

CORRESPONDENCE

RELATING TO THE

NORTHERN RAILWAY.

VICTORIA, August 23rd, 1886.

TO THE EDITOR:—In former letters it was endeavoured to open the eyes of Canada to the proposition that Vancouver Island is or is to be the road to Alaska, Queen Charlotte Islands, Fort Simpson, the northern coast of the Mainland, the west and east coasts of Vancouver Island, and the fishing banks, now, thanks to the Canadian Government, about to be explored.

That were a railroad built to the north end of Vancouver Island, with steamers to the north, Fort Simpson could be reached from Esquimalt in forty hours, and Alaska in a short time also. That by those means the trade of the north and passenger traffic would be gained and controlled; that the Island would be quickly teeming with settlers, and the west coast of Vancouver Island be but a few hours distance from Esquimalt, and the dangers of traversing the narrow inland channels in a great measure avoided, and the expense of maintaining very numerous lighthouses diminished. The idea entertained by some that Vancouver Island is only a mass of rock is a delusion, the result of ignorance. Vancouver Island is capable of maintaining a large population, and would have had this ere now had the lands been accessible. Even as it is, look at the settlements from Esquimalt to Comox. That which has taken place as far as Comox can be extended to the north end of the Island and northern coast. A railway will hasten the "future,"—indeed, "future" in this respect is a mere material thing—climb up the future, take a piece out of it and bring it down to be used now. This piece of the "future" is a railroad. The Island can be settled *now*; trade can be had now by means of a railroad, and if the Canadian Government will cultivate or foster sea fisheries there will be an abundance of work for it to do—in fact the one will encourage and foster the other. To wait until the Island is settled before building a railroad, is to wait a long time, and is not consistent with modern ideas of railroads. Railroads now take the place of waggon roads; they are cheaper in the end, and the advantages of them over waggon roads are greater than can be estimated; they make the "future" close, and distance near; in fact, business is done now by means of railroads, steamers, telegraph, &c., in a short time that formerly took months or years to accomplish. Traders must keep abreast of the times or fall into the background.

Vancouver Island then occupies a remarkable and valuable geographical position—has plenty of land to suit even poor people; an advantage which but few places can boast of. It does not take many acres of land to support a family. It will not be more difficult to build the railroad from Nanaimo to the north than it has been to construct it from Nanaimo to Esquimalt. The latter has been completed—the end of the beginning. To complete the remainder within five years only requires the assistance of the Canadian and Local Governments—assistance now, which will repay them handsomely ere long. All that is necessary is for the Local Government to give land, and for the Dominion Government to give a cash sub-

sidy for a number of years, in order that an interest of two per cent. per annum may be secured to capitalists for a given period. More than sufficient capital could easily be obtained by this means. It will not be more to give this subsidy to the Island railway, for the purpose of fostering and securing trade and commerce for the Dominion, than it is to subsidize steamers to Australia and China. The same reason of defence and offence holds good also. Of course it would be advantageous were Mr. Dunsmuir, with his extraordinary public spirit, to undertake the work; he would do it cheaper and would do it better than anyone else; but if it had to be put up for a public bid, it certainly would be to the advantage of the Northern Pacific Railroad to build it, constituting, as it would, a line from the United States south to the, at present, disunited one—Alaska. Of course, the C. P. R. might want it, but they once rejected it; they may solicit now if the Directors have become wiser. Anyhow, when once the scheme is open for a bid under some such conditions as mentioned, depend upon it there will be no want of applicants. It is a good thing.

The Canadian Pacific Railway possibly did not see what is now dawning and soon will be clear, that a man will travel by railway from Winnipeg to Fort Simpson and Alaska, return by boat and Vancouver Island Railway, to the Canadian Pacific Railway and on back to Winnipeg, a circuit and girdle for trade, the dimensions to be filled up as occasion may require. The round trip will be performed in less than twenty days. The same can and will be done by means of the Northern Pacific Railway.

J. S. H.

A NORTHERN COAST RAILROAD.

The more the suggestion of "J. S. H." for a northern coast railroad is considered, the more feasible does it appear, and the more reasonable its details. It is not intended that this remark should be taken for a thorough endorsement of its present practicability,—for to make such an assertion would be indicative of an impetuosity not at all consonant with careful deliberation. Yet, as far as it has been explained—and it has been explained by our correspondent most ably—the inductions appear logical, and all of them tangible, excepting, perhaps, that as to the immediate necessity of such a line—whether circumstances are such as to apparently warrant such an anticipation of what will certainly one day be a decided requirement of trade. As to just when that day may be, one's judgment, even though based upon experience and observation, may err; and yet it is upon a correct conclusion on this point that the success of the work would depend. The time was when railways followed settlement more than caused it; but here, on the American continent, the experiment was tried of making them the pioneers of civilization. How well it has succeeded has become a by-word, and the question now bears more as to what grounds there are for reasonably supposing such settlement would follow; in other words, what inducements would the nature of the country thus opened up to communication with commercial points offer of a fairly profitable trade?

We have seen so many enterprises that at one time seemed startling crowned with success, as to hesitate in speaking with positivism of this proposed line of railway, even under the present aspect of the case. There is a good quantity of agricultural land on the north-east coast of the island—sufficient for very many homesteads; there are fresh fields for the lumber industry, also that of fishing, including the black cod banks of Queen Charlotte Islands; and there is the northward travel of all who would be concerned in these fields, besides miners and tourists. Such reflections furnish appreciable ground for supposing that a north coast line might be a profitable investment if impetus were given to the comparatively undisturbed resources of our country. The cost, without doubt, would be great; and in saying this, we believe it is too great to promise to be a paying speculation in the immediate future. We reserve the right to modify our opinion, concurrent with those changes of circumstances that so materially alter cases. One of these would be the contemplated construction of a more northern overland route.—*Colonist, September 12th, 1886.*

VICTORIA, September 10th, 1886.

TO THE EDITOR:—Very good authority says that the railway running through the whole length of Vancouver Island to its northern end can be built at once, provided that a certain amount of interest per annum for a fixed number of years be guaranteed upon an amount of capital to be agreed upon. That when the earnings of the railway pay this amount of interest the guaranteed interest shall cease; and in any case the guarantors shall not at any time be called upon to pay more than sufficient to make up the earnings of the railway to yield the agreed upon percentage upon the agreed upon capital.

The above is verbose, but it is hoped that readers may be able to grasp the principle.

Say, then, the capital required will be five million dollars. Say the interest shall be two per cent. per annum—and here let it be remarked that the greater the number of years guaranteed the lower might be the rate of interest per annum. As the railway will be the property of the railroad company, they ought to share the risk, *if any*.

* * * * *

The foregoing is only *an ideal sketch* of a plan to get the railroad built, but it may by many be considered too favourable a showing. Those who think so may add to the figures as much as they please. The principle will remain the same; a few thousands more will only stagger small-ideaed people. Fast travelling is expensive, but it pays; time well spent is money. How much has it cost during the past forty years to people the small extent now occupied of Vancouver Island? To settle an infinitely larger area of the island, with great accruing profits from this and other sources, will cost much less by the scheme proposed, and the time, instead of being forty more years, will be very, very much less. The railway can easily be built within the next five years; people will accompany it step by step, and business will be more than proportional.

What matters it if the Province pays a million or so dollars, when by so doing the island can be quickly peopled, rapid communication had with the east and west coast, and, following this, as a matter of course, ships bringing trade to and from Alaska, from the coasts of the mainland, and, as Mr. Moore states, from China and Japan, and, naturally also, from Queen Charlotte Islands and the various fisheries round about. Add to these the probability of a railway from the interior to Bute Inlet and a ferry across, or to Fort Simpson and Alaska with steamboat connection, and it will at once be seen that the outlay will be profitable to British Columbia and undoubtedly to the Federal Government, as they would receive a large additional income from a large, new, and ever-increasing trade. It need scarcely be added that as a ferry is practicable between Burrard Inlet and Nanaimo, so it is equally practicable between Bute Inlet and Vancouver Island, or quite as easily between Puget Sound and Esquimalt. Look at the other side: Without this expenditure the Province will walk with laggard step, and the advantages of trade, and so forth, fall into other hands, going ahead of the Province and Canada. Additional prosperity can be achieved by additional outlay, and this can be achieved, not by apathy and inertness, but by a long pull, a strong pull, and a pull altogether.

J. S. H.

P. S.—What relation will the Hudson's Bay railway bear to Bute Inlet and Fort Simpson?

VICTORIA, September 17th, 1886.

TO THE EDITOR:—WANTED, a *bonâ fide* proposal from a *bonâ fide* company to build, equip and maintain a railroad between Esquimalt and the northern end of Vancouver Island, the railway to be the property of the company. It must be understood that three-fourths of the subsidy required to assist in building the railroad, or guaranteeing interest upon a certain and fixed amount of capital for a definite period, will have to be procured from the Government of Canada, and the remaining fourth from the Government of British Columbia; but it is at the same time proposed that each party should consult the other, in order that a practical scheme suitable to all may be tendered. Of course, it would simplify matters amazingly if the Province would pay cash; but as the current revenue will not bear additional outlay burdens, and as the public, it is grievous to say, may be averse to any increase of taxation,

even for this national, essential, and remunerative work, it is proposed to give land in lieu of cash. The company, therefore, in their tender will have to state the amount of land or money required, and whether the latter be payable in a lump sum or annually, to guarantee a certain rate of interest upon a fixed amount of capital, the payment to cease at a definite period, or when the earnings of the road become sufficient to pay interest (say two per cent.) on the fixed amount of capital.

The railway will pass through fertile land sufficient to sustain one hundred thousand agriculturists. It will also traverse beds of coal, iron, and minerals which will afford support to a large number of miners, artisans and labourers, who will, with other natural inducements, be the cause of creating new and populous towns, thus increasing very materially the population to say two hundred thousand people. In addition to these local people, their productions and necessary unavoidable travel, the railway will be likewise sustained and nourished by the products of fisheries, including the fur seal, and the ships and men employed in those pursuits. The railway will also become the highway to the northern American possession, viz., Alaska, and will, with other adjuncts, be the means of carrying freight and passengers to and from those regions. Coupled with this will be the intercourse with Queen Charlotte Islands and the north-west coast, adding very greatly to the traffic and earnings of the railway, besides being the cause of an ever-increasing commerce and ever-enlarging population. The use of the railway will also probably be required for naval, military, and other Imperial purposes—such as rapid transit to places when Indian troubles may break out, and so forth—or the Local Government may require it for similar purposes. To enable the company to form some idea of the progress likely to be made in the near future, past history will be a guide. A dozen years or so ago two or three steamboats annually visited the northern coast, Alaska (Sitka) and Queen Charlotte Islands. Now, the Americans have two steamers per month going to Alaska, *well laden with passengers and merchandise*. Formerly, the Hudson Bay Company and others sent their steamer to barter with the Indian population, exchanging one perishable article for another equally perishable; whereas now the trade, whether with whites or Indians, is conducted with imperishable gold or silver. Of late years the population and traffic have greatly increased, dozens of steamers, sailing vessels and schooners employed, on account of various industries having been established; fisheries worked, paying mines of gold and minerals discovered and worked on the coast, as well as in the interior, the latter having their communications with the northern coast. These mines and so forth are only the forerunners of greater industries. A dozen years ago but few settlements existed in Vancouver Island. Now they are becoming rapidly more numerous. A small steamer would visit Nanaimo once a week, and Comox twice a month; they carried but few passengers and but little freight. Now steamers almost daily run to and fro, well laden with passengers and merchandise. The coal mining industry has grown wonderfully, giving employment to a large number of ships and men. A similar statement may be made of the lumber trade and sawmills in connection therewith. The gigantic trade in salmon has come into existence, as well south as north, and is ever on the increase. The west coast of Vancouver Island now shows great signs of vitality, whereas formerly it was only the home of Indians, missionaries, and a few white traders. Within the past dozen years, also, the Northern Pacific and the Canadian Pacific Railways, and only a little more anciently the Central Pacific Railway, have been called into existence, bringing life, commerce, activity and people to places where few or none existed before. This history and enumeration of the past dozen years might be considerably, perhaps advantageously, extended; but sufficient has been related to show the great progress made within the past few years. At this rate of progress, what will ensue within the next dozen years? The country cannot go back—must go forward—by pressure and also attraction of British and American forces. How wonderfully, too, the traffic between San Francisco, Puget Sound and other places has increased is a matter astonishing. Their history will show that more facilities for more rapid communication, with increasing distances and new demands, necessitates the railroad to bring distances close to our gates. When it is considered that the geographical position of Vancouver Island renders it the most suitable and, indeed, the only terrestrial highway near the coast to Alaska and the British northern possessions, it follows that this necessary railway must pass through Vancouver Island from south to north, and that the sooner it is put through the more chance it will have of capturing the north and west trade. At the northern terminus there will be cities the same as south, having communication by steamships and sailing vessels with the ever-growing population and trade of the northern countries, whether they be British or American. Vancouver Island is practicable

for a railway, and it must be plain from the above that it will, shortly after construction and by good management, be made to pay handsomely, because it can, with the aid of British Columbia merchants and Canadian enterprise, command the greater portion of the trade and passenger traffic, not only of Vancouver Island but also of the north-west coast; and last, but not least, Alaska.

It will soon pay the Canadian Government, *i. e.*, Canada, because a growth of population to 5,000 families will increase the revenue of the Dominion one hundred thousand dollars per annum, exclusive of that derived from additional commerce. It will pay the Canadians because it will afford them a larger market for their manufactures and productions, and by the same token pay Americans likewise. It will, undoubtedly, pay British Columbia largely;—in fact, with her it will be merely placing her small capital, whether money or land, in a profitable business cheaply. Merchants lay out capital to make a business. British Columbia will do likewise. Nothing venture, nothing have!

For further particulars apply to the Federal and British Columbia Governments.

Thanks to you, Mr. Editor, I have said my say. Whether the legacy will grow and bear fruit soon—for perish it cannot—must be left to the inhabitants and their representatives, the Executive and members of the Dominion and Local Governments.

Now, gentlemen, send in your bids for the carrying trade of Vancouver Island, also that of the north-west coast, *and a highway to Alaska*. The honour and glory of peopling the country will be thrown in.

J. S. H.

VICTORIA, September 28th, 1886.

TO THE EDITOR:—Pessimists growl that Vancouver Island is poor and cannot afford to bear the expense of building a railway to its northern end. They do not make a distinction between the country and the inhabitants thereof. The country is rich, Forty years ago Fort Rupert (at the north end of the island) exported cargoes of coal to San Francisco. It was rich then in coal and people; now only rich in coal and other of nature's treasures. Forty years ago—aye, thousands of years ago, if you please—Nanaimo was rich, but apparently to the eye barren, poor, and unpopulated. To-day it looks rich and prosperous, although, indeed, it is poorer than forty years ago—poorer by the amount of coal stolen from the mines and sent up the chimneys of receivers. The coal did not dislocate itself—but a number of people arrived who removed nature's stores, opened her bowels, and by so doing enriched themselves. The inhabitants became and are prosperous. The earth was compelled to give up her riches, and the industrious people put them into their pockets. A country may be rich, but without people to appropriate the riches it remains stagnant.

There is a large portion of the island looking as barren and poor as Nanaimo, and even Victoria District, did forty years ago. This large portion retains its riches undisturbed. Why? Because there are no suitable people on the ground to make her yield them. It is dormant, not poor. For instance, plow this now *poor-looking* land, and each acre will deliver *annually* thirty or more dollars in the shape of agricultural and horticultural products—in this case the prosperity will not be derived from coal. It is only a difference between educts and products. Muscle, brain and capital are required for each—but the agriculturalist's muscle, brain, industry, and the judicious use thereof, are *his capital*. It is his own; he does not borrow it, excepting from his food. Say one farmer cultivates twenty acres of land—the produce thereof will be six hundred dollars' worth per annum. One thousand farmers will therefore cause the earth to produce *six hundred thousand dollars annually from twenty thousand acres of land*. One hundred thousand acres would therefore produce three million dollars per annum! There are at least a million acres of such land on the island, and four millions more for similar or other purposes. Yet ignorant pessimists say the *island is poor!* Ridiculous nonsense! What is wanted has been clearly shown to be people—these being what the country *is* poor in.

Of course the farmers would consume say twenty per cent. of the produce of the land at first; but in ten years a thousand farmers would certainly have five hundred thousand dollars per annum to sell or exchange for other needed articles. *Remember, this produce would be*

new and created wealth—an annual birth! Cannot merchants, manufacturers, artisans, mechanics, railways, steamboats, and so forth, see and foresee the grand effect upon them and the whole country of this new vivifying influence and power? Let it be asked whether, instead of lazily moaning and muttering “times are bad,” it would not be better if they exerted themselves a little to help to better things, *i. e.*, by getting people into the country, which means to say, using their influence to get a railway through the country to the north to carry them in. The whole country would *be made* to prosper, and Nanaimo be twice as large and more than twice as prosperous as now. What is the difference between British Columbia now and forty years ago? Simply the settling of people to live or enrich themselves by appropriating nature’s treasures, or upon those who procure them. What else brought us all here? Those who have settled on land have become well to do; add more, and they will also prosper themselves and assist others to do so.

Having done with “poor,” *building* must now be dealt with. Pessimist is wrong. The scheme never proposed that the *country* should *build* a railway, but that a company should do so with their own money, and when built that it should be the property of the company. What the Province has to do is to provide, say, forty thousand dollars per annum for the purpose of guaranteeing two per cent. per annum, or, say, one million and a half of dollars, this being the portion the Province has to bear. Pessimists ask, where’s the money to come from? Look! The island possesses five million stagnant acres. These five million acres are worth money if a railway passes through them, but are worth nothing to the Province without a railway. Give, then, the railway company the money’s worth in land,—say somewhere about a million acres of land in one block, square or oblong. This would at once relieve the Province from the payment of any interest in money. (Of this more by and bye,) So, pessimist, you may now be able to see that the *country* is rich and not poor, and that she can afford her share of the sum necessary to guarantee the interest on the bonds. By giving land the Province will get a railway and inhabitants on the land at one stroke—for it is population and production that the railway, as well as the Province, requires. The land will be well invested.

Having shown that the country is not *poor*, and that it is not called upon to build a railway, but only asked to pay forty thousand dollars per annum, which the country, as also the inhabitants, can easily afford to do, it must now be remembered that the scheme takes it as incontrovertible that the railway will be sustained not only by local traffic, but also nourished by a new trade, by carrying American goods in bond to Alaska, and passengers; also by an increased business with the north-west coast and Queen Charlotte Islands. The railway will be beneficial to all these and to the Province, and therefore to Canada. The only way to get settlers, the wealth producers and business creators, on the land, and gain new trade in new regions, is by means of a railway. If new sources of wealth be necessary, and no one will say they are not, then a railroad is a necessity, and, being so, obstacles to its construction must be overcome. People must be prepared to make present investment of land or money for future gain. The country has done much for us; it is but right and proper that we should do something for the country. By helping her we shall be helping ourselves.

J. S. H.

VICTORIA, B. C., October 1st, 1886.

TO THE EDITOR:—True it is that, since the above was written, my old friend Mr. Dunsmuir invited me to take a trip to Nanaimo. I went over a most excellent road, in a most excellent carriage, and in pretty quick time. People had better go and see not only the tremendous work that has been done, but also the magnificent scenery. Let, however, people’s eyes not deceive them. The eye will see very little cultivated land and very few people on the route; but although not seen, plenty of cultivated land and people exist at Cowichan, Chemainus, and other places. The railroad runs through the bush, and farms and farmers are hidden from view by the bush. The trip makes one more sure of the desirability of extending the railroad, and the practicability of doing so.

J. S. H.

VICTORIA, October 7th, 1886.

TO THE EDITOR:—In a former communication, published last Sunday, it was stated that Vancouver Island alone had still one million acres of land lying dormant, rich and ready to produce grain; and four millions more acres for other useful purposes, such as lumbering, mining and stock-feeding. It was likewise stated that by running a railway through this land it would soon have producers on it, but not without. That the provincial share of guarantee for such a railway would be about forty thousand dollars per annum for a limited period. That "one thousand additional farmers, each cultivating twenty acres of new land, would cause the earth to produce annually six hundred thousand dollars from twenty thousand acres of land, and more when they extended the area of cultivation." Of course allowance has to be made for the farmers' consumption. That this wealth would be new and created annually, but only to be had by getting a railway built to enable the farmers to get to and from an otherwise comparatively inaccessible country. The vivifying influence on commerce of such a creation of new wealth was mentioned at the same time. There has now been placed before me a Dominion blue book. Its revelations are terrifyingly true. The Province paid for imported provisions during the year 1885 no less a sum than six hundred thousand dollars, and one hundred thousand dollars more for customs duties! The whole of these, and more, the land of the Province could have produced. Why did it not do so? Simply because it had not a sufficient number of industrious farmers to do the necessary work. How was this food paid for? Possibly by the country's gold, coal, lumber and fish. This is

SENDING THE COUNTRY AWAY TO FOREIGNERS

with a vengeance, and reducing it to poverty without any adequate benefit to itself. The coal, gold and lumber cannot be replaced—they are gone forever! Look at Cariboo and take warning.

The quantity of this imported food has doubled within the past ten years! How long can this drain be borne? How much longer shall this prodigality continue? How long save at the spigot and let out at the bung-hole? The candle is burning at both ends. This old and still growing complaint is removable and remediable, but requires not apathetic but energetic treatment. That our country could have produced this \$600,000 worth, and saved the \$100,000 more paid for customs duties, take the following example: For imported flour, wheat, barley, oats and oatmeal, the country paid to foreigners (in round numbers) \$250,000, and in addition \$36,000 for customs duties. By the cultivation of only fifteen thousand acres of our own country's land all this flour, wheat, barley and oats could have been produced; the \$250,000 put into local circulation in the Province, and the \$36,000 for customs duties saved! The remainder of the \$600,000 worth, and the \$100,000 customs dues, resulted from the importation of butter, 323,000 lbs.; sheep, 19,183; hogs, 2,000; cattle, 576; lard, 210,000 lbs.; and hams, 786,000 lbs.! What a frightful picture for a country possessing a splendid climate and millions of acres of fertile land. To cultivate fifteen thousand acres of new land less than seven hundred and fifty new industrious farmers are required, and for raising the butter, sheep, hogs and so forth, say two hundred and fifty more, making one thousand new agriculturalists in the whole. That is to say, get a thousand new agriculturalists settled, and they will cause to be produced in the Province the provisions for which the Province now pays to foreigners

SIX HUNDRED THOUSAND DOLLARS,

and an additional \$100,000 customs duties annually. The remedy for the disease is then evidently a thousand and more additional agriculturalists. What does a thousand industrious men engaged in agri—and other culture mean? Means the occupation of one hundred and fifty thousand acres of land, and the creation of \$600,000 new wealth; wives, cows, hogs, poultry and their produce; mills and millers; coopers and carpenters; blacksmiths and labourers; life, activity and cheeriness where dismal solitude and weirdness now reign. Means a thousand additional people supplementary to the agriculturalists. The farmer exchanges with the miller, the miller with the cooper, blacksmith and machinist, the machinist with labourers of various kinds, and all with traders, public-houses, churches, and so forth, before their produce leaves the Province to pay for goods that she cannot yet manufacture. The proceeds of the country do their duty to the country first by supplying residents, miners, lumber and fishermen. The coal, lumber, gold, fish and so forth, sent foreign is not a

matter of barter, but paid by cash. The lumber, coal and fish trade would not be lessened in consequence of our growing our own food, and ceasing to import it from foreign. The farmer would receive the money from the lumbermen, mill-owners, etc., now sent foreign to buy provisions, and so benefit the local industries and our country. It is, then, to the interest of all to promote and

SUPPORT LOCAL INDUSTRIES.

The home market is undoubtedly good. The exchange of coal, lumber, fish and so forth for foreign flour, wheat and other esculents may suit short-sighted, non-producing traders, but it will not people our lands, and indeed does traders but little good. Dare traders, machinists, artisans and so forth—dare they say that they would not receive more benefit from the circulation of half a million of new wealth than they do now from the petty commissions and profits on foreign imported cereals? Who can foretell what new local, industrial interests and pursuits may arise from the new created wealth. Towns are subsidiary to the country; the former will prosper with the latter; the one is essential, necessary and complimentary to the other. The leg must not complain of the arm. They ought to work in unison, support each other, and be one body. How is it that production, and the great gain to be derived therefrom, has been neglected? Has the Province paid too great attention to school education, and too little to teaching industrial pursuits? The two ought to have gone hand in hand. In order to get these desirable settlers on Vancouver Island it has been said over and over again, and is now repeated, a railroad must forthwith be constructed, *i. e.*, extending the existing Nanaimo Railway to the northern end of the Island, through the now comparatively inaccessible but rich, though dormant and unpeopled, lands. Remember the greater part of the flour, wheat, oats and barley imported are consumed on the Island and the people on the coast, and remember, too, that about fifteen thousand acres of land will yield them. There is the land, get workers thereon. The cost to the Province of a railway will be about

FORTY THOUSAND DOLLARS PER ANNUM

for a limited period. The duties paid annually on imported flour, wheat, barley, oats and hogs (the \$60,000 for butter and animals are omitted) amount also to \$40,000! Speak then, gentlemen, will you prefer paying \$40,000 per annum for a limited period for a railway, with its advantages for settlement, growing your food, the formation of a commercial distributing city north, supplying merchandise and passengers for the whole of the north-west, including Alaska; the creation of \$250,000 new and additional wealth, and the saving of the \$40,000 now paid for customs duties on flour, etc.; or will you prefer continuing to pay foreigners \$250,000 for provisions, and \$40,000 additional for customs duties, besides leaving your own country unpeopled and unproductive, and losing the point and town for the distribution of passengers and merchandise to the whole of the north-west. Which will you prefer? To make yourselves and country progressive and prosperous, or to retrograde and go on building up foreign, and commercially inimical, countries? You see the \$40,000 for the one or the other are equal!

P.S.—Let it be known that the writer has no interest whatever in this (to be) railroad, save such as becomes every individual who has his country's interest at heart. He makes a present of the conception to the public and their representatives, hoping they will bring it to maturity—the sooner the better for them and the country.

J. S. H.

VICTORIA, October 20th, 1886.

TO THE EDITOR:—That the Federal Government, Sir John A. Macdonald being chief, desires the prosperity of every part of the Dominion goes without saying. That the heroic leader of the Government will do all he can to advance still further the prosperity of the country does not admit of doubt, and therefore as the extension of the Nanaimo Railway to the north end of Vancouver Island will conduce very materially to the prosperity and progress, not only of British Columbia, but also of the whole of the Dominion, there can hardly be a doubt that the far-sighted and energetic leader of the Government, and the able Ministers generally, will assist the building of this extension of the northern railroad, but

whether in the shape of a money grant annually for a number of years, or a lump sum down, or so much for each mile of the line completed, must be left to their consideration, always remembering that the construction of railways on Vancouver Island costs more than in the level and less difficult portions of the Dominion. On this and other accounts British Columbia desires the Federal Government to grant, for the construction of this railroad, say not less than \$100,000 per annum for a limited number of years (say twenty), British Columbia contributing \$40,000 per annum, either in money or land, for a similar period for the same purpose.

This railroad is required for at least three special purposes:—

1. For Imperial purposes, as well here as elsewhere.
2. The settlement of Vancouver Island and adjacent archipelago.
3. The extensive developing and further acquisition of the trade and passenger traffic of the north-west coast and Alaska.

Nature made Vancouver to be the natural protector of British Columbia. This duty is to be fostered by the Imperial and Dominion Governments, who intend to extend the means of defending their various interests, whether civil or military, at home or abroad, by means of fortifications at Esquimalt and other parts of Vancouver Island. These fortifications will probably require the extension of the Nanaimo Railway for the purpose of having rapid communication with and transport to various strategic positions, not forgetting the desirability of being able to get to Indian encampments and Indian troubles without unneeded and dangerous delay.

That Vancouver Island should be peopled, and would pay to be peopled, has been proven in a previous communication. That the further extension of settlement is difficult and will be very slow is certain, except the railroad be built, rendering access to the lands quick, easy and safe. With the railway the country will be settled quickly; without it the ensuing half century and, perhaps more, may see it still dormant and stagnant, which means, in addition, the loss of the trade and commerce of the great north-west, which she otherwise might have had.

Now is the opportunity, because people are flocking to this country seeking homes. The access to the land not being easy, cheap, or rapid, they retire to other, and very often to foreign, countries—a loss of valuable people—loss of new productions and wealth—loss of consumers—loss of revenue—loss to themselves and to the Dominion. Every agriculturalist is worth at least \$20 per annum to the Dominion, and \$500 per annum to British Columbia in the shape of produce he would cause the soil to yield.

The length of the extension will be only about 175 miles, and the cost of construction, say, about \$5,000,000. To make matters short, the Island wants an abiding and producing population. The fertile land is a certainty, its productive powers a certainty, its lovely climate a certainty, its timber and minerals a certainty, its lakes and fish a certainty. To make all these productive the means required is the railway. That this will bring and settle an abiding, permanent, productive and rooted people upon it is a certainty. There are no ifs about it. Miners may come and go, but the agriculturalist abides forever—to supply the miners and other consumers—but those are too few to supply even the home market now. Hence it is that the railway is so much wanted, as it will bring agriculturalists in its train. That the settlement of the Island will be conducive to Dominion interests in the shape of more taxable people and more consumers of Canadian or foreign goods and manufactures is plain, and equally plain is the assertion that permanent, abiding settlers, and production from asting productive sources is the true basis of a continuous prosperity. The northern terminus of this railway will create a commercial city, and become the distributing point for the north-west coast, including Alaska and Queen Charlotte Islands, because by means of the railway passengers and merchandise will be able to be carried much more safely and quickly and cheaply, and the breakers of the narrow and tortuous channels between Vancouver Island and the mainland be avoided.

It will now be advisable to take a chart. A glance thereat will show the position the north end of the Island holds for commercial and other purposes with the great north and west coast—and remember the coast leads to the interior where good land exists and metallic gold is taken out. Observe the extent of coast, its bays and inlets, and the archipelago extending from the Haro Straits to the far north, and observe the remarkable narrow, tortuous and dangerous channels between and among them. Remembering, too, the Seymour Rapids, which detain even steamships for hours daily. Observe, also, Queen Charlotte Islands—fertile,

and containing abundance of coal, timber and minerals. Observe, too, Alaska. Queen Charlotte Islands are about 125 miles from Vancouver Island, and Alaska only 240 miles from the same point on Vancouver Island.

There is a seam of coal on Queen Charlotte Islands sixteen feet thick.

These northern are growing countries, containing gold and other riches and industries, also a considerable number of whites and Indians who are well to do, and who would do better, and have more wants, were there more conveniences in the shape of a northern commercial city, or more frequent and regular communication, not only to supply but to encourage the growth of such wants. Such intercourse and communication will follow as a matter of course.

It need scarcely be said that the population would soon increase; that they would consume Canadian goods and manufactures—supplying sustenance to the transcontinental roads, and to the various cities, whether they be on the island or the mainland.

This railway is also required in order to successfully compete with outsiders in the commerce of the north. For by rapidity of motion, as far as time is concerned, now “distant places” will be brought closer to our doors and “future” forestalled. British Columbia has to be at once in the field. Outsiders will be handicapped by the Seymour rapids, and the other difficulties, dangers and delays of the narrow, tortuous and difficult navigable narrow channels leading north or south.

Let it be now observed, and attention paid to the observation, that British Columbia pays in customs duties alone very nearly a million dollars annually, equivalent to \$20 per head for each man, woman and child in British Columbia, or three times more than is paid by any other Province in the Dominion. The population, therefore, of British Columbia is equal to one hundred and fifty thousand people in any other portion of the Dominion. Five thousand British Columbians (equal to fifteen hundred families) *would therefore contribute to the Federal revenue one hundred thousand dollars per annum, the total amount asked for from the Dominion Government for a limited number of years!* Fifteen hundred families! In a very few years there would be an enormous increase of this number, and then the temporary investment of the Dominion Government in this railway would pay them handsomely and permanently year after year, and evermore increasing. Add to this the creation of an extended market for eastern goods and manufactures—a creation destined rapidly to grow and afford labour and profit to additional population. It remains to be said that in soliciting the assistance of the Dominion Government, it is asking for a railway that will soon pay itself; enhance very quickly the prosperity of British Columbia, and, indeed, the whole Dominion. British Columbia has been the cause of the construction of the Canadian Pacific Railway, of which the Dominion is now so justly proud, so British Columbia would now be the cause, by means of the extension of the Nanaimo Railway north, of giving the Dominion largely increased commerce, a largely increased number of people, and of adding one more laurel over the brow of the illustrious head of the Government, and add a mite to the welfare of the empire.

J. S. H.

VICTORIA, August 29th, 1889.

TO THE EDITOR:—The bustle and turmoil of the election being over, it may be expedient to write a few lines about the extension of the Nanaimo and Esquimalt Railway to the north of Vancouver Island. This extension must be considered as independent of the proposed Canadian Western—a separate project. Whether the Canadian Western be built or not, this Nanaimo extension ought to be built and running at a very early period, and not to be dependent upon the success or failure of the Canadian Western. Although the latter will find the former to be probably necessary to the completion of its scheme, still we must not allow it to be considered as dependent thereon, but as a distinct enterprise; the failure of one must not militate against the other.

Perhaps some few may read of, and fewer think over, the Nanaimo extension, but pray beg both to take a map and see the relationship Vancouver Island holds to Queen Charlotte Islands, Fort Simpson, the vast archipelago of islets intervening between it and the mainland. They must notice, and indeed cannot ignore, the propinquity of Alaska. It will be observed that

VANCOUVER ISLAND IS ABOUT HALF WAY TO ALASKA,

reckoning either from Washington Territory or Esquimalt, say, indeed, the Straits of Juan de Fuca. The distance from the north end of the island to Fort Simpson (by water, of course) is about four hundred miles; from the same point to Queen Charlotte Islands about 170 miles, very much the same distance indeed as from Esquimalt to Tacoma, between which cities there is now daily communication, although a very few years ago a weekly and weakly small steamer almost more than sufficed to supply the wants of both; an ordinary steamer could therefore run from Vancouver Island to Fort Simpson or Alaska in thirty hours, to Queen Charlotte Islands in a dozen. Supposing then the Vancouver Island railway built, the journey to Fort Simpson or Alaska from Esquimalt need not occupy more than forty hours under very ordinary conditions, and Queen Charlotte Islands be reached in less than twenty-four, whereas now it is nearly impossible to get to Queen Charlotte Islands at all, and it takes more than four days to get to the northern boundary line. Of course the time might be still further lessened if the trains and steamers made quicker time than that reckoned on, viz.: twelve miles for a steamer and thirty for a railway per hour.

It must on no account be forgotten that the Canadian Western Railway is designed to cross

AT SEYMOUR NARROWS.

That is to say, not far from Comox. The distance from this point to the north end of the island is, say, about 170 miles; so it will be seen that the Canadian Western need not build this portion at all—a portion of the utmost importance to Vancouver Island, whether considered from a colonization, commercial or strategic point of view. Consider them combined, and the answer is irresistible, viz.: the Vancouver Island Railway must be considered as a separate and distinct undertaking, not dependent on the success or failure of the Canadian Western scheme. The latter may die, the former must not, but indeed must have immediate attention.

The late Hon. R. Dunsmuir, whose loss is a fearful calamity, doubtless intended extending the Nanaimo Railroad, at his own expense, from Wellington to the Union Mines, and indeed the railway from the Union Mines Railroad he considered in the right line to Wellington. It is only necessary, then, to consider two hundred miles of railway, say from the Union Mines, *i. e.*, Comox, to the north end of the island. The cost of building this, in connection with the Esquimalt and Nanaimo Railroad, would be about \$4,000,000. The interest on \$4,000,000, at two per cent. per annum, would amount to only \$80,000 per annum, or for twenty-five years to \$2,000,000. Supposing twenty-five thousand people to exist now on Vancouver Island; if each paid one cent per diem toward this object it would amount in a year to (leaving Sundays for the churches) \$78,750,

OR MORE THAN SUFFICIENT TO COVER THE INTEREST;

if we consider the amount to be given by the Dominion to assist in paying the interest (say one-half). Of course a tax levied on their real and personal property would be but a fraction, say one-fourth of one per cent., to cover the needed amount, particularly if part of the interest were paid in land in lieu of money. I think these figures show the practicability of Vancouver Island to build this so much needed railway, a railway which would return interest to the taxpayer and country manifold.

Any one who pleases may reckon the cost to be five millions to construct both railway and steamboats, and in this case the interest to be paid would be \$100,000 per annum. Good things are not to be had by writing or talking, but by paying for them. It comes to this in the end anyhow. What is to be gained by this

TAX OF A FOURTH OF ONE PER CENT.

per annum? A railway that will afford rapid ingress and egress to our lands, and to enable people to get at and settle on them, which now is nearly impossible. Every additional industrious settler will increase business, and further, will help to lessen the one-fourth of one per cent., so he will be doing two good things at once. Moreover, by producing grain, flesh, hay, milk, eggs, fish, and other esculents, he will keep in the country the money sent away to foreign countries for eatables, which our own lands can, and ought, be made to produce by moderate labour and exertion of the settler. There is room for a million of such people, for Vancouver Island is just the place for a poor man to settle, as he has there wood, water, fish and game at

his very door. Few people do more than live—to live is the prime necessity. It takes very little land to supply a man with all the necessary food.

In addition to this, it will become a commercial road, carrying goods and passengers not only to British territory, but to and from Alaska. Let any one examine and note the number of people and the quantity of goods travelling north, and he will soon learn that this is not imaginary. In this way the railroad will be beneficial to the whole of Canada and America.

HER COMMERCE AND IMPORTANCE

This will certainly spring up at the terminus of and along the line, bringing in their train new industries; in fact Vancouver Island will have a great and industrial producing population—the very thing it lacks now. Is not this sufficient remuneration for the outlay of one-fourth of one per cent. per annum—or a cent a day for every individual?

All this can be had independently of the Canadian Western. If and when this be built no doubt it will only be too glad to make use of this Vancouver Island Railroad to the north, and, in fact, will afford inducement and encouragement to the projectors of the Western or other lines to come to the island, buy the railroad, and relieve us of the tax. Indeed, our trade with Alaska—the carrying goods and passengers there from Eastern States and Canada—will be one of the chief business supports of the line, as it is one of the chief inducements to build it. If, however, the overland line be not built, the business of this island railway will be sufficient to pay expenses, and give to the Province enormous benefits and advantages. This railway is required at once; without it, other places will advance ahead of us. It is ruinous to wait for and depend upon the completion of the Western line. The Vancouver Island line is required now, and the inhabitants are able to bear the cost. If they will not, then let them stick in the mud, as they soon will do. Providence helps those most who help themselves.

J. S. HELMCKEN.

VICTORIA, B. C.:

Printed by RICHARD WOLFENDEN, Printer to the Queen's Most Excellent Majesty.