

Calendar years

1922..	\$3,807,733
1923..	3,178,094
1924..	3,352,554
1925..	4,017,668
1926..	4,608,038

3. Total exports from Canada to Jamaica during the calendar years 1927, 1928, 1929, 1930 and 1931 were as follows:

Calendar years

1927..	\$4,711,048
1928..	5,298,113
1929..	5,309,614
1930..	4,024,149
1931..	2,910,349

4. Total imports into Canada from Jamaica during the calendar years 1927, 1928, 1929, 1930 and 1931 were as follows:

Calendar years

1927..	\$4,836,464
1928..	5,253,680
1929..	5,564,203
1930..	5,134,135
1931..	4,198,727

5. Total exports from Canada to Jamaica during the calendar years 1932, 1933, 1934, 1935 and 1936 were as follows:

Calendar years

1932..	\$2,383,521
1933..	2,519,298
1934..	3,017,811
1935..	3,306,459
1936..	3,260,729

6. Total imports into Canada from Jamaica during the calendar years 1932, 1933, 1934, 1935 and 1936 were as follows:

Calendar years

1932..	\$3,293,316
1933..	2,742,714
1934..	4,111,742
1935..	4,473,999
1936..	4,897,824

RED RIVER BRIDGE

INQUIRY

Hon. Mr. LEGER inquired of the Government:

The press of New Brunswick of February 3, 1937, contains a dispatch that the first railway bridge constructed over the Red river, Winnipeg, is marked for demolition and that the swing span of the structure will be shipped to Fredericton, N.B., to replace the one washed away by floods a year ago, and that he will inquire of the Government:—

1. Is the dispatch true?
2. If true, why is the said bridge marked for demolition?
3. And in what respect will it fit the St. John river better than the Red river?

Hon. Mr. DANDURAND: The answer to the honourable gentleman's inquiry is as follows:

The railway bridge at Fredericton, carried away by the 1936 spring freshet, will be replaced at an estimated cost of \$1,250,000. It will be used jointly by the Canadian National and Canadian Pacific railways under an agreement respecting maintenance and operation on a wheelage basis and joint participation in the annual interest charges on the capital cost of the new bridge.

When the Canadian National lines were co-ordinated in 1925 the Transcontinental Railway bridge over the Red river was utilized and the use of the former Canadian Northern bridge discontinued. The latter structure was left in place until some use could be found for it elsewhere. An opportunity now presents itself to utilize the swing span in the new Fredericton structure and the railway management consider it good business to do so. With this explanation the answers to the specific questions asked are as follows:

1. Yes; except that the bridge in question was not the first bridge across the Red river at Winnipeg.

2. Because no longer required in its present position.

3. Because the swing span referred to can be usefully incorporated in the Fredericton structure.

CANADIAN HORTICULTURAL COUNCIL
INQUIRY

Hon. B. F. SMITH: Honourable members, I desire to call attention to an article which appears in last Friday's issue of the Saint John Telegraph-Journal, one of the leading newspapers in the Maritime Provinces. After stating that the Canadian Horticultural Council had met at Ottawa, the article refers to certain resolutions which were passed by that body, and goes on to say:

Commenting on this and other resolutions on his return to Perth, James E. Porter, secretary of the New Brunswick organization, who attended the conference, explained that he had contacted J. E. J. Paterson, M.P. for Carleton-Victoria, who arranged a meeting of Maritime Province members of Parliament and senators, at which this whole problem was discussed.

My object in rising is to say that this is a misrepresentation of the facts. I desire to ask the Government whether such a meeting was held, and if so, who issued the invitations and who were invited.