

business to keep a large number of people in a prosperous community in the west. In view of the number of subsidies we are passing in these estimates, there is very little justification for the refusal of the Department of Railways to build the Peace river outlet.

Sir HENRY DRAYTON: What was the old service under the former vote of \$9,000, and what is the new service to be? That may account for the difference.

Mr. LOW: It is the same service. The difference is in the cost of the boat.

Item agreed to.

Sydney and Whycocomagh, steam service between, \$13,000.

Sir HENRY DRAYTON: Is there an increase there?

Mr. LOW: It is the same as last year.

Sir HENRY DRAYTON: I think again there is an increase over 1921-1922 of \$4,000. What does my hon. friend say?

Mr. LOW: The old boat was worn out, and we called for tenders, and this is the best offer we received.

Sir HENRY DRAYTON: This was another case of the old horse going down. How much does the minister say the increase was?

Mr. LOW: The old boat was forty years old.

Sir HENRY DRAYTON: What was the old vote?

Mr. LOW: \$5,000.

Sir HENRY DRAYTON: The vote for the same service in 1921-1922 was \$4,000.

Mr. LOW: \$5,000 in 1922.

Sir HENRY DRAYTON: I am looking at 1921-1922, and it says \$4,000. My hon. friends starting the jacking-up process as soon as they got the opportunity, but I was taking the vote before they had a chance of increasing it.

Mr. LOW: The jacking-up started about 1918.

Sir HENRY DRAYTON: I am taking the vote just where we left it. The vote in 1921-1922 was \$4,000 for this identical service between Sydney and Whycocomagh. There is an increase here of \$9,000 over 1921-1922. Is there any difference in the service?

Mr. LOW: It is the same service, but with an improved boat. We called for tenders, and this was the best offer we received.

Sir HENRY DRAYTON: When were tenders called for?

Mr. LOW: In 1922.

Sir HENRY DRAYTON: What is the tonnage of that boat?

Mr. LOW: Two hundred and fifty-one tons.

Sir HENRY DRAYTON: And the name of the owner?

Mr. LOW: The name of the contractor is the New Bras d'Or Steamship Company.

Mr. ROSS (Kingston): Is a provincial grant made in any of these cases?

Mr. LOW: Yes, there is a grant in this case of \$3,600.

Item agreed to.

Sydney and Bras d'Or Lake ports, and ports on the west coast of Cape Breton, steam service between, \$18,000.

Sir HENRY DRAYTON: The vote there is also increased over 1921-1922. Was there another wreck?

Mr. LOW: It must have been a bad year for fires, for the Bras d'Or was destroyed by fire in December, 1924. We did not call for tenders in this case, but the contractor presented an offer to us, and we accepted it.

Sir HENRY DRAYTON: There is an increase of \$4,000.

Mr. LOW: Yes.

Sir HENRY DRAYTON: Why were not tenders called?

Mr. LOW: The increase was not this year, but the previous year.

Sir HENRY DRAYTON: There was an increase of \$4,000.

Mr. LOW: Not over last year's vote.

Sir HENRY DRAYTON: I did not say that. Fire or something happens, and then there is a little conversation between the minister and the contractor, and the contractor gets the new deal at \$4,000 increase. Am I wrong?

Mr. LOW: The contractor would not carry on the service without an increased subsidy. It was a question of making the best terms possible.

Sir HENRY DRAYTON: The contractor said he would not go ahead unless you gave him \$4,000 more, and you said: Go ahead, here is your \$4,000.

Item agreed to.