

PETITION.

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To the Honourable the Legislative Assembly of the Province of British Columbia, in Parliament assembled:

The petition of John Fall Allison, of Princeton, in the Province of British Columbia, gentleman; A. E. Howse, of the town of Nicola, in the Province of British Columbia, merchant; R. H. Lee, of the town of Kamloops, in the said Province of British Columbia, Civil Engineer; Augustus Meredith Nanton, of the City of Winnipeg, Province of Manitoba, Financial Agent; William Hamilton Merritt, of the City of Toronto, in the Province of Ontario, Mining Engineer; Sandford H. Fleming, of the City of Ottawa, in the said Province of Ontario, Contractor; Frank A. Fleming, of the said City of Toronto, gentleman; Charles H. Keefer, of the said City of Toronto, Civil Engineer; George F. Harman, of the said City of Toronto, Barrister; and C. N. Shanly, of the said City of Toronto, Financial Agent,—humbly sheweth:—

1. That your petitioners are desirous of constructing and operating a Railway from a point on the Canadian Pacific Railway near Spence's Bridge, in the said Province; thence to the Nicola River; then along or near the Nicola River to its junction with the Coldwater River; then following along or near the latter river as far as may be deemed advisable; then to the Town of Princeton; and then following along or near the course of the Similkameen River to the boundary between the Province of British Columbia and the United States; also from a point near the junction of the Nicola River and the Coldwater River in a northerly direction, past Nicola and Stump Lakes, to the town of Kamloops, or with full power, at its option, to pass over any portion of the country between the said points, to be called "The Nicola, Kamloops and Similkameen Railway Company," and other works in connection therewith, as set forth in the Bill presented herewith and annexed hereto.

2. That your petitioners believe that the construction and operation of the said Railway and other works in connection therewith will open up a large tract of country in the Province of British Columbia, and conduce to the benefit and advantage of the said Province.

Your petitioners therefore pray that an Act may be passed by your Honourable House authorizing your petitioners to construct and operate the said Railway and other works.

And your petitioners, as in duty bound, will ever humbly pray.

Dated at Toronto, this sixth day of February, A.D. 1891.

JOHN FALL ALLISON (by his Attorney, W. H. Merritt.)

A. E. HOWSE (by his Attorney, W. H. Merritt.)

R. H. LEE (by his Attorney, W. H. Merritt.)

A. M. NANTON, (by his Attorney, S. B. Sykes.)

WM. HAMILTON MERRITT.

S. H. FLEMING (by his Attorney, F. A. Fleming.)

F. A. FLEMING.

C. H. KEEFER.

G. F. HARMAN.

C. N. SHANLY.

VICTORIA, B. C.

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To the Legislature of the Province of British Columbia, in Parliament assembled.

The petition of the Board of Trade of the City of Vancouver, humbly sheweth :—

That on the 18th of January, 1890, Mr. Charles Wilson, of Victoria, wrote to the Hon. John Robson, Premier of the Province of British Columbia, as follows :—

“DEAR SIR,—Mr. D. C. Corbin, of New York, Mr. Newbury and Mr. Allen, of Spokane Falls, representing the Spokane Falls and Northern Railway Company, Mr. T. B. Hall and Mr. Davies, of this city, are applicants to the Dominion Government for the privilege of incorporating themselves into a Company for the purpose of building a Railway from the Big Bend of the Kettle River to the Coast, and from the international boundary line, near the Pen d'Oreille River to Nelson. They also intend applying to the Provincial Legislature for the privilege of building a Railway from Nelson to the south end of Kootenay Lake.

“The construction of these lines would form one continuous line of railway from the south end of Kootenay Lake to the Coast, with a short detour in American territory, rendered necessary by the difficulty of penetrating the chain of mountains on the west bank of the Columbia River. They would open the whole of the Southern part of the Province and bring the promising mining camps of Rock Creek and Toad Mountain into almost direct communication with the cities of Victoria, Vancouver and New Westminster.”

That on the 27th of the same month he wrote another long letter to the Hon. John Robson, Premier of British Columbia, of which the following is an extract :—

“It may not be out of place to explain that our original idea was to build a line of railway from Nelson to the seaboard of British Columbia. It was only after taking the preliminary steps to accomplish this purpose that it was suggested to us that we acquire the Crow's Nest and Kootenay Railway Company's charter,—a charter controlled by the Crow's Nest Coal and Mineral Company. We have, since this suggestion was made to us, been endeavouring to arrange with the Crow's Nest and Kootenay Railway Company for the acquisition of their nearly expired charter, upon condition that it was renewed by the British Columbia Legislature, coupled with an interest in the aforesaid Coal Company. We remember that in our interview with the members of the Executive Council the expediency of making it a complete system from the Western boundary of the Province to the Coast was one of the matters that the Executive, in the interest of the Province, deemed most desirable of accomplishment. We are equally desirous of yielding to this wish and of building our entire line from Crow's Nest to the Coast, with a short detour into American territory, made necessary by engineering difficulties, but, notwithstanding our efforts, we are not yet, much to our regret, in accord with the Crow's Nest and Kootenay Railway Company. We are quite willing to assume their charter and make this road part of our system upon the same terms as are hereinafter expressed with respect to our own application.”

That at a meeting of the Honourable the Executive Council on the 27th day of February, 1890, the following resolution was passed :—

“That an humble Address be presented to His Honour the Lieutenant-Governor, praying that His Honour will, without prejudice to Provincial rights, immediately move the Dominion Government that the charters applied for by the ‘Spokane Falls and Northern Railway Company’ may be granted. Provided always, that clauses be inserted compelling the Company