

Harbour Works—British Columbia

summer vacations and Sundays. The fact that the former government recognized the need for and built a breakwater is an important factor. It is not an individual case of such action having been taken.

I understand that similar undertakings were to be carried out at Kelowna, Naramata and Penticton, so the residents of that city saw no reason why in this instance the government should have expended over \$150,000 on a project which is proving rather worthless and they asked that they be given a proper boating basin. It might require the extension of the present one, or, on the other hand, it might be wise to build a complete new one. That of course would be the desirable thing because there is another location where a more appropriate boat basin could be constructed.

The boat owners in the area today have to harbour their craft across the international boundary at Blaine. Now the present government has indicated it wishes to have Canadians buy less from the United States. I know that the Minister of Public Works has many times suggested in this house that we are spending too many dollars in that country. This government, by continuing the policies as presented by the former government, is nevertheless forcing the people in my area to go to the United States to store their boats at this point and thereby making them partially resident of that area. They leave their cars in Blaine, they will then buy the materials they require for their boats, naturally enough, in that city and we are in fact doing the very thing to which the government of today is opposed.

It is quite understandable that the merchants of White Rock, the board of trade and other representatives of the area are very disturbed at the continuation of this policy. Other members from the lower mainland of British Columbia, particularly those members for Burnaby-Coquitlam (Mr. Regier) and Burnaby-Richmond (Mr. Irwin), are, I am sure, fully aware of the position in which the merchants in my area of White Rock find themselves today. They do find many and many a Canadian dollar being spent in the United States which they feel would be much better spent in the White Rock region. It angers the citizens of White Rock to find each morning, when looking out to sea, a fine seagull's roost—in fact a \$150,000 one—and it is quite understandable that they would take a dim view of any suggestion that this money was well spent unless something is done to assist them or unless the government sees fit to make a better berth out of the present one. The fact is that the former government only three years ago

recognized the need of the citizens of that area by replanking the pier and of course they had previously built the present White Rock breakwater.

Now these United States cousins of ours see the value of a breakwater. The Americans are shrewd businessmen. I very often find myself thinking that responsible individuals in this house are prone to criticize people who are in business and who do a good job of it by reason of the fact that they themselves are not capable or are not taking advantage of what we might term good business practices. We blame the Americans for seeing there is a need of good boating facilities in that section of the United States and Canada.

Might I say it has been drawn to my attention just exactly how forward-thinking are these Americans in respect to this matter; they are fully cognizant of the fact that tourists spend dollars and they only require one facility that is for boating purposes. They do not require schools; they do not require sewers, watermains or any of the other public utilities which we require in our municipalities. Therefore every tourist dollar spent on the United States side is just that much money in the pocket of the astute merchants there.

The merchants of Blaine and the government of the United States are fully aware of this situation, as I have already indicated, and I find in the *Blaine Journal* dated February 28, 1957 an article headed "Blaine Boat Haven Expansion to Begin About April 1 by Port". It goes on to say that the United States army engineers would open bids about May 8 for their part of the program and they would extend the existing rock breakwater 1,000 feet southeasterly from the end of the existing breakwater to a point 1,300 feet south of East street. It then goes on to explain about the sharing of these particular costs and just a few weeks later in the April 18 edition of the same publication I find another item entitled "Progress Being Made at Blaine Harbour". One of the important parts of that particular article has this to say:

The date for opening bids for the federal government's part of the project at an estimated cost of \$477,000 has been set for May 8, at 2.00 p.m. by Colonel R. J. B. Page, Seattle district engineer, corps of engineers.

The work consists of 480,000 cubic yards of dredging for a small boat harbour; salvaging and re-using approximately 1,100 cubic yards of rock from the existing breakwater; reinforcement of timber and rock breakwater; and construction of 975 feet new breakwater easterly of the existing rock breakwater.

When contract is awarded, contractor will have 150 calendar days to complete work.

This is a serious problem in the lower mainland of British Columbia; it is a problem