

ment, I understand, does not aid the municipalities very much. Here is a case in which the federal government is widening this service bridge at some considerable expense to aid the municipalities, and it is not at all impossible, I suppose, if the attention of the provincial government of Manitoba were called to that fact, that it might be willing to co-operate with the federal government in the building of the bridge. I might also point to the fact that the government of Quebec and the government of New Brunswick are joining with this government in building a bridge across the Restigouche river at Metapedia, and that the Quebec government is also joining us in building a bridge across the Ottawa River at Chapeau. It is true, these are interprovincial bridges; but there is all the more reason why the government of Manitoba should contribute to this bridge which is wholly within the province of Manitoba. I do not say that there has been any determination arrived at by this government with regard to the approaches. The matter has not come before me in a formal way. When the hon. gentleman mentioned it I was rather surprised that the municipalities should expect us to build the approaches. At all events, the matter will be considered, but at the present moment I am not able to hold out very strong expectations to my hon. friend on that subject.

Mr. HUGHES. Are there not large areas of splendid land to the east of Lake Winnipeg?

Mr. PUGSLEY. I understand that there are valuable forests and therefore the soil must be good. Just a word with regard to the complaint which my hon. friend from Victoria (Mr. Barnard) has set up on behalf of that city. If my hon. friend had looked into what we are doing for British Columbia, I do not think that he would feel that he had ground for making that complaint. I recognize as strongly as he can the importance of the ports of Vancouver and Victoria and their claims upon the public treasury. At the last session of parliament, at the instance of the Hon. Mr. Templeman, who was then as now the representative of that province in the government, provision was made for improving the harbour. Considerable dredging work was done and at this very moment we have actively at work in the harbour of Victoria the dredge 'Mudlark' and the very powerful dredge recently constructed by the government, and a considerable part, if not all, of the appropriation which was made last session, will be expended before the close of the present fiscal year in doing the very work which my hon. friend thinks ought to be done in the harbour of Victoria.

Mr. BARNARD. The information I have received from the department was that

only one half of the sum voted last year had been expended, and that the balance would lapse.

Mr. PUGSLEY. My hon. friend was no doubt informed that that was the expense up to the 31st of December last. Since that time both dredges have been kept at work and will continue to work, and the appropriation will be used to pay for the work done to the end of the present month.

Mr. BARNARD. Will that exhaust the appropriation for last year?

Mr. PUGSLEY. Probably not entirely. If my hon. friend will turn to the item for dredging, he will find that we have put in \$125,000 for dredging in British Columbia. With the new dredge brought from Germany, we shall have four at work in that province, the 'Fruhling,' the 'King Edward,' the 'Ajax' and the 'Mudlark.' These are all very important harbours. My hon. friend must not forget that the purchasing of these dredges by the government involves a very large expense. Of course, the operating expenses day by day will be very much less than the contract dredging in the eastern waters of Canada. You must not forget that we have brought from Germany—and I am glad to know that she has arrived safely in British Columbia after a voyage of 15,000 miles—a dredge which will be the best in Canada, with a capacity of 1,000 cubic yards per hour.

Mr. HUGHES. Of what nature?

Mr. PUGSLEY. A suction dredge.

Mr. CROCKET. What did she cost?

Mr. PUGSLEY. The price was \$250,000, delivered in British Columbia. We do not pay a dollar until she is delivered and tested and found perfect. I think it is a splendid investment for Canada and will be of special advantage to British Columbia. We have also the 'Ajax,' which was built in Toronto. In these we have two of the finest dredges that the government has yet obtained, and both will operate in British Columbia.

Mr. HUGHES. Is the 'Ajax' a suction dredge?

Mr. PUGSLEY. No, a dipper dredge.

Mr. CROCKET. What is the cost?

Mr. PUGSLEY. About \$125,000. She has an eight-yard dipper, but, of course, her capacity is much less than the other.

Mr. HUGHES. How deep will the 'Ajax' dredge?

Mr. PUGSLEY. I think 35 or 40 feet. We shall continue dredging Victoria harbour. My attention has been called by a gentleman from Victoria, as well as by the Minister of Inland Revenue to the ne-