RETURN

To an Address presented to His Honour the Lieutenant-Governor, requesting him to cause to be sent down to the House copies of all Orders in Council, received or approved, respecting the proposed Railways known as the Spokane Falls and Northern Railway, or the British Columbia Southern Railway, together with all Correspondence and Telegrams received or sent by the Government, or any of its members, upon the same subjects.

By Command.

JNO. ROBSON.

Provincial Secretary.

Provincial Secretary's Office,
18th March, 1890.

VICTORIA, B. C., 18th January, 1890.

The Honourable John Robson,
Premier of the Province of British Columbia.

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 Parliament for the privilege of incorporating themselves into a Company for the purpose of building a Railway from the big bend of Kettle River to the Coast, and from the international boundary line, near the mouth of 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.

The applications are not, I am assured, of a speculative character. There is a positive intention to build the proposed lines, and sufficient capital to carry out the intention, if the Dominion Parliament and the Provincial Legislature should be pleased to pass the Bills, and the Provincial Government, with the assent of the Legislature, think they are enterprises worthy of aid and grant fairly liberal subsidies of land to assist in the construction of the lines.

Mr. Newbury and Mr. Allen are now in this city, and would be greatly obliged if the members of the Government would grant them an interview for the purpose of enabling them to make their application for assistance and of placing before the Government their views on the subject for Executive consideration.

I have the honour to be, etc.,

(Signed) CHARLES WILSON.

VICTORIA, B. C., 27th January, 1890.

To the Honourable John Robson,
Premier, British Columbia.

DEAR SIR,—Referring to my letter to you of the 18th instant, and the consequent interview between the members of the Executive and Mr. Newbury and Mr. Allen, the latter gentleman representing New York capitalists desirous of building railways in the Province of British Columbia, I am instructed to make the proposal hereinafter appearing.

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 interests 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 is hereinafter expressed with respect to our own application.

We propose to build and completely equip the proposed road from the south end of Kootenay Lake to the Coast, in five years from the passing of the bill granting the necessary privileges, if the Government of British Columbia will grant us a right of way 99 feet in width on each side from the centre of the line of the road and give us a concession of land of 17,500 acres per mile, in alternate blocks, each block having a frontage of twenty miles on the line of railway; the blocks to be numbered on each side of the railway, commencing at the boundary of British Columbia, near the mouth of the Pen d'Oreille River, and extending eastward, so that the odd and even numbers are opposite to each other on each side of the line, the Company taking the odd numbers on the north side of the line, and the Government the even numbers, and the Company taking the even numbers on the south side of the line, and the Government the odd ones. The same course to be adopted with the western section.

The area of lands deficient from any cause in any one block taken by the Company to be made up to the Company in land warrants covering any part of land in the country passed through by the railway, the selection to be limited to twenty-five miles on either side of the line of railway.

The lands along the line of the railway, for a distance of twenty-five miles on either side of the railway, to be reserved for a period of two years, to enable the Company to make their surveys and selection under the land warrants. The selected lands, if not at once conveyed to the Company, to be reserved for conveyance after the completion of the railway.

Liberty to take from the adjacent Crown Lands all necessary timber, stone, gravel, and all other material necessary for the construction, operation and maintenance of the line.

The land conveyed and to be conveyed to be exempt from Provincial and Municipal taxation unless and until alienated.

The whole of the capital stock, property, rolling stock, stations, workshops, buildings, yards and appurtenances whatsoever, and all other property of the Compauy, to be exempt from Provincial and Municipal taxation until five years after the completion of the railway.

With the completion of every twenty miles of railway, the land coterminous therewith to which we are entitled, to be conveyed to us. As an alternative proposal we will accept a grant of 12,500 acres of land per mile, with a limit of seven years for the completion of the proposed lines, and a reserve of three years upon the belt of land twenty-five miles on each side for survey and selection, otherwise upon the same terms.

We are willing to bind ourselves to begin the actual work of construction at the boundary near the mouth of the Pen d'Oreille River on the eastern section, on or before the first day of August, 1890, and on the western section as rapidly as we can get our line completed to the boundary line. We are also willing to begin the actual work of construction on the seaboard

as soon as a satisfactory terminal point can be acquired and the necessary arrangement made for the acquisition of the required land.

We will be greatly obliged by as early a reply to this proposal as possible, as, if we ultimately make an arrangement with the Government, it is highly desirable that we leave here on Wednesday for Ottawa, to assist in promoting the passage of the required legislation in the Dominion Parliament, or we may find the Provincial subsidies (if granted) useless, owing to the absence of the required Ottawa legislation.

I have, etc.,

(Signed) CHARLES WILSON.

Of course, satisfactory terminal facilities will be granted at Nelson, with a sufficient grant of land. C. W.

VICTORIA, 29th January, 1889.

The Hon. John Robson,
Premier of the Province of British Columbia.

DEAR SIR,—Important business compels Mr. Newbury to go to Spokane for a few days, and Mr. Allen and I start for Ottawa to-morrow morning to assist in promoting the bills now before the Dominion Parliament, as without them the Provincial subsidies (even if granted) would be useless and delay matters one year at least, a thing we are anxious to avoid.

Mr. Newbury will return to Victoria as quickly as possible in order to complete arrangements with the Provincial Government if any modification of the proposal in my letter of the 27th instant should become necessary.

I am in receipt of a telegram last night from Mr. Corbin in London stating that if the Government wish he is willing to make the line from Nelson to Sproat's Landing part of the proposed system on the same terms so far as land grants are concerned, and agree to complete it this year and give security for good faith.

Please understand that Mr. Corbin is not anxious to build this piece of line if any other Company will do it. His only object in offering to construct it is that the Government may think it a necessary line in the interests of the country, and Mr. Corbin is desirous of meeting the Government fairly and liberally, if he be met in the same spirit.

I have, &c.,

(Signed) CHARLES WILSON.

[TELEGRAM.]

The Right Honourable Sir John Macdonald,
Minister of Railways, Ottawa.

The Provincial Government are strongly in favour of and desire your assistance in the granting by the Dominion of the railway charters applied for by the Spokane Falls and Northern Railway Company, provided that the line from Pen d'Oreille to Nelson be extended by the Dominion charter to the western terminus of the Crow's Nest and Kootenay Lake Railway, and also that work on the lines granted by the two charters be carried on simultaneously, and that both charters be forfeited if both lines are not completed in the time specified in the charter.

(Signed) JOHN ROBSON.

Victoria, B. C., 24th February, 1890.

[TELEGRAM.]

J. A. Mara, Esq., M.P., Ottawa.

This Government is of opinion that the granting of the two railway charters applied for by the Spokane Falls and Northern Railway Company would be greatly to the advantage of the Province if the following provisions are inserted in the charters:—

1st. That the line from Pen d'Oreille Junction to Nelson be extended by the Dominion charter from Nelson to the south end of Kootenay Lake to connect with the western terminus of the Crow's Nest line.

2nd. That clauses be inserted to ensure both lines being built simultaneously, and that both charters be forfeited if both lines are not completed in the specified time.

Without these provisions, the enterprise will not be acceptable.

(Signed) JOHN ROBSON.

Victoria, 24th February, 1890.

Copy of a Report of a Committee of the Honourable the Executive Council, approved by His Honour the Lieutenant-Governor on the 27th day of February, 1890.

The Executive Council having had under consideration the following resolution passed by the Legislative Assembly this 27th day of February, 1890, viz.:—

"Whereas a company known as the 'Spokane Falls and Northern Railway Company' has applied to the Parliament of Canada for charters for railways from the following points:—From the boundary line at the point of intersection of Pend d'Oreille River to the town of Nelson, and thence to the western terminus of the Crow's Nest Railway; from the boundary line at the point of intersection of the Kettle River, thence to the coast of the Province:

"And whereas the construction of such lines would make a through line of railway communication from the Crow's Nest Pass to the coast of the Province, to be known as the 'British Columbia Southern Railway,' and would, by reason of the great navigable waterways which intersect the said line of railway at right angles at four different points, be the means of developing the vast natural resources of the whole southern portion of the Province, and thereby would be a great benefit to trade:

"And whereas it is understood that strenuous opposition, not in the interest of the Province, is being offered in order to defeat the passing of the said Bills through the Dominion House:

"Therefore be it Resolved, 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 Pend 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; that 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"—

Respectfully recommend its approval.

Certified.

(Signed) A. CAMPBELL REDDIE,
Deputy Clerk Executive Council.

[TELEGRAM.]

The Hon. the Secretary of State, Ottawa:

Whereas a company known as the "Spokane Falls and Northern Railway Company" has applied to the Parliament of Canada for charters for railways from the following points:—From the boundary line at the point of intersection of Pend d'Oreille River to the town of Nelson, and thence to the western terminus of the Crow's Nest Railway; from the boundary line at the point of intersection of the Kettle River, thence to the coast of the Province:

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Submitted in Report of my Executive Council approved by me.

(Signed) HUGH NELSON,
Lieutenant-Governor.

Victoria, 27th February, 1890.

[TELEGRAM.]

OTTAWA, 28th February, 1890.

To His Honour Hugh Nelson,
Lieutenant-Governor, Victoria.

Your message *re* Spokane Falls and Northern Railway received and referred to Minister of Railways.

(Signed) J. A. CHAPLEAU.

VICTORIA, B. C.:
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