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The Vancouver Board of Harbor Commissioners have imposed harbor dues, which in the main are modest. It has also imposed harbor regulations, which, while not always in accord with the best shipping practice, will at the same time work no particular hardship on shipping in this harbor. The schedule of rates which have been put into effect, according to a conservative estimate, would bring into the coffers of the Harbor Corporation about \$150,000. What the shipping and lumbering industry as well as the public generally want to know is:—What will shipping get for this money and how will the money be spent?

A liberal estimate for the organization and maintenance of this harbor would total \$20,000. This provides for a salary of \$5,000 for the harbor master, \$1,800 for the secretary, \$900 for the port warden, whose income would be augmented by certain surveyor fees, etc., leaving \$12,300, for policing and patrolling the harbor. From the turning over of Crown property and revenues therefrom to the Corporation it would secure, if no further leases were made, about \$15,000. This would leave about \$5,000 to be raised by harbor dues, tax on logs, on ferries, various other licenses and charges imposed by the by-laws of the Corporation. In this poor year of shipping in this port there would be a balance from revenues of \$130,000 to be spent on the harbor.

It is argued in favor of the imposition of the present schedule of rates and harbor dues that the opening of the Panama Canal this fall will greatly augment shipping in this harbor, and against this contingency the Corporation needs powers and funds to look after this increase. This harbor needs more government docks, wharves, drydocks, grain elevators, means of transportation, machinery for handling cargo freight, and other facilities for the economic handling of tonnage in this harbor consequent on the opening of the canal. While the Corporation refuses to disclose its hand, and perhaps rightly, the large works contemplated will involve large sums of money. This is proposed to be raised by issues of debentures secured by the properties of the Corporation, and the interest and sinking funds of debentures so issued are to be defrayed by the harbor dues, rates, licenses, leases, etc.—in a word, by the revenues of the Corporation.

While we all hope that the opening of the Panama Canal will have a tremendous influence on the harbor of Vancouver, sober consideration of the transportation problem will admit that the wish is too much sponsored for by the thought. The ultimate effect is undoubted, but shipping at a port grows by very slow degrees, although admitting that the growth of Vancouver will be faster than the growth of ports in Europe or along the Atlantic seaboard. It furthermore must not be forgotten that the railways are not sleeping on this question. The C. P. R. has erected one dock and is considering the erection of another when the conditions warrant. The Great Northern has erected one dock, the Grand Trunk another and the Dominion government is erecting a public dock, and has decided to locate a grain elevator at this port. The facilities at present at hand are by no means taxed to their limit. In fact on the word of a responsible shipping man the wharfage of this harbor is not taxed to over 50 per cent. of its capacity. Yet on this basis it is proposed to embark on a huge programme of harbor improvement.

It is further argued that on the opening of the Panama Canal all the wheat grown west of Moose Jaw will seek an outlet on the Pacific Coast. If this be true the C. P. R. is very slothful, nay criminally negligent of its opportunities for making money. While Vancouver will undoubtedly ship some prairie grain, Vancouver will succeed in shipping grain in quantity only after a long and bitter struggle with grain handlers and with the shipping interests of Montreal. The advantages and facilities offered by shipment east are too great for a turn in the tide to be effected in a day or a year. The whole question of Vancouver as a grain export centre has exercised the editor of this Journal to no small extent. He has sought information on this question from a variety of sources, not the play of imagination, but the sober consideration of fact worked out on a scientific and mathematical basis. So far, he has obtained only guesses and many not well founded. We hope to present to our readers an article, which will answer some pertinent questions. Will Vancouver ship any prairie grain? If not, why not? If so, from how far East may it be expected to be shipped Westward? This article we hope to present some time this fall if we are fortunate in securing the transportation expert to write it. This problem has been worked on by the best brains engaged in the transportation business in the Dominion, and by leading shipping men in Europe. Yet not one will come out with a categorical statement, and definitely affirm that such and such will be the case. If such a one knows that one is keeping it pretty close.

Therefore to engage on a comprehensive scheme of providing wharfage and grain elevators at this port is to embark on unknown waters. We don't mind the embarking, but we do mind the bills to be paid. With so much in the future that is distant and hazy, we believe that a policy of feeling one's way would be eminently safe, and would not much hamper this port should shipping grow faster than a conservative trend of mind would expect.

If there be any basis of fact in our contentions we think that the Corporation of Vancouver Harbor Commissioners could exercise with considerable discretion Section 21, Chapter 54, Statutes of Canada, 1913, which states: "The Corporation may levy such rates as are fixed by by-law, and **MAY COMMUTE** any rates authorized by this act to be levied, on such terms and conditions, and for such sums of money as the Corporation deems expedient."