

Mr. PUGSLEY: Perhaps that would be better.

SUPPLY.

The House resumed in Committee of Supply, Mr. Rainville in the Chair.

Mr. HAZEN: I had started to say that a number of years ago, when the Government of Mr. McKenzie was in power, steps were taken to protect the harbour of St. John from storms by the construction of a breakwater extending from Negro Town point on the western side of the harbour across to Partridge island at the entrance of the harbour. That breakwater has been constructed for a certain distance, but there is a gap remaining between the end of the breakwater and Partridge island. The intention always was that that gap should be filled, as will be seen by any hon. gentleman who has curiosity enough to go to the Public Works Department and look at the plans that have been on file there for many years past. An agitation, however, arose on the part of the schooner owners and others, who complained that if the gap was closed they would have to take a longer route around Partridge island in order to enter the harbour, and as a result the work was delayed for many years. The agitation has now entirely ceased, and to-day there is no opposition by any interest in the community, to the construction of this work.

Mr. NESBITT: Do they know about it?

Mr. HAZEN: It has been talked about for twenty years. There is a universal feeling that the closing up of this gap is essential to the safety of the port and for the protection both of the private wharves and those wharves that have been constructed of late years at considerable expense by this Parliament.

Mr. SINCLAIR: What has caused this change of view?

Mr. HAZEN: At the present time practically all the vessels coming into the harbour are propelled by steam or gasolene. There is not a fishing boat that comes up from the island or along the shore that has not a gasolene engine in it, and there is consequently little trouble in running the mile or two extra to get around the island. In addition to that, the schooner trade is not as important as it was in years gone by. The necessity for this work had been recognized, I think, for very many years past. It has been recognized by those interested in the business of the port, and the construction of the work has been urged from time to time by the Board of

[Mr. Hazen.]

Trade and other public bodies. In 1914, some time before the outbreak of the war, tenders were invited for the construction of the extension to this breakwater. The tenders were received soon after the outbreak of the war. It was stated in the House the other day that the work was not proceeded with because the Government thought the tenders too high, but that was not the case. It was not because of the price at all, if I recollect the circumstances, for the officers of the department considered the price fair and reasonable; but the work was not gone on with, because the war having broken out, it was thought desirable to retard construction of all public works as much as possible. Conditions to-day, however, are such that I think it is imperatively necessary that the work should be proceeded with.

Mr. NESBITT: Has the war stopped?

Mr. HAZEN: Not at all. I am talking about other conditions, as the hon. gentleman would have heard if he had been patient for a moment. A great deal of dredging has been done in the harbour of St. John. Lying across the harbour and forming a natural breakwater, to a certain extent, was what was always spoken of as the Beacon Bar. This formed a natural obstruction to the waves as they rolled through the gap. This bar has practically been all dredged away during the past five or six years for the purpose of giving a better entrance to the harbour and better facilities for shipping generally.

That obstruction having been removed, the waves caused by westerly gales now come with great force through that gap in the breakwater. On several occasions they have come across the harbour and caused damage to private wharves on the east side. In addition to that, striking against another obstacle, they are deflected back into the berths which have been in the course of construction at West St. John for some years, causing injury to the docks, and, on one or two occasions, rendering them unsafe for shipping. Sometimes the ships have had to be moved out of the docks and taken into the stream. The expenditure made by the Dominion Government at St. John during a number of years past, while running into large sums, has been bringing in considerable revenue. As a result of the construction of these wharves it was possible to send through the port of St. John last year exports to the value of over \$200,000,000, an amount which exceeds the value of the goods exported from the port of Boston during the same period. Further than