

structed from Chilliwack, on the south side of the Fraser, to connect with the above branch, and it is proposed to extend it to Ladner's Landing to connect again with a short line from Vancouver City. The Burrard Inlet and Fraser Valley Railways, a part of the Northern Pacific Railway system, is now being constructed to run from Vancouver City west to Westminster to connect with the Northern Pacific branch to Suma's City on the boundary line. The New Westminster Southern, another branch of the Great Northern, terminates at Westminster and is expected shortly to be extended to Vancouver. As will be seen, the Fraser Valley is to be well supplied with railways.

Coming over to the Island of Vancouver, railway development has been somewhat slow. The Esquimalt & Nanaimo Railway was built by the late Hon. Robt. Dunsmuir, for which he received as a subsidy 1,000,000 acres of land, known as the E. & N. belt. This extends from Victoria to Wellington *via* Esquimalt and Nanaimo, a distance of 80 miles. It was built entirely out of the private means of the owner, being one of the few railways in America that has been constructed without floating bonds. It is still owned by the Dunsmuir family. A passenger train each way a day is run. The freight consists of coal, wood, farm produce, etc., principally local. It is understood to have been the intention of Hon. Robt. Dunsmuir had he lived to have continued the road to the north end of Vancouver Island, and also to have built a branch through the centre of the island from the Comox coal fields to Alberni harbor, where a short and easy route to the ocean is afforded. No doubt that before many years both of these projects will have been carried out.

A more recent undertaking is that of the Victoria and Sydney railway, a short road running from Victoria City to Sydney Harbor, which runs through some of the best farming districts on Vancouver Island, and materially shortens the distance from Victoria to the mainland. Sydney, the terminus, has made rapid progress during the year. Mr. John White, representing an eastern syndicate, has erected a fine saw mill there, with which are connected extensive timber limits. It is understood, when completed, that arrangements will be made with steamship lines to connect at Sydney with the railway there.

Saanichton is another town site situated on the Victoria and Sydney railway, in the centre of the agricultural district of Saanich.

Another railway scheme for which a charter was obtained and a bonus passed guaranteeing bonds, but which has not yet matured, is the Victoria, Saanich, and Westminster railway. This is a proposition to connect Victoria and Westminster by rail, by means of a ferry across the straits.

The most ambitious project, however, is the British Pacific railway, hitherto known as the Canada Western. Several years ago a charter was granted for the construction of a railway from Victoria, running along the eastern coast of Vancouver Island to a point on Seymour Narrows, over which it was proposed to build a bridge to Valdez Island, striking the mainland at the mouth of Bute Inlet. The route is along Bute Inlet and into and through the Interior to Yellowstone Pass, as formerly proposed for the C. P. R. Before it was changed as at present. An Act was passed the same year granting a substantial land subsidy in aid of the enterprise. Last year an Act was passed extending the charter one year, and during the present year another Act was passed granting a still further extension, and changing the name to the British Pacific Railway Com-

pany. This latter extension was granted on the grounds that a substantial beginning had already been made in the way of surveys, and the deposit of \$150,000 with the Provincial Government. This was done through the agency of Chicago financial men, who represented some of the leading citizens of Victoria. About two months ago Mr. F. Bakeman, of Chicago, was able to announce that he had completed a construction company in London, England, of whom Lord Thurlow is head, with subscribed capital sufficient to initiate the undertaking—viz., \$5,000,000. "This company," Mr. Bakeman explained, "is to undertake to finance for the road, and to raise all the money which the enterprise will need, not only for the purpose of construction, but for the carrying out of the large projects in connection with the road, which the company has in contemplation."

It is possible that to induce capitalists to subscribe fully the money required to build and equip the road in its entirety, further aid will be required in the way of guaranteeing the interest on some portion of the bonds, as the country through which the road passes will be largely undeveloped, and will not earn dividends for the first few years. Whether or not the further aid will or should be granted is a matter in the hands of the people of British Columbia to decide. The road, if built, will open up and develop an area of country great in extent and importance, and as a colonization road, if no more, will yield great benefits to the province, the direct influences of which will be felt in Cariboo, in the great interior plateau northward, and on the coast everywhere. As a railway proposition this much must be said, if no more, it will be the last long line of railway on the American continent that will carry with it a land subsidy, which in this instance amounts to between 12,000,000 and 20,000,000 acres. It will have tributary to it all that vast extent of country and its varied resources the description of which it is the object of this little volume.

Some day, sooner or later, the Canadian Pacific Railway will build a branch of railway from Ashcroft to Cariboo to tap this country, not probably, however, before a rival company takes the project up. Some day, too, a railway will follow up the interior plateau to Alaska. A charter was obtained at last session of Parliament for a cable from Victoria and Vancouver along the west coast of British Columbia to Queen Charlotte Islands. There are a number of passes on the coast, through which railways can be run to tap the Interior. A vast commercial project is already under way to develop the deep sea fisheries and other coast resources; the Canadian Pacific Navigation Co. of Victoria, the Union Steamship Co. of Vancouver, the Pacific Coast Steamship Co. of San Francisco and various private individuals or firms have vessels ploughing British waters in every direction as far north as Alaska, settlers are going in at various points and logging camps and fishing stations are being established. With all these progressive elements at work it will not be so very long before Vancouver Island, the Coast and Northern Interior will contain a large and thriving population compared with which the present population of the province will be insignificant. Industries on a large and remunerative scale will be found everywhere and many of the waste places will blossom like a rose. And while this shall have been achieved, Yale, Lillooet, and the two Kootenays will have gone on in consonance and the Province of British Columbia like the stone once rejected of the builders will have become the chief in the structure of confederation.