

the house upon which he or any other hon. gentleman may be sitting, their requests will receive careful and serious consideration. I would like to introduce my hon. friend to a few of the hon. gentlemen sitting behind me, who have used much stronger language than he has. Their complaints have been bitter that there is nothing in the estimates for them, but I can assure my hon. friend that although he sits on the other side of the house in that respect he is in very good company. I would ask him not to be too pessimistic over some of these items he has in mind as I believe many of them will properly come within the general vote and it is quite possible we may be able to take care of some of them in that way. The hon. member has sent me particulars of some of these items but I shall be pleased to have a complete list.

Mr. MUNN: With the minister's permission I will give the particulars so they will appear on Hansard and my constituents will know that I have kept them in mind.

I have asked for a wharf at Hoods point and Cowans Point on Bowen Island. Boats arrive at these points every day but no accommodation is made for them. They are forced to unload their cargoes of freight and passengers by means of rowboats. A great many people spend their summer on this island and they are forced to come ashore in rowboats. These wharfs have been promised but nothing has been done as yet.

A wharf is needed at Alert Bay. There is a private wharf at this point but no government wharf and the people are forced to pay wharfage charges.

Repairs are needed to the wharf at Roy. This is a very small matter but it is very urgent.

A float is needed at Donley's landing; this is a small matter but it is particularly urgent because a boat calls there nearly every day. A large amount of fish is shipped to Vancouver and general merchandise from Vancouver to Donley's landing and this construction would cost only about two thousand dollars.

A float is needed also at Refuge cove, and another at Lund. All these items would not total more than \$15,000, but if I could have got half that amount or perhaps two or three thousand dollars, then I might have kept quiet. I want to thank the hon. minister for his suggestion that perhaps later on some of these items may be included in the supplementary estimates.

Mr. NEILL: Mr. Chairman, I can certify that the items mentioned by the hon. member for North Vancouver (Mr. Munn) are

needed. I have a much larger list in the same category, but I do not intend to put it on Hansard. I will take a chance this year on what the minister has said, that he will not play the game of politics but rather treat these matters in a businesslike way and where the work can be shown to be really necessary it will be done. In my opinion the vote for "harbours and rivers generally" in British Columbia, which this year is \$30,000 as compared with \$75,000 last year, will prove to be entirely inadequate. The amount voted last year was not sufficient, but it would go a long way because I understand the items covered by this general vote are only those for which an expenditure of about \$1,000 would suffice. I do not know why the engineers of the department advised the minister to vote this lesser amount, because I know it will be absolutely inadequate. This is not a matter of new work, as are the items demanded by the ravenous wolves behind the hon. minister.

Mr. STEWART (Leeds): I did not call them ravenous wolves.

Mr. NEILL: That was the inference.

An hon. MEMBER: They are all over there.

Mr. NEILL: Well, the aforesaid claimants. Then. This is not new work, it is repair work and if it is not carried on this year it will cost the government more money at a later date when these works go all to pieces—I will not use a stronger word. Instead of only the cost of repairs, the government will be faced with an expenditure for complete renewal.

Many of the items I have in mind cover floats and in their construction it is not possible, from an engineering viewpoint, to use creosoted logs. In the case of wharves, where creosoted piles can be used, it is found that they last from fifteen to twenty years, but in the case of floats where they do not and cannot use creosoted timber, the teredos attack at once. I have known of a case where a new float was put in in the month of August and by September of the year following it had practically gone to pieces because the teredos had eaten it to such an extent. We will suppose that the average life of a float is about five years; certainly it does not exceed that. You put in a float costing, perhaps, \$2,000. Something goes wrong with it. Perhaps the anchor is pulled through a ship knocking up hard against it, or one log may have decayed sooner than the others, and repairs are required costing, say, \$250. For the lack of that shoenail, not only is the whole thing imperilled and its decay hastened, but the people have to go without the use of