

quoted. We may say, however, that having made inquiries from various wholesalers and others, we have been unable to find any grievance other than the refusal of the Canadian Pacific Railway to do local switching, which they consider would be interfering with the established teaming business. As a matter of fact nearly all the switching is absorbed by one railroad or another. To or from competitive points the switching has to be absorbed entirely by the railroad that carried the goods, and from non-competitive, half is paid by the railroad and half by the consignee. All switching charges are under the control of the Railway Commission, a tribunal open to all, and acknowledged universally to be above suspicion and composed of men who know their business. Your committee feels that the establishment of a terminal railway will not reduce the cost of switching, but it might possibly be an assistance to the Pacific Great Eastern and Canadian Northern Railways coming into Vancouver. To what extent these facilities should be provided by the Harbour Commissioners is a matter for expert investigation.

"In conclusion your committee feels that Mr. Stevens and the Harbour Commission have not made out their case, and that further investigation is necessary before proceeding with the work. They note that Sir Henry Drayton, Chairman of the Commission, is now in Vancouver, and it appears to them that the experience of himself and his expert staff would be invaluable at this time. They therefore recommend that a telegram be despatched to Sir Robert Borden asking him to request the Railway Commission of Canada to investigate these schemes, forthwith, with power to call any evidence or witnesses deemed necessary.

All of which is respectfully submitted.

(Signed) "E. H. BEAZLEY,
"Chairman, Harbour and Navigation Committee."

Dominion Order-in-Council.

The press despatch covering order-in-council regarding Vancouver Harbor improvements is as follows:

Ottawa, June 20.—The Vancouver harbor commission has submitted an application for approval of an issue of \$5,000,000 of bonds to enable the commissioners to acquire certain property and develop such as the beginning of a scheme of terminal facilities for Vancouver harbor. The application has received the approval of the committee of the privy council, but has yet to be assented to by His Royal Highness the Governor-General.

Included in the properties to be acquired is the famous Kitsilano reserve, the estimated cost of which is \$700,000, or exactly \$400,000 more than paid by the British Columbia Government to the Indians for the reserve. Property at Port Moody, the Heaps property on Burrard Inlet, wharf property and warehouses of the Great Northern Railway and waterfront property immediately east of the Great Northern Railway also are included in the proposed purchases, together with appropriations for a right-of-way for a harbor terminal railway and a portion of the present right-of-way of the P. G. E.

The plans of the harbor commission of Vancouver are embraced in the following report of the committee of the privy council:

The committee of the privy council have had before them a report, dated March 2, 1916, from the minister of marine and fisheries, as follows:

1. The Vancouver harbor commission has submitted an application for the approval, as provided for in section 26 of chapter 54, of the act of 1913, of an issue of \$5,000,000 of bonds, to enable the commissioners to acquire certain property, and to develop the same satisfactorily as a beginning of a comprehensive scheme of terminal facilities for the harbor of Vancouver, in an operation to extend over a period of

about five years. The bonds are to be run for a period of 25 years, bearing interest at 5%, to be secured as provided in the act above quoted.

2. The properties to be acquired, all adjacent to the said harbor, are as follows: (a) An area of property known as the Kitsilano Indian reserve, containing approximately 80 acres; estimated cost, \$700,000; (b) property at Port Moody, marked red on plan hereto attached, having a frontage of one-half mile, and including a large tidal flat, area approximately 88 acres, estimated cost, \$550,000; (c) the property known as the Heaps property on Burrard Inlet, containing approximately 16¾ acres, estimated cost, \$650,000; (d) right-of-way for a harbor terminal railway through sundry properties from the Kitsilano Indian reserve to the Heaps mills property, areas 1,242,289 square feet, estimated cost, \$1,552,861.25; (e) a portion of the present right-of-way of the Pacific Great Eastern Railway, estimated cost, \$516,267; (f) wharf property and warehouses of the Great Northern Railway Company and the waterfront property immediately to the east of the Great Northern Railway Company's property, estimated cost, \$1,800,000; total, \$5,769,128.25.

Against the above estimated cost, the commissioners expect to raise the following credits:

For property to be exchanged with the various interests owning portions of the property above scheduled in return for an amount of the contiguous foreshore of equal value, up to a total of \$2,448,833.50; balance of cost of acquiring the above, \$3,320,294.75.

The commissioners further propose to retire bonds already issued for completed works in the development of the harbor, amounting to \$200,000. Total, \$3,520,294.50.

Balance available for development of the above properties and the provision of other facilities, \$1,479,705.50, making a total of \$5,000,000.

3. The entire proposition embraced in the above scheme has been submitted to the chief engineer of the department of marine and fisheries for examination and report and that officer has reported in detail, recommending approval of the scheme and giving it as his opinion that, from personal knowledge and investigation and from evidence placed before him by the commissioners, the several railway companies, the corporation of Vancouver and North Vancouver, business firms and private citizens are unanimous in favor of having the scheme carried through; and that the completion of same will eventually insure a large revenue to the harbor commission.

4. The inspector of harbor commissions, who was especially commissioned to look into the various matters embraced in the commissioners' scheme, on the ground, concurs in the recommendation of the chief engineer.

The minister therefore, recommends the approval of the issue by the Vancouver harbor commission, of \$5,000,000 of bonds for the purpose and on the terms above outlined, on the condition that the bonds are to be used in payment of the balance of the purchase price for the property to be acquired, amounting to \$3,138,000, while the remainder of the bonds, \$1,862,000, will be sold—the commissioners representing that they already have an offer of \$1,500,000 of cash for the value of the amount in bonds at a discount of five points, to be used first, to retire the existing issue of \$200,000 of bonds above-mentioned, and second, in the gradual development, extending over a period of five years, of such items of the programme as in the judgment of the commissioners, with the approval of the minister of marine and fisheries, promises to become immediately revenue-producing, with the further condition that plans, specifications and estimates for all work for the development of the above property for the provision of other facilities shall receive the approval of the minister of marine and fisheries, promise to become immediately revenue-producing, with the further condition that plans, specifications and estimates for all work for the development of the above property for