

Mr. KING (Kootenay): Yes.

Mr. MEIGHEN: When did he report on this?

Mr. KING (Kootenay): In the months of October and November last when the annual reports were being made up.

Mr. MEIGHEN: When was the work repaired last?

Mr. KING (Kootenay): I have not the information.

Mr. MEIGHEN: How much has been spent on it to date?

Mr. KING (Kootenay): The sum of \$18,790.

Mr. MEIGHEN: Has the minister any information as to how much traffic is carried over that wharf annually and what it consists of?

Mr. KING (Kootenay): The wharf serves a population of 120 families and a number of transient summer people. The annual value of the fish catch is about \$30,000 or \$40,000, the production consisting of salmon, bass, herring, and so forth. In addition there is about \$50,000 worth of merchandise and \$2,000 in farm produce. All this traffic passes over the wharf.

Item agreed to.

Bayside—Wharf repairs, \$1,250.

Mr. MEIGHEN: Where is this wharf?

Mr. KING (Kootenay): In Charlotte county.

Mr. GRIMMER: Is this wharf under the control of the government?

Mr. KING (Kootenay): Yes.

Mr. MEIGHEN: How much has it cost to date?

Mr. KING (Kootenay): So far, \$650. This wharf was transferred to the department in September of last year.

Mr. MEIGHEN: From whom?

Mr. KING (Kootenay): From the Bayside Wharf Company.

Mr. MEIGHEN: Under what policy did the government take it over?

Mr. KING (Kootenay): Upon request of the residents of Bayside.

Mr. MEIGHEN: What is the general policy of the government regarding the taking-over of wharves? Are they always taken over when request comes to the government?

[Mr. Meighen.]

Mr. KING (Kootenay): No. If the public interest is to be served and it is thought necessary the wharf is taken over.

Mr. MEIGHEN: They have not always been taken over. Towns and cities used to have wharves of their own, and business institutions maintained wharves. Some of the larger ones doing a considerable business were taken over on certain terms. What is the department's policy now as to taking over wharves either from municipalities or from private owners?

Mr. KING (Kootenay): Each case is dealt with on its merits. Sometimes it is more economical to take over a wharf than to construct a new one and the policy followed depends upon the recommendations of the engineer who has seen the conditions. It depends too of course on the decision that a public wharf is required at the particular point.

Mr. GOULD: Is this company engaged in wharf construction in various places in the province?

Mr. KING (Kootenay): No, it is not a construction company.

Item agreed to.

Black's Harbour—Reconstruction of wharf approach, \$3,500.

Mr. MEIGHEN: Where is this?

Mr. KING (Kootenay): This is in Charlotte county.

Mr. MEIGHEN: How long has the government had this wharf?

Mr. GRIMMER: What is the nature of reconstruction work here?

Mr. KING (Kootenay): This item is for the construction of a cribwork approach to the pier head, 149 feet by 16 feet.

Mr. GRIMMER: There was nothing in the estimates last year in regard to this?

Mr. KING (Kootenay): There was no special vote last year but there was an expenditure from the general vote of \$809.

Mr. GRIMMER: This wharf I believe is used in the handling of the sardines which are packed by the factory at that place. I want to call the attention of the minister to certain representations I made last year. During the election campaign of 1921 several promises were made by representatives of the Liberal party to the effect that if they were returned to power they would proceed immediately with the construction of breakwaters