

Mr. SIFTON: The smallest saving in cost in actually delivering Nova Scotia coal to any point along the route of the Canal is \$1.01 at Ottawa.

I believe the General Traffic Manager of the British Empire Steel Corporation is available in Ottawa to-day. He is an expert on these points and I would suggest that the Committee hear him in detail.

Mr. EVANS: What value do you think these figures have in reference to the fact that we put a bill through Parliament paying \$1 a ton to bring Nova Scotia coal as far as Montreal, for coking purposes, and that \$1 per ton is about 25 per cent of the value of it laid down in Montreal?

Mr. SIFTON: I am not a coal expert. I have submitted figures prepared by the Government, not by our company. The coal expert of the British Empire Steel Corporation is here and I think the question should be answered by him.

Mr. EVANS: You must have fixed tolls.

Mr. SIFTON: We cannot fix those; the Railway Commission fix the tolls. This is the gross saving from which must be deducted any tolls charged by the Canal.

Mr. ANDERSON (High Park): The tolls would depend on the cost of the undertaking?

Mr. SIFTON: They would depend on the cost of the undertaking and depend on the principle adopted by Parliament on the allocation of fixed charges.

Mr. ANDERSON (High Park): You could not be asked to carry it at less than what it was worth?

Mr. SIFTON: No, I do not think so. On the other hand we could not afford to put our tolls up to such an extent that we would not get the traffic. We have to have the traffic.

Mr. GLEN: When this matter was before the House, and discussion took place, there was a great deal made of the question of what was public ownership. A good many exceptions were taken upon the fact that this might be reducing public ownership. I took the position, along with many others, that this is different, and I would like to ask Mr. Sifton, before he sits down, what the difference is in the question of public ownership, so far as the province of Ontario is concerned—and I might say that I will ask this question also of the province—is there if the Ontario Hydro purchases power from the Canal Company, as you propose, and what difference there is in their purchasing it from the Gatineau Power Company, and also if they purchase it, as I believe they propose to do, from the Carillon Falls?

Mr. SIFTON: According to the public report, the Ontario Hydro Commission contracted with the Gatineau Power Company for a definite period of years, thirty years I believe, and so far as I have seen the report—I have never seen the contract—but so far as I have seen the report I have seen no statement that the Ontario Hydro Commission have a right to renew that power and to acquire that power for any longer period than thirty years at the same price they are getting it for to-day. Now, according to a report in the Toronto Telegram, which was read into the records by Mr. Woodsworth, I believe, they estimate that the price which the Ontario Hydro pays for power to the Gatineau Power Company will enable that private company to pay their sinking fund, so that the whole cost of that power installation will have been paid for by the power users in the Province of Ontario upon the expiration of that contract in thirty years' time. That private company will be in possession of a plant paid for by the province of Ontario. The plant is outside of Ontario and not under the control of the Legislature of the province of Ontario; it is in Quebec and Ontario has nothing to do with it. They have got away with the