

**REPORT OF THE CHIEF ENGINEER, DEPARTMENT OF MARINE AND
FISHERIES, ON THE VANCOUVER HARBOUR COMMISSIONERS' PLAN
FOR THE PROPOSED DEVELOPMENT OF VANCOUVER HARBOUR.**

**VANCOUVER HARBOUR COMMISSIONERS' APPLICATION FOR
PERMISSION TO ISSUE BONDS.**

The application of the Vancouver Harbour Commissioners for the approval by the Dominion Government of their proposition to issue bonds to the amount of \$5,000,000 for the development of a comprehensive scheme of terminal facilities for the port has been referred to me for consideration and report.

I may say that I am intimately acquainted with the conditions that exist in Vancouver harbour and with the difficulties that confront the Harbour Commissioners under existing railroad arrangements. I consider it of vital importance that one terminal radial system of railway communicating with the whole harbour front should be established, and it would undoubtedly be in the public interest that such a system should be under the control of the Harbour Commissioners and available for use by all the railways entering Vancouver without discrimination or favour. The sooner such terminal facilities are provided, the easier it will be to make arrangements, and I therefore very strongly recommend approval of the Harbour Commissioners' scheme.

Taking up the propositions of the Harbour Commissioners in the order in which they are set forth in the letter, I would state as follows:—

(1) The Kitsilano Indian reserve is a very valuable property, which is, while remaining under Indian control, absolutely useless. If purchased by the Harbour Commissioners for a reasonable price, it could be developed into manufacturing sites combined with a railway terminal or yard to very great advantage and there is no other property in the city so well adapted for utilization in this way. The scheme is not only a good one on the face of it, but would inevitably, with the return of prosperous conditions to the city, insure a large ultimate profit to the Harbour Commission.

(2) With regard to the property at Port Moody I know that this is now occupied by two going sawmills. Rental from these will carry the property. The sawmills occupy only one-fifth of the frontage and the remaining four-fifths are available for profitable development.

The large shoal flat in front of the property is admirably adapted for wharfage, boom storage, dock or elevator site. Mr. McClay submits to me a statement (Enclosure 49041-2-A) with regard to this property, also a plan of the property (Enclosure 49043-4-B), and a photograph showing the present condition of the tidal flat in front (Enclosure 31906-7-C).

(3) The Heap property is occupied by a sawmill now disused. It is chiefly valuable in consequence of its location and the large area of waterlot attached to it and is in immediate proximity to the Government wharf. The chief object in securing this would be the increased area of waterlot that would be secured by the Commission in the immediate front of the city of Vancouver. Mr. McClay submits Enclosure D, giving the assessed value of the property in detail to show that the price asked for it is a reasonable one, also a plan (Enclosure 49045-E) of the property.

(4) Rights of way sixty feet wide through sundry properties between Cambie street and Main street are required for the construction of the proposed radial railway. The Harbour Commissioners can obtain this right of way with little or no cash expenditure, as arrangements can be made with the owners of riparian lots to grant them waterlots in exchange for the portions of right of way with little or no cash expenditure, as arrangements can be made with the owners of riparian lots to grant them waterlots in exchange for the portions of right of way relinquished. Detail plans