

620.00 in customs duties alone, or an average during those four years of \$68, 405.00. In Ontario I find that there are only 9 ports which contribute a larger revenue than New Westminster; in Quebec only two; in Nova Scotia only two; (Yarmouth and Halifax.) In New Brunswick two; Manitoba one; Prince Edward Island one, and in British Columbia one, (Victoria), so that the money asked for would be well spent if this work was proceeded with in the manner which I have indicated. New Westminster City is situated in the Queen district of the Province.—the best agricultural district of British Columbia, and the principal lumbering region of the Province. It is the headquarters of the great salmon canning establishments of the Pacific Province, and is becoming quite a manufacturing centre. We are now connected with the Canadian Pacific Railway by railway, and instead of any probability of the revenue falling off, I think the chances are it will be greatly increased. Another reason why I urge this important work should be completed as soon as possible is that it will enable the largest ocean going vessels to enter a fresh water port. And as many of you are aware there is nothing does ocean going vessels more good than getting into fresh water for a few days to get rid of barnacles and other excrescences that impede their speed and otherwise prove injurious. Experienced ocean-going captains have told me that it is almost as good as a new coat of paint on a ship's bottom.

HON. MR. ABBOTT—I regret that I am unable to follow my hon. friend in the details of the work which he thinks should be done in the Fraser River, but I am able to assure him that the Government takes a great interest in improving this navigation, and desires to place it in the best possible form, for the access of ocean vessels. During the past year the works for improving the navigation of the mouth of the Fraser were commenced, and a sum has been placed in the Estimates for continuing the work during the next fiscal year.

HON. MR. KAULBACH—I am sorry that my hon. friend from New Westminster has withdrawn his attention from

Prot Moody, which I am sure requires no crib work or dredging to improve its harbor. The navigation there is perfect. It is the great terminus of the Canadian Pacific Railway, and it seems to me it is almost a waste of money to expend money on the Fraser, when Port Moody must in time take all the trade of the province, which my hon. friend now says must go to New Westminster.

BILLS INTRODUCED.

Bill (12) "An Act to Revive and Amend the Act to Incorporate the St. Gabriel Levee & Railway Company." (Mr. Ogilvie).

Bill (27) "An Act respecting the Ontario & Quebec Railway Company." (Mr. McKindsey).

BANFF NATIONAL PARK BILL.

THIRD READING.

HON. MR. ABBOTT moved the third reading of Bill (16) "An Act respecting the Banff National Park."

He said:—There is a small addition I wish to make to this Bill, to give it a short title by which it can be cited. It will be of some importance when we consider the number of rules, regulations and proceedings which will have to be taken into connection with it. I wish also to make a verbal alteration in one of the amendments made yesterday, and with the permission of the House I will move that the Bill be not now read the third time, but that it be referred back to the Committee of the Whole House for further amendment. The addition I desire to make is that this Act may be cited as the "Rocky Mountains Park Act, 1887."

The House resolved itself into a Committee of the Whole on the Bill.

HON. MR. PELLETIER, from the Committee, reported the Bill with certain amendments.

The amendments were concurred in, and the Bill was read the third time and passed.

HON. MR. MCINNES.