

TO THE MEMBERS OF THE LEGISLATURE AND THE CITY AND MUNICIPAL COUNCILS OF THE CITIES AND MUNICIPALITIES ON THE LOWER MAINLAND OF BRITISH COLUMBIA.

A STATEMENT OF THE BUSINESS AND GROUND COVERED IN THE OPERATION OF THE BLUE FUNNEL MOTOR LINE, LIMITED.

We are a Registered Company in the Province of British Columbia and therefore have a charter for the business we are doing.

We are operating, not only from the City of Vancouver to New Westminster, but are operating in eleven different cities and municipalities in the Province of British Columbia, viz: Vancouver, South Vancouver, Burnaby, New Westminster, Coquitlam Municipality, Coquitlam City, Port Moody City, Maple Ridge Municipality, and the Municipalities of Surrey, Langley and Delta.

We have our own offices in the City of Vancouver, New Westminster, and other places, and we operate only from our offices and not from the public streets.

We claim we have a business all our own, as we do not parallel the B. C. Electric tracks; we make the trip from Vancouver to New Westminster in 30 minutes, which is considerably faster than the street car. We leave on a fifteen-minute schedule from our two offices in Vancouver City and on a ten-minute schedule from New Westminster coming to Vancouver, but at very busy hours of the day we run about a seven-minute service. Our charge is fifty cents return fare; the B. C. Electric Railway Company charge thirty-five cents return.

This Company delivers the passengers in the residential section of the City of New Westminster in about twenty-five minutes from the time they leave the Vancouver office. It takes the street car, with transferring from the main line car at Highland Park to the city line down Sixth street, approximately seventy minutes to deliver passengers to the same place.

Starting from our office at New Westminster, we pick up passengers on Sixth street, Eighth street, or Twelfth street, when ordered to do so by phone or otherwise, and we land them in Vancouver in about twenty-five minutes from the time we pick them up. If our line were not in operation the passengers would have to take the City car down to the Interurban station at New Westminster, and you will see by this that we save the public a great deal of time.

This Company has forty-one cars and forty-seven men, and we have been operating for three years, and during the whole of this period we have only been tied up for two days from all causes, and we operate from 7:45 a.m. to 12 p.m. every day. We have no connection with any other company, and since we started in business we have had to compete with ten other opposition lines, but these other companies had little success for they only ran a few months and then went out of business.

One of these lines, known as the White Star Line, was operated from the offices of the B. C. Electric Railway Company in Vancouver, to the office of the B. C. Electric Railway Company in New Westminster, and was in operation for some time at a cut-rate of forty cents return. After operating for some time this company also went out of business.

We had an opposition line in operation for some months known as the Union Jack Motor Line at a forty-cent return rate from Vancouver to New Westminster, but they went out of business two days before the B. C. Electric strike a short time ago.

There was a rumor that this line was connected in some way with the B. C. Electric Railway Company, but of this I have no knowledge.

There is no question, however, that the White Star Line was in some way connected with the B. C. Electric, because the police inform me that they were satisfied these cars had