

Section 18, which I have just read. We state that if this Bill is going to pass and the charter become workable Section 18 should be amended by the addition of the following words:

The said plans, locations, dimensions, and other necessary particulars of such canals and other works hereby authorized shall be as follows;

(A.) General route plan from a point on the river St. Lawrence at or near the city of Montreal to the navigable waters of the Georgian Bay.

(B.) Location plans of work to be undertaken.

(C.) Detailed plans and particulars in conformity with and in furtherance of the first location plan.

Such an amendment would eliminate all ambiguity.

Hon. Mr. STEVENS: What do you mean by the location plan?

Mr. SIFTON: The location plans give the actual or the approximate site of the dams. We filed location plans. The position, as I understand it, taken by certain of the Government Engineers, is this; that they do not contain the details of rock borings in the bed of the river, and various other expensive data. I submit that it is not fair to ask this company, for instance, in the section from here to Montreal, to spend upwards of \$100,000 to \$150,000 in making borings in the bed of the river, and making detailed plans and giving detailed quantities, and such like, on which we could let a contract in five minutes, until the Government Engineers have gone so far as to give us the approximate location. They could say, "We want that dam a little bit up the river," or, "we want the dam a little bit down the river; we do not approve of the location." That is very unbusinesslike. The first thing that should be settled is the route; the second, is the location; and the third, the definite detailed plans, with the quantities and specifications, and such like, based on those location plans.

Hon. Mr. STEVENS: How could the Government approve of your plans in any locality where you have no idea whether the construction of a dam at that point is feasible?

Mr. SIFTON: We know in a general way; they know in a general way themselves.

Hon. Mr. STEVENS: But they cannot approve a plan on general expectations?

Mr. SIFTON: No, but they reserve the right, if the detailed plans do not show that it will be justified, to refuse the passing of the detailed plans. The passing of the location plans would not bind the Government in the slightest way to pass the detailed plan, but it would give us a general indication. It is not the same with the railways?

Hon. Mr. DUNNING: Yes.

Mr. SIFTON: Is not the general location passed first?

Hon. Mr. DUNNING: This is a different class of work, but that is the general practice.

Mr. SIFTON: The location of bridges, for instance; is that not passed for general location?

MAJOR BELL: That is the general idea. As I understand it, Mr. Sifton simply filed a plan with just a drawing on it. "We will have a lock here, a dam here," and so on. You could take any map and just put that on. Is that not what you filed?

Mr. SIFTON: We showed within half a mile to a mile the location of the locks.

Hon. Mr. STEVENS: My submission is that Mr. Sifton has not filed plans until he files a plan upon which an engineer has passed.

[Mr. Wynne Sifton.]