

Some Opinions:

R. D. RORISON,Well Acquainted With North Arm Conditions, Strongly
Supports the Memorial

Re North Arm Dredging.

I am pleased to know that the Boards of Trade of South Vancouver and Point Grey and Richmond are securing data as to industrial developments on the North Arm of the Fraser River, as well as prospective industrial operations to lay before Hon. F. M. Carvell when visiting our city with the view of having the dredging of the channel already done, in the east end of the breakwater at the mouth, continued right through to New Westminster.

I would very much like to have it dredged to a depth of fifteen feet, nevertheless if we succeed in securing a ten-foot channel below high tide it will naturally give an impetus to industrial development, since at high tide vessels of twenty feet draft could be safely taken as far as Eburne and docked in deep water on high tide.

In many places these basins already exist and others could quite easily, and at small cost, be provided at other points where needed. Industries of reasonably large proportions, such as shipbuilding, saw-mills for export trade, steel rolling mills, and kindred industries could be established. Hitherto, several such industries seeking sites have not only refused to locate on the Fraser but in Vancouver as well. The cheap sites for industrial plants and home sites for employees, if the ten-foot channel was in, would have added to Vancouver's prosperity very materially. Every effort should be put forth to secure the initial dredging to a depth of ten feet, and it behoves every industrial, commercial and financial institution of Vancouver to lend their support to that end, and also the active support of the Vancouver Board of Trade. We anticipate this.

R. D. RORISON.

ROBERT STEPHEN

1638 Marine Drive,

South Vancouver, B. C., September, 1918.

Re Dredging the North Arm.

My property is rented as a market garden. I believe the North Arm of Fraser will ultimately be one of the main arteries of industrial activity. When a deputation of property owners were asked to meet the then Mr. Shaughnessy in his office in Vancouver to discuss the sale of right-of-way for the railway along the North Arm of Fraser, Mr. Shaughnessy mentioned the line would be operated by electricity. One of the deputation said when the line was to be an electric one why not put it on the River Road? Mr. Shaughnessy replied: "Gentlemen, this is not a street railway we are going to build but a railway that will be required to handle the products of industries eventually located along that waterfront. It may not be in our time, gentlemen, but it surely will come."

Quite a bit of traffic has been carried over this line already, probably up to Mr. Shaughnessy's expectations.

Far-seeing Lord Shaughnessy saw the need of dredging this waterway. Trusting the Committee will be successful.

ROBERT STEPHEN.

W. H. COPP

ex-Master Mariner.

Re Dredging North Arm.

I have had considerable knowledge of the obstacles of navigating the North Arm as skipper of a small tug and many times have been aground on the shoal spots in the river, and have often wondered that so little has been done to make this arm of the ocean a safe waterway for ships of from 20 to 22 feet draft, seeing that the dredging of this river to such a draft would allow ocean steamers to trade along the shores of Greater Vancouver, and be a great benefit to the surrounding country.

W. H. COPP,

ex-Master Mariner.