

large fishers of fish, and they have offered to supply the location for the wharf. At Leonardville, on Deer island, the wharf is in such a bad state of repair that the steamer, which calls three or four times a week, cannot land. Both these places are sheltered, the wharfs would not be liable to be carried away by a heavy sea, and the work is not expensive. Will the minister make a memorandum?

Mr. FISHER. I have done so.

Oak Point—wharf, \$8,000.

Mr. WILMOT. Where is Oak Point?

Mr. FISHER. In Northumberland county. This work is under contract.

Mr. LOGGIE. It is ten miles below Chatham, on the Miramichi river.

Mr. GANONG. Is that where Loggie's factory is located?

Mr. LOGGIE. No, sir.

Petit Rocher—breakwater, including connection with shore, \$6,500.

Mr. FISHER. This is in Gloucester county; it is under contract.

Mr. GANONG. Is this to be the winter port of the future?

Mr. FISHER. I hope it will be a great harbour.

Mr. GANONG. I understood the member for Gloucester was negotiating with the Hamburg-American and other lines to make this port a call.

Mr. FISHER. If he can get them there it will be good for the trade of the country.

Quaco harbour—extension of east pier, \$10,000.

Mr. DANIEL. What work has been done, what is it intended to do, and what will be the cost when complete?

Mr. FISHER. The existing breakwater is to be extended. There has been an expenditure there already of about \$40,000, and the total expenditure will probably be \$27,000.

Mr. DANIEL. More than has been already expended?

Mr. FISHER. Yes.

Mr. DANIEL. This vote will not finish the work?

Mr. FISHER. No.

St. John river, including tributaries, \$6,000.

Mr. CROCKET. I would call attention to the necessity of something being done to improve the St. John river channel between Fredericton and Woodstock. There are seven or eight points between these two places at which there are gravel bars and other obstructions to navigation. If these were removed, and I am advised they could be by the use of a

low water dredge, at comparatively small cost, we would have a channel which would admit of navigation between Fredericton and Woodstock by low draft boats for practically the whole season of navigation. At present the residents along the St. John river rely on a steamboat which on account of the very bad condition of the river between these two points has not been able to make more than twenty or thirty trips during the whole season of navigation. In 1901 or 1902 Mr. Tarte, then Minister of Public Works had a low-water dredge constructed near Fredericton for use in the river between Fredericton and Woodstock. It was put at work at a point five or six miles above Fredericton and dredged a channel through a bar at that place which channel is still in good condition. Mr. Tarte then said that it was his intention to continue the work along the river and to provide a continuous channel between Fredericton and Woodstock. However, the dredge after making a channel through the bar I spoke of, was taken off and nothing has since been done. This is a matter of the greatest concern to the people along the St. John. As many members are aware that district is one of the best settled in the province. The people have no railway accommodation whatever barring the Gibson branch of the Canadian Pacific Railway for eight or nine miles along the east bank of the river St. John, above Fredericton. They have to rely entirely upon the steamboat for communication with Fredericton and Woodstock. That is all they have other than by stage and their own teams. It seems that the government have decided to construct the National Transcontinental Railway by the back route in New Brunswick, and the hopes which the people of the St. John had in that regard have disappeared so that they must rely on the river for communication between Fredericton and Woodstock. I think the least the government can do is to give a reasonable appropriation to put the channel in good condition. I therefore appeal to the minister and press upon him the necessity of something being done, and I trust he will be able to see his way clear to make provision, if necessary, in the supplementary estimates, so that the residents of the St. John river valley may be afforded the accommodation which they so much need.

Mr. FISHER. I must confess that a good deal of what my hon. friend has said is new to me but I will be very glad to look into the matter, to consult the engineers and see what can be done.

Mr. CARVELL. I would feel like endorsing the remarks of my hon. friend from York (Mr. Crocket). A person can hardly understand the necessity of this work without going on the ground and seeing conditions. You can hardly imagine a territory sixty-five miles in length which has been