

position to do the work, and provision has been made whereby the government may spend on a municipal airport up to one-third of the expenditure made by the city.

Mr. BENNETT: Heretofore made.

Mr. HOWE: Yes, heretofore made, or to be made.

Mr. BENNETT: Has the minister the names of the towns?

Mr. HOWE: No, but we know that Winnipeg requires one, and Lethbridge. There may be a small extension at Regina, also at Vancouver.

Mr. BENNETT: What about unfortunate Calgary?

Mr. HOWE: I think Calgary is also included. Upon a survey, this is the amount which we believe will be required.

Item agreed to.

To provide for the suppression of local electrical interferences and for the issue of radio receiving licences, further amount required, \$15,000.

Mr. BENNETT: Under whose direction is the expenditure to be made?

Mr. HOWE: Under the direction of Commander Edwards, head of the radio telegraph branch.

Mr. BENNETT: Under the government's own direction?

Mr. HOWE: Yes, it is to provide radio cars to trace down interference. We hope to put one in the Fraser valley, and in one other area which is not properly covered.

Item agreed to.

To provide for the settlement of the claim of the Hydro-Electric Power Commission of Ontario for power supplied to the Port Colborne elevator, \$200,000.

Mr. HOWE: Perhaps an explanation is required.

Mr. BENNETT: Yes.

Mr. HOWE: I believe for the past five years there has been a dispute between the government of Ontario and the federal government with respect to various transactions between the two; that is with respect to power used at DeCew Falls and on the Trent canal, which we sell to the Ontario Hydro-Electric Power Commission, and on their part with respect to power supplied to us for the operation of the Port Colborne elevator. A general settlement has been worked out whereby they pay our bills in

[Mr. Howe.]

full up-to-date in settlement for power required, and we have paid an increased price for power at Port Colborne. It is what you might call a non-cash item. It is a deduction which we make from our total bill. That is, it is \$200,000 applied for power for the Port Colborne elevator, which goes back over twenty years. This was on old contract made in the days of the Niagara Power Company, which was acquired by the Hydro-Electric. The hydro ordered discontinuance of the contract, and we have refused to pay more than one-half cent per kilowatt as provided under the old contract. This adjusts the situation, and we have now provided that a new contract shall be made also on the basis of one-half cent per kilowatt.

Mr. BENNETT: The minister knows, of course, that successive governments have denied liability in the matter. This adjustment is in the face of the fact that there was constant denial of responsibility. As I understand it, this does not contemplate the payment of actual money. These are book-keeping entries, and the appropriation is made for the purpose of enabling adjustment to be made on the basis indicated.

Mr. HOWE: That is correct. I may say that we are at a disadvantage; their bills run up faster than ours.

Mr. BENNETT: The liability for one was denied, and admitted for the other.

Item agreed to.

National harbours board—Saint John harbour improvements—reconstruction of berths 1, 2, 3 and 4, \$693,536.

Mr. BENNETT: As I understand it, the minister tabled a report the other day which contains the details of the estimates made so far.

Mr. HOWE: Quite.

Mr. BENNETT: I suppose we may look forward to a complete report giving in detail the receipts and expenditures at the different ports.

Mr. HOWE: These are capital improvements. I may say to my right hon. friend that in connection with the harbours board we have adopted the practice of the Canadian National Railways.

Mr. BENNETT: I hope that does not mean the writing down of the assets.

Mr. HOWE: Our fiscal year will end December 31, so the report covers the calendar year.

Item agreed to.