

Supply—Marine and Fisheries

Mr. LAPOINTE: I have no objection.

Mr. MEIGHEN: Members from the maritime provinces would like to discuss these estimates generally, and this item would afford them an opportunity.

Item stands.

Life Saving Service, including rewards for saving life, \$90,000.

Mr. HUGHES: Is there a life-saving station at Souris, P.E.I.; and, if so, can the minister give us the names of the officers and crew?

Mr. LAPOINTE: There is a life-saving station at Souris. I do not think I have the names of the officers and men employed there.

Mr. MEIGHEN: Will the minister tell us now what was the total expenditure last year on ocean and river service of the \$1,953,600 voted?

Mr. LAPOINTE: The expenditure to May 5th, 1922, was \$1,491,211.35.

Mr. MEIGHEN: The minister means the expenditure chargeable against last year's vote only?

Mr. LAPOINTE: Yes.

Mr. MEIGHEN: I presume the principal item not all expended would be the first?

Mr. LAPOINTE: I see I have given to my right hon. friend figures relating only to maintenance and repairs to government steamers, the first item. I do not think I have at hand the total of the other appropriations.

Mr. MEIGHEN: There would not be a very large amount saved out of the other appropriations, I should think.

Mr. LAPOINTE: No, that is the main amount.

Mr. MEIGHEN: With the diminished cost of coal, which would account for \$150,000, one would think the minister would be able to get along on the first item—of course I know it is passed—with a million and a quarter instead of \$1,600,000.

Mr. LAPOINTE: We have a decrease on the first amount of \$150,000. I think that is a fair reduction.

Mr. MEIGHEN: That is only the difference in the cost of coal. But last year there was spent \$300,000 less than the [Mr. Guthrie.]

vote, so that would allow \$400,000 as a fair diminution for this year.

Mr. LAPOINTE: My right hon. friend will realize that when we are operating twenty-seven vessels in a season we cannot foresee what may happen; there may be accidents.

Item agreed to.

River St. Lawrence Ship Channel—maintenance and operating dredging fleet, \$613,000.

Mr. STEVENS: Will the minister give us particulars of that item?

Mr. LAPOINTE: It is for maintenance and operating the dredging fleet engaged on the river St. Lawrence ship channel. The dredging fleet is employed in improving the ship channel between Montreal and Quebec, and Quebec and Father Point. The vote is the same as for last year.

Mr. GUTHRIE: How much was spent last year?

Mr. LAPOINTE: A total of \$588,055.88. There are four elevator dredges with tugs, one sea-going elevator dredge, two self-propelling barges, one self-propelling coal barge, two inspection and sweeping steamers, two stone elevators and one rock breaker; the greater part of the vote about \$475,000, is allotted to them. There is also \$135,000 for outfitting, docking and providing extra parts for the dredging fleet, including care of the fleet when not in operation, which includes fire boats.

Item agreed to.

To provide for the maintenance of the Sorel shipyard, comprising offices, shops and labourers, \$90,000.

Mr. MEIGHEN: I know the maritime province members desire to discuss this item, and I should like the minister to leave it in the same category as No. 231 previously reserved, especially as I observe there is an increase in the amount asked for.

Mr. LAPOINTE: All right.

Item stands.

Amount required for the completion of one self-propelling, sea-going elevator dredge for service in North Channel below Quebec, \$90,055.

Mr. MEIGHEN: Is this a new ship?

Mr. LAPOINTE: This ship has been under contract with the Vickers Company since 1914. The contract price was \$833,-