

Mr. DOUCET: I can take that matter up with the minister again. During the term of my predecessor I know it was intended to put a vote in for work at this point, and if it was justified last year there would not be any excuse for dropping the vote this year, unless it was an oversight on the part of the department.

Has the minister seriously considered the representations that were made to him as to a construction at Maillet's Gully, Buctouche bay? The matter has been under consideration for a number of years and representations with respect to it have been made to the minister on various occasions. I believe the minister is anxious to place a sum in the supplementary estimates for the purpose of carrying out this improvement at Maillet Gully, and in order to strengthen his hands I shall lay before the committee some facts that were gathered from the local population and from the assistant engineer who went there and collected information himself. Maillet Gully is seven miles north of Buctouche and nine miles south of Richibucto, and there is no place of shelter convenient in this long distance of sixteen miles. About fifty families are located within a radius of about two miles around Maillet Gully and derive their support from the fishing industry. Over forty large gasoline boats are employed in working for the seven lobster canneries located in that section of the country, the work being performed in the fall of the year. In the spring there are forty small boats engaged in the herring fishing industry. I may say that the operations in connection with the seven lobster canneries represent an expenditure of something like \$50,000 a year. The catches in the herring industry represent between five and six thousand barrels of herring annually. In the interval between the herring and lobster season the cod fishing industry occupies the attention of the fishermen. During the fall of 1921, fifteen of the larger boats were damaged or destroyed owing to a fall storm; and in the severe storm which occurred on the first and second days of October, 1923, practically all the boats operating within the radius of two miles which I have mentioned—boats owned by the fifteen families alluded to whose sole means of occupation is the fishing industry—were damaged. I submit that it is of the utmost importance in the interest of the preservation of that fishing fleet and in order to enable those fishermen to earn a livelihood, that something should be done to give them protection. The necessary work will not require a very large

[Mr. J. H. King.]

amount of money. The minister is already in possession of the report of the engineer. I believe he also has an estimate of what the required protective works would cost. I trust that after this explanation and in view of the correspondence with the department the minister will see his way clear to place an item in the supplementaries to give the protection which is so badly needed at Maillet Gully. I may say that my predecessor at successive sessions in 1921, 1922 and 1923 urged upon the government the importance of carrying out this work. I have no doubt that had he been spared to represent the county at the present session he would have made further recommendations on the matter.

The CHAIRMAN (Mr. Marcil, Bonaventure): Shall the item carry?

Mr. MEIGHEN: Surely the minister will not leave the hon. member's recommendations unanswered.

Mr. KING (Kootenay): I will be very glad to give the matter consideration.

Mr. DOUCET: I urge the minister to consider it seriously.

Mr. KING (Kootenay): Yes, serious consideration.

Item agreed to.

Miscou Harbour—Wharf reconstruction, \$5,500.

Mr. STEVENS: Will the minister please give an explanation? This is a new item which should be explained.

Mr. KING (Kootenay): This vote is for the purpose of reconstructing the wharf by removing the cap, covering, stringers and three tiers of face-timbers from the inner section, 418 feet long, of the block and span wharf; filling in eight spans with cribwork; rebuilding the tops of the blocks; and completing the section from the shore to the ninth span—420 feet—with an earth and gravel covering. Beyond this one block is to be retopped and two spans replaced, and a new cap is to be placed over the whole of the old section of the wharf, 875 feet long. The completed work will be 1.5 feet lower than its present height.

Mr. STEVENS: Is this work all to be done by day labour?

Mr. KING (Kootenay): Yes, on the recommendation of the chief engineer.

Mr. STEVENS: I wish to record again my former objection to this, and numerous other works, being carried out without tenders. It