

Supply—Harbours and Rivers

Now, since 1922 the Richmond and Point Grey board of trade as well as the municipal councils of Point Grey, South Vancouver, and Richmond have by petitions and letters impressed upon the government the necessity of extending the jetty at the mouth of the Fraser river in order to make it possible for the saw-mill interests and other industries along the river to bring up booms of logs and split them at the mouth of the river, thereby saving 50 cents per thousand on their logs. Just a few days ago I received letters from the reeve of Point Grey and the Richmond and Point Grey board of trade. In his letter the reeve of Point Grey states some facts which are pertinent to the present situation. He says:

It is a fact that all the plants on the river show growth and warrant a continuance of interest in the development of the river, not for the future but to facilitate the business already there.

Dr. King practically conceded that it was necessary to continue the jetty at the mouth of the river and when we had Mr. Cameron down the river, the contention that the silting up at the mouth was largely due to a cross current across the end of Sea island was well demonstrated to him as we arrived, as you well remember, at the mouth of the river at the turn of the tide.

The river is attracting more notice now and other industries will come in and make use of its banks if the entrance is improved. The extension of the jetty would allow tugs to get into sheltered water at any stage of the tide and they could then wait their pleasure in protected water.

As it is now, in the event of a blow coming up they are forced to run back into Howe sound or Vancouver harbour which means a big delay. As an insurance against this occurrence the towing rates are higher than they need be.

Incidentally, it costs 50 cents a thousand more for lumber going into this channel. In view of the general desire among members to have the session end in order that we may go home, I do not propose to take up much time on this question. But the matter is one of importance to the people on the north arm of the Fraser river in the interests of large and increasing industries established there.

Mr. BANCROFT: Have these industries been established since the hon. member made his budget speech? At that time I understood him to say that there were no industries operating at that point.

Mr. LADNER: I am complimented by the fact that the hon. member has given some attention to my speech, but apparently he has not read it carefully, because industries are going on there and are increasing every day. Indeed, I was about to tell him something about a few of them. These are some of the

[Mr. Ladner.]

companies, together with the investment and the monthly pay roll:

| Company— | Investment | Monthly Pay Roll |
|---|------------|------------------|
| Robertson Hackett.. . . . | \$600,000 | \$15,000 |
| Bloedel, Stewart and Welch .. | 250,000 | 15,000 |
| McNair Lumber and Shingle Company.. . . . | 240,000 | 10,500 |
| Ewart Lumber Company.. . . . | 80,000 | 6,500 |
| Barrett Company, Limited .. . | 50,000 | 2,000 |
| Eburne Saw Mills.. . . . | 645,000 | 15,000 |
| Bernard Timber and Logging Company, Limited.. . . . | 150,000 | 20,000 |
| Hunting-Merritt Lumber Company, Limited.. . . . | 450,000 | 21,300 |

In the list I have given I have omitted the number of cars shipped, which in the case of the Bloedel Company amounts to 1,000. In the case of the Hunting-Merritt Company, 1,000,000 shingles are turned out daily and the number of cars shipped out every month over our railways is something like 1,500. I could give an extended list of concerns with a capital under \$500,000 doing business in that district. Each side of the river is being continually crowded with lumber and shingle industries, and industries incidental to these.

Mr. BANCROFT: Have they started since the hon. member spoke on the budget?

Mr. LADNER: I have not been out to see, but I can assure the hon. member that these industries are there. Now, the river must be dredged. The channel is ten feet deep over a certain distance and is one hundred and fifty feet wide. The difficulty is that the jetty is not projected far enough into deep water, and with the cross currents bringing in silt the channel has to be dredged constantly or it gives trouble every now and again to shipping. The north arm of the Fraser river is a fresh water body, and the lumber industry finds it advantageous to carry on business there rather than in the main harbour, which of course is salt water. I urge upon the minister and the government that the people now there, as well as the people of Vancouver city, are interested in the increased facilities of the Fraser river to enable the industrial development to proceed in that district. Although we have been importuning the minister and the government every spring since 1922, and although I realize the need for practising economy in public expenditures, yet I think in this instance there is a failure in fair dealing; because the government have an opportunity of investing money where it is warranted by the actual business conditions. Both the minister's officials and the business men of