

B. C. Council of Longshoremen

Victoria Longshoremen's Assoc., Victoria
Chemainus & District Longshoremen's Assoc., Chemainus
Alberni District Waterfront Workers' Assoc., Port Alberni
Canadian Waterfront Workers' Assoc., Vancouver
Vancouver Longshoremen's Assoc., Vancouver
Burrard Coastwise Longshoremen's Assoc., Vancouver
Royal City Waterfront Workers' Assoc., New Westminster
North Vancouver Longshoremen's Assoc., North Vancouver

45 Dunlevy Ave.,
270 DALLAS ROAD
VICTORIA B. C.
Vancouver, B. C.

The Premier,
Dominion of Canada,
Ottawa, Ont.

Sir;

We the B. C. Council of Longshoremen as representing the Longshoremen of British Columbia, wish to go on record as strongly objecting to the rehabilitation of Japanese in British Columbia industry when the present war has ended.

Sincerely yours,

B. C. COUNCIL OF LONGSHOREMEN

AGS.

A. G. Smith
Secretary.

P-875-22

1943

P-309

v. 14C

Ottawa, July 19, 1943

A. G. Smith, Esq.,
45 Dunlevy Avenue,
Vancouver, B. C.

Dear Sir:

The Prime Minister has asked me to acknowledge your recent undated letter, informing him that the British Columbia Council of Long-shoremen have gone on record as objecting strongly to the rehabilitation of the Japanese in British Columbian industry when the present war is ended.

Yours faithfully,

H. R. L. Henry
Private Secretary

AEH/PM

1826 Gort ST
7 MARCH 28/45 VICTORIA B.C.

My Dear Mr. King

I expect you are now beginning to really get busy for final victory in Europe which I don't think is very far away. I see by the press reports we are soon to have an Election. I also note one of the burning questions is what are we going to do with the Japanese after the war - my suggestion to dear Mr. King is to let the people of Canada vote yes or no on their Election ballot papers whether they want the Japs here or not that will take the responsibility

~~My~~ and The liberal party
away. I think if The C. O. F.
make an effort for The
Japs to stay here + have
a vote - That one subject
would down them alone,
anyway excuse me for
butting in to your affairs
You have been in The arena
long enough to know more
than me - Nevertheless I
wish you The best of luck
and if The people view a
leader + his Govt by Their
works - You will be re-elected
in The forth coming Election
after which I hope you will
find time for a few days
Salmon fishing + trout on our
fin Island yours as always
J W. Archer

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Ottawa, April 3, 1945.

J. W. Archer, Esq.,
1826 Government Street,
Victoria, British Columbia.

Dear Sir:

The Prime Minister has asked me to acknowledge your letter of the 28th of March, and to thank you for letting him have your suggestion with regard to the disposition of Japanese in Canada after the war.

Mr. King much appreciates the good wishes and kind personal reference of your letter.

Yours faithfully,

H. R. L. Henry,
Private Secretary.

AEL/MP

COPY

R. 4, New Westminster, B.C.
September 25, 1944.

To the Mayor and Council,
New Westminster, B.C.

Dear Sirs:-

As Member representing the City of and District of New Westminster, am taking the liberty to write and draw your attention to certain proposals for the post war period which are being put forward at the present time by authoratative bodies in the City of Vancouver and which, if carried out, will to my mind, be very detrimental to the City and Port of New Westminster.

One of the matters suggested to Vancouver last week had to do with post war developments of air field facilities at Sea Island. In view of the great development of air transportation which, I believe, will follow at the end of hostilities, am of the opinion that some serious thought should be given now to the acquiring and having developed an air port to serve our people, and one which should be free from fog hazards.

Sea Island Air Port, however, whilst a splendid one, serves the people of Vancouver much better than it does those in the City of New Westminster, Burnaby, or the Fraser Valley. In looking to the future, the advisability of developing a fog free airport closer to the City of New Westminster becomes apparent to all, and such a fog free airport would likewise be advantageous to Vancouver. It is my opinion that if steps are not taken now to develop an airport adjacent to our City it may well be that Vancouver, in the future, may control all the air travel to the Pacific Coast of British Columbia.

The concentration of air fields at the Pacific Coast should not be at any one particular locality if the best interests of the Lower Mainland are considered, and when it is realized that there are districts closer to the City of New Westminster which are above the fog belt, the desirability of having one of these districts developed becomes, not only apparent, but to my mind very necessary.

Another matter, according to press reports, at the meeting held last week by the authorities to discuss these and other matters, a suggestion was made to develop the North Arm of the Fraser River for fishing. As members of the Council are aware, the North Arm is used almost exclusively by lumber concerns for the bringing in of logs. Whilst this is as it should be and no exception can or should be taken to the improvement of the North Arm for this kind

of business, would respectfully draw your attention to the suggestion made to Vancouver last week which goes further than the mere improving of the North Arm for the better passage of logs.

The suggestion put forward is that the North Arm of the Fraser River be made a shipping channel, and therein lies the danger to the Port of New Westminster, for if the North Arm is ever dredged deep enough to take care of shipping, the main channel of the Fraser might well disappear as the North Arm, if deepened, would take the great volume of water away from the main channel itself. This is something which should be carefully watched as those suggesting this may only have in mind the interest of Vancouver, and it is evident care little what happens to the Port of New Westminster. It might be well to remind the general public that in 1933 the Port of New Westminster had as many ocean going ships coming to the Port as Vancouver had, and but for the war may well by now have surpassed Vancouver as an ocean shipping port.

The third matter is that put forward by Mr. G.G. McGeer, M.P., who suggests in articles recently appearing in the "News Herald" that as a post war project a new railway bridge should be constructed at Douglas Island, and that the Canadian Pacific Railway be forced to allow running rights to the Canadian National Railway into Vancouver. It seems to give Mr. McGeer no concern, whatever, that this suggestion, if carried out, would deprive the City of New Westminster of a railway. What does he or others care so long as it serves Vancouver. Apparently, he, too, has fallen into the error of thinking in terms of everything for Vancouver and 'to heck with New Westminster and the rest of the country'.

All these suggestions made are, of course, splendid for the interests in the City of Vancouver, and are typical of many suggestions by short sighted and selfish interests in Vancouver, who believe that their City is the only City to be considered in post war developments, forgetting entirely that the City of Vancouver might still be in the category of "Gas Twon" were it not for the hinterland. The back-bone of our Province is lumbering, fishing and agriculture. Without these three industries Vancouver would not be a great City. One of the fears I have is that if no steps are taken to combat such proposals we, in New Westminster, may well find ourselves a mere appendage to the City of Vancouver instead of becoming the greatest river port in the North American continent.

I trust this letter will be received in the spirit in which it is sent, and in drawing the attention of the members of the Council to the narrow attitude of mind, which it seems still prevails in Vancouver, I am respectfully suggesting that now is the time for us to

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move forward, looking towards future development of our Port and City following the end of the war, and at the same time, want to assure you of whatever help and co-operation may be possible.

Yours sincerely,

"Tom Reid, M.P."