

that very considerable pressure is now being put upon Canada to enter into negotiations with that great people—7,000,000 people with 110,000,000 people—to become partners in that great enterprise. I suggest to you that the mere existence of this Georgian Bay Canal Company as an organization is of value to Canada at the present time. I suggest that pending and during these negotiations, which must inevitably come, the Canal organization should be allowed to remain where it is, and that it will be of benefit to Canada that it should be so.

I thank you, Mr. Chairman and gentlemen, very much.

The CHAIRMAN: Have the promoters of the Bill any further submissions to make?

Mr. WINFIELD SIFTON: No, we have nothing more, Mr. Chairman.

Hon. Mr. DUNNING: Mr. Chairman, I would like to call Major Bell, the Deputy Minister of Railways and Canals, for the purpose of getting some information before the Committee with respect to the Ottawa River.

MAJOR BELL called.

Hon. Mr. DUNNING: Perhaps the Committee will permit me to open the questioning. Any other member can do as he wishes.

WITNESS: Mr. Chairman, yesterday, Mr. Hanson asked a question. He asked if the elevation, as I understood him, of 104 would affect the Chaudiere here. As a matter of fact, the question was, would an elevation of 140 affect it. My answer is that 140 will affect it.

Mr. HANSON: To what extent?

MAJOR BELL: About ten feet.

Mr. HANSON: That is, it will reduce the head of the Chaudiere by about 10 feet.

MAJOR BELL: Yes.

Hon. Mr. DUNNING: Major Bell, with respect to the statements made by the previous witnesses with regard to the submission from time to time of the plans of the Georgian Bay Company for approval, will you please describe to the Committee the relationship of the Department of Public Works, and the Department of Railways and Canals, to this matter and all that occurred with respect to the submission of plans.

MAJOR BELL: I can only answer as to our own Department.

Hon. Mr. DUNNING: It is a fact that the river is divided, is it not, Major? So far as the Department of Railways and Canals is concerned, is it not a fact that we are only concerned up as far as Ottawa to Montreal?

MAJOR BELL: As far as Ottawa, because the river is canalized up this far from the St. Lawrence.

Mr. W. SIFTON: Is that ten foot reduction head at the Chaudiere merely applicable to a reduction in the low water head?

MAJOR BELL: Yes.

Mr. W. SIFTON: It is correct to say that the permanent level established by the proposed Carillon dam would maintain the level at what is now the high water level?

MAJOR BELL: You had better ask those questions of the Engineering Department.

Mr. W. SIFTON: It is not an all the year round reduction?

MAJOR BELL: No.