

## Harbor Improvement Scheme at Vancouver.

The Vancouver Harbor Commissioners have outlined a scheme of improvement for Vancouver harbor, extending over five years, at an estimated expenditure of \$5,000,000. Among the properties which it is stated it would be necessary to acquire to carry out the scheme, are, the Kitsilano Indian reserve, 80 acres, \$700,000; property at Port Moody, 88 acres, \$550,000; the Heaps property on Burrard Inlet, 16 3/4 acres, \$650,000; right of way for a harbor terminal railway from the Kitsilano Indian reserve to the Heaps property, \$1,552,861; a portion of the Pacific Great Eastern Ry. right of way, \$516,627; and wharf property and warehouses owned by the Great Northern Ry., and the waterfront property immediately east of the G.N.R. property, \$1,800,000. The approximate total cost of the property thus to be acquired is \$5,769,128. It is expected that the Harbor Commissioners will be able to effect exchanges for other lands which they hold, thus reducing the cost to approximately \$2,448,834. By the issue of \$5,000,000 bonds, it is es-

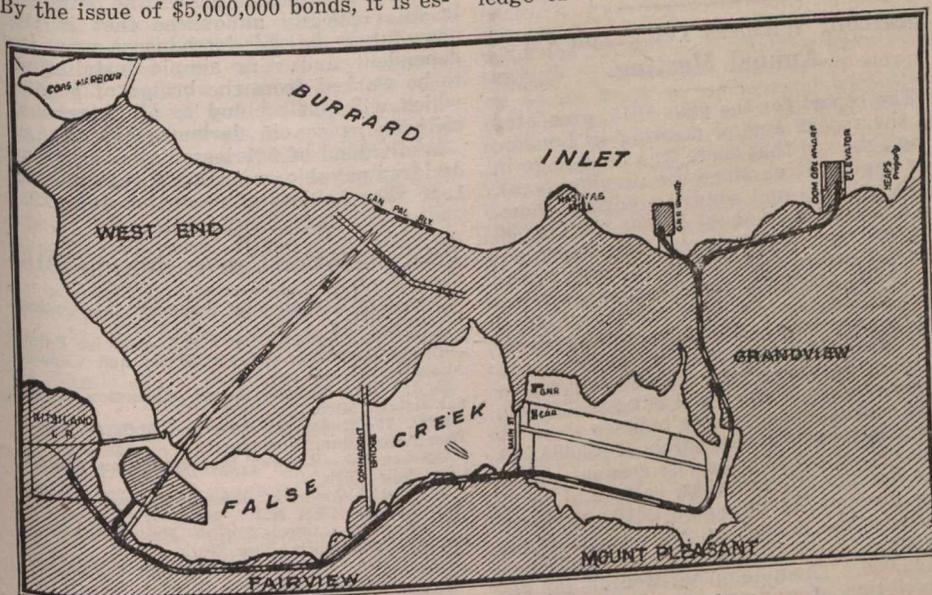
The Harbor Commission was incorporated May 16, 1913, with jurisdiction over the harbor, which includes Burrard Inlet, with the North Arm and Port Moody, False Creek and English Bay, and all other tidal waters east of a line drawn from the Point Atkinson lighthouse southerly to the most westerly point of Point Grey. The commission consists of C. Carter-Cotton, Chairman, formerly editor of the News-Advertiser, salary, \$2,000; J. A. Fullerton, formerly in C.P.R. service in connection with its trans-Pacific steamships; and S. McClay, interested in the stone business, salary, each, \$1,500. Early in 1914, the commission's bylaws were approved by the Governor General in council. They authorized the commission to make certain charges against vessels using the port. Prior to this, Vancouver had been practically a free port, apart from certain charges made by private dock owners. Local associations connected with shipping claimed that they had no prior knowledge of the charges to be imposed, nor

## Stranding of the s.s. Tyne.

An investigation into the causes of the stranding of the British s.s. Tyne on Twelve Foot Patch, Old Proprietor Island, Grand Manan, N.B., July 23, was held at St. John, N.B., recently, by Capt. L. A. Demers, Dominion Wreck Commissioner, assisted by Capt. A. J. Mulcahy and Jas. Hayes, as nautical assessors. The court found that the master, H. W. Robson, did not adopt all the prudence required in navigating his vessel, taking into consideration the fact that he was a stranger to those waters and that he sailed from a port outward bound with a state of atmosphere which prevented him from seeing a very great distance and, owing to the direction of the wind, he should have anticipated that it would become denser. He committed two grave errors of judgment, first, left port without streaming his log, no matter what its condition, and second, in assuming that he was a mile or mile and a half off Ile Haute when he passed it. Some time before the stranding, a cast of the lead showed 100 fathoms, a few hours later 27 fathoms were found, and the vessel proceeded at half speed until another cast of the lead showed 8 fathoms, when she was stopped although the engines were not reversed. The master erred greatly in not going full speed astern the moment he found 27 fathoms, which indicated that the water was shallowing rapidly. It was felt that the master's certificate should be dealt with, but after taking into consideration the honesty displayed in giving his evidence, as it was quite apparent that he did not endeavor to hide any particulars or any of his shortcomings, and the able manner in which he succeeded in getting his vessel off the rocks, from which few vessels have hitherto escaped after striking, and also considering the shortage of masters and officers under present conditions, the court thought the justice of the case would be met by reprimanding and severely censuring the master for failing to adopt the precautionary measures mentioned, and did not attach any blame to the officers.

## Stranding of the s.s. Middleham Castle.

The stranding of the British s.s. Middleham Castle on Matane reef, Que., July 27, was enquired into at Montreal, Aug. 3, by Capt. L. A. Demers, Dominion Wreck Commissioner, assisted by Capt. F. Nash and J. O. Grey, as nautical assessors. After hearing the evidence the court expressed itself as handicapped, owing to existing conditions, in dealing with the certificate of the master, J. A. Kelly, with the severity the case demanded, and concluded the judgment as follows:—"Here we have a master ordered to come to Canadian waters, which are absolutely unknown to him. He stopped at Sydney, where he endeavored to secure some charts, but obtained for navigating his ship up the River St. Lawrence a chart of American publication. Without any sailing directions, not conversant with the tides and currents prevailing in this river, he ventured to sail his vessel within 3/4 mile of head lands, which are really low points of land the same as other points along his course, which the court considers a foolhardy operation, and otherwise termed too close sailing. This ship is ready to sail, in fact, the sailing date has been delayed for this investigation to be held. If the court carried out its impression it would suspend the mas-



Map of Proposed Terminal Railway for Vancouver Harbor.

timated that approximately \$1,500,000 will be available for the development of the harbor properties and the provision of facilities. The proposal and plans were submitted to the Marine Department and the scheme has been recommended for approval, and the commissioners are confident that it will be self-supporting from the start. Some opposition to the scheme has developed, it being urged that the commissioners have not given the public necessary information, nor the time to think over the proposal. On behalf of the opposition, which consists chiefly of the Board of Trade, the Manufacturers Association and the shipping interests in general, it is urged that it will impose a heavy burden on the port and that it will not pay, and that the prices mentioned for the properties proposed to be acquired are far too high. The commissioners argue that each unit of the scheme will be revenue producing, that the project will not come on the port, that the prices quoted for properties are maximum estimates, and that actual prices paid will be lower. The accompanying plan shows the route of the proposed harbor terminal railway along the front connecting the Kitsilano reserve with the Heaps property.

any opportunity to express their views thereon. The charges for the port of Vancouver are as follows:—

Pilotage in and out \$1 per ft. and 1c. a ton; sick mariners' dues at 1 1/2c. a net registered ton, five times a year; harbor dues 3c. a net registered ton, five times a year.

These rates worked out for a specific vessel, show charges of \$239 for Vancouver, and the following for two other Canadian ports and three U.S. ports,—Quebec, \$354.94; Montreal, \$479.94; San Francisco, \$625.20; Portland, Ore., \$483.20, and Seattle \$455.95.

Some figures as to the tonnage handled at Vancouver show that for the year ended Mar. 31, the total tonnage paying wharfage was somewhat under 300,000 tons, compared with about 500,000 tons for the year ended Mar. 31, 1913, and that on the 1916 figures the commissioners are not justified in proceeding with such a large scheme. The commissioners are firm in the idea that they should plan for the future, and that in a short time sufficient shipping will come through the port to justify new piers and warehouses, and also that the provision of cheap industrial sites will attract manufacturers, all of which will be in the interests of the port.