

3. Under the altered circumstances I am to express their lordships' hope that it is not too late for them to resume possession of the reserve in English Bay, and if so I am to suggest it would perhaps be better that both the reserves referred to should be retained by them until such time as the position of the terminus is definitely settled, when they would be better able to decide which should be retained by them in the interests of Her Majesty's navy.

I am, &c.,

EVAN MACGREGOR.

*CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council on the 8th August, 1885.*

The Committee of the Privy Council have had under consideration a despatch dated 27th January, 1885, from the Right Honourable the Secretary of State for the colonies with respect to certain admiralty reserves on English Bay, in British Columbia.

The Minister of the Interior, to whom the despatch and enclosure were referred, reports that the exchange suggested in Lord Derby's letter of the 2nd August, 1884, has never been completed. There is therefore no action necessary on the part of the government of Canada upon his lordship's despatch of the 27th January last, as possession of the reserve at English Bay has never been given up by the Imperial authorities, and is not therefore at the disposal of the Dominion authorities.

The Minister of the Interior submits a communication herewith, dated 14th March, 1885, from Mr. W. C. VanHorne, Vice-President of the Canadian Pacific Railway Company, in which it is stated in effect that it will be necessary for the company to place their deep water terminus at English Bay.

That in consequence of this, the company propose to construct docks and other terminal facilities upon a strip of land proposed to be conveyed to them for the purpose by the government of British Columbia; that an extensive tract of level ground for terminal sidings and train yards will be necessary at this point; that the only suitable ground for the purpose is the naval reserve alluded to in the above mentioned despatch of the colonial secretary, and that the company desire to acquire this reserve.

The committee advise that a copy of this minute, if approved, be forwarded to Her Majesty's Principal Secretary of State for the colonies for the favourable consideration of the Lords of the Admiralty.

All which is respectfully submitted for Your Excellency's approval.

*Clerk, Privy Council.*

THE CANADIAN PACIFIC RAILWAY,  
MONTREAL, 14th MARCH, 1885.

HON. SIR D. L. MACPHERSON, K.C.M.G., Minister of the Interior.

SIR,—Finding the harbour at Port Moody utterly inadequate to the requirements of the company at its Pacific terminus, provision has been made for the extension of the line west along the south shore of Burrard Inlet to Coal Harbour and English Bay as approximately shown on the enclosed plan.

Owing to the extreme force of the tide at the first Narrows, (the entrance to Burrard Inlet) access to the inlet for large ocean steamships will be almost impracticable except at low tide and, from investigations recently made, it seems that English Bay must be utilized as the main harbour and that the railway must be extended to run along that bay.