

years of its existence has been without parallel in the history of any large city. This growth should be fostered by every means in the Government's power; and the port should always be ahead of the requirements of the business offering for the moment.

At the present time it is undoubtedly lacking in—

- (1) A dry dock;
- (2) A terminal railway;
- (3) Proper port equipment, in the shape of electric cranes, wharves,

warehouses, a suitable fireboat, log-booming grounds, etc.

A dry dock is the first necessity of the port. Steamboat owners prefer to send their boats to a port where they know that, in case of accident, a good dry dock is available. Before the war, ship repairing had been carried on to some extent, but was handicapped severely owing to this shortage. Many thousands of tons of new shipping have been built during the war in this port.

This industry has been a most valuable one to the city, giving employment to many men at high wages. Such an industry must ultimately mean the establishing of iron and steel works in British Columbia. Shipbuilding cannot become permanent unless the port is equipped with a dry dock.

We would urge that, in view of the fact that no responsible man or firm is taking advantage of the "Dry Dock Subsidy Act" to build such dry dock, one be built by the Government as a Government work, and commenced at once.

Bearing further on the dry dock question, it need only be pointed out that a conservative estimate of the amount of repairing work alone lost to this port during 1917 is placed at \$1,500,000.

A terminal railway is an essential part of the development of the port. Facilities must be provided to connect the different railway systems, so as to permit of an interchange of traffic and rapid transfer of both incoming and outgoing freight. Such a terminal railway should include connection with North Vancouver by way of a bridge over the Second Narrows.

The equipment of the port is much behind what it should be, considering the volume of business done. There is a lack of suitable fireboats for the protection of the millions of dollars' worth of merchandise collected on the wharves and in the warehouses of the waterfront. There are no suitable cranes for the speedy handling of package and other freight. We believe that, with modern equipment, the cost of handling cargoes could be reduced 50 per cent. The wharf and cargo sheds are still insufficient for the business offering.

This board submits these points for your consideration, and would urge that as Vancouver is already one of the largest, and has a possibility of becoming the largest port in Canada, it is entitled to most liberal consideration at the hands of the Government, and that the Government should supplement the promise given to the delegation which waited upon it from this board at Ottawa, in 1917, by proceeding to at once develop and treat the port of Vancouver as a national port to the same extent, and on similar lines, to that of Montreal.

All of which is respectfully submitted.

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