

up. The Department of Public Works are building breakwaters and breastworks so as to open this new channel into the straits of Northumberland. When the harbour is improved, as it will be under the plans laid down, it will develop to a greater extent than ever before the fishing industry in that section of New Brunswick. As I say, the dredging has ceased. I am told by the minister in a letter which he addressed to me a few days ago that it was not thought necessary that this dredging should be continued any further until such time as the breakwaters were completed. There empty into Tracadie harbour two large rivers, and the silt from those rivers will fill in the channel already dredged, but if the dredging was continued through the outer beach the current would keep the new channel clear of silt in the future. I would ask the minister to look more carefully into this dredging. It was reported on favourably by the engineers of the department, and was started when the construction work was commenced. To my mind it is absolutely necessary that the dredging should be continued, and if operations are resumed now they will get through the beach by the fall. At present the dredge is idle and it will take very heavy spring tides to get her out of that landlocked harbour. It is evident that later on she will have to dredge herself out through this beach. If it was necessary to use the dredge elsewhere I would not urge any objection, but it seems to me futile to leave her idle in Tracadie harbour while this essential work is necessary. I think provision should be made in the supplementaries to add to the appropriation an amount at least sufficient to allow the dredge to carry on for the next four or five months.

Mr. REID: With regard to dredging, Mr. Chairman, I think the time has come when some serious notice should be taken of the matter, particularly with respect to the Fraser river. It is all very well to leave dredging in the hands of an engineer and say he is responsible for it, but I can assure the minister that it does not require an engineer, or even a person designated as an engineer, to know that some of the dredging that has been carried on in the Fraser river has been almost tragic in its futility. I direct the minister's attention to two cases and leave it to his judgment to say if such procedure is good business. Last year dredging took place east of the Fraser bridge and the sand was dumped in the middle of what was once a sand bar. The Fraser river flows at the rate of from 3 to 5 miles an hour, and carries the sand with

it. The serious effect of this was seen later when a large ocean-going ship struck bottom. In the other case in connection with construction work that was being carried on by the department, the sand dredged was piled many feet high on to an island known as Lone island in the middle of the river. This sand slipped back into the river. As a result, the farmers had their dykes washed out, and they are paying \$8 an acre to which includes maintenance of their dykes. I say it is high time that the spending of large sums of money for dredging should be looked into so far as the Fraser river dredging is concerned. I do not speak of other rivers. Did the recommendation for discontinuing the present dredging come from the resident engineer in New Westminster?

Mr. STEWART (Leeds): I can only say that any curtailment in the program of dredging the Fraser river or any other river is due to the necessity of bringing our expenditure into relation with the moneys that are available. My hon. friend may not think the curtailment is justified in all cases, but we have to do the best we can with the funds available, and we shall continue to do so. As to how and where dredging work should be done, of course we are guided by the advice of our engineers. There is no other way in which we can proceed. My hon. friend's complaints will be referred to the engineer, who will make an investigation, and if he finds mistakes have been made they will be avoided in the future.

Mr. REID: I am glad to hear the minister say that these matters will be looked into.

Mr. STITT (Selkirk): Perhaps it would be in order for an hon. member on this side of the house to point to one of the mistakes which have been made in regard to the dredging items now under consideration. I have here a voluminous file with regard to a situation in the constituency of Selkirk, which has to do with practically all of lake Winnipeg. At the present time, under the departmental estimate, two dredges out of the three on lake Winnipeg have been laid up. The crews are idle; the men are waiting for work, and the work is waiting to be done. The water is lower in lake Winnipeg than it has been in history, but we are to have nothing done.

I would just like to direct these facts to the attention of the minister, because if I do not do so I will be afraid to go home. At the mouth of the Red river there is a wharf used by Messrs. Brown and Rutherford, a large lumber manufacturing company, but at