

Inspection of subsidized steamship services, \$4,500.

Sir HENRY DRAYTON: Under this item I am going to ask my hon. friend to give us the particulars of this item "Appropriations not required for 1925-1926, \$13,500." What have we been able to get rid of?

Mr. LOW: Dealing first with item 205, this is to cover the salary and expenses of our inspector, Mr. Wilfrid E. Tupper, appointed May 1, 1912. The salary is \$2,880. As to the appropriations not required for 1925-1926, the steamship subsidy estimates omitted are as follows:

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| Dalhousie, N.B. and Carleton, Que. (Not utilised in 1924-25)..... | \$ 500 |
| Halifax and Newfoundland via Cape Breton ports. (Carries a large amount of contractors' own freight)..... | 5,000 |
| St. John and Wedgeport. (Not supported by local merchants, etc.)..... | 5,000 |
| Cheticamp and Port Hawkesbury..... | 3,000 |
| | \$13,500 |

Sir HENRY DRAYTON: What has become of the people in all these places? I was just wondering how they compare with people in these other places where we have new services given where there were none before.

Mr. LOW: The first item with respect to Dalhousie and Carleton was dropped. The next item for a service between Halifax and Newfoundland was also omitted, as well as the St. John and Wedgeport and the Cheticamp and Port Hawkesbury services.

Sir HENRY DRAYTON: Just dropping the business.

Mr. CALDWELL: Is there any steamship service between the mainland and Newfoundland?

Mr. LOW: Yes, there is a service carried on by the Newfoundland government. We paid a subsidy when the service was under private ownership, but when the Newfoundland government took it over we dropped the subsidy, feeling that it was not proper to pay a subsidy to another government.

Mr. THURSTON: What form of inspection takes place under this vote?

Mr. LOW: The duties of the inspector are to travel on all subsidized steamship lines at least once a year, and examine and report upon the condition of the subsidized steamers, also the passenger accommodation, freight capacity, suitability for the service, the efficiency with which the contracts are being carried out, wharfage and other conditions [Sir Henry Drayton.]

at ports of call, also to examine and report upon freight and passenger rates, to check annual financial statements, and where necessary to make special inspectional trips.

Item agreed to.

PUBLIC WORKS

Public works British Columbia—Bamfield East—reconstruction of wharf, \$1,650.

Sir HENRY DRAYTON: Tell us about this.

Hon J. H. KING (Kootenay, Minister of Public Works): This is to complete the payment on the contract with Contractor Huntley for the reconstruction of the wharf at Bamfield. The amount of the final estimate was \$8,415.46; paid to the contractor on account \$6,780, making a total balance due the contractor of \$1,635.46.

Sir HENRY DRAYTON: It runs \$1,600 over the old estimate.

Mr. KING (Kootenay): Yes. It is an old structure.

Item agreed to.

Burgoyne Bay—wharf repairs, \$1,250.

Sir HENRY DRAYTON: What is this—general repairs to wharf?

Mr. KING (Kootenay): It consists of renewing decking guards and stringers. This is a farming community situated on Salt Spring island, and they are entirely dependent upon water transportation.

Item agreed to.

Campbell River—wharf repairs, \$5,000.

Mr. KING (Kootenay): This consists of renewing of caps, stringers, joists, decking and so on, painting truss timbers on approach, repairing the shed and moving the float from river to wharf in spring and back again in the fall. District Engineer Forde reports that owing to the exposed condition of the wharf and fast currents running there landings by steamboats are made very difficult, subjecting the wharf to the strain of repeated impacts and repairs and improvements are rendered necessary on this account. It is necessary to remove the float from wharf to river in the fall each year as the site is too exposed from the southeast to allow it to remain during the winter months.

Sir HENRY DRAYTON: Where is that?

Mr. KING (Kootenay): It is in Comox-Alberni.