

Mr. KING (Kootenay): Some are while others are not.

Item agreed to.

British Columbia—Harbours and rivers, \$68,000.

Mr. WOODSWORTH: I want to know something about the government's policy on river bank protection. We have had considerable trouble with the erosion of the river banks on some of the prairie rivers. We have been told that the federal government could not assume responsibility, but I notice an item, "Columbia river below Burton, bank protection." Is it the policy of the government to afford protection of river banks in one province and not in another?

Mr. KING (Kootenay): No. Generally speaking, the government does not spend money unless government property is in danger. That is the first consideration; but other considerations arise from time to time, and where the public interest is affected the policy is that those people along the river bank who are primarily interested in its protection should bear the first cost within their means; where the cost is too large for the individual the municipality should step in, then the provincial government and last the Dominion. We are not doing very much bank protection work unless we have the municipality and the provincial government contributing.

Mr. WOODSWORTH: Is some government property concerned down near Burton?

Mr. KING (Kootenay): No, this is to save repeated dredging owing to the bank sliding into the river. It is in our own interests to do the work.

Item agreed to.

Public Works—Chargeable to capital—Public buildings—Canadian office in London, England—Further amount required, \$289,000.

Mr. SHAW: Will the minister give the details of this vote?

Mr. KING (Kootenay): A sum of \$132,000 is required in case exchange is against us; the other details are—Architects's fees, \$29,000; clerk of works, \$2,000; legal charges \$1,946; ground rent \$13,894; maintenance charges, three months \$4,659; contingencies, \$45,119.

Mr. CAMPBELL: What is the total capital investment?

Mr. KING (Kootenay): In sterling it amounts to £300,000. In dollars and cents at normal exchange it will be about \$1,500,000.

Mr. CAMPBELL: What is the annual cost of maintenance?

Mr. KING (Kootenay): About \$18,639.

Item agreed to.

Harbours and rivers—Quebec harbour improvements, \$500,000; Toronto harbour improvements—Further amount required, \$178,000.

Mr. SALES: May we have a little explanation of this? I was under the impression that the harbour commissioners attended to improvements.

Mr. KING (Kootenay): No. The government entered into an arrangement in 1913 or 1914 with the city of Toronto and the harbour commission to carry on certain undertakings in the harbour. We found that if we did not increase the item of \$400,000 in the main estimates there would be a loss to the government of about \$40,000 for rental of plant, insurance, and staff and office expenses. So I am asking for \$178,000 more to carry on the work.

Mr. HOEY: Has the minister any explanation of the Quebec item?

Mr. KING (Kootenay): This amount is required toward the following work: The initial development at the Fly Bank commences at a point a little more than a mile from the Champlain market and consists of deep water berths for ships of the largest size; two additional berths for ships of 600 feet in length and a berth for lake boats for unloading grain. The situation at Quebec is changing very rapidly. It is a landing point now for large liners carrying passengers. The larger steamers of the Canadian Pacific, Cunard and other lines find that it is safer for them to land their passengers at Quebec, and there is no space for other lines desiring to make that their port of entry on this side of the Atlantic. The matter has been brought to the attention of the government through a letter from the Shipping Federation of Canada, from which I quote as follows:

1. Whereas the accommodation at the port of Quebec for the larger class of vessels is entirely inadequate, and the draft of water available will not permit using ports above Quebec, and

2. The berths available for ocean going vessels at the port of Quebec are now all allotted for the coming season of navigation and accommodation is unavailable for any other vessels which may desire to trade to Quebec, and

3. At the present time a large passenger liner company is seeking accommodation for its vessels at the port of Quebec and none is available, and

4. Fully two-thirds of passengers and cargo arriving at the port of Quebec is destined to other provinces in the Dominion, and