

him and the government, the great necessity for carrying on these works this year if at all possible.

Mr. STEWART (Leeds): I think my hon. friend must admit that the government has been impressed by the importance of having something done at Shippigan, from the very fact that an item has appeared in the estimates and that tenders have been invited for the work. He will also recall that after the estimates were brought down, and after the Minister of Finance had introduced his budget, an undertaking was given that the expense covered by the estimates would be reduced by approximately \$14,000,000, and that undertaking has been carried out. Each department was asked to review carefully the program of contemplated works and as far as possible to meet the requirements of the situation. That is the reason why, although tenders were invited for this work, it was not undertaken. It is true that the importance of the work has been emphasized by the getting-out of pulpwood recently in that section. There is no doubt that the work is an important one, and if the revenues permitted, it would be undertaken. I shall consider whether it is possible even now to award a contract on the vote that has been passed this year, although the department had undertaken to forego any expenditure in respect of that item.

Mr. VENIOT: I would point out to the minister that the share which the dominion government alone has to pay towards the dole in Tracadie, in Shippigan and in Inkerman, will amount to almost one-quarter if not one-half of the cost of constructing the wharf.

Mr. STEWART (Leeds): There is no guarantee that if we did this work we should be relieved of this liability in respect of the dole, because we have not found it to work out that way.

Mr. VENIOT: There is a guarantee; the people selling pulpwood will not get the dole.

Mr. STEWART (Leeds): It would undoubtedly provide some employment, but I am afraid there would still be some contribution in respect of what the hon. gentleman calls the dole.

Mr. VENIOT: What about dredging?

Mr. STEWART (Leeds): Now I will take up the second item, dredging at Bathurst. Representations similar to those made by the

hon. gentleman to-night have been made in connection with the situation at Bathurst. That also will be considered and it may be provided for out of the general vote or possibly in some supplementary estimate. If it is as urgent as my hon. friend says we will see if something can be done. In regard to Tracadie, considerable expenditure was made under the appropriation made by the former government, but owing to the curtailment of the vote available for government dredges in the maritimes we were unable to continue in operation all the dredges and had to lay up such ones as we thought could with advantage be dispensed with, continuing in operation only the one most useful. I am not sure that we shall be able to do much more at Tracadie this year. However, we will see what can be done.

Mr. VENIOT: Because the new gully is not opened through to the beach, the work that cost \$170,000 odd is being destroyed by the force of the seas, which otherwise would have a vent through the new channel and would not cause as much pressure on the outside work. If that work is left in the condition in which it is now and that channel is not opened, the pressure from the sea will be so great that you will not have any work there inside of two years; it will be all destroyed.

Mr. BELL (Hamilton): Will the hon. member for Gloucester assist us by telling the committee these two things, if he has them within his knowledge: First, as to when the dredge he speaks of ceased operations, and secondly as to when the trade in pulpwood to which he refers became active.

Mr. VENIOT: Dredging operations ceased in October, 1930, notwithstanding that the money had been voted for that purpose in the session of 1930. Dredging in Shippigan ceased, inside and outside the gully, and operations provided for by a vote of \$10,000 passed in this house in 1930 for dredging at Lameque, were also discontinued. Dredging at Lower Caraquet wharf, which was to be carried on under an appropriation of that year, was discontinued, as was also dredging at St. Simon, another fishing centre. So far as pulpwood is concerned, operations started in 1931, some time in the fall, and reached their highest figure in 1933, last summer, when there were shipped out 20,000 cords of pulpwood from that section of Gloucester. Of course, more wood is shipped from Gloucester off private lands; but the rest was in the upper section of the county where it had to go by rail and could not go by water.