RETURN

To an Order of the House for a Return of all applications and correspondence in connection with granting ferry charters at Farwell and Upper Kootenay Crossing.

WM. SMITHE,
Chief Commissioner of Lands and Works.

Lands and Works Department,
9th March, 1886.

Mr. Vowell to the Chief Commissioner of Lands and Works.

WILD HORSE CREEK, KOOTENAY,
27th June, 1884.

SIR,—I have the honour to inform you that it is of importance to the general public in this District that Ferries should be established at the following places, viz.:—

1. Columbia River—about 30 miles below Kicking Horse, and at a point where the C. P. R. crosses said river.

2. Columbia River—at the west side of the Selkirk range, at a point where the C. P. R. crosses said river.

These two Ferries are of immediate importance, and are at the present time especially required, both by the public and the construction party engaged upon the C. P. R.

3. Columbia River—at a point known as Johnston's Landing, about 30 miles above Kicking Horse.

4. Columbia River—opposite Spellamucheen River, and about 20 miles above Johnston's Landing.

5. Kicking Horse Creek—at a point where trail crosses, about ½ mile above mouth of said creek.

6. Kootenay River—at a point known as the Upper Crossing.

I was considerably annoyed when at Kicking Horse Creek, by people who were applying for these Ferries, and who would not understand that there was a certain formula to be gone through, &c., before they could be granted. They said that they were informed by the Honourable the Provincial Secretary that a Commissioner would arrive at the Kicking Horse, who had full powers in all such matters, and whose decisions would be final.

If I could have seen my way, consistently with existing Act, I certainly should have made provision for the wants of the people in that respect before high water, as much inconvenience has been experienced, besides danger to life and property in trying to cross the rivers mentioned during high water—which still prevails—this year.

Ferries No. 1 and 2 will be required of sufficient dimensions to carry over at least two two-horse waggons at one trip, and to be well equipped for such service—steel cable I suppose would be required.

Tolls as follows I should consider reasonable:—

One team, waggon and driver	$2 00
Two teams, waggons and drivers	3 00
Loose horse, each	25
Saddle horse and rider	75
Loaded pack animal	1 00
Beef cattle, or neat cattle, each	50
Sheep and swine, each	25
Per 100lbs. weight of freight	12½
Foot passengers, each	50

All Government officers, freight, &c., to go free of toll.

Nos. 3 and 4 would require a scow capable of transporting say six loaded animals at one trip, with suitable equipments.

TOLLS.

Per 100lbs. of various freight	$ 12½
Loaded animals, each	1 00
Saddle horses, each	50
Beef cattle, &c., each	25
Sheep and swine, each	12½
Foot passengers, each	50

No. 5—Simply a ferry-boat capable of ferrying at each trip, say one ton weight of merchandise, etc., to be subject to the reasonable requirements of the public at all times during the months of May, June, July, and August—during other months no difficulty in crossing.

I enclose a memorandum of agreement which I framed for requirements this year, and can't say that it is properly drawn up, as I have no books or guide to such matters, and simply invented the enclosed for the occasion.

No. 6.—Requires a boat for freight and passengers during high water time—say from 1st May to 1st August. Animals can be crossed by swimming.

TOLLS.

Loads of pack-animals, each	$0 75
Passengers, each	50

I scarcely think it is worth granting any regular charter for the latter, although during high water it is a dangerous crossing. Better empower me to make such provision as I think necessary, independent of the Act, for this, and others of a like nature.

Much inconvenience, and consequent dissatisfaction, is certain to result from delay in the granting of the charters Nos. 1 and 2. These ferries are required at the present moment, and if no steps can be taken for their construction until the requirements of the existing Act respecting ferries be carried out, the inconvenience thereby caused will be serious.

In coming to this District I knew nothing about the applications sent in last year, or this spring, in reference to any of the ferries enumerated, nor did I learn anything until I visited Kicking Horse Creek.

I presume the necessary steps will be taken in your department to have the usual notices inserted in the Government Gazette and papers, etc., calling for tenders. I would also request that some printed notices to the same end be sent to me for posting in this District.

I have, &c.,

(Signed) A. W. VOWELL,

S. M., &c., Kootenay.

PUBLIC NOTICE.

Kootenay District.

Separate sealed tenders, properly endorsed, will be received by the Honourable Chief Commissioner of Lands and Works up to noon of Saturday, 30th August next, for the right of maintaining and operating a Ferry at any or each of the following places, for a term of five years, viz.:—

1st. On the Columbia River, about 30 miles below Kicking Horse, at a point where the Canadian Pacific Railway crosses said River.

2nd. On the Columbia River, at a point where the Canadian Pacific Railway crosses said River, near the Eagle Pass.

3rd. On the Columbia River, at a point known as Johnston's Landing, about 30 miles above Kicking Horse.

4th. On the Columbia River, opposite the Spallumcheen River, and about 20 miles above Johnston's Landing.

5th. On the Kicking Horse Creek, at a point where the trail crosses, about ½ a mile above the mouth of said Creek.

6th. On the Kootenay River, at a point known as the Upper Crossing.

The ferry right to extend five miles above and five miles below the respective points indicated.

Any party to whom a charter may be awarded shall provide and maintain a substantial ferry-boat, and proper appliances for working the same, a description of which must be given with his tender.

Tenders shall state the rate of toll proposed to be collected for—

Each Passenger,
" Team with waggon and driver,
" Saddle Horse and rider,
" Loose Horse or Mule,
" Head of Cattle,
" Sheep, Swine, &c.,
" Hundred pounds weight of freight.

Tenders must also state the amount of the annual rental to be paid to the Government for the privilege; and with each tender must be submitted the names of two responsible parties willing to sign a bond for the sum of $500 as security for the faithful carrying out of the contract.

All officers of the Provincial Government, with their animals and freight, to pass free.

(Signed) W. S. GORE,
Surveyor-General.

Lands and Works Department,
Victoria, B.C., 15*th July*, 1884.

The Surveyor-General to Mr. Vowell.

VICTORIA, B. C., 22nd July, 1884.

SIR.—I have the honour to acknowledge the receipt of your communication of the 27th ultimo, respecting the urgency for the establishment of certain ferries in Kootenay District.

By direction of the Honourable Chief Commissioner of Lands and Works I forward to your address, by this mail, printed notices inviting tenders for the ferries in question.

Should the 30th August be too short a time for interested parties to send down their tenders, the time can be extended as you may suggest, and you can alter the date on the notices.

I have, &c.,
(Signed) W. S. GORE,
Surveyor-General.

Mr. Vowell to the Surveyor-General.

WILD HORSE CREEK, KOOTENAY, 6th August, 1884.

SIR,—I have the honour to acknowledge the receipt of your letter of the 22nd ultimo; and also of the printed notices inviting tenders for the establishment of certain ferries in this District, forwarded by direction of the Honourable Chief Commissioner of Lands and Works.

Under the preseut system of mail communication between this District and Victoria, and owing to the great extent, &c., of this District, it would be impossible for those wishing to tender, for at least some of the ferries enumerated, to do so by the 30th of August. I have therefore altered the notice by scratching out "August" and inserting "September."

I have, &c.,
(Signed) A. W. VOWELL,
G. C. & S. M., Kootenay.

The Surveyor-General to Mr. Vowell.

VICTORIA, B.C., August 26th, 1884.

SIR,—I have the honour to acknowledge the receipt of your communication of the 6th instant, stating that you have altered the date for receiving tenders for the establishment of certain ferries in your district from the 30th August to the 30th September.

I have, &c.,
(Signed) W. S. GORE,
Surveyor-General.

Mr. R. A. McVitty to the Surveyor-General.

SAVONA, B.C., July 1st, 1884.

SIR,—I would like to have a permit, if I cannot get a charter yet, to run a ferry at the crossing of the Columbia Bay, the C. P. R., or in the Eagle Pass. I will soon put in a application for the ferry, but I would like to have a permit unto such times as I can have an answer from Mr. Vowell according to your direction.

I remain, &c.,
(Signed) R. A. McVITTY.

Mr. R. A. McVitty to the Surveyor-General.

SAVONA, July 4th, 1884.

SIR,—As I am going to start the ferry that I alluded to in my former letter, and I find out that I cannot get any mail communications closer than Kamloops, and therefore could not find out in reasonable time how things is going on in the outer world, I mean herein to put in an application for said ferry so that when tenders is asked for the same that mine will be on hand in time, because it might be all over without me knowing aught of it, so I take those steps to secure it. I would not like to lose it after moving the thing, so if you notice my tender you will oblige me very much.

(Signed) R. A. McVITTY.

I hereby propose and make application to the Government of B. C. for a charter to run and keep in order the approaches to, according to law, of a Ferry Boat on the West Crossing of the Columbia, at the head of the Eagle Pass, within two miles of the C. P. R. crossing, and I further propose to charge foot passengers fifty cents each, and to carry their personal luggage free, and I do further agree to charge one-half cent per pound for freight and fifty cents to each animal unloaded, and seventy-five cents to each animal loaded, and seventy-five cents to waggons, buggies, &c., &c., and to carry Her Majesty's mail and officials free of cost; and I do further propose to pay, by way of a consideration or rent, sixty dollars per year, which is quite a consideration when one takes into account the making the approaches and putting up of a wire rope and making of a boat. I remain, &c.,

(Signed) R. A. McVITTY.

Mr. Secretan to the Chief Commissioner of Lands and Works.

GOLDEN CITY, COLUMBIA RIVER, B. C.,
September 3rd, 1884.

SIR,—I have the honour to apply for a charter to maintain and operate a ferry on the Columbia River, at or near the point where the Canadian Pacific Railway crosses said river near Eagle Pass.

I agree to provide and maintain a substantial ferry-boat, forty feet long by fifteen feet wide, properly equipped, and with all the necessary appliances for working the same.

This boat to be worked on a one-inch steel wire cable of the best description.

The toll proposed to be collected as follows:—

For each foot passenger		$0 25
,,	team, waggon and driver	1 50
,,	four horse team, waggon and driver	2 50
,,	saddle horse and rider	75
,,	loose horse or mule	50
,,	head of cattle	25
,,	sheep, swine, &c	12½
,,	100 lbs. weight of freight	12½

If awarded this ferry right, I agree to pay the Provincial Government an annual rental of two hundred dollars ($200).

I beg to submit the following names as sureties for the due fulfilment of the contract:—A. F. Eden, Land Commissioner, Manitoba and North-Western Railway, Winnipeg; S. L. Bedson, Warden Manitoba Penitentiary, Stony Mountain, Manitoba.

I have, &c.,
(Signed) J. H. S. SECRETAN.

Mr. H. Redgrave to the Chief Commissioner of Lands and Works.

KICKING HORSE CREEK,
September 2nd, 1884.

SIR,—Public notice having been given inviting tenders for ferry rights, &c., in this District, I beg to tender for the following named place, viz.:—A tender for a ferry right to be placed across the Second Crossing of the Columbia River, at or near a point where the Canadian Pacific Railway will cross near Eagle Pass.

I will provide and maintain a good and substantial ferry-boat, and proper appliances for working the same, with an A 1 steel cable of 1½ inch, or not less than 1¼ inch, with ferry-boat capable of carrying at one time two 4-horse teams loaded, &c., with small boat attached in readiness in case of any unforeseen accident.

I offer five hundred dollars ($500) per year for the rental thereof. Such amount to be paid to the Government on time or times mentioned by them; for which amount, and for the building of said ferry and maintaining the same, I propose to charge the following rates of toll:—

For every foot passenger		$0 25
,,	loaded pack-animal	75
,,	unloaded or saddle animal	25
,,	horse and cart, with driver	1 00
,,	waggon (2 horse team) and driver	1 50
,,	,, 4 ,, ,,	2 00
,,	,, 6 ,, ,,	2 50
,,	railway carriage	4 00
,,	head of cattle, sheep, hogs, &c	25
,,	one hundred pounds of merchandise	12½

Loaded waggons, carts, &c., to be paid for in accordance with the above scale.

My bondsmen I submit for approval are men of standing in this section of Kootenay, and named respectively—Mr. J. K. Ritchie and Mr. James Deacon.

I am, &c.,
(Signed) HAROLD REDGRAVE.

P. S.—The tolls herein mentioned are less in proportion than they were in the North-West Territory, and are open for improvement by your sanction.

(Signed) H. R.

Mr. H. Redgrave to the Chief Commissioner of Lands and Works.

KICKING HORSE CREEK, KOOTENAY,
September 9th, 1884.

SIR,—I beg respectfully to forward a *duplicate tender* for the ferry right across the Second Crossing of the Columbia River, near Eagle Pass, according to my tender to you of 2nd of the month, wherein I bid $500 for the said right to be granted in case my tender was accepted.

I now *duplicate* the offer by this tender, and say I will give for the rights as mentioned, the sum of one thousand one hundred ($1,100) dollars per year for the same. Tolls, &c., to be the same as in my tender of 2nd instant, and bondsmen the same, viz.:—J. A. Deacon and J. K. Ritchie.

I am, &c.,
(Signed) HAROLD REDGRAVE.

Mr. J. D. Kavanagh to the Chief Commissioner of Lands and Works.

KICKING HORSE CREEK, B. C.,
September 17th, 1884.

SIR,—I have the honour to enclose you herewith a tender for the ferry at the Second Crossing of the Columbia River; in connection with it I take the liberty of referring you to the following gentlemen as to my character and ability to carry out any engagement I may enter with you, viz.,—James Ross, Esq., Manager Construction C. P. R.; A. W. Vowell, Esq., S. M. and G. C., Kootenay District; Capt. Steele, N. W. M. Police, Commanding in this Division; M. J. Haney, Manager for Onderdonk & Co.

I am at present operating the Ferry at the First Crossing of the Columbia, and would be prepared, should I be fortunate enough to get the charter for the Second, to commence as soon as the season would permit. My sureties are men of ample means, Mr. Lukes being Chief Accountant and Paymaster of the C. P. R. Construction, Mountain Division, and Messrs. Doyle & R. being very large contractors.

Hoping for a satisfactory reply, I remain, &c.,
(Signed) J. D. KAVANAGH.

Mr. J. D. Kavanagh to the Chief Commissioner of Lands and Works.

KICKING HORSE CREEK, B. C.,
September 17th, 1884.

SIR,—Having seen printed forms from your department giving notice that tenders are called for ferry rights in different localities in the Kootenay District, I beg leave respectfully to make the following tender:—

Tender for the Second Crossing of the Columbia River at or near a point where the Canadian Pacific Railway will cross, and near Eagle Pass.

I will guarantee to build and equip a ferry-boat of the following dimensions, viz.:—45 feet long and 18 feet broad, with a one and a half steel wire cable, all equipments of the latest and most approved pattern, sufficient for four double teams at one time, and with a good boat always alongside in case of accident, and for which I beg to submit the following tolls:—

For every passenger and pack		$0 25
,,	loaded pack-animal	75
,,	unloaded or saddle animal	25
,,	horse and cart, with driver	1 00
,,	waggon (2 horse team) and driver	1 50
,,	,, 4 ,, ,,	2 00
,,	,, 6 ,, ,,	2 50
,,	head of cattle, sheep, hogs, &c	25
,,	one hundred weight of merchandise	12½

Loaded waggons, carts, &c., to be paid for in accordance with above scale; and I will guarantee to pay the Government of British Columbia the sum of ten hundred and fifteen dollars and fifty cents ($1,015.50) per annum as rent for said ferry, and beg leave to submit the following gentlemen as my bondsmen for the faithful carrying out of this agreement, viz.: Lewis Lukes, Doyle & Ryan, Contractors C. P. R.

I have, &c.,
(Signed) J. D. KAVANAGH.

Tender for Ferry, No. 2 Crossing of the Columbia River, where the Canadian Pacific Railway crosses it at Eagle Pass.

SCHEDULE.

Foot passenger	$0 50
Two-horse team waggon and driver	2 50
Saddle horse and rider	1 50
Loose horse or mule	1 00
Cattle, per head	50
Sheep and swine, per head	25
Freight, per 100 pounds	25

Rent to Government, $50 per annum.

I propose to use a good substantial scow, with oars, capable of carrying four animals, and a good substantial row boat for foot passengers.

(Signed) JAMES MCAULAY,
Eagle Pass.

My sureties will be Dr. Tunstall, Kamloops; Thomas Spelman, Kamloops.

Messrs. Davie & Pooley to the Chief Commissioner of Lands and Works.

LANGLEY STREET, VICTORIA, B.C.,
25th August, 1884.

SIR,—We have the honour, on behalf of Mr. Gustavus Blinn Wright, to apply for the right to maintain and operate a Ferry on the Columbia River, at the point where the Canadian Pacific Railway crosses said river, near the Eagle Pass, for the term of five years.

The ferry right to extend five miles above and five miles below the point indicated.

The rate of tolls proposed to be collected is as follows:—

Each passenger	$0 25
Team with 2 horses, waggon and driver	1 00
" 4 " " "	1 50
" 6 " " "	2 00
Saddle horse and rider	75
Loose horses or mules, each	50
Cattle, each	50
Sheep, swine, &c., each	10
Hundred pounds weight of freight	20

Mr. Wright will pay to the Government for the privilege the sum of $1,000 per annum, payable every 31st December, for preceding year just ended.

The ferry to be a wire cable ferry, a good substantial ferry-boat, 40 feet long, and proper depth for heavy waggon. The time of the charter to extend from establishment of ferry, which will be completed as soon as possible after charter is granted.

Mr. Edgar Marvin, of Wharf Street, Victoria, Merchant, and Mr. Peter McQuade, of the same place, Merchant, are willing to sign a bond for the sum of $500 as security for the faithful carrying out of the contract.

All officers of the Provincial Government, with their animals and freight, to pass free.

We have, &c.,
(Signed) DAVIE & POOLEY.

Mr. August Manetta to the Chief Commissioner of Lands and Works.

KAMLOOPS, August, 1884.

DEAR SIR,—I beg to offer the Provincial Government the sum of $100 per annum for the privilege of building, operating and keeping in repair a Ferry on the Columbia River, crossing at the point where the Canadian Pacific Railway crosses said river, near the Eagle Pass.

Description of Ferry—Flat-bottomed scow, 30 ft. by 14 ft., propelled by oars, at the following rates:—

Passenger	$0 50
Team, waggon, and driver	2 00
Loose horse or mule	50
Head of cattle	50
Sheep or swine	25
Hundred pounds of freight	12½

The following gentlemen will become security to the amount of $500 each for my faithful performance of contract—Thomas Spelman and A. McKinnon.

I am, &c.,

(Signed) AUGUST MANETTA,
× his mark,
C. PAGDEN.

The Surveyor-General to Mr. H. Redgrave.

VICTORIA, B. C., December 2nd, 1884.

SIR,—The Honourable Chief Commissioner of Lands and Works has been pleased to accept your tender for the maintenance of a ferry at the Second Crossing of the Columbia River, near Eagle Pass.

Enclosed herewith is a Bond in the sum of $500 for the faithful carrying out of the conditions of the charter. You will be good enough to have this Bond duly signed by yourself and Bondsmen in the presence of witnesses, and return it to this office accompanied by a draft for $1,100 in payment for the first year's rental. A charter will then be executed and forwarded to you.

For your information I enclose a blank form of charter.

I have, &c.,

(Signed) W. S. GORE,
Surveyor-General.

[TELEGRAM.]

COLUMBIA, B. C., 30th January, 1885.

W. S. Gore, Esq., Surveyor-General, Victoria.

Just received charter for second crossing. Draft for eleven hundred dollars coming. Will you accept J. D. Kavanagh, and Lewis Lukes, of C. P. R., as my bondsmen, being better men. Reference as to their responsibility, A. W. Vowell, Victoria. Answer immediately.

(Signed) HAROLD REDGRAVE.

[TELEGRAM.]

VICTORIA, 4th February 1885.

Harold Redgrave, Columbia, B. C.

Will accept Kavanagh and Lukes as your bondsmen.

(Signed) W S. GORE.

[TELEGRAM.]

COLUMBIA, B. C., February 9th, 1885.

W. S. Gore, Esq., Surveyor-General, Victoria.

Can the Railway Company place a ferry on traffic bridge for their own use over the Second Crossing of the Columbia River within your ferry charter limits? Answer here.

(Signed) HAROLD REDGRAVE.

[TELEGRAM.]

VICTORIA, 11th February, 1885.

Harold Redgrave, Columbia, B. C.

Railway Company can place ferry or traffic bridge for their own use at Second Crossing.

(Signed) W. S. GORE.

[TELEGRAM.]

2ND CROSSING, COLUMBIA, March 14th, 1885.

W. S. Gore, Esq., Surveyor-General, Victoria.

Canadian Railway erecting bridge. Charter for ferry worthless; sorry.

(Signed) H. REDGRAVE.

A. W. Vowell to the Surveyor-General.

KOOTENAY, B. C., 24th October, 1884.

SIR,—I have the honour to enclose herewith an application enclosed to me on the 20th instant by Mr. Armstrong, in reference to the establishing of a ferry at the Upper Crossing of the Kootenay River. A ferry is much required during high water at that point, but I cannot recommend that Mr. Armstrong's proposition be accepted, his demand regarding advance of $200 being, I consider, unreasonable.

I have, &c.,

(Signed) A. W. VOWELL, *S. M.*

Mr. F. P. Armstrong to the Surveyor-General.

LAKEVIEW, COLUMBIA LAKE, 11th October, 1884.

SIR,—With reference to your notice calling for tenders for certain ferries, I would make the following offer, viz.:—

To put a ferry on the Kootenay River, at the point known as the Upper Crossing, of a capacity to carry four pack-animals, on one waggon, and properly filled with necessary ropes and tackle for a term of five years and pay the Government for such privilege the sum of twenty-five dollars per year. I would propose the following tariff:—

Foot passenger	$0 50
Horse and rider	1 00
Pack-horse (light)	50
Do. (loaded)	1 00
Waggon (light)	1 00
Do. (loaded)	2 00

As there would be a great expense involved in putting on the ferry, and making the necessary improvements on either bank and the approaches thereto, and as the prospect for travel for the next year or two would not seem to warrant such expense, I would respectfully request a grant of say $200 from the Government to aid in establishing the ferry, which is a positive necessity to the settlers and others in the country.

In the event of the privilege being granted me I shall put on a large row-boat to use at such times as it might be dangerous to take out the ferry-boat.

I would offer, as security for the proper fulfilment of the work, the names of Messrs. John S. Galbraith and David Bellhouse, of this District.

I have, &c.,

(Signed) F. P. ARMSTRONG.

Mr. A. W. Vowell to the Surveyor-General.

KOOTENAY, B. C., 25th November, 1884.

SIR,—I have the honour herewith to enclose another communication, *re* tenders for bridge or ferry at the Upper Crossing of the Kootenay River.

No one else seems anxious to tender for a ferry at that point, and as it is of much importance to the travelling public that some provision be made for their requirements at that point during high water, I would recommend that either the bridge or ferry tender be favourably considered by the Government.

Should the ferry tender be accepted I would suggest that the time during which the ferry should be kept in running order each year should be from the 10th of May to the 20th September; and that during remainder of year no tolls could be collected or demanded from any one crossing at that point.

If the bridge, which would be the most convenient, was deemed by the Government most worthy of consideration, I would in that case suggest that the structure be substantial and safe in every way; that the tolls could not be demanded except when the river was not fordable, or from the 10th May to the 20th September in each year, and that after so many years the bridge reverted to the Government, when the right to demand or collect tolls for crossing upon same should cease.

It is very necessary that the above should be immediately attended to.

I have, &c.,

(Signed) A. W. VOWELL, *S. M.*

Mr. F. P. Armstrong to the Surveyor-General.

KOOTENAY FERRY, 23rd November, 1884.

SIR,—A previous tender of mine, *re* the Upper Kootenay ferry, having been misunderstood, I respectfully beg to submit the two following offers, viz.:—

1st. I would put on a ferry-boat, run by a rope, at the said point, and of a capacity to carry four pack animals, and agree to run the ferry for three months in the year—from 15th May till 15th August—and charge the following tolls:—

Foot passengers	$0 50
Saddle horse (with rider)	1 00
Pack-horses (loaded)	1 00
Do. (light)	50

This service would be so dangerous, and the season when a boat is of use so short, that (the first cost being borne in mind) I could not offer the Government any bonus.

2nd. I would build a substantial bridge on piers of sufficient size and filled with stones, at the same point, with privilege to charge the same tolls, and subject to the ordinary conditions with reference to responsibility, &c., and I would further offer the names of John S. Galbraith and David Bellhouse as sureties for the proper performance of the service.

The bridge would be simply a pack bridge, *i.e.*, fit for pack animals to travel over. Tolls to be the same as in the first offer.

A bridge of this kind would benefit the travelling public a great deal more than a ferry, as it could be used when the ice is forming in the autumn, when there are several days when the river is impassable. I cannot offer any bonus for this privilege, the same remarks as to cost, &c., applying also in this case.

I have, &c.,

(Signed) F. P. ARMSTRONG.

Mr. W. A. Baillie-Grohman to the Chief Commissioner of Lands and Works.

VICTORIA, B. C., July 26th, 1884

SIR,—From a public notice I perceive that tenders for a ferry at the Upper Crossing of Kootenay River, Kootenay District, are called for. If my supposition that the point called "Upper Crossing" is also known as "First Crossing," *i. e.*, at that point where the Kootenay River approaches closest to the Upper Columbia Lake, then the granting of a ferry franchise

(at No. 6 ferry of public notice) will badly interfere with the proper carrying out of the reclamation works of the Kootenay bottoms, which, in this locality, will take the shape of a canal whereby the Kootenay River will be turned into the Upper Columbia Lake, rendering not only the use of a ferry quite unnecessary, but which may also envolve the Company carrying out this work in liabilities for damages. As representative of the said Company I have the honour of drawing your attention to this matter.

I have, &c.,
(Signed) W. A. BAILLIE-GROHMAN.

Mr. W. A. Baillie-Grohman to the Surveyor-General,

KOOTENAY LAKE, B. C.,
August 13th, 1884.

SIR,—In the enclosure I have the honour of handing you a tender for Ferry No. 6 at Upper Crossing of the Kootenay River, B. C., in accordance with the public notice of July 15th, 1884. Replies to be addressed to me, Sandpoint, Idaho Territory.

I have, &c.,
(Signed) WM. A. BAILLIE-GROHMAN.

Mr. W. A. Baillie-Grohman to the Surveyor-General,

KOOTENAY RIVER, B. C.,
August 15th, 1884.

SIR,—I have the honour of making, in the name of the Syndicate proposing to colonize and reclaim the Kootenay River bottom lands, a bid for constructing and maintaining a ferry at the point described in the public notice of July 15th, 1884, calling for tenders at the Upper Crossing of Kootenay River.

A ferry at this point is only required for two, or at the utmost three, months every year, for with the exception of the last half of the month of May, and June and July, horses can at all times ford the Kootenay River with ease. The revenues from the ferry will, therefore, be of an inconsiderable nature, but as we propose to carry out works at the same point, we will probably be in a position to run the ferry at less expense than other persons not interested in this precise spot. As no waggon road is within 120 miles of the spot, the ferry would not have to be built of such size as to take teams and waggons,—only pack-horses, freight, and passengers.

The ferry-boat we propose to place on the Kootenay will be of the following dimensions, with a capacity of ferrying 8 pack-horses at a time:—length 29 feet, width 7½ feet.

Tolls for each	passenger	$0 50
,,	saddle horse and rider	1 00
,,	loose horse or mule	50
,,	head of cattle	25
,,	sheep or swine	10
,,	hundred pounds of freight	25

And we are prepared to offer an annual rental of fifteen dollars for the privilege.

In connection with this ferry I take the liberty to submit to your consideration the suggestion, that should other persons offer better conditions, and the ferry charter be extended to them, a provision in the charter should protect the interests of the Company carrying out the reclamation works above referred to; for if the Kootenay River is turned into the Upper Columbia Lake, which it is our intention of doing at the very point where the ferry is called for, then the bed of the Kootenay River below the works will be laid dry and no further necessity for a ferry exist at this point. As the works we propose to carry out are of public utility, and the Government have sanctioned the same, it is only right that we should not be hampered by claims for damages, &c., as a concomitant result of the carrying out of the said works.

As the public notice requires the names of two responsible parties willing to sign a bond for $500 as security for carrying out the contract, I shall be glad to know whether the same precautionary measure would be enforced against us should the charter be given to us, or whether the Government will consider in that case our other more substantial interests in the district a sufficient guarantee. If the former be the case, Messrs. Drake & Jackson, who have acted for us hitherto, will probably be the persons. The short limit of time and the remoteness of this district prevent me from speaking quite definitely on the latter point. Regarding the time in which the ferry must be completed, I would mention that the necessary wire cable, &c., can only be got to the Upper Kootenay country when once the Canada Pacfic Railway is completed as far as the easterly crossing of the Columbia River. The appliances to run the ferry boat will be of the usual nature, the ferryman's dwelling being on the right bank of the Kootenay River.

I have, &c.,
(Signed) WM. A. BAILLIE-GROHMAN.

NOTICE.

Kootenay District.

Separate sealed tenders, properly endorsed, will be received by the Honourable Chief Commissioner of Lands and Works up to noon of Saturday, 31st October, 1885, for the right to maintain and operate a ferry on the Kootenay River, at a point known as the Upper Crossing, for a period of five years.

The ferry right to extend 5 miles above and 5 miles below the respective points indicated.

Any party to whom a charter may be awarded shall provide and maintain a substantial ferry-boat and proper appliances for working the same, a description of which must be given with his tender.

Tenders shall state the rate of toll proposed to be collected for—

Each Passenger,
,, Team, with waggon and driver,
,, Saddle horse and rider,
,, Loose horse or mule,
,, Head of cattle,
,, Sheep, swine, &c.,
,, Hundred pounds weight of freight.

Tenders must also state the amount of the annual rental to be paid to the Government for the privilege; and with each tender must be submitted the names of two responsible parties willing to sign a bond for the sum of $500 as security for the faithful carrying out of the contract.

All officers of the Government, with their animals and freight, to pass free.

W. S. GORE,
Surveyor-General.

Lands & Works Department,
Victoria, B.C., 8th September, 1885.

Mr. Robt. G. Tatlow to the Chief Commissioner of Lands and Works.

VICTORIA, September 30th, 1885.

SIR,—I have the honour to call your attention to the following statement made by Mr. Grohman with reference to the ferry right (No. 6) in Kootenay, for which a tender was made by him when in Victoria about two months ago: "After the completion of the dam across the Kootenay River, which dam together with the canal will lay the Kootenay River below the dam quite dry, the trail will of course cross the dry river bed, and a bridge will then become necessary across the canal. * * * *" This ferry will only return a revenue during two or three months when the river is not fordable, but being at the spot where the works will be conducted it is a matter of great importance to Mr. Grohman that it should not pass into other hands. Mr. Grohman and his friends are willing to bind themselves to make a waggon bridge over the canal within one month of its completion, if in the meantime you will grant this ferry right.

I have, &c.,
(Signed) ROBT. G. TATLOW,
For W. A. B. Grohman.

Mr. W. A. Baillie-Grohman to the Chief Commissioner of Lands and Works.

OTTAWA, October 19th, 1885

SIR,—I have the honour of handing you in the enclosure sealed tender for the ferry right at the Upper Crossing of the Upper Kootenay River, for which a public notice of September 8th calls.

Captain Tatlow represents me at present in Victoria, and he will confer with you should my application be entertained.

I have, &c.,
(Signed) WM. A. BAILLIE-GROHMAN.

Mr. W. A. B. Grohman to the Chief Commissioner of Lands and Works.

OTTAWA, October 18th, 1885.

SIR,—I have the honour to make the following tender for the maintenance and operation of a ferry on the Kootenay River, at a point known as the Upper or First Crossing, in the Upper Kootenay valley.

The ferry-boat to be of substantial build, 34 feet long, 9 feet 6 inches inner width, to run on a wire cable.

The tolls proposed to be collected:—

Each passenger	$0 25
Two horse team, with waggon and driver	1 50
Saddle horse and rider	50
Loose horse, or mule, or head of cattle	25
Sheep, swine, &c.	10
Hundred lbs. weight of freight	15
Loaded pack-horse or mule	50

In view of the fact that the river can be forded at this point during 9 or 10 months of the year, and the above low rates of toll, I propose to pay an annual rental of twenty dollars to the Government.

As representative of the Kootenay Syndicate (Limited) I beg to draw your attention to the fact that should other persons acquire this ferry right some provision should, in justice to ourselves, be made by the Government to prevent any claim for damage arising from the effect of the reclamation works we propose to carry out at this point by virtue of the concession the Government have granted us.

I have, &c.,
(Signed) WM. A. BAILLIE-GROHMAN,
Manager, Division of Kootenay Syndicate (Limited)

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