

dredge to go there in order to relieve the situation as navigation is going to be tied up. Two dredges are working there now, but it is hoped, with the completion of this work, that the difficulty will be corrected and there will be a saving in dredging.

Mr. McQUARRIE: The freshet is on at the present time. The two dredges are there now?

Mr. KING (Kootenay): Yes.

Mr. McQUARRIE: They are taking care of the matter?

Mr. KING (Kootenay): Yes, they are doing the best they can.

Mr. McQUARRIE: I appreciate the fact that the minister, the chief engineer and the department are showing great interest in the Fraser river channel. Of course, the minister knows that shipping on the Fraser river has very materially increased during the last three or four years, particularly during the last two years. I notice in the Vancouver Province of the 23rd May a news item which will give some indication of the shipping that is in that river at the present time. It reads:

New Westminster, May 23.—Five ocean carriers are moored at berths here, loading for various parts of the world.

SS. Canadian Highlander is taking 2,500,000 feet of ties and 500 tons of bar metal for United Kingdom. The ties are for a Scottish railway.

SS. Luise Nielsen is loading more than a million feet of lumber for New York.

The British tanker San Leon has arrived from Vancouver, where she discharged 1,000 tons of creosote. She will discharge 4,000 tons of the wood preservative here for the new creosote works.

SS. Canadian Winner is loading concentrates, bar metal and lumber for Antwerp and continental ports.

SS. Canadian Importer has arrived from Vancouver to take cargo for the Orient.

The shipping has very largely increased, and it is a question whether the department is taking measures in a sufficiently active way to meet the situation. I congratulate the minister on the work that has been done, but possibly more is required. There are certain ships now which would come into the Fraser river, but which on account of their draught, are prevented from doing so. The minister should consider the question of letting a contract for the dredging out of that channel from New Westminster to the gulf to a depth of at least thirty feet. We have been working there for many years and some progress has been made; but New Westminster is becoming an important shipping port, and if the grain from the prairies is to be

moved down that river some more drastic steps will have to be taken. I have wondered whether it would not pay the government to let a contract for that work in order to have the job completed at one time instead of doing it piecemeal. I know that the dredges are doing good work there, particularly the King Edward; but I do not think that the other dredge, the 303, that is, the Fruhling, is doing satisfactory work. If the minister would let a contract for the whole job and finish it up money would be saved for the country. If it is considered necessary that the work should be continued by the dredges, then I think the 303 should be replaced with a more modern vessel, for that dredge never can complete a job. My information is that it is always necessary for the other dredge to come after her and finish the work. As the minister knows, the 303 takes up sand into the hold and carries it out to sea, depositing it there, and that simply means, I am told, digging post holes in the bottom of the river. The 303 never did complete any job in clearing any particular part of the channel and I would strongly urge upon the minister the necessity for replacing that dredge with a thoroughly modern and up to date vessel. The minister knows that the Fruhling is many years behind the times and we are constantly losing money on her.

Mr. LADNER: I have just a few words to say in connection with the north arm of the Fraser river. A few days ago I took occasion to criticize somewhat severely to the extent of my ability the action of the government in granting \$5,000,000 to the harbour of Quebec, they having had \$4,000,000 in 1922, on the ground that it was non-productive and that in forty years or more no interest had been paid. I took the position that the grant was just money sunk into the river to increase facilities which at the present time may be considered adequate. Now, in urging upon the minister the proposal I am about to advance I have no wish to be in the slightest degree inconsistent, merely because this particular matter happens to relate to my own constituency. As in the other case, I preface my contention with the statement that if the actual business of the times does not warrant improvements and make for a return on the capital invested, such improvements should not be carried out, especially in view of the conditions that face us—our national debt, our railway obligations and other things we have heard so much about.