

all be taken up, and more than taken up if we are obliged to run through any locks. If we were obliged to run through the Cornwall canal east-bound, it would take four hours, which would make it impossible to reach Montreal the same night, because we cannot run the rapids after dark. We would have to cancel the trip that these tourists had come into this country for the express purpose of making, and as a result the principal asset of our business would be destroyed. Ninety or ninety-five per cent. of our passengers come from the west and travel down in gradual steps and stages. We claim that it is the Long Sault rapids, the Thousand islands and the other rapids, that attract these tourists. Now, if you break a link in that chain you injure our business, and we do not know what the result will be. We can say this much about it, that if we are unfortunate enough to have an accident or breakdown with our rapids boats, and we have to run the passengers by rail to Montreal, our business will drop off in the middle of the season from 300 or 400 people a day to 50 people a day. That is the reason I wish to place before you this information respecting this time card. It is all based on the time card, and we can only maintain our schedule by leaving Kingston at six o'clock in the morning, and when days get shorter we have to leave Kingston at 5.30 in the morning. So that any impediment put in the navigation of this stream is a positive injury, and will result in very great and serious loss.

CHAIRMAN GIBBONS: Are there many more gentlemen to address the meeting, or are there any others who desire? If there are further addresses, possibly we had better adjourn for lunch. Are there any others?

MR. MCCARTHY: I do not think so.

CHAIRMAN GIBBONS: If there are no others who desire to address the meeting, I suppose the general meeting will close.

MR. PRINGLE: There is just one little statement I want to make in regard to what was said as to power in the east. I think it was made entirely under a misapprehension. I have in my pocket the correspondence dealing with that question of power. It was also stated by some gentlemen here that the east could get power at, I think, \$12.00 per horse-power at the plant—I do not know the technical term. First, it was stated generally at \$12.00, and since then it has been modified to \$12.00 at the plant. Now, I find the prices of power in this portion of Ontario to be contained in a document issued by the Hydro-Electric Power Commission of Ontario. Power at the plant is somewhere from \$9 to \$10; at the point of distribution, it runs from \$18 up to \$29.50. We do not know where this plant is—it has been unheard of in so far as any of us in eastern Ontario know—but I have the correspondence which we in Cornwall had with the Hydro-Electric Commission. We were most anxious to get power, and they could find no means of giving