

an engineer over the line to see exactly how much road has been constructed.

RECIPROCAL TRADE WITH THE UNITED STATES.

Mr. MACLEAN (South York). I desire to give notice to the government that tomorrow, if they move to go into Committee of Ways and Means, I intend to discuss the question of reciprocity on that occasion, and to prepare the way for the presentation to the House, either to-morrow or at a later date, of an amendment dealing with this question.

DREDGING THE NAPANEE RIVER.

Mr. WILSON (Lennox). I desire to ask a question of the Minister of Public Works (Mr. Pugsley) with reference to the dredging of the Napanee river. This is a matter with which the minister is perfectly familiar. Petitions have been presented to him, and he has had a deputation down here, and has had a great many letters with reference to the state of the navigation of that river. I think last year the minister went so far as to give an order for a dredge to be sent there to do the work. I do not know why they did not go and finish the dredging commenced in 1909. We have certainly established the need for this dredging. The order was given last year to dredge the river ten feet deep with a channel 75 feet wide. But they found that a mistake had been made by the engineer in the previous dredging. Instead of going, just before the dredging was done and making his report on the facts as he found them, he took an old report, made in 1907, and on the basis of that he reported that the water had fallen 18 inches since the time he had made the survey. Consequently, when they came to do the dredging in 1909, it was found that the appropriation was altogether too small. They started to dredge to a depth of 10 feet and a width of 75 feet, but they found their money was giving out, so they ran a narrow channel 25 or 30 feet wide, and that only part of the way. Besides, owing to the narrowness of the channel, the dirt dropping over the edge of the dipper made a bank on either side of the channel. The result is that navigation is reported by some of the captains of vessels using the river, to be worse than it was before the dredging was done. This is a matter of very serious importance to the town of Napanee and vicinity, because we get our coal by water, and the engineer reports that where they have to lighten up vessels so that they may get into the river, they have to pay 15 cents a ton more as freight. I bring this to the attention of the minister so that he may make an announcement of what he intends to do. I was surprised to find that there was no appropriation

in the main estimates, as the minister had learned from the reports of his engineers the need for this work. But there are supplementary estimates to come down and I presume there will be an appropriation in these estimates to do this work. Our county is one that gets very little in the way of government money, but we are modest and do not ask for much. But I would like to see a work of such importance as this proceeded with this year. I am sure it was the intention of the minister to proceed with it last year, because he told me, before I left last session, that the order had been given. And I notice in the return brought down that the order is in the papers. I hope the minister will be good enough to make a promise on the subject now.

Mr. PUGSLEY. It is true, Mr. Speaker, that my hon. friend (Mr. Wilson) called my attention to the necessity for this work of dredging upon the Napanee river, and also that the work was pressed very strongly upon my attention by prominent residents of the town of Napanee and other localities, the people interested in the navigation of the river.

I was also waited upon by a delegation, which urged strongly the importance of the work. I hoped to have been able to continue the work begun under my directions, but I found it was impossible to do it last year, unless urgent work in other localities was neglected. My hon. friend must know that we have only a certain number of dredges, and I thought this was a work which had better be done by a government dredge; but we may find it desirable to engage the services of a private dredge. In case we do that, the work would have to be advertised for, the same as that which has already been done. My hon. friend has called my attention to an order made on the 8th of August, 1910. It is quite true that at that time, I expected to be able to continue the work during the past season, and I regretted very much I was not able to do so. As to whether there will be an amount placed in the supplementary estimates for the current year, I am unable to state. I may say, however, that I think it very possible, indeed, I think it very probable, that the work will be undertaken during the coming season, and it is likely that it will be provided for out of the general vote, from an item which is now before parliament for dredging in Ontario and Quebec.

NATIONAL TRANSCONTINENTAL RAILWAY—NEW BRUNSWICK SECTION.

Mr. DANIEL. Referring to an answer just handed over to the member for York, who has had to leave the chamber, he asked me to ask the minister this question in relation to this last part of the answer: