

PETITION.

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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

“ to commence work this year on both lines : that is to say, from Pen d’Oreille towards Nelson, from Kettle River to the west, and from the Coast of the Province to the east; that work should be continued concurrently from all these points ; the railway to the Western terminus of the Crow’s Nest line should be completed in four years, and the railway to the West in six years, from the granting of the charters ; and that in default of these terms being complied with, both charters, together with the rights appertaining thereto, shall be forfeited ; and that a copy of this resolution be at once transmitted by telegraph to the Dominion Government.”

That the Crow’s Nest and Kootenay Railway Company are now applying to your Honourable House for a charter, covering the same ground as the one applied for by Messrs. Corbin and others, and referred to in Mr. Charles Wilson’s communications, excepting that it is proposed to build the Crow’s Nest and Kootenay extension altogether within the territory of British Columbia, although no practicable route has as yet been discovered through the chain of mountains on the west bank of the Columbia River.

That other charters are now before your Honourable body for railways running from the Boundary Line into West Kootenay.

That the Canadian Pacific Railway Company are now building the Columbia and Kootenay Railway, which will be in operation early this spring, and that this railway, in conjunction with the water communication available, will afford all the accommodation that will be required for the carriage of ores and supplies during the coming season.

That in the event of the progress of mining operations, during the coming season, being such as to warrant further expenditure on railways that will keep the trade within the boundaries of the Province, it is understood that the Canadian Pacific Railway Company are prepared to proceed promptly with the construction of such railways in the South Kootenay District. That your petitioners therefore pray, that as the circumstances are in no way changed, the charter should not be granted to the Crow’s Nest and Kootenay Railway except on the following conditions :—

That the Company should be compelled to commence work on the main line from the Coast eastwards, and from the east and westward, concurrently ; and that no charters should be granted during the present Session to the said Company, or any other Company, to build any line, or branch line or lines, south from Nelson or north from the boundary line in the two Kootenay Districts until the line to the Coast has been built, or satisfactory proof given that it can and will be built.

As we are confident that the development of the mines should warrant a further expenditure, the Canadian Pacific Railway Company will, without delay, construct any lines necessary for the commercial wants and future development of the Kootenay and adjoining districts, which lines will retain the trade of these districts within the Province.

Unanimously adopted at a Special General Meeting of the Board, held Tuesday, the 17th February, 1891.

[SEAL.]

RICHARD ALEXANDER, *President.*
A. H. B. MACGOWAN, *Secretary.*

VICTORIA, B. C.

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PETITION.

NICOMEN ISLAND, February 20th, 1891.

To the Legislative Assembly now in Session at Victoria, B. C.:

GENTLEMEN,—We, the undersigned residents of Nicomen Island and Nicomen Settlements, would respectfully petition you to exempt us from the Fraser River Dyking Bill now before you.

We, your petitioners, will ever pray.

Alphonse Desracher,
 Arsirne DesRochers,
 Ernest DesRochers,
 T. Jos. Caron,
 Edward Charters,
 William Charters,
 Jos. Desroche,
 Simon Caron,
 Jacob Brownell,
 Joseph Athy,
 H. G. Miller,
 William Combes,
 Thomas Kelley,
 Saml. McDonald,
 H. C. Clarke,
 T. Paton,
 Geo. Lux,
 Alex. McDonald,
 John F. Black,
 Jas. Gourlay,

A. McColl,
 Alfonse Prefontaine,
 Arthur Baulien,
 Jos. Carron,
 M. Morrison,
 Anton Dano,
 Jos. Trembley,
 John Morrill,
 George Mascho,
 R. O. Brownell,
 T. Richmond,
 A. Bryan Williams,
 H. C. Lens,
 Abel Youmans,
 G. B. Conner,
 T. F. L. Miller,
 W. McBride,
 M. Jagers,
 R. C. Clarke,
 Thos. Gourlay.

VICTORIA, B. C. :

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