

APPROXIMATE COSTS.

Estimated Cost of Proposed Works.—Until the question of administration of the port is decided, I do not consider it is practicable to give the total cost of proposed works, but sufficient indication of same can be arrived at from the undernoted approximate figures:—

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| 1. Approximate cost of a reinforced concrete pier 800 ft. long by 200 ft. wide.. . . . | \$ 480,000 |
| 2. Approximate cost of a two-story reinforced concrete shed 750 ft. long, complete.. . . . | 295,000 |
| 3. Approximate cost of dredging False creek (no wharf work included).. . . . | 1,350,000 |
| 4. Approximate cost of a reinforced concrete grain elevator. Capacity 2,000,000 bushels, equipped complete.. . . . | 1,900,000 |
| 5. Approximate cost of dredging at North Arm of Fraser river. | 200,000 |

SPECIAL NOTE.

It should be particularly borne in mind, that in connection with the proposed dredging of False creek large areas of land will be reclaimed practically right in the heart of the city which will prove a very valuable asset to put against the cost of the work.

Owing to the existing conditions at Vancouver where, as already mentioned, the greater part of the foreshore rights close to the city have been acquired by the large railway companies—it seems to me to be a matter of great importance and for considerable negotiation that some agreement should be arrived at with the various interests and settle the mode of procedure without clashing which would govern the future administration for the systematic development of the port.

It does not come within the province of my commission to suggest whether:—

1. The harbour should be considered as a national port annexed over by the Government, and a commission appointed to manage same as at Montreal, or,—

2. The harbour should be acquired by the city of Vancouver and managed by a committee of the city council as at Bristol, England, and at Antwerp, or,—

3. The harbour should be controlled as a Port Trust under the management of a board of representatives appointed by the various interests, such as the city of Vancouver. The railway companies, the shipping companies, Board of Trade, private owners of wharfs, (as at Liverpool and Glasgow, or otherwise) but in the future interests, not only of Greater Vancouver, but of the whole province of British Columbia and Western Canada, and I would most strongly urge, that the harbour of Vancouver should be controlled by one board of administration under whose management I have no hesitation in predicting it would rapidly develop into its natural position as one of the greatest shipping ports of the world.

I have the honour to be, sir,

Your obedient servant,

A. D. SWAN,
M. Inst., C.E., M. Inst., M.E., M. Con. Sec., C.E.

NOTE.—Reference plans for this report are on file at Department of Public Works.