

on that part of the river in the winter time where he asks to have the snag boat used ?

HON. MR. MCINNES (B. C.)—Yes, and I will endeavor to show that in the inquiry that is to follow on our order paper.

HON. MR. ABBOTT—I regret very much, for the reason which I am about to state, that it is impracticable to use the snag boat "Sampson" for the purpose described by my hon. friend. The answer I have to make to his question, is that several applications have been made to have the "Sampson" used in working amongst the ice in the lower portion of the Fraser; but they have always been necessarily refused, as the boat in question was not built for the purpose, nor is it suitable for it.

HON. MR. MCINNES (B.C.)—I am surprised to hear that the Minister of Marine reports that the boat is not suitable for the purpose I have alluded to. There is no ice formed in the Lower Fraser thicker than two or three inches, and a daily trip up and down the river for about eight miles would be quite sufficient to break it up as it was forming, and would not injure the boat in the least.

NAVIGATION OF THE FRASER RIVER.

INQUIRY.

HON. MR. MCINNES (B.C.) inquired,

Is it the intention of the Government to place in the Supplementary Estimates a sufficient sum for the purpose of improving the navigation of the mouth of the Fraser River, so as to enable vessels drawing from eighteen to twenty feet of water to navigate the Lower Fraser at all stages of the tide and at all seasons of the year ?

He said :—The tides at the mouth of the Fraser River average between 12 or 13 feet. The mouth of the Fraser is very wide, and there is a large number of sand bars, and during the summer freshets the main channel changes very materially so that the officers of the Department of Marine and Fisheries have found it almost impossible to keep the

buoys along the edge of the navigable channel sufficiently accurate to enable vessels to enter that river during ebb tide. The average depth over the sandheads during ebb tide is about 9 feet, and at flood tide over 20 feet. Her Majesty's vessels, though drawing some 18 or 19 feet of water, have without accident gone over these sandheads, and have ascended the Fraser River over thirty miles. Last year an appropriation of \$8,000 was placed in the Estimates for the improvement of the navigation of the mouth of the Fraser by trying to confine the water and make a permanent channel. The means adopted to do so, I think, will be successful if only persisted in, and a sufficient sum of money is expended for that desirable purpose. Huge rafts of from 100 to 150 feet in length are formed with cross-timbers placed close together and loaded down with stones and sand until they sink. By sinking cribs of this kind in a continuous straight line on each side of the channel, sand bars or banks will form immediately around them, and by that means the existing depth of water nearly doubled. Eight thousand dollars was expended last year on this work, and a further sum of \$10,000 is placed in the estimates for this year. That is quite satisfactory, as far as it goes, but it does not go far enough. Instead of \$10,000 there should have been \$50,000 placed in the Estimates, for it will take that amount to complete the work, and the quicker it is done the less it will cost, inasmuch as a large amount of the work is destroyed by the heavy freshets if it is to be done piecemeal, and it will extend over several years. If \$50,000 are expended for that purpose I have no hesitation in saying that I believe the result will be highly satisfactory and that a permanent channel will be formed which will enable vessels drawing from 18 to 20 feet of water to ascend the Fraser River at all seasons and at all stages of the tide. New Westminster, which is the second place of importance in the Province, according to the Trade and Navigation Returns, stands the 17th as a revenue producer on the list of ports in the Dominion of Canada. During the years 1882, 1883-84-85, that port contributed \$273,