

the land to the south of the creek?' They said, 'We will put up freight sheds adequate to the business,' but we said, 'Other companies want to come in there,' and finally they agreed that any company that does not want to handle their freight on the north side of the creek, may build their own lines on the south side. Not only that, but they allow the patrons of these other railway companies who may wish to build factories or elevators, space on the south side of the creek for that purpose.

"The land is to be rented on such terms as we may fix in Victoria, so that they can have their own sheds on the south side. They can also take their freight over their own rails into Vancouver. It is true it is only a temporary freight-shed that is provided for, but it is meant to give the other railway companies a chance to come into Vancouver and exploit their business. If the V. V. & E. Co. require it for their own business or for their own patrons they can give notice to the elevator company to move within a year, so that the company can leave and take up quarters in some other portion of the city. The railway company can only do this if they require the land themselves and the railway commission may come in and say to the V. V. & E., 'This land on the south side of the creek is needed for other companies, we can expropriate it, but even if not, we have given another entry to other railways on the south side of the creek.' So we have given this right by a clause in the agreement which I know will be thoroughly appreciated.

#### **Flat Must Be Filled Up.**

"There are only three other sections I wish to refer to. The first is with regard to the filling in of the bed of the creek. Of course the people of Vancouver expect that the creek will be filled in right up to the city's portion, but there is nothing in the agreement to compel the railway company to do it. So we said to them when they came here, 'When are you going to fill in the whole of False Creek?' and they say in the old agreement that they will fill in sufficient to give them freight and passenger terminus. So that if it is only ten acres, they will be able to hold up 120 acres for speculative purposes, or leave it for the tide to ebb and flow

over. We said, 'You must go further, and agree that the whole 130 acres must be made land within five years, and not done you will do so on receiving six months' notice from the Governor-in-Council.'

"Now you see what a valuable addition to the agreement we have. There is a modification that must sound well to those who are really interested in Vancouver's welfare. There is another thing we have a little to say about, and that was about the roundhouses of the Great Northern. We thought that when they were coming into Vancouver and receiving the valuable business of that city, they should at least do something for the workmen of Vancouver, so that the people will know that their terminals should be on the banks of False Creek. We said, 'Your shops being situated at Everett is not good enough. We want you to go further and have your build roundhouses in Vancouver, and settle beyond question that it is your terminal in this Province, and instead of taking your lame ducks of engines to Everett, you shall take them to your shops at Vancouver,' and so we have this clause in the agreement, that the company must build roundhouses to provide for storage and repairs, costing not less than \$25,000. The sum, it is true, does not seem to be much, but it is the principle that we have located these works in the city on the very ground that they received from the city, that is so valuable.

#### **Most Important Clause.**

"The most important clause in the whole agreement is the last. I must apologize in taking the time that I have but it is only because of the adverse criticism that we have received from certain people in Vancouver, that I have taken the pains I have today to place the whole matter squarely before the people in this way. Who was it made that first agreement with the city of Vancouver? It was a company known as the V. V. & E., a subsidiary company to the Great Northern, a company that has a certain amount of road-bed in this Province, not very much it is true, and one of the principal complaints of the opponents of this old agreement was that all they had was the V. V. & E. Railway Company behind it. And yet this company takes it upon itself to say that they will