
SUPPLEMENTARY 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, reports, papers, and documents relating to the application to the Government, or any of its members, by the "Victoria-Saanich and New Westminster Railway Company," for aid in the construction of the said railway.

By Command.

JNO. ROBSON,

Provincial Secretary.

Provincial Secretary's Office,

22nd April, 1890.

VICTORIA, B. C., September 25th, 1888.

To Hon. Chief Commissioner of Lands and Works,
Victoria.

SIR,—I have been instructed by the Board of Management of the Victoria-Saanich and New Westminster Railway Company to make application to you for a block of one hundred and sixty acres of the Government reserve at the east end of Lulu Island, for workshops and yards for the use of the above named Company.

If it is available, the Company would prefer a piece adjoining the portion applied for by the New Westminster and Southern Railway Company.

I have, &c.,

(Signed) J. STUART YATES,

Secretary.

VICTORIA, B.C., September 26th, 1888.

SIR,—Referring to your communication of 25th inst., making application, on behalf of the Victoria-Saanich and New Westminster Railway Company, for a block of one hundred and sixty acres of the Government reserve at the east end of Lulu Island for railway purposes, I am directed to inform you that the Government is advised by the Hon. Attorney-General that there is no authority to enable such a grant being made.

I have, &c.,

(Signed) W. S. GORE,

Surveyor-General.

J. Stuart Yates, Esq., Secretary,

Victoria-Saanich and New Westminster Railway Co.,
Victoria, B.C.

VICTORIA, B.C., January 19th, 1889.

SIR,—The undersigned, representing the Board of Management of the Victoria-Saanich and New Westminster Railway Company, beg leave to respectfully represent as follows:—

1. That the Company is composed of citizens of Victoria, who have associated themselves together for the purpose of obtaining, at the ensuing session of the Dominion Parliament, an Act to incorporate the Victoria-Saanich and New Westminster Railway Company, with all the usual powers to build, own, and operate a main line of railway from a point in the City of Victoria to Swartz Bay, North Saanich, and at that point extend the railway by ferry communication, viâ Plumper's Pass, to a Mole near Point Roberts, but north of the International

Boundary Line ; or to a Mole near Canoe Pass ; or to another Mole, extending from Garry Point, across Sturgeon Bank Sandhead, to deep water ; and, from any one of the said Moles, extend the main line to New Westminster so as to connect with the Canadian Pacific Railway there ; and also extend a branch line, from the main line to Vancouver, to connect with the Canadian Pacific Railway near False Creek, English Bay ; and, on the south side of the said main line, to extend another branch line to the International Boundary Line, at or near Blaine, Washington Territory, so as to connect with the railway system of the United States.

2. The whole mileage of the railway (exclusive of the ferry between Swartz Bay and Point Roberts Mole) included in the above outline is, in round numbers, 91 Statute miles, made up as follows :—

(1.) Victoria to Swartz Bay.....	20 miles.
Point Roberts Mole head to New Westminster.....	18 ,,
	—
Total main line.....	38 ,,
(2.) Branch line to Vancouver is about.....	16 ,,
(3.) Branch line to Blaine is about.....	21 ,,
	—
Total branch lines.....	37 ,,

(4.) The main line of railway, if extended to New Westminster from Canoe Pass Mole or Garry Point Mole, would be about 19 miles, and so the length of the main line would be nearly the same from either of the moles.

3. Thus the total length of railway (not including the ferry between Swartz Bay and Point Roberts Mole-head) to connect Victoria with Swartz Bay, New Westminster, Vancouver, and Blaine, is about 75 miles.

4. If Canoe Pass and Garry Point Moles be used as well as Point Roberts Mole, it will necessitate the construction of about 6 miles of railway from the former, and about 10 miles from the latter, point, making sixteen miles in all, to connect with the main line at Fraser River crossing, and thus the whole length of railway that may be used by the Victoria-Saanich and New Westminster Railway Company's system would be 91 miles. But if Point Roberts Mole be the only one used, the total length of railway will be but 75 miles, plus the proposed ferry.

5. It is proposed to connect the Victoria-Saanich section with the mainland sections of the railway with a first-class powerful steam railway ferry ; one class of steel steamboats, with capacity to make regularly, in all weathers, not less than 20 knots per hour, and designed for the sole purpose of carrying passengers and their baggage and the mainland express, will be put on to ply between Swartz Bay and Point Roberts Mole-head, and make the passage across the entire distance, 23 knots, in one hour and a quarter, and not more. The other class of steam ferry steamers will be designed to carry freight only, having the capacity to ferry over, at one time, not less than 40 loaded freight cars, thus practically moving a whole freight train in one trip.

6. In addition, the company will provide reserve boats of each class, in order to take the places of the regular ferry boats, in case the latter, from any cause, might not be in a condition to be used.

7. It has been estimated by the chief engineer of the company that an express train from Victoria to New Westminster can make the trip regularly in two hours and forty-five minutes, and out of that time allow thirty minutes for delays at landings and stations. The distance, thus traversed, would be 38 miles by railway, and 23 knots by ferry.

8. One important feature of this undertaking is that, when completed, it will provide the means of gaining several hours in the dispatch of passengers, mails, and express, bound for the Atlantic sea-board or Europe, over any existing means of transportation, and do the work with greater certainty.

9. It is intended to lay a telegraph cable from Swartz Bay to Point Roberts Mole-head, for the use of the company, in connection with their railway and ferry.

10. It is estimated that \$2,500,000 will be required to build the main and branch railways, ferry boats, and moles, and lay the cable, and put the whole in first-class condition for regular daily service.

11. When completed, the undertaking will be of inestimable value to the cities and settlements of the south-western part of the Province, drawing those communities more closely together, and will for ever put an end to the quasi-isolation that now obtains. It will not merely prove to be a work of great local advantage; on the contrary, it will be a work of vast importance and immense value to the commerce of the Dominion and Trans-Pacific trade.

12. The company, realizing in some fair degree the importance of this great undertaking to this country, have, continuously, during the past six months, preparatory to being incorporated, had the whole region proposed to be traversed by their railways and ferry boats explored, surveyed, and mapped, and will have expended probably from \$12,000 to \$15,000 before they shall have been incorporated.

13. Shortly after they shall have been incorporated, they hope to be in a position to commence the construction of their railways, and contract for the building and delivery of their fast steel ferry boats and their powerful freight ferry steamers, and have the whole completed and in daily operation within less than three years afterwards.

14. The expenditure of so vast a sum as is proposed in order to complete this great undertaking cannot but be a great boon to the trade and industry of the country, producing the most beneficial and lasting effects throughout it, and therefore, as a quasi-government public work, towards which so much has already been expended, entitles, we respectfully submit, the company to expect aid and encouragement from the Provincial Government.

15. The company propose to raise money enough for the purposes of the undertaking by disposing of shares of the capital stock, by issuing bonds or debentures secured on the entire property of the company, and by cash bonuses or subsidies from the Provincial and Dominion Governments and municipalities.

16. The undersigned, therefore, on behalf of the Board of Management, respectfully ask the Government to grant to the company the following bonuses or subsidies:—

- (1.) An annual bonus equal to the interest at 4 per cent. per annum on \$500,000 for twenty-five years, payable half-yearly:
- (2.) An annual subsidy of (\$10,000) ten thousand dollars per annum, payable half-yearly, for twenty-five years after completion of the undertaking, to aid in the maintenance of a first-class steam railway ferry, such as has been mentioned, between Swartz Bay and one of the moles referred to, and also to aid in the maintenance of a telegraph cable between the last named places:
- (3.) A grant of such public lands traversed by the railway as may be required for roadway, stations, sidings, and landings; and also for a grant of the section of land already applied for, situated on Lulu Island, near New Westminster:
- (4.) Exemption of the railway, and all kinds of railway property, ferry boats, and income, as well as the shares held by shareholders, from Provincial and municipal taxation during construction, and for ten years after the completion of the undertaking.

17. The Board of Management desires to frankly state, with the full assurance that what they may say will have due weight with the Government, that a smaller cash bonus than \$20,000 annually, to pay the interest on \$500,000 railway bonds, would not work beneficially to the Company's interests—the success of this great undertaking; as interest below four per cent. would most likely entail the selling of the bonds below par, hence decrease the amount of capital to be realized from bonds for the purposes of the undertaking.

18. The same may be said of the subsidy of \$10,000 per annum to aid in the maintenance of the railway ferry, as it will probably cost a million dollars eventually for efficient ferry boats as designed, and like reserve boats, and for completion of moles and landings.

19. We trust that any aid that the Government may be pleased to grant may be communicated to the Board of Management, under the usual Executive sanction. If that be done it would aid us most materially in negotiating further subsidies in other quarters.

20. The Board of Management will be glad if the Government will grant them a personal interview at an early date for the purpose of submitting the plans, showing the routes of the proposed railway and ferry, and affording any further information that may be required.

21. Trusting that we may have the honour of receiving an early and favourable answer to our request,

We have, &c.,

(Signed)

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A. DECOSMOS, *Chairman,*
J. STUART YATES, *Secretary.*

VICTORIA, January 24th, 1889.

Hon. A. DeCosmos and J. Stuart Yates, Esq., representing the Board of Management of the Victoria-Saanich and New Westminster Railway Company.

GENTLEMEN,—Acknowledging the receipt of your communication of the 19th inst., in which the projects of the Company are explained, and in which you ask, on behalf of the Company, for an annual bonus from the Government equal to the interest at four per cent per annum on \$500,000 for twenty-five years and an annual subsidy of \$10,000 for twenty-five years after the completion of the undertaking, I have the honour to state that the application has been considered at a full meeting of the Executive, and I have to respectfully inform you, as the result of their deliberations, that the Government do not feel themselves justified in recommending to the Legislature the granting of the pecuniary assistance asked for.

Should the Board of Management still wish for a personal interview with the members of the Government, notwithstanding the above intimation, I will, upon your informing me thereof, arrange a time for the interview.

I have, &c.,
(Signed) ALEX. E. B. DAVIE,
Premier and Attorney-General.

VICTORIA, B. C., Feb. 1st, 1889.

The Hon. A. E. B. Davie, &c., &c.

SIR,—Your favour of 24th January, 1889, addressed to the Hon. A. DeCosmos and myself, in reply to the application made by us on behalf of the Victoria-Saanich and New Westminster Railway Company for certain subsidies in aid of the Company's railway and ferry, was duly laid before the Board of Management of the Company at their last meeting.

It being the unanimous desire of the Board to meet the Government for the purpose of laying before them the plans of the Company's undertaking, and to fully discuss the matter of subsidies with them, and as you kindly intimated in your said favour that should the Board wish for a personal interview with the Government one could be arranged, I was instructed to ask you to kindly state at what time it would be convenient for the Government to receive the Board with reference to the above matter.

Awaiting your reply,

I have, &c.,
(Signed) J. STUART YATES,
Secretary.

ATTORNEY-GENERAL'S OFFICE,

February 2nd, 1889.

J. Stuart Yates, Esq., Secretary, &c., &c., &c.

SIR,—In reply to your letter of the 1st inst., addressed to the Hon. the Attorney-General, in which you request, on behalf of the Board of Management of the Victoria-Saanich and New Westminster Railway Company, that the Government will appoint a time for an interview between its members and the Board, I have the honour, by direction, to name Wednesday next at 11 a.m., at this office, as the time and place for such interview, if suitable to the convenience of the Board.

Your obedient servant,
(Signed) P. Æ. IRVING,
Deputy Attorney-General.

VICTORIA, B. C., February 5th, 1889.

*The Hon. A. E. B. Davie,
Premier and Attorney-General,
Victoria, B. C.*

SIR,—I have the honour to acknowledge receipt of the favour of the Deputy Attorney-General of the 2nd inst. appointing, by direction, to-morrow at 11 o'clock at your office as the time and place for the interview between the Government and the Board of Management of the Victoria-Saanich and New Westminster Railway Company, if suitable to the convenience of the Board.

As, however, the full Board, owing to the illness of the Chairman, will be unable to attend to-morrow, I have been instructed to respectfully request that you would be kind enough to name some day in the early part of next week, or some other time convenient to the Government, for the interview instead of to-morrow.

Thanking you on behalf of the Board for the prompt consideration of their first application for an interview,

I have, &c.,
(Signed) J. STUART YATES,
Secretary.

ATTORNEY-GENERAL'S OFFICE,
15th February, 1889.

*J. Stuart Yates, Esq.,
Secretary V. S. and N. W. Railway Company.*

SIR,—I have the honour, by direction, to acknowledge the receipt of your communication of the 5th inst., and to appoint Wednesday next, the 20th idem, at 11 a.m., at this office, as the time and place for an interview between your Board and the members of the Government, subject to the convenience of the Board.

I have, etc.,
(Signed) P. Æ. IRVING,
Deputy Attorney-General.

VICTORIA, B. C., February 19th, 1889.

DEAR SIR,—I have the honour to acknowledge receipt of your favour of the 15th instant, appointing, by direction, the 20th inst. as the date for the interview between our Board of Management and the members of the Government, and I have been instructed to inform you that the Board will be pleased to meet the members of the Government at the time and place mentioned in your favour.

I have, etc.,
(Signed) J. STUART YATES,
Secretary.

*P. Æ. Irving, Esq.,
Deputy Attorney-General.*

ATTORNEY-GENERAL'S OFFICE,
25th February, 1889.

*J. Stuart Yates, Esq.,
Secretary V. S. and N. W. Railway Company.*

SIR,—I have the honour to return to you herewith the report and map produced by you at the interview between your Company and the Executive.

I am, etc.,
(Signed) P. Æ. IRVING.

ATTORNEY GENERAL'S OFFICE,
8th March, 1889.

J. Stuart Yates, Esq.,
Secretary V. S. and N. W. Railway Company.

SIR,—With reference to the communication of the Hon. Amor DeCosmos and yourself, dated the 19th January ult., in which a bonus and subsidy from the Government is asked on behalf of your Company, I am directed to inform you that the Executive have decided to adhere to the conclusion communicated to you in the Attorney-General's letter of the 24th January.

I have, etc.,
(Signed) P. Æ. IRVING,
Deputy Attorney-General.

VICTORIA, B. C., March 9th, 1889.

The Hon. A. E. B. Davie,
&c., &c., &c.

SIR,—With reference to the favour of the Deputy-Attorney General of yesterday's date, in which, by direction, he informed me that the Executive have decided to adhere to the conclusion communicated to me in your own letter of January 24th, written in answer to the application of the Hon. Amor DeCosmos and myself, dated 19th January, 1889, for a bonus and subsidy to the Victoria-Saanich and New Westminster Railway, I have been instructed by the Board of Management of the Company to enquire whether the Board are to understand from Mr. Irving's favour that the Executive have decided to grant no pecuniary assistance whatever to the Company, and, if not, to what extent the decision of the Executive is intended to apply.

Soliciting the favour of an early reply,

I have, etc.
(Signed) J. STUART YATES,
Secretary V. S. & N. W. Railway Co.

OFFICE OF VICTORIA-SAANICH & NEW WESTMINSTER RAILWAY Co.,
Langley Street, Victoria, B. C., 9th March, 1889.

The Hon. Chief Commissioner of Lands and Works,
Victoria.

SIR,—Understanding that the reserve has been, or is about to be, lifted off the piece of land at the east end of Lulu Island, formerly or still held as a Government Reserve there, the Board of Management of the Victoria-Saanich and New Westminster Railway Company desire hereby, on behalf of the above Company, to renew their application, made on September 25th, 1888, for a block of one hundred and sixty acres for workshops and yards for the Company.

I have, etc.,
(Signed) J. STUART YATES,
Secretary.

ATTORNEY-GENERAL'S OFFICE,
March 11th, 1889.

J. Stuart Yates,
Secretary V. S. & N. W. Railway Co.

SIR,—I am directed to acknowledge the receipt of your letter of the 9th inst., and to say, in reply thereto, that it is not the intention of the Government to render any pecuniary assistance to the Company.

I have, etc.,
(Signed) P. Æ. IRVING.

VICTORIA, March 14th, 1889.

Hon. A. E. B. Davie.
etc., etc., etc.

SIR,—I have the honour to acknowledge receipt of the Deputy Attorney-General's favour of the 11th inst., in which he, by direction, states that it is not the intention of the Government to render any pecuniary assistance to the Victoria-Saanich and New Westminster Railway Company.

I have been instructed by the Board of Management to enquire whether the Government will grant to the Company the aid asked for in sub-sections 3 and 4 of paragraph 16 of the letter dated 19th January, 1889, from the Hon. Mr. DeCosmos and myself, on behalf of the Company, to yourself.

I beg leave to append hereto a copy of the sub-sections referred to, and desire to add, by way of explanation, that application for the piece of land on Lulu Island, alluded to in the latter part of said sub-section 3, was made by me on behalf of the Company to the Hon. Chief Commissioner of Lands and Works on the 25th of last September, and that application was again renewed by me on the 9th inst.

The Board now desire to know whether, in view of the Government's decision not to give any pecuniary assistance to the Company, the Government will grant either or both of the applications contained in the said sub-sections 3 and 4, for certain portions of the public lands and exemptions from taxation.

Awaiting your favourable reply,

I have, etc,
(Signed) J. STUART YATES,
Secretary.

Copy of sub-sections 3 and 4 of paragraph 16 of the letter of 19th January, 1889, referred to.

"(3.) A grant of such public lands traversed by the railway as may be required for roadway, stations, sidings, and landings, and also for a grant of the section of land, already applied for, situated on Lulu Island, near New Westminster.

"(4.) Exemption of the railway and all kinds of railway property, ferry boats and income, as well as the shares held by shareholders, from Provincial and Municipal taxation during construction and for ten years after the completion of the undertaking."

VICTORIA, B. C., March 18th, 1889.

SIR,—Referring to your letter of the 14th inst., addressed to the Honourable the Attorney-General, upon the subject of the proposed "Victoria-Saanich and New Westminster Railway," and enquiring whether the Government will grant to the Company certain aid in the way of land grant and exemption from taxation for a certain number of years, I have the honour to inform you that I am authorized to state that the Government will be disposed, at the proper time, to favourably consider a grant to the Company of such public lands traversed by the railway as may be required for roadway, stations, sidings and landings.

The Government will, furthermore, be disposed to consider in like manner the exemption of the Company's property from taxation for such a term of years as the Legislature may approve of.

Respecting the application of the Company for a grant of land on Lulu Island, I have to acquaint you that the Government is now considering a proposition submitted to it by the Corporation of New Westminster City to utilize and improve a portion of the Government Reserve on Lulu Island for railway and other purposes, under certain conditions.

In the event of this proposition receiving the favourable consideration of the Government, the said Corporation has intimated its willingness to make such arrangements respecting lands for roadway, stations, sidings and landings as will prove satisfactory to your Company.

I have, etc.,

(Signed) F. G. VERNON,
Chief Commissioner of Lands and Works.
Victoria, B. C.

J. Stuart Yates, Esq., Secretary,
Victoria-Saanich and New Westminster Railway Company,

VICTORIA, B. C.

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