

## Supply—Transport

"The city is interested in the condition of the channel and when we see that silt is beginning to pile up we will be able to do something about it", Ald. R. W. Ballantyne said.

Last fall the port was closed to ships taking on full cargoes for nearly four months.

Possibly the minister would care to comment on this particular statement and perhaps he would tell us if he thinks a harbour should of necessity be closed to full cargoes for four months. In New Westminster we have some of the finest shipping facilities in Canada. We certainly have one of the finest docks, as I am sure the minister will agree. Despite this fact we have reports of this difficulty. I would like to be fair in this matter. The Department of Public Works has been operating under a handicap and has not had dredging vessels available at all times, but today it has. Up to the present time it would appear that the right hand of the government has not known what the left hand was doing. I would like to impress on the Minister of Public Works the need for examining the cause of dredging. His department is interested only in dredging and not necessarily in the cause of dredging. I would not say the minister and his department are completely disinterested in the fact that dredging is being caused by certain erosion which is taking place in that river, but it has become apparent to me that some change should be brought about in view of the fact that I have consistently made charges or complaints in this house that the silting is not being properly taken care of. This has been regularly pointed out by the New Westminster harbour commissioners, too. It is possible that if the Minister of Transport discussed this matter with the Minister of Public Works, as I am sure he must do from time to time, he would discover that the problem has not been completely solved and will not be solved until we get a 30-foot channel down that river with the dredges working on a full-time basis and not merely on an eight hour a day basis. I am not speaking of the labourers working on a full-time basis but rather I am suggesting that the dredge should be used full time.

Some of the facilities I spoke of on this river are the Pacific Coast Terminal, which has 1,200,000 cubic feet of cold storage space available, Canadian Western Lumber Company dock, the Gypsum Lime and Alabastine Company dock, the Searle Grain Company dock, and the Canadian National railway dock at the terminus of the railway. With respect to the Searle Grain Company dock, I might say that one of the reasons given by shipping men for the loss of grain haulings in the last two years was not because we did not have a market available but rather because of the shallow depths of the Fraser

river. A ship can only take a partial cargo and then you have to go to Vancouver to get the rest. That is not a very satisfactory arrangement because this continual shunting and paying of fees is expensive. In so far as the dock itself is concerned, we have the Canada Rice Mills and the Overseas Transport dock, and as far as the industry itself is concerned no charge of any kind is levied against the cargo.

The Fraser water harbour is one of the biggest in Canada and has many facilities including the Great Northern Railway coming from the United States, the terminus of the Canadian National Railways and also a spur-line running from the main line of the Canadian Pacific—and trains operate on it regularly, I must say,—as well as the British Columbia Electric Railway line. We have splendid railway facilities and everything else that is required and yet while the rest of British Columbia's shipping is increasing our shipping is decreasing to a degree. I can find only one reason for this and that is the silting in the river itself caused by erosion which takes place upstream. This again points up the problem of what I will call co-operation rather than a matter of the left hand knowing what the right hand is doing on the part of some of the departments of the federal government as well as on the part of the provincial government in solving the problem. I censure the governments, provincial and federal alike, because I find that silting takes place at a point upstream and that this could be corrected if there was not so much bickering between the two governments in trying to assess costs.

In *The British Columbian*, the New Westminster daily paper, March 3, 1956, issue, we find an article entitled "Channel Target". One or two of the sentences in this article are of importance and I should like to read them:

Discounting certain regular and passenger liners entering Vancouver, New Westminster did receive more than 50 per cent of the deep sea freighters going to Vancouver.

That is rather interesting when you stop to consider it. The article continues:

The 435 freighters visiting New Westminster last year could have unloaded or loaded full cargoes. Most of them handled only part cargoes. Vagaries of the main channel depth during a large part of the year are blamed for getting ships into the "part-load habit".

This is only because so much emphasis was originally placed by shipping men, and has continued to be placed, on the fact that this channel is not open to sufficient depth to permit deep sea freighters to come up at all times. The article continues:

New Westminster desires to attain greater stature as a world port. To do this, misleading channel publicity must be eliminated. The target for safety