

lots in the harbour as have been leased or otherwise disposed of to any persons by the Governor in Council, and all rates, fees and dues other than pilotage dues, sick mariners dues and steamboat inspection fees, which are now payable to the Government of Canada in connection with the harbour, be paid to and retained by the corporation and form part of its general revenue under and for the purposes of said Act.

(Mr. Deputy Speaker in the Chair.)

Mr. HAZEN: This is a Bill to create a harbour commission. This is asked for by the city of Vancouver. The Bill is modelled on the other harbour commission Bills that this Parliament has passed from time to time, including the Bills for harbour commissions in Winnipeg, Hamilton and Montreal. It seems very necessary that something should be done quickly with regard to the harbour of Vancouver. The annual tonnage at Vancouver is extraordinary. I am told it is approximately ten million tons and up to very recent times no money has been spent there by the federal Government. It is necessary, if Vancouver is to continue to hold its present trade and to handle the much greater trade which will probably come there with the opening of the Panama canal, that some steps should be taken to put the harbour into proper condition. The revenue from the harbour is comparatively small as there are practically no public wharfs there. It is proposed to invest the foreshore in the commission. At present the Government is collecting rentals from foreshore leases in the harbour of about \$11,000 or \$12,000 per annum. It is proposed to vest the whole thing in the harbour commission so that the revenue from the foreshore will go towards building up the port. The harbour is defined for the purposes of this Act as including Burrard inlet, north arm, Port Moody, False creek and English bay and all other tidal waters lying east of a line drawn from Point Atkinson southerly to the most westerly point of Point Grey. I am told that these are the geographical boundaries approved by the chief engineer of the Marine Department, Colonel Anderson.

Mr. GRAHAM: I would like to have that description expanded a little so that I may appreciate just what it means.

Mr. STEVENS: The boundary of the harbour is a line drawn from Point Atkinson, the extreme northerly point between Howe sound and English bay, the entrance to Burrard inlet to Point Grey, the extreme westerly point of the peninsula between the Fraser river and Burrard inlet. It takes everything inside of that.

Mr. LEMIEUX: How many miles?

Mr. STEVENS: About nine and a quarter miles of area inside of these lines and six or eight outside, probably sixteen or eighteen square miles of area. The distance from Point Grey to the Second Narrows is about eight miles but when you extend it to Port Moody it is about fourteen miles. That is the distance on the east side. Then it takes in the North arm. The reason that the North arm was included on suggestion of Colonel Anderson is that you cannot go into the north arm or out of it without passing directly through the harbour, so is was thought desirable that the harbour commissioners should control the traffic there.

Mr. LEMIEUX: What are the principal lines of steamers running there?

Mr. STEVENS: They are as follows:

Steamship Lines now operating in Vancouver.	
Name.	Time.
Canadian Australian steamship line.. . . .	Monthly.
Frank Waterhouse line, to North China.. . . .	"
Frank Waterhouse line, to Australia.. . . .	"
Royal Mail.. . . .	"
Hamburg American (just starting)	"
W. R. Glace, from New York.	"
Blue Funnel line (Liverpool, London and Glasgow)	"
Harrison Direct, Liverpool...	"
East Asiatic steamship, Copenhagen.. . . .	By-monthly.
Canadian Pacific railway, Oriental line.. . . .	Tri-weekly.
Canadian Pacific railway, Northern routes.. . . .	Twice-a-week.
Weir line to North China.. . .	"
Maple Leaf line from New York.. . . .	By-weekly.
Pacific Coast Steamship Co., California.. . . .	Weekly.

Sir WILFRID LAURIER: It is proposed by this resolution to endow this new corporation with very valuable public property. At the same time other property which has been disposed of but which is giving a revenue is to be vested in it. I am not criticising that, but I would suggest that when the minister takes the Bill up for a second reading we should have on the table of the House a plan of the new harbour, showing the public properties with which it is proposed to endow the corporation, and an approximate valuation of these lands, together with a statement of the property disposed of, and the revenues of which are to be placed in the hands of the new corporation.

Mr. HAZEN: I have part of that information under my hand.

Sir WILFRID LAURIER: I make this suggestion for this purpose. It may be that