

the north side of the mouth of the North Arm of the Fraser river and including the Spanish bank at point Grey, as shown on plan No. 7 and known as the Rorison scheme was put before me, and I have considered it very carefully.

This scheme is intended for the development more particularly of new industries on Sea island, and certain other lands near the mouth of the North Arm.

Briefly, it is not a site that I would select for the construction of a deep water harbour. Practically, the whole area is a vast shifting sand, where modern harbour construction work would be very expensive. That part of it on Spanish bank, I have already referred to, as being entirely unsuitable. The miles of deep water, quay walls, which they show on their plan along each side of the mouth of the North Arm of the Fraser river, would undoubtedly be of great benefit to the upper reaches of the river, and would save the cost of constructing the training walls which I proposed in connection with the dredging of the river to 10 feet.

I wish to be quite clear, however, that I do not consider the main part of the site a good one, but before the scheme is finally dealt with, the question of the jurisdiction of the whole harbour should be decided.

Scheme for Harbour and Wharfage in Front of Lu Lu Island.—Another very large scheme for the construction of a harbour having about 17 miles of new wharves to the westward of Lu Lu island on Sturgeon bank between the mouths of North and South arms of the Fraser river.

"Pretty Scheme."—As shown on plan No. 6, and known as the "Pretty Scheme," was also put before me, and I have given it every consideration. This scheme is intended for the development more particularly of new industries on Lu Lu island and certain other lands near there.

My opinion already given on the "Rorison Scheme" applies exactly to this scheme as well.

The site of the proposed works is on the same kind of shifting sand and in my opinion the construction of harbour works would be very expensive. Of course the miles of new deep-water wharves shown on their plans would certainly benefit the upper reaches and the mouth of the main arm of the Fraser river, and here again the question of the jurisdiction of the whole harbour should be decided before the scheme is finally dealt with.

Scheme at North Vancouver—Lonsdale Scheme.—A private scheme for the construction of wharves in front of lot 265, North Vancouver, next to the Indian reserve, and known as the "Lonsdale Scheme," is a good site for harbour works, berings having been taken showing the material to be suitable, and there is a large area of flat land available for railway terminals. I was informed that a contract had already been placed for dredging and that immediate construction of wharves there was contemplated. The question of jurisdiction of the harbour should receive immediate attention.

GENERAL.

Frontage Owned by C. P. R. and F. W. and Y. Railways.—As shown on the plans a very large proportion of the water front nearest to the city of Vancouver has been acquired by the C. P. R. under charters granted.

The frontage around the upper end of False creek, which I propose shall be filled in as for a considerable length facing Burrard inlet near the sugar refinery, has been acquired by the Vancouver Westminster and Yukon Railway.

Grain Elevators.—As already mentioned, there is practically no grain storing or handling equipment whatever at the port, and it seems to me that considering the fact, that it takes fully two years to construct and equip a modern elevator, it will be wanted long before it is ready for use.