

Mr. SIFTON: I have seen flour mills fail because the mill feed was not worth enough.

Mr. GARDINER: Going back to the tolls and rates on wheat; I understand you to state that these are governed by the Board of Railway Commissioners. You have stated that you expect to make a saving on every bushel of grain coming from the head of the Lakes to Montreal of approximately three cents a bushel?

Mr. SIFTON: I would say that three cents a bushel is the minimum figure over the existing rate.

Mr. GARDINER: And possibly higher?

Mr. SIFTON: Yes.

Mr. GARDINER: We will figure on three cents. In view of the fact that the Board of Railway Commissioners will control the rates, both insofar as power and tolls are concerned, how can you say that there will be a saving of three cents per bushel on grain going to Montreal?

Mr. SIFTON: I can say this: the Railway Commission is not going deliberately out of the way to put an absolutely outrageous toll on wheat. They are not going to allow us to pay one hundred per cent on our stock.

Mr. GARDINER: I am glad to see that you are so sure, because we have had some experience with the Board of Railway Commissioners and we have found, insofar as their judgment is concerned, that they might be altogether different from the opinion you have given. There is really nothing definite, insofar as this saving is concerned?

Mr. SIFTON: That is your statement, it is not mine.

Mr. HEPBURN: If you go on with this project and change the water levels on the Ottawa river, there is no doubt that a large number of interests using the water on this river will be affected? Now, what move will they have to take to get compensation; are they able to go to court?

Mr. SIFTON: We are under the Railway Act. They are in exactly the same position as anybody who is claiming compensation against a railroad. There is an established practice laid down under the law by which they can hold us responsible and get complete compensation for everything.

Mr. HANSON: Your profile shows that between Hawkesbury and Chaudiere you will raise the level to 140; is that correct?

Mr. SIFTON: I do not carry those figures in my head.

Mr. HANSON: I understand that it would raise the level of the river ten feet between Hawkesbury and Chaudiere. If that is so, it would greatly depreciate the value of the Chaudiere Falls, would it not?

Mr. SIFTON: I can answer that question without giving you the figures. We are allowed to raise such a head as will maintain a current of something like three miles per hour, and it will not back up any water whatsoever into the tail race of the Chaudiere plants, and to them no injury whatever.

Mr. HANSON: You make that definite statement?

Mr. SIFTON: I make that definite statement.

Mr. HANSON: Will your engineers substantiate it?

Mr. SIFTON: I think Mr. Graham Bell can substantiate that.

MAJOR BELL: That is quite right.

Hon. Mr. DUNNING: Your plans, in any case, would have to be approved by the Department. The question is, would the Department permit such a thing? That is the real question, Mr. Hanson.

MAJOR BELL: Neither the heads that they have nor the heads that the National Hydro will have, will affect the Chaudiere, but there is a proposed scheme that will affect it.

[Mr. Winfield Sifton.]