

Mr. CARDIN:—they were carrying just about the same amount of traffic as is being carried by the Chambly canal. The St. Lawrence canals have been put in better condition to carry traffic, and they show better results. Where is the man who will contend that you can carry on a transportation business to-day with the old type of canal boat? It would not be profitable. Where are the small ships that used to ply our rivers twenty-five years ago? Why did the big shipping companies build the large boats they have on the lakes? Because small boats are not profitable, and large ones are. The same thing applies to the Richelieu river and the Chambly canal. We must be able to use larger boats and carry greater quantities of merchandise if we want to show a profit.

The best example of this is the condition of this ditch which runs through the best section of the province of Quebec which has been forgotten for a number of years. The paper companies have built special boats to navigate this ditch and transport paper and pulp to the United States. Last year the International Paper Company built two boats and this year they are building two more. These boats had to be specially constructed to navigate the shallow depth of about five feet and a half during the summer. Why has this company tried to accommodate itself to the present conditions? Because the traffic is there; because they find it more advantageous to ship by water than by rail. If it had been advantageous to ship by rail, they would not have gone to the expense of building special boats to navigate the canal, as they have done.

I am not asking the committee to commit this country to the canalization of the Richelieu river. I am simply asking for a vote to build a regulating dam and reclaim certain lands which I contend will prove profitable. In doing this, the Chambly canal will be improved. It is proposed to dredge the Richelieu river from the St. Lawrence to the foot of the Chambly canal, and from the proposed dam to the boundary line, a work in which different governments have been interested over a number of years. It is intended to straighten the channel which now exists. Considerable low-lying land along the river will be reclaimed for the benefit of the farmers.

We should not forget that from Sorel to Chambly, and to the boundary, there are many important localities which have no proper railway facilities. The present railroads cross the Richelieu river at right angles, and there is no line running parallel to it.

Mr. MacNICOL: There are good highways.

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Mr. CARDIN: Important centres like St. Johns should be considered and proper facilities provided. With this explanation I hope my hon. friend will not continue to fear that I am placing the country in a hole. All I am doing is endeavouring to better conditions in that locality, and I think the vote is quite justified.

Mr. MacNICOL: Is the dam to which the minister referred north of St. Johns?

Mr. HEAPS: I would point out that it is eleven o'clock.

Mr. BENNETT: Yes, it is eleven o'clock. It is quite clear that any country represented by the Minister of Public Works can never be spoken of as the forgotten country.

Item stands.

Progress reported.

It being ten minutes after eleven o'clock the house adjourned, without question put, pursuant to standing order.

Thursday, April 1, 1937

The house met at eleven o'clock.

LIBRARY OF PARLIAMENT

Mr. SPEAKER: I have the honour to present the report of the joint librarians of parliament.

CANADA-GERMANY TRADE AGREEMENT

TABLING OF DOCUMENTS

Hon. W. D. EULER (Minister of Trade and Commerce): I table herewith copies of the following documents:

1. Provisional trade agreement between Canada and Germany, signed at Ottawa October 22, 1936.
2. Payments agreement between Canada and Germany, signed at Ottawa, October 22, 1936.
3. Exchange of notes dated October 22, 1936, concerning the application as from November 15, 1936, of the provisions of the provisional trade agreement between Canada and Germany relating to the customs treatment of goods.
4. An exchange of notes with a representative of the German government, dated October 22, 1936, concerning the intention of the government of Canada to invite parliament to pass legislation necessary to give the governor in council authority to fix the rate of exchange for any currency in computing the value for duty of goods imported into