

some \$100,000 on dredging. While the government may not intend to do this at present is this a programme which will be carried out next year, the year following, or at some future time.

Mr. KING (Kootenay): My hon. friend is not properly instructed. There was a suggestion from the engineering department that to secure the channel it would be wise to build another retaining wall on the other side of the harbour. It is not our purpose to go on with that at the present time. We hope that with the dredging now being done the present retaining wall will give sufficient accommodation.

Mr. ANDERSON: What are the dimensions of the breakwater?

Mr. KING (Kootenay): It is about 600 feet in length. This is an extension 204 feet long by 15 feet wide.

Item agreed to.

Georgetown—Reconstruction of Canadian National Railway wharf, \$15,000.

Mr. LEWIS: What is the reason for the increase in expenditure?

Mr. KING (Kootenay): We are taking over a wharf which was formerly owned by the Railway department. Last year we expended \$11,000 odd in repairs. This vote is to complete the work.

Mr. ANDERSON: What is the policy of the department in letting contracts of this nature?

Mr. KING (Kootenay): It depends largely on the character of the work. Very often the engineering department will advise that repair work be done under competent officials of the department rather than by tender. My hon. friend will understand that it is very difficult to prepare specifications for repairs to an old structure, especially structures of this kind; one does not know just how extensive the repairs will be until the work is begun.

Mr. ANDERSON: Is any provision made for employment of local labour when the government does the work under its own engineer?

Mr. KING (Kootenay): Yes.

Item agreed to.

Harbours and rivers generally—Repairs and improvements, \$10,000.

Mr. LEWIS: Is this a general estimate of small repairs?

[Mr. Stevens.]

Mr. KING (Kootenay): Yes.

Mr. STEVENS: What will be done in regard to that vote generally?

Mr. KING (Kootenay): It is very difficult to say. This is a vote which the departmental official will use from time to time as he finds necessary. We have no requests for expenditures out of this vote at present, but I have no doubt that as the season advances and inspections are made there will be local repairs made.

Item agreed to.

Kier's Shore—Wharf repairs, \$7,000.

Mr. DOUCET: What is the need for the increase this year?

Mr. KING (Kootenay): We spent \$1,468 last year in repairs. This year it is proposed to reconstruct the upper portion of the approach for a length of 900 feet by 20 to 24 feet in width; also to repair and strengthen the pierhead, 125 feet long by 40 feet wide.

Mr. DOUCET: Will that be let by contract?

Mr. KING (Kootenay): No, it will probably be done under the supervision of the departmental officers.

Item agreed to.

Naufrage harbour—Repairs to breakwaters, \$3,600.

Mr. KING (Kootenay): To re-ballast the outer 150 feet of north breakwater, repair the stringers and covering on both the north and south breakwaters and make up settlement at inner end of beach protection for a length of about 50 feet.

Mr. STEVENS: This is a new item.

Item agreed to.

Rustico harbour—Breakwater and beach protection, repairs and reconstruction, \$7,000.

Mr. ANDERSON: How many harbours are there in Prince Edward Island?

Mr. MacLEAN (Prince): Five hundred.

Mr. King (Kootenay): I have no information.

Mr. ANDERSON: They are all here?

Mr. KING (Kootenay): No, I think not.

Mr. STEVENS: Is this work to be done by tender or by the department?

Mr. KING (Kootenay): It is recommended that the work be done by day labour. It is to reconstruct the beach protection, 544 feet long by 10 feet wide, and to repair and strengthen the inner end of the breakwaters.

Mr. STEVENS: The general understanding is that a maximum of \$5,000 shall be allowed for