

*Supply—Public Works*

this government claims so proudly and so publicly to be doing, it seems to me that items such as this should be investigated more carefully by the government and not brought to the house in this particular form which is so inexplicit.

Item agreed to.

*Dredging—*

367. Maintenance and operation of plant and contract and day labour works, \$3,499,100.

**Mr. Green:** This item covers maintenance and operation of plant and contract and day labour works in connection with the dredging done by the department. The minister will recall that two or three years ago dredging was undertaken in the first narrows, the entrance to Vancouver harbour. I believe that work was finished some time last year. In addition to that dredging, it was understood that there would be a scale model set up—another one of those models about which the minister spoke a few moments ago—I think to test the effects of this dredging on the currents in the harbour. I think it was further understood that eventually a second stage would be undertaken for further dredging of the entrance to the harbour. Can the minister tell us what progress has been made on that scale model and whether it is still the intention to do further dredging work?

**Mr. Winters:** Mr. Chairman, in April, 1953, an interdepartmental committee on engineering studies of Vancouver harbour and possible improvements to navigation was established by my colleague the Minister of Trade and Commerce and financed by the national research council. The Department of Public Works, the national research council, the national harbours board, the Department of Transport and the University of British Columbia were all represented.

The studies resulted in report No. MH-52, dated December 30, 1954, "Analysis of Tides and Currents in Burrard Inlet" by Mr. W. D. Baines, division of mechanical engineering, national research council. The report is now being studied by the various government departments. No action has been taken yet toward the implementation of the recommendations in the report.

The most spectacular recommendation would be to close the second narrows and construct a lock to permit vessels to pass this point. This action could reduce the velocity to zero and at the first narrows to 1.8 knots. The present maximum velocities at these two points are 6.3 knots at first narrows and 6.8 at second narrows.

The dredging of the first narrows now being undertaken by the department is in keeping with the recommendation of the report but is

not on the scale recommended. That matter is still under further study.

**Mr. Green:** Am I to understand there will be further dredging work done in the harbour and that the government is considering the possibility of locks being installed at the second narrows?

**Mr. Winters:** I certainly say it is included in the report and that the whole report is under study; but what will be done further I am not in a position to say until the studies have been completed, Mr. Chairman.

**Mr. Green:** Is the report in such shape that it could be tabled in the house?

**Mr. Winters:** I am not sure that the report has not been tabled, Mr. Chairman. It may already have been tabled. It is a report to my colleague, and I shall ask him about it.

**Mr. Green:** I do not believe it has been tabled or I would have known about it. If it has not been tabled would there be any objection to tabling it? I ask that because our harbour is vital to the progress of the city of greater Vancouver and in fact to the whole of British Columbia. Great interest has been taken in it and I think the report should be tabled so the public would know what has been recommended.

**Mr. Winters:** I would think that would be all right but it is subject to the concurrence of my colleague to whom the report is submitted.

**Mr. Hahn:** Mr. Chairman, during the past two or three years it has been my privilege to draw to the attention of the house the problem of dredging on the Fraser river. The minister is quite familiar with the problem and I do not intend to devote this period to discussing it. I would like the minister to outline for us now, if he could, exactly what is being planned in the way of dredging on the Fraser river during the ensuing year.

**Mr. Winters:** Annual dredging to maintain navigable channels is required: (1) for ocean shipping New Westminster to the sea; (2) for coastal tugs and log rafts, North Arm; (3) for tugs and log rafts Sumas to Hope and also in the Harrison river. During 1955-56 (1) and (2) were carried out by departmental plant and by contract dredging. Departmental dredges Nos. 303 and 305 operated at various locations between the mouth of the river and New Westminster and removed 780,183 cubic yards. Contract dredging at Annieville channel and in vicinity of Searle elevator amounted to approximately \$272,000. (3) was carried out by equipment employed on a rental basis. Two outfits have been used for