

time deal with their provinces. In the county of Gloucester, which I have the honour to represent I know of several wharves which lately have been constructed in the interests of fishermen to afford protection. Unless some dredging is done it will be impossible for those fishermen to avail themselves of the protection and accommodation provided by the wharves. For instance there is the harbour of St. Simon where there are about seventy-five or eighty fishing vessels; I do not refer to boats but to fishing vessels; in addition there are fishing boats. It may be said quite truly that for a long time they have got along without this protection. They have it now however. The intention was that last year some dredging would be done in St. Simon harbour. Out of the \$650,000 or \$675,000 voted for dredging in the maritime provinces generally, in the estimates of dredging work to be done in these harbours made by the engineers the harbour of St. Simon was included. Nothing was done. I understand that the department was short of dredges and perhaps could not have the work done. I am told that dredges could not be procured to do the work last year in St. Simon harbour. Then there is Lower Caraquet harbour where dredging is absolutely necessary. The wharf there is 1,700 feet long. It was built eight or ten years ago and there is a constant gathering of silt coming down the different rivers emptying into Caraquet and St. Simon bays. That silt has the effect of filling up the bay. In the main channel and along the sides of the wharf beginning at a point 150 feet from the head of the wharf and running to the shore, it is impossible for fishing vessels to avail themselves at the present time of the protection the wharf otherwise offers. Then there is Shippigan gully. That point is the main entrance of about 200 fishing vessels coming from the cod fishing banks. At the present time they go through Shippigan gully whereas some years ago they had to go around Miscou point and Miscou island. Some fifteen or twenty years ago the government conceived the idea that by a system of breakwaters constructed at the entrance to Shippigan harbour and some small dredging operations the channel might be utilized and kept in proper condition for fishing vessels. The result was that after dredging had been done the strength of the current practically kept open the entrance to Shippigan harbour so that vessels drawing 14 feet of water came through that harbour instead of going around a distance of about 30 miles. A slight shifting of sands on the outside of Shippigan gully has caused the formation of a bar and has

[Mr. Veniot.]

diverted the channel from the outside, leading into the gully channel and into the harbour. Last year representations were made by me and it was intended that a large bucket dredge would be procured. The suction dredges were not fitted to do the work in the exposed section of the bay. That meant that out of the \$675,000 a certain portion would be spent to try to widen the channel and take away the bar. That has not been done. In addition to that \$10,000 was voted last year for the dredging of what is known as the Lameque basin. That amount was to be spent under contract, not under government dredging work. No tender has been asked for and the vote is in the estimates this year.

May I point out to the minister that this \$10,000 was provided to dredge the basin between two wharves to give protection and better accommodation to a fishing fleet of some 65 or 75 vessels and boats. I had before me this morning a report from the Department of Fisheries giving a list of bounties paid to persons engaged on fishing vessels and fishing boats. On just a few of the islands in the vicinity of Tracadie—I am referring particularly to Miscou and Shippigan—about 1,000 men received bounties for fishing in boats and vessels of 15 tons and upwards. With that large fishing fleet in operation there can be no doubt of the necessity of further dredging for their protection, and I think the minister would be well advised to have the matter looked into between now and the time the supplementary estimates are being prepared, to see if something cannot be done to add to this appropriation in order to meet the conditions to which I have referred.

I see an appropriation under harbours and rivers of \$75,000 for breastworks and breakwaters at Tracadie harbour. The contract was let last year, and the work is being proceeded with. Suction dredge No. 12—I think that is the number—worked there last year until ice formed. I understand orders have been given to stop further dredging. Owing to the closing down of the lumber industry in that section—an industry on which a great many of our people depended, and did not engage in fishing—those people now have to resort to fishing and agriculture for a livelihood. The harbour is landlocked and it would cost \$1,000,000 or more to enlarge the old entrance. Therefore it was decided by the engineers to close the old entrance and dredge a channel from the village to and through the outer beach. This would open up a channel which 30 years ago had 20 feet of water in it, but subsequently was allowed to close