

EXHIBITS.

Return of Minute of Council and Agreement relative to a grant of land made to the Grand Trunk Pacific Railway Company for terminal purposes.

(Presented to House January 11th, 1906.)

Approved 4th May, 1904.

(Signed) HENRI G. JOLY DE LOTBINIERE,
Lieutenant-Governor.

*To His Honour
The Lieutenant-Governor in Council:*

The undersigned has the honour to report that—

1. Whereas section 39 of the Land Act provides that it shall be lawful for the Lieutenant-Governor in Council to make such special free, or partially free, grants of unoccupied and unappropriated Crown lands of the Province for the encouragement of immigration, or other purposes of public advantage, not being bonuses for the construction of railways, with and under such provisions, restrictions and privileges as to the Lieutenant-Governor in Council may seem most advisable :

2. And whereas the establishment of the Western Terminus of the Grand Trunk Pacific Railway Company upon unoccupied Crown lands in this Province is a public advantage within the meaning of said section :

3. And whereas certain lands on the Tsimpsean Peninsula, in the vicinity of Tuck Inlet, are suitable for the purpose of said terminus :

4. And whereas Ernest Victor Bodwell, of the City of Victoria, Barrister-at-Law, acting under instructions from and who in this matter represents the Grand Trunk Pacific Railway Company, and is not acting in his individual capacity, has made a proposition with respect to a partially free grant of the said lands :

5. And whereas it is desirable that his proposal be accepted :

6. And whereas it is advisable that the terms upon which the said grant of lands shall be made shall be stated ; the undersigned has the honour to submit as follows :—

1. The said Ernest Victor Bodwell may select from the unoccupied Crown lands of the Province situate on Tsimpsean Peninsula, in the vicinity of Tuck Inlet, an amount not exceeding ten thousand (10,000) acres of land, which he shall, in his judgment, deem to be most suitable for the purposes of a terminus for the said railway.

2. The said Ernest Victor Bodwell shall, immediately after such selection, have the said lands surveyed by a surveyor who shall be approved of by the Chief Commissioner of Lands and Works.

3. The said lands may be surveyed in one or more blocks, and it shall only be necessary to run the outside lines of the said blocks ; but in other respects the survey shall conform to the system of surveys prescribed by the Land Act.

4. In surveying the said lands, the said Ernest Victor Bodwell shall also be at liberty to survey and plat the foreshore and the beach and land below high-water mark, where any of the said lands abut upon or form the shore of any tidal or other waters.

The grants hereinafter referred to shall convey all the foreshore and riparian rights which the Crown may have in the lands so described, and which are situated below high-water mark.

5. When the surveys are completed the said lands shall be platted in the Land Department, and Crown grants thereof, in such parcels as the Chief Commissioner shall direct, shall be executed conveying the said lands to the said Ernest Victor Bodwell, acting in the before-mentioned capacity, in fee.

6. Whenever any of the lands so to be granted form part of the shore of any tidal waters, or the banks of any river, lake or stream, the said grant shall convey in fee the lands below, as well as above, high-water mark, and shall also contain a grant to the said Ernest Victor Bodwell, acting in the before-mentioned capacity, in fee of all foreshore and riparian rights which the Crown, in right of the Province, has in respect of any lands covered by waters which are described or referred to in the said grants.

7. The said grants shall also reserve to the Crown the rights referred to in section 32 of the Land Act, which rights shall be deemed to include an undivided one-quarter interest in all lands described in the said grants, including the lands mentioned in clauses four (4) and six (6) hereof : provided, however, that the land fronting on the sea or other waterway shall be divided into blocks having a frontage on the sea or waterway of not less than (1,000) feet, and the selection of the water front lands so divided shall be in conformity with section 32 of the Land Act.

8. Upon the execution and delivery of the said grants to the said Ernest Victor Bodwell, the said Ernest Victor Bodwell shall pay into the credit of the Chief Commissioner of Lands and Works the sum of ten thousand (\$10,000) dollars in cash, as one of the terms upon which the said grants are to be made, and as a guarantee of good faith, and as security for the performance by the said Ernest Victor Bodwell of the further conditions referred to in this Minute, and unless the Crown shall require the reconveyance of the said lands from the said Ernest Victor Bodwell under the further conditions of this Minute, the said sum of ten thousand (\$10,000) dollars shall be and remain the property of the Government.

9. The said grant, when so executed and delivered as aforesaid, shall also be deemed to have been issued subject to the following conditions :—

(1.) The said Ernest Victor Bodwell shall not dispose of the said lands to any person or corporation except for the purposes of establishing thereon the western terminus of the Grand Trunk Pacific Railway :

(2.) The said Ernest Victor Bodwell, shall, within the period of nine (9) months from the date hereof, cause the western terminus of the said Grand Trunk Pacific Railway to be established upon the said lands, or some portion thereof, or shall produce evidence to the satisfaction of the Chief Commissioner of Lands and Works that the said terminus will in due course be permanently established upon the said lands, or some portion thereof, and that the said lands conveyed as aforesaid shall constitute the townsite surrounding the said terminus :

(3.) If the said Ernest Victor Bodwell shall fail in procuring the establishment of the said terminus as aforesaid, or shall fail within the time aforesaid to produce the evidence referred to in the sub-section last above-mentioned, then the said lands shall, upon demand by the Crown, be reconveyed by the said Ernest Victor Bodwell to the Crown ; and if the Crown shall demand the reconveyance of the said lands, then the said sum of ten thousand (\$10,000) dollars, without interest, shall be repaid to the said Ernest Victor Bodwell ; but he shall not be allowed any sums spent by him on account of surveys or other expenses connected with the grant of the said lands :

(4.) Before the Crown grants referred to are actually delivered to the said Bodwell, there shall be filed with the Chief Commissioner of Lands and Works a written approval of the terms of this order, signed by the proper officer in that behalf of the Grand Trunk Pacific Railway Company.

The undersigned recommends that the said proposal be accepted, subject to the terms and conditions aforesaid.

(Signed) R. F. GREEN,
Chief Commissioner of Lands and Works.

The Committee of Council concur and submit the same for Your Honour's approval.
Dated this 30th day of April, A.D. 1904.

(Signed) RICHARD MCBRIDE,
Presiding Member of the Executive Council.

THIS INDENTURE made this third day of August, A. D. 1905, between the Grand Trunk Pacific Railway Company, hereinafter called "the Company," of the one part, and His Majesty the King, in right of His Province of British Columbia, of the other part :

Whereas the Government of the Province of British Columbia, acting for and on behalf of His Majesty in right of His Province of British Columbia, on the tenth day of March, A. D. 1905, granted certain lots to the Company upon the terms and conditions then expressed :

And whereas by an antecedent agreement it was provided that the terminus of the Company's railway should be established on the lots in question :

Now, this Indenture witnesseth, and it is hereby expressly agreed and declared,—

1. That the Company will, subject to the approval of the Governor-General in Council, establish the western terminus of the National Transcontinental Railway upon the hereditaments conveyed to them by the hereinbefore recited Indenture of the tenth day of March, A. D. 1905, and will thereon construct, of a substantial and permanent character, the wharves, docks, stations, yards, round-houses and other facilities proper and suitable for such terminus.

2. That some substantial work will be begun upon the construction of the said wharves, docks, stations, yards, round-houses and other facilities, on or before the thirtieth day of June, A. D. 1906, and thereafter actively prosecuted to completion.

3. That this Agreement shall be read with and form part of the said Indenture of the tenth day of March, A. D. 1905.

In witness whereof, pursuant to a resolution of the Directors of the Company, dated the third day of August, 1905, this Company has hereunto set its corporate seal, countersigned by the proper officer in that behalf.

Signed, Sealed and Delivered, in presence of	D. E. GALLOWAY.	}	THE GRAND TRUNK PACIFIC RAILWAY COMPANY.
			by CHARLES M. HAYS, <i>President.</i>
			HENRY PHILLIPS, <i>Secretary.</i>
			(Seal of the Company.)

Extracts from Minutes of Meeting of the Directors of the Grand Trunk Pacific Railway Company, held in the Directors' Room, No. 503, of the General Offices, McGill Street, Montreal, Thursday, August 3rd, 1905, at eleven o'clock, a.m., Charles M. Hays, Esq., President, in the Chair.

An Agreement was submitted between the Company and the Province of British Columbia, and on motion of Mr. Frank W. Morse, seconded by Mr. Hugh A. Allan, it was

Resolved, That the Agreement dated the third day of August, 1905, between the Grand Trunk Pacific Railway Company and the Province of British Columbia, providing for the establishment of the western terminus of the National Transcontinental Railway upon the hereditaments conveyed to the Company by the above-recited Indenture, be executed on behalf of the Company.

(Signed) CHARLES M. HAYS,
President.

(Signed) HENRY PHILLIPS,
Secretary.

(Seal of the Company.)

Return to an Order of the House for copies of all Orders in Council, agreements, grants, maps, letters, telegrams or other papers in possession of the Government, relative to the acquisition by the Grand Trunk Pacific Railway Company of lands at Kaien Island, or elsewhere in British Columbia, whether for right-of-way, terminal or townsite purposes, or by way of subsidy.

(Presented to House January 18th, 1906.)

Hon. Richard McBride,
Premier, Victoria, B. C.

VICTORIA, B. C., March 9th, 1905.

SIR,—Referring to our several conversations, at which time you discussed the action your Government might be willing to take, in order to secure for the Province of British Columbia the greatest possible advantages that will accrue to it by the construction of the Grand Trunk Pacific Railway,—

I beg to assure you it is the desire of the Company to do all that is possible to give the maximum benefits to the Provinces through which it will pass, in proportion to the mileage built therein.

Our plans are to first construct a line connecting Lake Superior with Winnipeg, continuing our surveys in the Eastern Provinces, and west of Winnipeg to the Pacific Coast. Upon completing into Winnipeg, to construct from there west, thus passing through a well-populated country, and one that produces traffic. By doing this the line would also be in connection with the business centre of Eastern Canada, and would have traffic constantly coming along the new line and to the end of same.

I understand your desire is to secure for the Province of British Columbia as great an expenditure of money in British Columbia as is possible, and at the same time have construction commence at an early date.

We have carefully figured on the cost of building the new line, bringing in our supplies and equipment, and find that the policy laid down for our guidance, to build from the East to the West, is the most economical.

Should we reverse the conditions, it will not be only more expensive for us, in the way of getting labour, supplies and material to the front, but we will, for a considerable period, have a large amount of money invested in property on which we will be paying an interest charge, and on which we will have absolutely no return, *i. e.*, there will be no local business upon the line, and it cannot be used as a through line until connected with the line from the East.

I understand your Government is *not* in favour of cash subsidies, under any circumstances, and that in the case of the Grand Trunk Pacific, some feel that the guarantee we have received from the Dominion Government is the limit of assistance that should be accorded to us. Such being the case, we will be obliged to carry on our work in the most economical manner, and reduce our interest charge to a minimum, by having as little disconnected line as possible.

In an endeavour to produce the results you desire for the Province, I would ask if your Government will consider the advisability of bringing down a Bill, at this Session, granting to the Grand Trunk Pacific Railway Company:—

1. Right-of-way, not exceeding two hundred feet, across Crown lands, for main and branch lines, excepting where additional widths are required, for sidings, stations, sheds, wharves, warehouses, embankments, cuts, bridges, culverts, drains, and other works and approaches thereto.

2. Fifteen thousand acres of land for each mile of main and branch line to be constructed in the Province of British Columbia.

3. Exemption from taxation for thirty years from completion of said railway of equipment, stations and station grounds, work-shops, buildings, yards, rolling stock, appliances, and other property required and used for the construction, equipment and working of the said line of railway, and all personal property owned or possessed by the Company, also capital stock of the Company.

4. The Railway Company to have the privilege to take from any public lands adjacent to or near the line of said railway or branches all stone, timber or gravel, or other material necessary or useful for construction of the railway, and also, where necessary, to fill in upon any public lands.

5. In case townsites are afterwards created on any of the lands granted, the provisions of the Land Act (section 32) are not to apply. This provision not to apply to the lands on which the permanent western terminus is located. Provided, the Grand Trunk Pacific Railway Company will:—

A. Commence construction in British Columbia, on the Pacific Coast, as soon as the terminal site is determined upon, which, it is expected, will be on or before June 30th.

B. To build from the terminal East, upon receiving the first one hundred miles of location from the engineering department, the necessary parties to be put in the field to secure this information this year.

C. The Company to immediately make their financial arrangements for the entire British Columbia construction.

D. Will continue construction through British Columbia, from the Pacific Coast eastward to the summit of the Rocky Mountains, bringing, of course, all labour, supplies and material for this portion of the road in from the Coast, and procuring, as far as practicable, all things being equal, supplies for this portion of the road in British Columbia.

E. To establish connection between the Grand Trunk Pacific terminus and the southern portion of the Province.

F. The Company to dispose of any lands it may secure at Government schedule of prices, under three headings, namely: first, second and third class, such prices being five dollars, two dollars and fifty cents, and one dollar per acre, respectively.

I have, etc.,

(Signed) FRANK W. MORSE,
Vice-President and General Manager.

VICTORIA, B. C., March 17th, 1905.

*Frank W. Morse, Esq.,
Vice-President and General Manager, Grand Trunk Pacific Railway,
Victoria, B. C.*

DEAR SIR,—I am in receipt of your favour of the 9th inst. asking if the Government would consider the advisability of introducing a Bill at the present Session of the Legislature granting to the Grand Trunk Pacific Railway Company certain concessions stated in your letter.

In reply, I would state that this question has been placed before and considered by the Executive Council, and the decision arrived at is that your proposal cannot be entertained.

Yours truly,
(Signed) RICHARD MCBRIDE,
Premier.

EDMONTON, ALTA., March 20th, 1905.

DEAR MR. MCBRIDE,—I beg to acknowledge your letter of March 17th, in reply to mine of the 9th inst., in which I set forth the conditions under which construction of the Grand Trunk Pacific in British Columbia might be commenced on the Pacific Coast and built through to the East.

Note that the proposition is rejected by the Executive Council, which, I take it, permanently disposes of the subject.

Yours very truly,
(Signed) FRANK W. MORSE.

*Hon. Richard McBride, Premier,
Victoria, B. C.*

VICTORIA, B. C., February 21st, 1905.

*The Honourable the Chief Commissioner
of Lands and Works, Victoria, B. C. :*

SIR,—In connection with the subject referred to in the Order in Council dated the 4th of May, 1904, under the terms of which it was arranged that certain lands situate on Kaien Island should be conveyed to the Grand Trunk Pacific Railway Company for terminal purposes, the Company, after investigating the subject, has learned that for the railway yards, coal docks, etc., it will be advisable—in fact, necessary—to obtain a certain portion of the Indian Reserve which immediately adjoins the land already surveyed under the provisions of the Order in Council above referred.

The Company is desirous, therefore, of entering into negotiations with the Government for the acquisition of their reversionary interest in these lands. You know that the Indian title must be first extinguished. The Company will be obliged to deal with the Government of Canada on that subject. The value of the Local Government's interest is not as great as it would be if they possessed the unencumbered fee. We should be glad, however, to have some idea of the price which the Government would ask for their interest, provided that we can arrange with the Dominion Government for the removal of the Indians.

You will remember that the writer mentioned this subject to you a day or two since, and you stated that the Government prefer that the proposition should come from the Company. The writer has conferred with Mr. Morse, who is here now representing the Grand Trunk Pacific Railway Company in these transactions, and it seems to us fair to suggest that the Government, after the Indian title is extinguished, should convey that portion of the lands required by the Company and should retain a one-quarter interest in those lands.

As the situation now is, the lands are practically valueless; they are not fit for occupation or settlement, and can only be used for the townsite or railway purposes. Under the Company's plan, these lands will not form a part of the town proper, that is to say, they are not likely to have any value for ordinary business lots, or for residence purposes; they will be used by the Company in connection with the railway service; and in these circumstances, and also considering the fact that the Government will own a very considerable interest in the rest of the townsite, it seems to us that it would be reasonable to convey an undivided three-quarters to the Company. It should always be remembered that it will be the expenditure of their money and their enterprise which will give these lands any value to the Government or to the public generally.

We have, &c.,
(Signed) BODWELL & LAWSON,
Solicitors for the G. T. P. Ry. Co.

VICTORIA, March 17th, 1905.

*Frank W. Morse, Vice-President and General Manager,
Grand Trunk Pacific Railway, Victoria, B. C. :*

DEAR SIR,—Adverting to our several conferences and to the solicitors for your Company, Messrs. Bodwell & Lawson's communications to the Chief Commissioner of Lands and Works of the 9th instant and 21st ultimo, respectively, regarding the proposal of your Company to acquire a portion of the Tsimpsean Indian Reserve on Kaien Island for railway purposes, I beg to advise you that this matter has been considered by the Government, and, as a result, the following conclusions are submitted:—

1. No disposition of any portion of this reserve can be made unless and until the Dominion Government removes the Indians from the reserve, or from that portion thereof with which it is intended to deal.

2. In such case the Government is willing, upon your Company satisfying the Chief Commissioner of Lands and Works of the necessity of securing additional holdings in that vicinity for the purpose of its railway, that no disposition of any portion of such lands shall be made without first offering your Company an opportunity to purchase them.

Yours truly,
(Signed) RICHARD MCBRIDE,
Premier.

VICTORIA, B. C., January 19th, 1904.

SIR,—The question of the location of the western terminus of the Grand Trunk Pacific is one which will very soon engage the attention of the Government, and I am instructed by certain clients to lay before you the following points for your consideration :—

It is of the greatest importance that the terminus should be located on land of such a character that the Government, on behalf of the people of the Province, will derive a direct benefit under those sections of the Land Act which allow them to retain one-quarter of any land granted, which may, after the grant, be used as a townsite. Tuck Inlet is known to be a favourable location for a harbour and terminal purposes. On one side of the inlet the land is covered by an Indian Reserve, on which a possible site for a terminus can be found, namely, the east shore of Digby Island. If that spot should be selected by the Grand Trunk Pacific, the arrangement will be made entirely with the Dominion Government and no direct benefit will be obtained by the Province.

If a terminus is located at Port Simpson or Kitamaat Arm, the same result will follow, as the land is held by private owners, and the greater number of the locations are dated prior to April 17th, 1896, and, therefore, the Government will have no interest in the townsite established.

It is possible, however, to so arrange matters that the terminus can be located on unoccupied Crown lands, and in the circumstances I propose the following for your consideration :—

Under section 39, chapter 113, of the Land Act, the Governor in Council is authorised to make free, or partially free, grants of unoccupied, unappropriated Crown lands for any purposes of public advantage. From enquiries which I have caused to be made, I understand that a tract of suitable land can be obtained from the Crown lands surrounding Tuck Inlet, on the Tsimpsean Peninsula, which are now covered by a reserve. I suggest that my clients form a company to acquire these lands—say 10,000 acres—including foreshore and waterfront, in blocks of not less than half a mile square; a grant of the lands to be made by the Crown to the Company and the latter undertaking to negotiate with the Grand Trunk Pacific for the establishment of their western terminus, subject to the following conditions :—

1. The Company will pay to the Government the sum of \$1.00 per acre for the land, as soon as the survey of the same has been completed.

2. If the Company shall fail to secure the establishment of the western terminus on the site selected within twelve months from the date of the grant, the land shall revert to the Crown, and the Company shall have no claim against the Government for expenses of survey, etc., but shall be refunded the purchase price of \$1.00 per acre paid at the time of the survey.

3. The Company will, if required by the Government, deposit a reasonable sum as a guarantee of good faith, and are prepared to give you, in confidence, satisfactory assurances of their ability to carry on the negotiations they have indicated, and to perform any covenants which they may undertake in the premises. The Company will be incorporated under the laws of the Province of British Columbia.

The advantages to accrue to the Government will be :—

1. The establishment of the terminus at a suitable place :

2. The receipt of the sum of \$10,000 in cash, which is the Government price for lands of the character above described :

3. The one-quarter of the lots in the townsite, which property would be of very great value.

The Company will not bind itself to procure the establishment of the terminus on the site selected, but will guarantee to use its very best efforts in that behalf, and will pledge itself not to attempt to dispose of the lands, or any part of them, for any other purpose whatever.

If the Government consider this proposition favourably, we are prepared at once to carry out the plan suggested. We can give you a sufficient description of the land to locate the same generally in your Department, and will proceed immediately with the surveys, so that the Crown grants can issue in due course.

I have, &c.,
(Signed) E. V. BODWELL.

To the Hon. the Chief Commissioner of Lands and Works.

LANDS AND WORKS DEPARTMENT,
VICTORIA, 21st February, 1905.

SIR,—Referring to the delay which has taken place in the issuance of the Crown grants covering certain lands in the Tsimpsean Peninsula, near Tucks Inlet, referred to in Order in Council dated 4th May, 1904, I beg to inform you, at your request, that the title to such lands could have been transferred to you in August or September last, but for the fact that a petition under the Land Act was filed on behalf of a party named Taylor, who claimed to have located a portion of the lands in question under the "South African War Land Grant Act."

It has not been convenient for the Attorney-General's Department to get this matter on for hearing up to the present, and the Government did not deem it wise to actually deliver the grants until the matter referred to in the petition had been disposed of.

At the time that the issuance of these grants was interfered with, as above stated, and from that period up to the present I have been satisfied, from the facts and circumstances which you have from time to time brought to my attention, that there was a bona fide desire on the part of the Grand Trunk Pacific Railway Company to carry out their part of the undertaking, and that the terminus of the road would in due course be permanently located on the lands in question; provided the title thereto could be transferred by the Government to the Company.

However, there is every probability that the matter will now be brought to a speedy termination, and the Government is prepared, as soon as the legal provisions are complied with, to deliver the grants in compliance with the terms named in the Order in Council above referred to.

I am, etc.

E. V. Bodwell, Esq., K. C.
Victoria, B. C.

(Signed) R. F. GREEN.
Chief Commissioner of Lands and Works.

Whereas on the 3rd day of May, 1904, an Order in Council was passed, a copy of which is hereto annexed:

And whereas the lands referred to in such Order in Council have been surveyed and Crown grants thereof have been issued and are now ready for delivery:

And whereas the sum of ten thousand dollars (\$10,000,000), referred to in Clause 8 of the said Order in Council, has been duly paid:

And whereas evidence has been produced, satisfactory to the Chief Commissioner of Lands and Works, that the terminus of the Grand Trunk Pacific Railway will be located on some portion of the said lands, and that the townsite surrounding said terminus will be created as referred to in Clause 2 of the said Order in Council:

And whereas it is expedient to file with the Chief Commissioner of Lands and Works a written approval of the terms of the said Order, signed by the proper officer in that behalf of the Grand Trunk Pacific Railway Company:

And whereas Frank W. Morse, whose signature is attached hereto, is the Vice-President and General Manager of the said Grand Trunk Pacific Railway Company, and is the officer of the said Company properly authorised to give the said approval, and hereby undertakes to do so:

Now, therefore, it is witnessed by these presents that I, Frank W. Morse, Vice-President and General Manager of the Grand Trunk Pacific Railway Company, do hereby certify that the Company approves of all the terms and conditions expressed in the Order in Council of the 3rd day of May, 1904, a copy of which is attached hereto; and further declare that the lands in question are to be taken over by the Grand Trunk Pacific Railway Company, on the terms and conditions expressed in the said Order in Council, and that the western terminus of the Grand Trunk Pacific Railway will be located on some portion of the said lands, and that the townsite surrounding the said terminus will be located on the lands so to be conveyed in the said Crown grants; and, further, that the Company will observe all the conditions expressed in the said Order in Council to be performed by it, and will accept the conveyance of the said lands on the conditions mentioned in the said Crown grants; and, further, that if the Chief Commissioner of Lands and Works shall so request, I will in due course procure a formal ratification of this certificate by the Directors of the Company.

As witness my hand at the City of Victoria, Province of British Columbia, the 6th day of March, A. D. 1905.

(Signed) FRANK W. MORSE.

VICTORIA, B. C., 9th March, 1905.

SIR,—Referring to the Order in Council of the 4th of May, 1904, respecting the lands to be conveyed by the Government to me for the purposes of the western terminus for the Grand Trunk Pacific Railway Company, I am instructed by the Company and I hereby direct and request that the Crown grant should issue directly to the Grand Trunk Pacific Railway Company instead of to me. As you are aware, in that matter I was simply acting as the trustee for the Company, and it will save conveyancing and serve every purpose of the Order if the grant is made directly to the Company.

I am, etc.,
(Signed) E. V. BODWELL.

To the Honourable
The Chief Commissioner of Lands and Works,
Victoria, B. C.

(Signed) HENRI G. JOLY DE LOTBINIERE,
Lieutenant-Governor.



LAND ACT.

PROVINCE OF }
BRITISH COLUMBIA. }

No. 143

(Signed) W. S. GORE,
Deputy Commissioner of Lands and Works.

EDWARD VII., by the Grace of God, of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, KING, Defender of the Faith, &c., &c.

To all to whom these presents shall come, Greeting:

KNOW YE, that We do by these presents, for Us, Our Heirs and Successors, in consideration of the fulfilment of the terms of an Order in Council, approved by His Honour the Lieutenant-Governor on the fourth day of May, 1904, and of the sum of Ten Thousand Dollars to Us paid, give and grant unto The Grand Trunk Pacific Railway Company, its successors and assigns, all those parcels or lots of land situated in Coast District, said to contain ten thousand (10,000) acres, more or less, and more particularly described on the map or plan hereunto annexed and coloured red, and numbered Lots Two hundred and fifty-one (251), Four hundred and forty-three (443), and Four hundred and forty-four (444), Range five (5), on the official plan or survey of the said Coast District, in the Province of British Columbia, To HAVE and To HOLD the said parcels or lots of land, and all and singular the premises hereby granted, with their appurtenances, TOGETHER with (where any of the lands so described abut upon, or form the shore of, any tidal waters, or the bank of any river, lake or stream) all the foreshore and riparian rights which We, in the right of Our Province of British Columbia, may have in the said lands, including the lands below as well as above high-water mark, unto the said Grand Trunk Pacific Railway Company, its successors and assigns, for ever.

1. PROVIDED, NEVERTHELESS, that it shall at all times be lawful for Us, Our Heirs and Successors, or for any person or persons acting in that behalf by Our or their authority, to resume any part of the said lands which it may be deemed necessary to resume for making roads, canals, bridges, towing-paths, or other works of public utility or convenience; so nevertheless that the lands so to be resumed shall not exceed one-twentieth part of the whole of the lands aforesaid, and that no such resumption shall be made of any lands on which any buildings may have been erected, or which may be in use as gardens or otherwise for the more convenient occupation of any such buildings.

2. PROVIDED, also, that it shall at all times be lawful for Us, Our Heirs and Successors, or for any person or persons acting under Our or their authority, to enter into and upon any part of the said lands, and to raise and get thereout any minerals, precious or base, including coal and petroleum, which may be thereupon or thereunder situate, and to use and enjoy any and every part of the same land, and of the easements and privileges thereto belonging, for the purpose of such raising and getting, and every other purpose connected therewith, paying in respect of such raising, getting and use reasonable compensation.

3. PROVIDED, also, that it shall be unlawful for any person duly authorised in that behalf by Us, Our Heirs and Successors, to take and occupy such water privileges, and to have and enjoy such rights of carrying water over, through, or under any parts of the hereditaments hereby granted, as may be reasonably required for mining or agricultural purposes in the vicinity of the said hereditaments, paying therefor a reasonable compensation to the aforesaid Grand Trunk Pacific Railway Company, its successors or assigns.

4. PROVIDED, also, that it shall be at all times lawful for any person duly authorised in that behalf by Us, Our Heirs and Successors, to take from or upon any part of the hereditaments hereby granted, without compensation, any gravel, sand, stone, lime, timber or other material which may be required in the construction, maintenance or repair of any roads, ferries, bridges or other public works.

5. PROVIDED, also, that in the event of any of the lands hereby granted being divided into town lots, one-fourth of all the blocks of lots, to be selected as provided in section 32 of the "Land Act," shall be re-conveyed to Us and Our Successors.

6. PROVIDED, further, that the land hereby granted fronting on the sea or other waterway shall be divided into blocks having a frontage on the sea or waterway of not less than one thousand (1,000) feet, and the selection of the water front lands so divided shall be in conformity with section 32 of the "Land Act," and shall be re-conveyed to Us and Our Successors, together with the land appurtenant thereto above and below low-water mark, upon the request of the Chief Commissioner of Lands and Works.

7. PROVIDED, further, that there shall be re-conveyed to Us and Our Successors, upon the request of the Chief Commissioner of Lands and Works, one-fourth of all the land embraced in this grant that shall not be divided into town lots or water front blocks, the said lands to be divided into blocks containing not more than eighty acres, and the selection of said lands to be in conformity with section 32 of the "Land Act."

8. PROVIDED, further, that any re-conveyance to Us and Our Successors of any of the lots hereinbefore mentioned shall include (when the lands so described abut upon or form the shore of any tidal waters, or the bank of any river, lake or stream) all the foreshore and riparian rights, including the lands above and below low-water mark.

9. PROVIDED, also, that all travelled streets, roads, trails and other highways existing over or through said lands at the date hereof shall be excepted from this grant.

IN TESTIMONY WHEREOF, We have caused these Our Letters to be made Patent, and the Great Seal of Our Province of British Columbia to be hereunto affixed: WITNESS, His Honour the Honourable SIR HENRI GUSTAVE JOLY DE LOTBINIERE, K.C.M.G., Lieutenant-Governor of Our said Province of British Columbia, at Our Government House, in Our City of Victoria, this Tenth day of March, in the year of Our Lord One thousand nine hundred and five, and in the fifth year of Our Reign.

By Command.
(Signed) FRED. J. FULTON,
Provincial Secretary.

Telegrams.

MONTREAL, Que., 29th, *via* Victoria, B. C., April 29th, 1904.

E. V. Bodwell, Hotel Vancouver, Vancouver, B. C.

Will be glad to have you act on Mr. Stevens' communication in regard to Lima Harbour in such way as to fully protect our rights for the time being, and until definite plans can be determined upon without, however, committing us irrevocably.

(Signed) CHAS. M. HAYS.

MONTREAL, Que., Feb. 26th, 1906.

*James F. Garden,
Chairman, Special Legislative Committee,
Victoria, B. C.*

Replying to your message, would be very glad to go to Victoria were it not that President Chas. M. Hays is away in Europe, and Second Vice-President William Wainwright is away account ill health, which, together with the fact that we are closing contracts for commencing our work in spring, make it imperative that I should remain at headquarters. Under these circumstances, and hope to be excused from summons, please advise.

(Signed) FRANK W. MORSE.

Original Applications of the following persons to acquire various tracts of land, situated on Kaien Island and in the vicinity thereof: (*Not printed.*)

Under the Land Act—By pre-emption: Kane, Geo. T.

Under the Land Act—By purchase:

Budge, Thos.	McEvoy, Arthur
Campbell, Jno.	Moore, D. M.
Coote, Josias, and Frazier, Percy	Morrow, L.
Cowan, Geo. H.	Martin, Alex.
Deacon, E. J., and Matthews, Thos.	Parker, F.
Frazier, P.	Potts, A. G. H.
Gilmore, J. E.	Scott, J. R.
Gilmour, P. H.	Simons, A. B.
Johnston, A. E.	Smith, A. L.
McIntosh, John A.	Vernon, F. G.

Under the South African War Land Grant Act:

Anderson, James	Millington, Mrs. E. S.
Daly, H. M.	Millington, John
Kane, David P.	Prescott, Alfred
Kane, F. Belle	Saunders, W. J.
Kane, Geo. T.	Singlehurst, S. A.
Kane, Geo. T., and McDaniel, M. G.	Taylor, Dan.
Kachelmacher, M. L.	Weeks, Geo. F.

Petition.

To the Hon. the Speaker and Members of the Legislative Assembly of the Province of British Columbia:—

Whereas on the 21st of March, 1904, I, for myself, and as agent for many other citizens and South African War Veterans, did proceed and stake, in accordance with statutory regulations, a pre-emption and several South African War Land Grant Applications. The pre-emption was for self; the scrip applications were for citizens and veterans, on Kaien Island, Coast District:

And whereas on the 29th March, 1904, I did apply, in accordance with Government regulations, for a pre-emption record for 160 acres of land on Kaien Island, and did also apply for several South African War Land Grant Applications:

And whereas on June 6th, 1904, the Deputy Commissioner did return all scrip and refuse same, as also did he at the same time refuse my pre-emption record, giving as his only reason thereof that the land in question was reserved from sale or pre-emption on 12th October, 1891:

And whereas I now hold said scrip and money that the said Deputy Commissioner refunded, subject to his order:

And whereas said reserve of October 12th, 1891, applied to the Tsimpsean Peninsula only, and, therefore, the said Kaien Island was open for pre-emption and purchase:

And whereas the Chief Commissioner has informed your petitioner that the only reason why I was refused my applications was the 1891 reserve, aforesaid:

And whereas the Chief Commissioner did also state to your petitioner, that if anyone got the land I would get it:

And whereas there is no valid reason why said land should not be granted to the aforementioned applicants:

Now, therefore, I would respectfully ask that your Honourable Body will look into this matter, wherein a great injustice has been done, and that you will remedy said injustice by granting my pre-emption record for 160 acres of land on Kaien Island, and also grant to the other citizens and South African War Veterans their respective scrip applications for 160 acres of land each.

And your petitioners will ever pray.

(Signed) GEO. T. KANE,
For Self and as Agent for other Applicants.

(The British Columbia Gazette, October 15th, 1891.)

Reserve—Coast District.

Notice is hereby given that all the vacant Crown land which is situated on the Tsimpsean Peninsula, and which lies to the north of a line drawn due west from the head of Work Channel, is reserved from sale or pre-emption until further notice.

F. G. VERNON,
Chief Commissioner of Lands and Works.

*Lands and Works Department,
Victoria, B. C., 12th October, 1891.*

Map of Lima Harbour and Tsimpsean Peninsula, Range V., Coast, by J. Fred. Ritchie, P. L. S. and D. L. S. (*Not printed.*)

Copy of "Daily Colonist" of January 17th, 1906, containing interview with Mr. James Anderson *re* Grand Trunk Terminus. (*Not printed.*)

Exhibits "A" to "L."

Bank-book stubs of Mr. James Anderson. (*Not printed.*)

Exhibit "M."

Telegrams from Mr. P. Larsen to Mr. James Anderson. (*Printed on page clxxx.*)

Exhibit "N."

Bank-book stubs of Mr. James Anderson. (*Not printed.*)

Exhibit "O."

Bank statement handed in by Mr. James Anderson. (*Not printed.*)

Exhibit "P."

Telegrams handed in by Mr. James Anderson. (*Not printed.*)

Exhibit "Q."

Auction sale of Provincial Government property, situated in Townships 1 and 2, Range 5, Coast District, Port Simpson. I have received instructions from the Hon. F. G. Vernon, Chief Commissioner of Lands and Works, to sell by public auction, at my salesroom, Store Street, at 12 o'clock, noon, on Wednesday, July 22nd, 1891, some 3,000 acres of land, which will be put up in 40-acre blocks, more or less, situated on Work Channel and Port Simpson. Terms:—One-fourth cash, one-fourth in six months, and the balance in one year, to bear interest at the rate of six per cent. per annum. W. R. Clarke, Auctioneer.

Exhibits "R" and "S."

Maps of Tsimpsean Indian Reserve. (*Not printed.*)

Exhibit "T."

(Ct. 2). Plan No. 1, of the Tsimpsean Indian Reserves, British Columbia. (*Not printed.*)

VICTORIA, B. C. :

Printed by RICHARD WOLFENDEN, V.D., I.S.O., Printer to the King's Most Excellent Majesty.
1906.