

No. 14.

PETITION.

To the Honourable the Speaker and Members of the Legislative Assembly of the Province of British Columbia:

The petition of George William Mitchell, of the City of Ottawa, in the Province of Ontario, Gentleman, Erastus Corning Hawkins, of the City of Seattle, in the State of Washington, one of the United States of America, and James Henry Greer, of the City of Victoria, in the Province of British Columbia, Agent, humbly sheweth:—

1. Your petitioners, George William Mitchell and Erastus Corning Hawkins, are the representatives in this country for the purposes hereinafter referred to of Messrs. Close Bros. & Co., Financiers, of 17, St. Helen's Place, London, E. C., England, and of the Chamber of Commerce Building, in Chicago, Illinois, U.S.A., which firm promoted and financed the White Pass and Yukon Railway Company, and acquired and now control the charter of the British Columbia Yukon Railway Company as granted by the Legislative Assembly of the Province of British Columbia in the "British Columbia Yukon Railway Act, 1897."

2. The said last mentioned railway company duly advertised in the British Columbia Gazette and otherwise according to the Rules of your honourable House, an application to its present Session for an amendment to the said "British Columbia Yukon Railway Act," authorising the construction of a branch line of said railway from Log Cabin, in British Columbia, to the Taku Arm of Tagish Lake, and thence to the City of Atlin, with a view to affording communication to the newly discovered goldfields in the Atlin District, by the route at present most feasible, owing to the fact that the said White Pass and Yukon Railway Company has already constructed its line of railway from the Coast at Skagway into British Columbia, running through Log Cabin aforesaid.

3. Owing to the absence in England and on the Continent of Europe, for more than two months prior to the commencement of the present Session of your honourable House, of Mr. S. H. Graves, the partner of said firm of Close Bros. & Co., who manages its affairs on this side of the Atlantic, and the absence during the same period in New York and the eastern parts of the Continent, and away from British Columbia, of your petitioner Erastus Corning Hawkins, who has the control of the affairs in British Columbia of the said partnership, associated with its railway enterprises referred to, particularly to those in this Province, and to the absence in Ottawa of your petitioner George William Mitchell, who is associated with the said undertaking as its general adviser in this country, plans for the proposed railway construction in this Province intended to be undertaken by the said Close Bros. & Co., and their associates, during the present year, had to be formulated by telegraph and cable between the said Graves and your petitioners, and otherwise without opportunity of personal consultation between those principally interested upon the facts relative to the possibilities and requirements of the territory to be covered, and by reason of all the premises the said proposed branch from Log Cabin to Atlin was deemed sufficient to meet the requirements of the situation.

4. After the opening of the present Session, but within the time for presenting petitions to your honourable House, your petitioner, Erastus Corning Hawkins, arrived in Victoria to affix the Seal of the said British Columbia Yukon Railway Company to its petition for the said branch line, and to forward the same before your honourable House, and within a few days afterwards your petitioner George William Mitchell also reached the City of Victoria. Upon consultation between them, and consideration of facts relative to the extent of the gold-bearing area lying to the south-east of Atlin Lake, and the apparent advantages of a line of

railway covering the said district, lying wholly within the Province of British Columbia and subject to Provincial control, your petitioners determined that the said proposed branch line from Log Cabin to Atlin City was insufficient to meet the requirements, but that the larger project of a line of railway from Log Cabin to Telegraph Creek on the Stickine River would meet the approbation of your honourable House, and that your honourable House would be pleased, under the circumstances, to suspend the Rules in order that your petitioners may be able at this date to present a petition to your honourable House for a charter for such railway, without previous advertisement further than that which has already taken place, upon such terms as to your honourable House may seem just.

Your petitioners, therefore, pray that the Rules of your honourable House relating to the presentation of petitions for Private Acts be suspended, and that your petitioners be granted leave to present to your honourable House a petition for the incorporation of themselves and associates, with power to construct, equip, operate and maintain a railway, of standard or any other gauge, from a point at or near Log Cabin, in the Province of British Columbia, by the most feasible route, to a point at or near the Taku Arm of Tagish Lake, thence to Telegraph Creek on the Stickine River, all in the Province of British Columbia, with power to construct, operate and maintain branch lines, not exceeding fifty miles in length, and all necessary roads, ways, bridges and ferries, and to build, own and maintain wharves and docks in connection therewith; and to build, equip, own and maintain steam and other vessels and boats, and to operate the same on any navigable waters within the Province of British Columbia connecting with the said railway line; and with power to build, equip, operate and maintain telegraph and telephone lines in connection with the said railway works, and to generate electricity for the supply of light, heat and power; and with power to expropriate lands for the purposes of the Company; and to acquire lands, bonuses, privileges and other aids from any Government, municipal corporation or other persons or bodies, and to levy and collect tolls from all parties using and on all freight passing over any of such roads, railway, ferries, wharves and vessels, and with power to make traffic and other arrangements with railway, steamboat or other companies, and for all other necessary or incidental rights, powers and privileges in that behalf.

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

Dated the twentieth day of January, A.D. 1899.

E. C. HAWKINS,
J. H. GREER,
GEO. W. MITCHELL.

VICTORIA, B.C.:

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