

night there will be no opportunity of review. No other explanation can be given.

Mr. POWER: Was that the plan followed by the right hon. member's government?

Mr. MEIGHEN: Not at all.

Mr. POWER: It was the only good thing they learned from his government.

Mr. ROSS (Simcoe): There is a good deal in what the leader of the opposition (Mr. Meighen) says. There is a larger vote coming in the supplementaries. Just in reference to a vote which we have in the supplementaries for Collingwood harbour and which is a fairly large vote, \$35,000, while that vote properly should have been in the main estimates, in order to explain why it is in the supplementaries, I am going to read the report of the district engineer, Mr. Wilson, of Toronto. His report was submitted on the 28th March, 1925, and we all know that was too late for the main estimates. This is a reconstruction of a breakwater in the harbour of Collingwood and this is what he says about the work:

Unless this breakwater is repaired and made sound again before another winter passes, it is quite possible that the damage already done to it would be increased to such an extent as to imperil the harbour itself.

There is already a great gash in the exposed side of the breakwater some thirty or forty feet long, the interior of the cribwork being quite exposed to the seas and the alignment of the superstructure at this point is thrown out some twenty-four inches. The maintenance of this breakwater is essential to the existence of Collingwood in that its one chief industry is that of shipbuilding. The cost due to delay in this matter would increase entirely out of all proportion to any saving in moneys not expended.

There is a little summary regarding the harbour itself and a little report from the Customs and Excise department as to the receipts. The figures for last year are as follows:

Customs and excise receipts.. . . .	\$49,545 16
Tonnage of vessels arrived.. . . .	96,456
Tonnage of vessels departed.. . . .	117,723
Tonnage in and out.. . . .	214,179

The quantity of grain handled at the elevator is small because of lack of accommodation in that elevator. The elevator is an old elevator of the Grand Trunk and I think its capacity is only 160,000 bushels. Last year 2,000,000 bushels of grain were handled there. As regards the Collingwood Shipbuilding Company, the average annual work that is done in that plant including building new boats and repairs to boats—and it is quite a centre for repairing boats—amounts to \$1,500,000. I just want to refer to this so that there will be no misunderstanding. This was not held back for the supplementary estimates at all in the hope that this was

something that would slip through. It is a very necessary work and it was delayed just on account of the lateness of the report of the district engineer, Mr. Wilson, of Toronto.

Mr. MEIGHEN: Perhaps the report could have been asked for sooner.

Mr. ROSS (Simcoe): Perhaps so. One reason for the lateness of that report was that last fall, the Minister of Public Works (Mr. King) was making a tour of the bay ports and he managed to get around some of them.

Then he was called away and 3 a.m. Owen Sound and Collingwood were the two which he did not manage to visit. It was hoped that he would visit this harbour later on in the fall because we wanted him to come and see for himself the situation and the necessity for the work. This accounts for the delay in putting in the requisition.

Mr. THURSTON: Most of these items are worded so as to lead one to think they are for the completion of work formerly started. As regards Owen Sound harbour wall, is this a new work? Is this amount required to complete it?

Mr. DUNCAN: The elevator at Owen Sound is being built by the town itself. It is not a government elevator. There is a suction dredge there which is putting the material over the land and this wall is to save the material from going back into the harbour.

Mr. MEIGHEN: Will the minister say why the hon. member for East Simcoe should get such plums as these, two or three of them, \$58,000, \$45,000 in the supplementaries and I do not know how much in the main estimates?

Mr. DUNCAN: As regards the item of \$9,000 for breakwater repairs at Midland, there was a storm which damaged the breakwater and the boats cannot get in on that account.

Mr. BLACK (Yukon): There are items of \$7,000, \$4,800 and \$2,700, all having nothing whatever to do with the Yukon system; they are British Columbia lines pure and simple. They have no more to do with Yukon than with New Brunswick or Nova Scotia.

Item agreed to.

SUPPLY—CONCURRENCE

The House proceeded to consider certain resolutions reported from committee of Supply