

that would be a matter of arrangement between the city and the harbour board as to what disposition should be made of them. They work very close together in this and the city and the harbour board co-operate in every way.

Q. Oh, yes, and you have an appointee of the council on the harbour commission?—A. Yes. Our commission is made of three appointees, two by the federal government and one by the city of New Westminster, so the council has direct representation on it.

Q. Mr. Reid, have you any further plans in mind for expansion of the port?—A. Well, we have property just below the city in what is known as Robson island, but I do not think it shows on that map. It is owned by the harbour board but this development where we are making it now is more suitable for immediate development than the other property—and it will be for future development.

Q. You have trackage both for the Canadian National and the Canadian Pacific, and also, I suppose, the Great Northern?—A. Yes, the Great Northern and the B.C. Electric. It is very suitable for all of them. We have had it checked.

*By Mr. Murray:*

Q. Might I ask the witness if any provision is made in this plan for a terminal for the Canadian National Railways at a point near the harbour? At present I understand the Canadian National enters Vancouver over rented rails, rented from the Great Northern Railway. There is great congestion at their terminal in the heart of Vancouver, and I would ask the witness if it would not be feasible to lay out a proper modern passenger terminal beside the Fraser river, some place near Sea island airport, convenient to Vancouver, New Westminster and Burnaby, and the other centres of population?—A. In answer to Mr. Murray, as far as these docks are concerned they would not be suitable. These are more freight docks for handling freight. They are not suitable as a passenger centre. You mention Sea island, and of course Sea island is not in our harbour. It is in the Fraser—in the mouth of the north arm.

Q. But it is convenient to the metropolitan areas and New Westminster?—A. Oh, yes.

Q. It occurs to me that it is high time that a modern terminal should be established there for that great city which must, considering all the suburbs, have half a million people around that area we are discussing this morning. The Canadian National should be represented in any plan which is being worked out there?—A. Well, we are always willing to assist in any way we can. If the Canadian National were interested in coming into the city and making a terminus there we would certainly do anything we could to find a place for it.

Mr. GREEN: You are not trying to take them away from Vancouver?

The WITNESS: I could hardly say that.

Mr. MURRAY: The plan would be to serve the great city of Vancouver, New Westminster, convenient upon the lower lands facing upon the north Fraser proper or the Fraser harbour proper.

The CHAIRMAN: Are there any more questions?

*By Mr. Riley:*

Q. I would like to ask Mr. Reid a couple of questions. How many piers do you say you presently have?—A. We have twelve docks.

Q. How many ships can they accommodate at one time—normally?—A. Twelve.