

The upper end of False creek recommended to be filled in and used as a great central railway terminal. This has been given effect to and the work nearly completed and a considerable portion is now occupied by the Canadian Northern Railway and the Great Northern Railway.

As will be seen from the plans, there are established along the shores of False creek a great many saw-mills, factories, shipyards, and other industries most advantageously situated.

At the time of my previous report there was only from two to eight feet of water at low tide available in False creek, but about twenty feet at low water has now been provided for a restricted width, which should be extended as required. Unfortunately, however, owing to differences of opinion as to liability in event of damage, the dredging in the vicinity of the lower or Canadian Pacific Railway bridge has not been carried out and a dam or barrage has been left in the vicinity of the bridge, making the dredging above ineffectual and further, no doubt, probably tending to the accumulation of sewage.

9. C.P.R. Bridge Across False Creek.

My former report on this matter is as follows:

"The C. P. R. bridge near the mouth is a timber trestle structure, the piles of which require renewing very often owing to the attacks of teredo, and when next being renewed, the position could be changed a little as shown on the drawing, so that the opening span would be at a much better angle for shipping passing through than at present and this without damaging the railway approach; moreover, the foundations of the bridge when reconstructed should be carried down to such a depth that the outer end of False creek below this bridge could be dredged to 30 feet at low water, if desired."

My recommendations in connection herewith have not been given effect to, although continuous renewals are constantly being made. In addition to this, in order to permit the new vessels constructed at Messrs. Coughlin's shipyards, to get to sea, a span of the bridge has to be completely removed on each occasion. I understand the Harbour Commissioners have disputed the right of the C.P.R. having erected this bridge, and I had some discussion with the chiefs of the C.P.R. officials regarding same and no doubt some amicable arrangement can be arrived at, as everyone concerned admits that the bridge in its present condition and position is a serious obstruction to traffic, and I recommend that, if it is considered necessary to have a bridge for railway traffic in this vicinity, it might, with advantage, be moved up in much closer proximity to the Granville Street bridge, and that it should cross over the Harbour Commissioners new Granville Island, somewhat as sketched on the plan.

10. Granville Island and its Effect on False Creek Channel.

Since my former report, an industrial area known as Granville island, has been constructed by the Harbour Commissioners, for the purpose of providing industrial land at a reasonably cheap rate and having facilities for shipping either by land or water. The approximate area reclaimed is about thirty-five acres, of which about one-third has been already leased. This work was approved of by the Privy Council on March 28, 1916. The total cost of the work so far is \$209,718, but the quay walls have not been completed. In order to pay for this work, the Harbour Commissioners were authorized to issue \$300,000 of bonds, bearing interest at 5 per cent, and maturing in five years, secured on the property and controlled by the Harbour Commissioners. The annual rental now being collected for thirty-two lots already rented, is \$14,346, while the rental value of unleased lands is about \$18,359.

This work is somewhat in keeping with the recommendations contained in my former report, that the land at the side of False creek should be reclaimed for industrial purposes and wharfage constructed along the front, and on plan No. 4.