

Sir HENRY DRAYTON: An old wharf.

Mr. KING (Kootenay): Yes, Campbell River is an important point on the island.

Item agreed to.

Celista—wharf, \$3,600.

Sir HENRY DRAYTON: Is that a new wharf?

Mr. KING (Kootenay): No, it is to reconstruct the wharf at Celista in the district of Cariboo. To reconstruct the old wharf on the present site would cost approximately \$2,800, which price is based on salvaging a certain proportion of the old timbers, and so forth. District Engineer Doncaster reports August 1, 1924 that:

It is now the desire of the residents that the new structure, if built, be located at a point about one-quarter mile to the west of the existing one. I had already gone over the ground and had a survey made to see if the proposed site was suitable. I found that the site selected by the residents concerned is suitable from the standpoint of shore line, water depths, and so forth, and has the additional advantage of being somewhat better located with reference to existing wharves at settlements to the east and west of Celista. The estimated cost of building a new wharf on the new site is \$3,600.

It is a new wharf, but it is to replace, on a new site, the existing wharf, which is out of repair.

Sir HENRY DRAYTON: Have we to purchase the land?

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

Sir HENRY DRAYTON: The land is to be donated to us.

Mr. KING (Kootenay): Well it comes from the crown.

Item agreed to.

Columbia river at Revelstoke—Bank protection, \$7,000.

Sir HENRY DRAYTON: What is this at Revelstoke?

Mr. KING (Kootenay): At Revelstoke for years the Department of Public Works have been doing some bank protection. It is proposed to build and place in the river bed, three lengths of brush current retards similar to those used with success on the Missouri and other rivers in the United States of America. I might say that years ago the work in the river was in the form of shear dams or wing dams and it has been suggested that this proposed plan should be adopted as it is much less expensive and has proved very successful.

Sir HENRY DRAYTON: What does this work consist of?

Mr. KING (Kootenay): We take a large tree with the brush on it; piles are driven through it, fastening it down to the bank; it collects the silt, and the results are good.

Item agreed to.

Columbia river below Burton—Bank protection, \$10,000.

Mr. KING (Kootenay): This is to save the channel which the department is required to dredge from time to time. These banks keep tumbling in and the work is required to be done there at different times, in order to hold the bank.

Item agreed to.

Comox—wharf repairs, \$2,800.

Mr. KING (Kootenay): General repairs.

Item agreed to.

Courtenay river—dredging, \$35,500.

Mr. KING (Kootenay): The proposed work will consist of the dredging of a channel at the river mouth, 1,900 feet long and 80 feet in width, to a depth of 5 feet below low water level. The object of the proposed work is to eliminate the present sharp turn in the channel at this point where considerable trouble has been experienced by navigators.

As to the necessity for the work, Comox valley is one of the finest farming districts on the island of Vancouver, and they are dependent largely on the Vancouver market to dispose of their produce. The Courtenay Transportation Company have a weekly service between Courtenay and Vancouver and various points, and the produce is handled in that way, giving them a very reasonable freight rate. This work is essential so that they may be able to utilize this water route.

The average weekly amount of freight is 50 tons, about 30 tons being consigned to Courtenay and 20 tons to Cumberland. There is also a launch service from Denman island to Courtenay. The freight dealt with by means of small coasting steamers calling at Courtenay during 1924 was about 557 tons. There is also a launch service from Denman island to Courtenay once weekly with passengers, cream, and so forth.

Sir HENRY DRAYTON: What kind of a boat service is that? What is the passenger service?

Mr. KING (Kootenay): A motor boat service.

Sir HENRY DRAYTON: Besides the motor boats there are schooners and coasting boats.