

consolidated, and he is receiving just as much as he did before.

Mr. STEVENS: If that is the case my complaint is of course unfounded, but I understood that one salary had been cut off. So long as what the minister says is correct, there is no ground for complaint.

Item agreed to.

Registration of shipping, \$3,000.

Mr. MEIGHEN: How much was spent under this item last year?

Mr. LAPOINTE: \$2,719.50.

Mr. MEIGHEN: Less than half the vote.

Mr. LAPOINTE: About half the vote. We have reduced the vote this year by \$1,000.

Item agreed to.

Removal of obstructions in navigable waters, \$5,000.

Mr. MARTELL: Some time ago I called the attention of the department to the fact that there was a derelict off Horton Bluff in the marine channel leading to Windsor, Hants county, Nova Scotia. This was a schooner belonging to the Comeau Shipbuilding Company of Weymouth, Nova Scotia. It sank and now forms a serious menace to navigation, besides interfering with the fishermen who engage in drift net fishing. Last fall the department put a buoy over the obstruction to warn off mariners, and I understood this spring that instructions were given to have the derelict blow up so that navigation might no longer be impeded.

Mr. LAPOINTE: The department has noted the matter and something will be done before the opening of navigation.

Mr. MARTELL: While there is really no law in regard to fishing to compel the removal of this derelict, it is competent to have it removed under the Navigable Waters Act. This obstruction is a serious menace to fishermen, and the Act should be invoked and the derelict removed, the cost being charged to the owners of the vessel. If this were done two birds would be killed with the one stone, so to speak; navigation would be safe and at the same time the fishermen's gear would be freed from the present liability to destruction. I would urge the minister to have some steps taken in the matter at the earliest possible date.

Mr. MEIGHEN: How much was spent under this item last year?

Mr. LAPOINTE: The amount was \$15,252.77. Of course, it is almost impossible to foresee the expenditure for the year to come; it is always the result of some accident.

Mr. STEVENS: This is not the whole amount set aside for the removal of obstructions in navigable waters.

Mr. LAPOINTE: It is.

Mr. STEVENS: What about the snag boat Sampson on the Fraser river? It is not maintained under this item.

Mr. LAPOINTE: It comes under the Department of Public Works.

Mr. STEVENS: Why should two departments look after the same work?

Mr. MEIGHEN: The minister does not explain why he puts only \$5,000 in the estimate this year. If \$15,000 was required last year, and the minister cannot control the expenditure for the coming year, since it depends on the number of accidents, what is the justification for the estimate of \$5,000?

Mr. LAPOINTE: The usual amount asked for is \$5,000. Many years we do not spend more than that. Of course, I have no objection to increasing it.

Mr. MEIGHEN: What was the special cause last year for the expenditure of \$15,000? What were the accidents to which that expenditure was due?

Mr. LAPOINTE: It was due to a serious obstruction at the mouth of the Welland canal at Port Dalhousie.

Mr. MEIGHEN: Due to an explosion?

Mr. LAPOINTE: A steamer was wrecked at that place last year.

Item agreed to.

To continue subsidies for wrecking plants—Quebec and British Columbia, \$35,000.

Mr. MEIGHEN: What was spent to the end of last year?

Mr. LAPOINTE: The whole amount. The work is under contract.

Item agreed to.

Unforeseen expenses, \$5,000.

Mr. GUTHRIE: Several of our members from the maritime provinces who are absent to-night desire to discuss this item, and if the minister will let it stand over I shall be obliged.