

have by their conduct won distinction for themselves and for this country.

Mr. GRAHAM: Could the minister explain this: we had in the main estimates quite a number of votes, and we have in the supplementary page after page. Why is it necessary to have supplementary estimates? Why were these items not put in the main estimates?

Mr. REID: The main estimates are made up in October. These are repairs that have become necessary from time to time since then.

Mr. GRAHAM: If the House had not been in session, you would have had to do without these votes.

Ottawa Departmental Buildings—rewiring, etc.—further amount required, \$10,000.

Mr. REID: This is to complete work that has been going on in connection with rewiring the public buildings. There yet remain to be done three corridors and 46 rooms in the Langevin block. The estimate was prepared in 1912-13, since which time the cost of labour and material, principally material, has advanced in some cases fifty per cent.

Ottawa—pavements, including Government's share of cost of repaving Sussex street from Rideau street to St. Patrick street, \$43,000.

Mr. REID: This covers the following works: repaving Sussex street from Rideau to St. Patrick street, Government's share of cost, \$18,785; pavement in front of Government Printing Bureau, \$6,200; repairing asphalt pavement on Wellington street, west of Bank, \$17,000; repairing Wellington street pavement between Connaught Plaza and Bank street, \$1,015.

Mr. PUGSLEY: Is this for paving the roadway?

Mr. REID: Yes.

Mr. PUGSLEY: Is there a law in Ontario that the proprietors pay half the cost of paving the roadway?

Mr. REID: Yes; this is our share of the cost.

Mr. PUGSLEY: Is this our legal share?

Mr. REID: The deputy informs me that the Government are in the same position as private owners.

Ottawa Government Printing Bureau—freight elevators, \$8,500.

Mr. REID: This is to provide for two standard electric freight elevators of 6,000 lbs. capacity, at 100 feet per minute, to re-

place old elevators now operated by steam power in the Printing Bureau at Ottawa.

Prescott public buildings—repairs and renewals—revote, \$3,000.

Mr. REID: When I came through Prescott this morning I noticed that they were repairing the buildings there. The chief architect has mentioned during the last two or three years that the buildings required repair; the same view has been expressed by officials in the Post Office and Customs buildings there. The roof has been in very bad shape; the bricks have been falling away from around it. The work really had to be proceeded with this year; it will be completed within the next ten or twelve days.

Stayner—public buildings, \$10,000.

Mr. REID: This vote is to provide for the purchase of a site and the erection of a public building in the town of Stayner for post office purposes.

Mr. PARDEE: How big is Stayner?

Mr. REID: The population is 1,200.

Mr. PUGSLEY: What county is it in?

Mr. REID: Stayner is an incorporated town in Simcoe county, Ontario, a station on the Meaford branch of the Grand Trunk railway, nine miles from Collingwood and twenty-three miles from Barrie. It has eighteen stores, three hotels, shingle, planing and woollen mills, one brick kiln, carriage factory, branch bank, printing office, and a weekly newspaper.

Mr. GRAHAM: How does the minister reconcile this vote with his assurance to the House that no new works would be started? An election is coming on and it is thought that a lot ought to be bought in Stayner. We have been assured over and over again that no new works would be started. Here is a violation of that pledge.

Mr. PARDEE: The minister has not given an explanation why he is starting to undertake new works. He has said that no new buildings would be started.

Mr. REID: We will let the item stand until I can get more information.

Item stands.

Manitoba public buildings—Winnipeg—alterations to immigration building No. 1, for accommodation of postal station A, \$20,000.

Mr. REID: This vote is to provide interior alterations to immigration building No. 1, at the Canadian Pacific Railway station at Winnipeg, for the accommodation of postal station A.