

like to draw his attention to the fact that I intimated last year there would be no economy in discontinuing dredging operations. At the widest point in the river the silt is still deposited, and if dredging operations are not continued at this time they will have to be, ultimately. I made that statement last year, and I must report to him now that the river has become silted, due to the dredge not having been kept constantly at work there.

During the last year the S.S. Gracia, the S.S. Moravia and the S.S. Danisterdyke were in the port of New Westminster and could not take their cargoes aboard because of the depth of water in the river at the lower end near buoy No. 26; consequently they had to make two calls at Vancouver, which necessitated doubling the expenses on the ships. I might explain to the minister that buoy No. 26 is opposite the south Steveston jetty which has just been completed, and in my opinion that jetty has been built in the wrong place. The jetty was built with a view to keeping the river clear, but at the point of location the river is about 5,000 feet wide. That means that with slack water the river is so wide that the silt is deposited. The engineer tells me it was expected the river would become narrower in time. Whenever the jetties have been built and the river narrowed it has kept clear of silt. At this point, however, it is too wide, and many years may elapse before it will become narrow enough to keep itself clear. It is too wide at this point, and we cannot look for any effect from the jetty until the river at the point where it is erected becomes as narrow as other parts of the river.

The boats to which I have referred had to make two calls at Vancouver, necessitating doubling expenses on the ships. Four hundred and twenty tons of flour could not be loaded at New Westminster and had to be transferred to Vancouver. On the week beginning May 9 the Tyndareaus, of the Blue Funnel line, which was to make her first call at the port of New Westminster, could not do so on account of the depth of water in the river, although she required only twenty-eight feet of water to get out with her load. This ship was to take 450,000 feet of cottonwood logs and two and a half million feet of lumber; also 250 tons of lead. On account of the silting up in the river the logs had to be transferred by scow to Vancouver at a cost to the ship of \$450. Consequently the lumber order has been lost to the lumber mill. This is a serious matter for the port, and it also means a loss of labour to the citizens. In

[Mr. Reid.]

fact some of the mills have cut down the number of men and hours because of their inability to fulfil orders.

On May 12 the ss. Vernon City, drawing twenty-two feet three inches of water, had to spend an extra \$400 on overtime to finish loading, in an effort to catch the high tide at 2.30 in the morning. May I point out that in the summer time the tide is in the early morning or during the night; in the winter time the reverse is the case; the high tide is during the day, consequently ships leaving port have to go out early in the morning. Moreover, at this point where the river is silting the river bottom is five feet higher than at the sand heads. Consequently when we have high tide, although the water may be a certain depth at the mouth, it is five feet less at the silted point. The owners intended to take out the Vernon City in the morning, as it would be clear moonlight and they thought navigation in the river would be safe. They believed the moonlight would give them light enough to see any driftwood which might interfere with the propellers. About two o'clock in the morning a heavy fog came up and sailing was impossible. For that reason they were tied up for another day, involving a further loss of between \$300 and \$400.

I shall now give the names of some vessels, with a description of their loads, which because of the shallow draft will not call at the port of New Westminster. First there is the ss. Stensky, which was to load 10,000 cases of liquor and 200,000 feet of lumber; secondly, the ss. Neptunian, which was to load 500,000 feet of lumber, and thirdly, the ss. Bronloy, which was to load lumber and lead. These cancellations involve a loss to the port in longshoremen's wages, and a loss in revenue to the Pacific terminal and to the lumber mills. The bookings on these ships had been made and the cargoes arranged, but owing to the condition of the river, cancellations had to be made. This condition is very detrimental to the rapidly growing port of New Westminster, which is situated on a river in which the Dominion government have spent large sums of money. This is a very serious condition indeed, and remedial steps should be taken immediately to remedy it.

On May 13, the Canadian Western Lumber Company announced that they would be compelled to work only six hours a day and four days a week, on account of the cancellation of these orders. The river is in a condition worse than it has been for some years, a condition due in great measure to the government taking off dredge No. 303. I should