEERS

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 Examination of Beauharnois property at request of Minister of Railways and Canals, September, 1930, and report, 173  
 Opening of the dyke at proposed canal intake, 174  
 Only "row boat" navigation near proposed canal intake, 176  
 Excavation of lake at proposed canal intake, 176  
 Proposed intake is moved about 3,000 feet north, 177  
 Navigation at intake will be difficult, 177  
 Change in location of intake was never approved, 178  
 Objected to plans, 181  
 Navigation season at Montreal will be curtailed one-third of a day, 181  
 Width of proposed canal was increased to get more power, 183  
 Recommends that banks of proposed canal on the lower eight miles should not now be brought closer, 184  
 The wider canal was shown in the very first plan filed, 184  
 Proposed construction obviously contemplated diversion of whole river, 188  
 Draw bridges across canal locks, 189  
 Boats cannot be put through draw bridges, 191  
 Flow should be diverted to several power houses, 192  
 Embankment construction is unsatisfactory, 196  
 Maximum width of canal waterline should not exceed 1,300 feet, 196  
 Building canal to width of 3,300 feet, as regards the upper six miles, will cost company more than they will derive, 197  
 Montreal Cotton Company lease of 13,000 second feet, 199  
 Fifty-three thousand and seventy-two cubic feet second and an 80 feet head would develop 424,576 horse-power, 203  
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 Draft report, January 25, 1929, 341  
 With no control or remedial works, the withdrawal of 40,000 cubic feet second would cause a drop of 1.2 feet in Lake St. Francis, 714