

Mr. HANSON (Skeena): Can the minister tell us where the money was spent last year in connection with dredging in British Columbia?

Mr. STEWART (Leeds): I have not that information but I will undertake to get it for the hon. gentleman.

Mr. HANSON (Skeena): I understand that very little if any of the money was spent in the northern part of British Columbia, there are three different places where, as I have been informed on reliable authority, the floats are in such poor shape that neither the fishermen nor anyone else will dare to land boats. Nothing is mentioned here about the floats, and I know that recommendations were made to the department, and to the district engineer, who is familiar with the conditions. There is one at Silver City on the mainland and there are two on Queen Charlotte Islands. A very small amount of money would put these floats into proper shape. These recommendations have been forwarded to the department and I should like to know whether, under the vote for harbours and rivers generally, something will be spent to put these floats into shape.

Mr. STEWART (Leeds): The dredging to which the hon. gentleman refers would come under item 116.

Mr. HANSON (Skeena): I think it is 113.

Mr. STEWART (Leeds): Item 116 would be for dredging, British Columbia, \$140,000.

Mr. HANSON (Skeena): But the item 113, harbours and rivers.

Mr. STEWART (Leeds): That is for existing services.

Mr. REID: Regarding item 113, I notice that under the item of harbours and rivers generally there is a reduction this year of some \$25,000. I know the minister will tell me that there is a reduction all round in the estimates. Of course I do not know what there might be in the supplementaries, but taking the estimates now before us I protest against this reduction this year. In this regard may I point out that last year New Westminster was the only port in the whole of Canada that showed an increase and it is now the third largest port. In spite of the depression through which we are passing, the number of ships entering that port increased during 1933 to the extent of 409 large vessels of from 8,000 to 10,000 tons. I draw the minister's attention to that considerable increase in business and appeal to him now for greater consideration for that port. On occasions there are as many as six deep sea vessels

[Mr. Venoit.]

in the port at one time and they are finding it difficult at times to turn around in going out. They have, I might say, to turn around so as to head downstream in going out, down river. Owing to lack of depth of water in various spots ships become stranded, and last year I believe one or two became stuck for the lack of room while endeavouring to turn around and go out. I need hardly draw attention to the seriousness of a ship of 9,000 or 10,000 tons being stuck in the sand because, if it touches bottom, especially if it has a cargo, the consequences may be serious.

I do not believe the government has been entirely seized of the trade outlook from the west. Since confederation the whole development of Canadian ports has been on the Atlantic seaboard and in looking over the estimates I notice that the amount available for Atlantic ports is just ten times as much as that for those on the Pacific. Far be it from me to raise the issue of the east against the west, but I think the time has now come when Canada should look more to her western ports especially as her trade with the orient and other countries is growing and will grow as the years pass by. When, on looking at the estimates, I find a total of \$1,131,400 available for Atlantic ports and the total estimate for the western ports of British Columbia is \$128,700, it is no wonder that I rise and protest.

To come to the item under discussion, especially with regard to the Fraser river, I should like to point out that 60 per cent of the lumber that left British Columbia last year went out from that river. Well over 218,000,000 feet of lumber left that river for export in addition to many tons of fish and 431 cases of apples, but all told 2,384,000 gross tons went through the port of New Westminster last year. As I say, it is the third largest port in Canada and yet we find for the whole of British Columbia an estimate of only \$128,700. The matter of ships not having room to turn due to lack of depth of water should be attended to because, in spite of the difficulties which have beset us in the development of the port due to the irregularity of the Fraser river, New Westminster has shown wonderful growth. I believe I am safe in saying however that the channel there in some parts at least is not any better after twenty-five years of operation. It is true that it has been developed and improved in parts, but there are other parts that I believe should be further considerably improved. While I do not object to what is being spent in the east, I am appealing to the minister in all seriousness that more attention should be paid to ports on the Pacific especially the port of New Westminster.