

Journal Weekly British Colonist

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The Canadian Pacific

Possibly some of the readers of this journal may be tired of seeing the name of an unborn enterprise to repeatedly placed at the head of our editorial columns; yet we are disposed to think that a few remarks respecting the prospects published in another column will not be considered ill-timed. It is now two or three weeks since we were informed by telegraph of the organization of a scheme in Montreal for the construction of the Canadian Pacific Railway. We are enabled to-day to lay before our readers a sort of preliminary prospectus, or outline of that scheme, as published in the press of Montreal; and although the paper is lengthy yet the subject to which it relates is one of such absorbing importance that we feel assured none will complain of the space thus occupied. It will be readily observed that the promoters of this gigantic enterprise fully realize the magnitude of the undertaking—that, like a wise builder, they have counted the cost. To the enquirer it may appear unreasonable to estimate the cost of this railway at less than one-half the cost of the Union Pacific; but it will be observed that the calculation is not a mere haphazard one. It has been seen that railways in Minnesota have been built and equipped for \$30,000 a mile, where payments were not, for the most part, made in cash. The character of the country to be traversed by the Canadian Pacific, at least that portion of it east of the Rocky Mountains, is such as to justify the belief that it can be built even more cheaply than the Minnesota roads. If to these natural facilities be added cash payments and a considerable element of cheap (Chinese) labor, the promoters of the scheme would appear to be quite justified in assuming that the Canadian Pacific can be built at a much lower rate. Taking, however, the maximum figure of \$30,000, the 2,500 miles would only cost \$75,000,000, or about three-fourths of the capital proposed to be raised. But it is to be noted that we desire particularly to draw attention here to the fact that the scheme is higher, deeper, broader, than the mere question of building a trans-continental railway. Great importance is attached to the scheme for constructing the Canadian Pacific, which has been viewed the complete cure for the pauperism by transferring the surplus population of the old country into the promising acres of the new, immeasurably transcending it. On this scheme of things the salvation of the Great Britain of the old world, and the re-education of the Greater Britain of the new world. On it turns the physical, moral, and religious well-being of millions in the immediate future, and of hundreds of millions in the distant future. The subject is, in fact, so vast and so glorious, that we can hardly trust ourselves to speculate upon it. This twenty-third section gives us special faith in the enterprise. If the promoters can bring themselves to a realization of the magnitude of the enterprise which underlies the theory suggested in this section, and if the British Government and British People only awake to a sense of duty and responsibility in this respect, not only is the early and successful construction of the Canadian Pacific assured beyond the possibility of doubt, but along with it will be secured results in respect of which all the engineering triumphs of the age pale as the moon before the mid-day sun. Millions of human beings who speak the same language and worship the same God will be rescued from a condition of helplessness and hopeless wretchedness and crime, and transformed into a happy, industrious and moral community; and thus will the solitary places of the great Northwest be made to rejoice and be glad, and thousands of our countrymen, now living and dying blaspheming their Maker and cursing those who bore them, will be made to sing "Gloria to God in the highest; on earth peace, and good will to man." Surely no more glorious mission was ever entrusted to any people, no more sacred duty ever devolved upon any nation. "Build the Canadian Pacific! Why, the price of pauperism will do it! Nor do we hesitate to make the prediction that unless our nation rises to what is at once her great duty and privilege she will throw away the key to the East—the curse of pauperism will rest as a blight upon her at home, and she will lose her commercial supremacy and political prestige abroad. From that false step, that neglected opportunity will date Britain's decline. We write with the full knowledge that there are in this colony a few of those fossilized specimens of humanity who will ridicule the whole scheme of the Canadian Pacific as visionary nonsense; but we can't help that. Great enterprises cannot be expected to wait on such.

It is reported the Legislative Council will not be called together until February.

Director No. 2.—The nomination of candidates for the vacant seat in the Legislative Council will take place to-day at the Victoria District Schoolhouse, head of Fort street, and should a poll be demanded it will be taken on Thursday next, 2d proximo, at the following places: For Victoria District, at Victoria District School House, Fort street. For North Saanich District, H. Wain's Hotel, North Saanich. For South Saanich District, H. Simpson's Prairie Tavern, South Saanich. For Lake District, Royal Oak Hotel, Saanich Road. For Esquimalt and Melchior, Parsons' Bridge Hotel. For Sooke, Mill's Farm, Sooke. For Salt Spring Island, School House, Central Settlement, S.S.I. For Cowichan, Harris' Landing and Maple Bay. The friends of both candidates are very confident; but it is believed that Mr Lowe will go out of Victoria District with so large a majority that his opponent will find it impossible to overcome it in the more remote districts. The fact, too, of Mr DeCosmo having issued no address to the electors has operated very materially to his disadvantage and has weakened his cause very much.

THE WRECK OF THE COWPER.—Capt. Peck, of the wrecked ship Cowper, arrived on the schooner Favorita yesterday morning. The Favorite is loaded with anchors, chains, ropes, sails, yards, and other of the appurtenances of the unfortunate ship which comprised a full cargo. Capt. Peck informs us that the wreck on which his ship struck is not down on the coast, he left her in charge of two officers and one man. The vessel is stripped to the lower and topside yards, which are standing in the water. The vessel lies peacefully easy, and even on the weather side is not strained. At low tide the Captain thinks nearly all the coal can be got out; and at high tide 400 or 500 tons can be secured. The vessel will be sold on Tuesday next by J. P. Davis & Co.

The Albert Richardson, alluded to in our dispatches as having been fatally shot by a lawyer in New York city, was here in 1864 with the Goffey Party and was entertained with his friends at the old Lyceum. He is a man of brilliant attainments. During the war he was captured by the Confederates, and because he was a Tribune correspondent was subjected to ill-treatment and semi-starvation. He subsequently made his escape and published a thrilling narrative of his adventures. In 1866 he was shot and badly wounded by the same man for the same reason—the seduction of his wife.

FROM THE EAST COAST.—The steamer Sir James Douglas, from Nanaimo and way ports, anchored in Cadboro Bay last evening. Among her passengers were Chief Justice Begbie, and Messrs. Lower, Skirrow, Dawson, Fleming, Lindsay, Bedin, Bar, McAtken, and others from Cowichan. Mr. Dawson left the schooner Kate in a school of whales, preparing to start on his excursion to secure 200 barrels of walrus oil for the season. The wharvesmen at Newquam Island were at work. Passengers report that Dowe's prospects at Cowichan and Clemanau are excellent.

INDIAN RESERVE.—The following Indian Reserves in the District of New Westminster have been gazetted: No. 1, Thirty-five (35) acres on the North Shore of Burrard Inlet, immediately opposite to Vancouver Island and British Columbia Ferry, Lumber and Sawmill Company's Mill. No. 2, Thirty-seven (37) acres on the South shore of False Creek, about half a mile from English Bay. No. 3, One hundred and eleven (111) acres on the North shore of Burrard Inlet, about one mile West of the North Arm.

ON DISPATCHES.—The steamer Gossie left for Portland on Monday evening. We had written these few lines when the following dispatch came: "The Gossie left for Portland on Monday evening. The steamer Gossie left for Portland on Monday evening. The steamer Gossie left for Portland on Monday evening." (Note: The text is repetitive and appears to be a placeholder or a very short report.)

FROM NEW WESTMINSTER.—The steamer Enterprise, Captain Swanson, returned from New Westminster last evening, bringing a few passengers and a local express, but no news of importance. It was expected that the next trip of the steamer Enterprise would be her last for the season, after which navigation between New Westminster and Yale will be left to canoes and small boats.

A MAN who gives the name of Mather Blackie, is in custody on a charge of prowling about the Government Buildings, and pursuing children. He is a baker by trade and has been a resident here for some years.

THE Lee Circus Troupe, which left in Byzantium, has been largely patronized at onanilo. The King took a box for the whole period of the engagement.

CHANCE FOR A DIRECT MAIL.—The U. S. steamer Newbern sails on or about the 1st proximo for Sitka and Victoria. Won't the Government please telegraph to the British Consul to put our mails aboard?

A YOUNG MAN has been shot dead at Bel-Ningham Bay by the father of a girl with whom he would keep company. Names and particulars not to hand.

Public notice is hereby given that an application will be made to the Parliament of the Dominion of Canada, at the next Session thereof, for a Charter to construct a railway from Fort Garry on the Red River, in the North-West Territory, westward, to the confines of British Columbia, and eastward to such point of connection with existing railways in the Province of Ontario, as may be found most desirable, with power to construct a Branch of the said Railway, from Fort Garry to such point on the Frontier of the United States at or near Pembina, as may be deemed most advisable. The said Charter will be asked for in the name of 'The Canadian Pacific Railway Company.' September, 1869.

1. The promoters of this enterprise present it to the public with an entire confidence that will prove to be both a safe and profitable investment as an enterprise which, while it benefits millions, will reward those who advance it boldly. 2. They are deeply interested with the gravity of the task they have undertaken. To project the construction of a Railway at least twenty-five hundred (2,500) miles in length and will absorb at least twenty millions (20,000,000) sterling pounds of capital, is no light matter, nor is it of less weight to devise a plan, which simply by beginning at the right end, will create a road, paying almost as it is built, mile by mile, producing prompt and assured returns and holding out, day by day, fresh inducements to further investment of capital. If this road be built, convinces the capitalists that their money is safe and his returns speedy and sure, then its construction will be rapid and its success certain.

3. The promoters of the 'Canada Pacific Railway' believe that they have devised upon a plan. They now submit it in detail to the test of public opinion. They court publicity, they invite suggestions, but they are satisfied, that, admitting of change in detail, the plan, as a whole, must ultimately prevail, supported as it will be by the shrewd sense of capitalists and by the grave judgment of the Parliament of the Dominion.

4. The Canadian Pacific Railway Company will apply to the Parliament of the Dominion, next session, for a charter of incorporation, including all the usual legislative conditions, excepting the provisions for land donation, which will be superfluous, had the right of way had been granted free.

5. It is not the intention of the Company to ask from the Legislature any pecuniary assistance; by guarantee or otherwise; but they will ask for a free grant of lands in alternate blocks to be surveyed and set off on each side of the railway on the location of the line itself.

6. They will ask to be authorized to make a railway between Fort Garry, the central point, westward to the Province of Ontario, to connect with Ontario lines of railway, at such place as may be agreed upon. This portion of the line may be estimated at 1,250 miles in length, and may be known as the 'Niueque Section.'

7. Also to make a railway from Fort Garry, westward to the Rocky Mountains. This portion may be estimated at 1,150 miles in length, and will be known as the 'Asiniboine Section.'

8. Also, to extend the said railway from Fort Garry, to the Province of Pembina on the American frontier, there to connect with any one of the American railways which may desire the connection. This portion of the line will be 75 miles in length, and may be designated as the 'Red River Section.'

9. It is intended to ask from Parliament authority to raise the sum of \$20,000,000 to construct and equip the whole line of road, and a sum of \$2,000,000 to be known as the 'Working Capital.' The sum may be required as the work proceeds, and may be repaid by the sale of the stock.

10. The issue of stock for the construction of each 100 miles of the road, not to exceed one million for the construction of such one hundred miles, and to be repaid by the sale of stock for not more than \$1,000,000 for the construction of each hundred miles of the road, and to be repaid by the sale of stock.

11. The profits and the risks of the whole concern to be divided among all the stockholders, of all dates of issue, share and share alike.

12. For the first five years of the construction of the said railway, the provisions of the 'Canada Railway Act, 1869,' will be applicable to the Canadian Pacific Railway as if it were a 'Interprovincial Railway.'

13. These powers having been obtained from Parliament, we will now consider the consequent proceedings, and the future prospects of the Canadian Pacific Railway Company.

14. The Company will now commence its operations at the point where the certainty of immediate returns will secure future monetary supplies, where success will guarantee extension.

15. The first link in this chain, and it will be the golden link, will be 100 miles, pivoting on Fort Garry—75 miles in the direction of the American frontier, and 25 miles pivoting toward the Rocky Mountains.

16. We will not pause here to discuss upon the universal fertility of the tract of country to be opened up by this first division of the line. Narratives of the last few years, multiplied within the last few months, have familiarized the public mind with the agricultural affluence of this section of the fertile belt.

17. It is upon this coveted tract of territory that the eyes and hearts of countless thousands are at this time set with hungry longing. Open the door, make

sure the way, and the people will come; and it will be hard to give estimate the influx of migration, of the profits which their enterprise and the supply of their labor, made will divide among the transportation companies.

18. The American Corporations, in Minnesota and Dakota, extending north, with a sharp eye to future dividends, watch keenly the progress of developments on the Canadian side of the frontier, and are preparing eagerly to grasp their share of a business great beyond calculation.

19. This grand movement requires only to be set in motion, and the real motive power to begin at the right end. It is the entering wedge which will, in the shortest possible space of time, say within three years, open the doorway into the heart of a territory containing 40 millions of the richest acres upon earth, whose myriads of deer, antelope and buffalo roam and grow fat, live and thrive. Provide this means of access, the shortest, the speediest and the most reliable all the year round, and the increase of population, the growth of resources and wealth, will satisfy the capitalists of this permanent of the movement and the safety of future investments. The digger for gold disappears when the dirt becomes unproductive, but the diggers of the soil increase and multiply, drawing riches from the land which they enrich in their turn.

20. So surely as the railway which now traverses the isthmus of Panama says to its stockholders '25 per cent, as surely will the Red River section of the Canadian Pacific give like returns. Nature has conferred upon the first of these exclusive advantages which the Legislature of the Dominion will secure to the second. Under the charter of the Canadian Pacific no competition can arise, and so long as that charter endures, the law creates its own limit.

21. It is the certainty of the success of the pecuniary success of the Red River section of the Canadian Pacific which places the construction of the Asiniboine section beyond a doubt. It should, however, be said, and it will be said justly that the Asiniboine section is in no way dependent on the Red River section. It relies upon itself, for nowhere else in the known world can there be shown a hillside of eleven hundred miles, with scarcely an undulation to surmount, running by the side of great rivers, without the necessity of bridging any one of them, and passing for its whole length through the heart of the 'Fertile Belt,' a tract of untraversed fertility—see for example, Lord Milton and Dr. Obed's disinterested account, or take the following from the pen of Lt. Colonel John Stoughton Dennis, now chief of the government survey at the Red River, dated August, 1869:—'Last, at not least, the land, my dear G., of the Red River valley reveals to the eye anything I ever saw in my life—the wheat crops are a sight to see; the average yield is estimated at thirty bushels per acre, and I have no doubt that it will be 40. The testimony of this gentleman speaks for itself in Canada—but he writes of land which has been already cultivated, and may not be fairly exposed, from the virgin soil of the Asiniboine and Saskatchewan. There the land is untraversed, and the progress, and will go far to defray the cost of construction.'

22. It cannot be doubted but that the railway will sooner settle here if it goes. A demonstration of railway lines from Halifax to Fort Garry and from Philadelphia to Fort Garry will receive the immense influx of emigration from Europe which will undoubtedly cheapen conveyance and an assured return.

23. When we reflect that, at this time, there are at this time, of the people of England, 1,000,000 supported by the rate-payers, and that the cost of such support amounts annually to £21,000,000 sterling, and is increasing, it is clear that emigration has become a national necessity, and must soon become a national charge. One year's expenditure upon this mass of paupers would transport the whole of them to the Fertile Belt, and transform them into thirty millions of soldiers of food and manufacturers—a national benefit, instead of a national burden. The question will be where are these emigrants to go? and what are the most expeditious and most economical means of bearing the burden of future settlement. We know that all these desiderata will be found combined in the Red River Territory or Points Belt, which is situated in the most fertile soil of the Dominion, and the transportation companies will be glad to see it.

24. It will be seen that the Asiniboine section does not reach the Pacific. It terminates at the foot of the Rocky Mountains, and its object is to open up a territory, which will be received either from the Legislature of British Columbia, or from that of the Dominion, before the confines of British Columbia can be reached. There is indeed every reason to expect that the Pacific Junction will be commenced at the Pacific sea board. Awaiting this arrangement and hastening to meet it, the Asiniboine section will fulfil its own mission, self-reliant and self-supporting, with benefit to its proprietors, with immense advantage to Canada, doing good in all ways, and ready to do more.

25. But the first object of its mission is to compensate its own proprietors, its contributors, who make investments, in the faith of prompt and fair returns, and it may be confidently said, that if the Asiniboine section does not extend beyond the Rocky Mountains, it cannot fail for the reasons above given, to prove in itself a profitable investment. Like the Isthmus of Panama road, it opens a way to a new world, but it finds it on its path.

26. Hereafter, when the Pacific section becomes a reality, the business and the profits of the whole line cannot fail to become enormous. Through traffic from China and Japan to Chicago, Toronto, Montreal and Halifax, combined with a local business without break or interval, increasing from day to day, with fresh elements of further increase growing without. That nothing can stay the tide of enterprise and interest, which now sets towards the West, we may not discuss the precise channel, but we know that the way exists, and may be established, that long before our present enterprises can be brought to an end, and the road to the Pacific Ocean will be open.

27. It must be borne in mind that this great North-west Territory, although much traversed, has not been surveyed. We know enough of the Red River and Asiniboine sections from the reports of travellers, traders and scientific men, to speak confidently of the aspect of the country generally, and of the character of the soil, and, therefore, can be no doubt as to the singular facilities afforded everywhere on the face of its vast plateau for the construction of railways, but with the 'Niueque' section taking the same, to extend from Fort Garry to Lake Nipigon, we are not so well acquainted. It has been traversed, and some portions partially surveyed. We know that between Lake Nipigon and Michipicouin, on Lake Superior, to the north of the Georgian Bay of Lake Huron, large tracts of good land exist, as yet unhabited, but from Michipicouin to Fort Garry the country is also known to be rocky and rugged. The River Nipigon, from which the section is named, descends from Lake Nipigon to Lake Superior, through a deep gorge, rocky and precipitous, rising like the monumental cliffs of the Sequoyia many hundred feet high. Careful surveys may produce a safe passage of this river between these two lakes. It is not, however, impossible that the line may be forced to ascend west Lake Nipigon. Lake Nipigon is reported to equal Ontario in area. To ascend, therefore, such a circuit, careful and tedious surveys will be required on the line of the river, and thence around the southern end of Lake Superior. These explorations will occupy much time, while the Asiniboine through a prairie country can be located rapidly and reliably. It is proposed, therefore, on the granting of a charter, to inaugurate at once exploratory surveys of the Nipigon section. It is intended also to prosecute location surveys on the Red River and Asiniboine sections as soon as the Parliament of the Dominion give authority, and it is hoped that the Engineers of the company and the surveyors of the Government will proceed at once, side by side, to locate the line, and to survey and set out the townships touching the line, so that the work of construction and the progress of settlement may advance hand in hand.

28. In presenting this introduction to the public it has not been thought necessary to encumber an already lengthy paper with statistical details comprehensive of the future prospects of the Canadian Pacific Railway. A more formal prospectus will hereafter supply all that can be required on this head. It is only necessary to call attention now to the wonderful success of the American Pacific Railway, its extraordinary and increasing returns, and to the new scheme, which is already overruled and charged to repletion to satisfy the public mind that the Canadian Pacific will be built under conditions as much more favorable, clear of all hindrances, having its line and station grounds free, and possessing land allotments on each side of its track which will secure population, and create local traffic cannot fail to produce great returns as it goes, and finally share and share largely in the present and prospective profits of the 'American' Central Pacific.

29. While the business prospects of the Canadian Pacific are quite equal to those of the present American line, the cost of construction will be much less, and will be far exceeded still more by the employment of Chinese labor. We find that the American Central Pacific has cost on an average \$60,000 per mile. Now, Railways in Minnesota cost, equipped \$30,000 per mile, and it is believed that the road on the Red River and Asiniboine sections of the Canadian Pacific can be built at a much lower rate, and known as such. It will, no doubt, upon stock of bond, but as it will be on cash payments.

30. Such is the scheme devised by the promoters of the Canadian Pacific Railway. It is a bold scheme, self-supporting, and self-reliant. There can be no shadow of a doubt that the Red River section will build the Asiniboine section, and the Asiniboine section will extend to the Pacific and then build the Nipigon section, and that the Canadian Pacific Railway will rank at one of the most beneficial enterprises of the age if it undertakes, as above, boldly, and begins at the right end.

FOR 30 YEARS... LADY'S ENDORSEMENT... LONDON HOUSE—ARRIVAL OF THE AUTUMN AND WINTER STOCK.—By the Active J. H. Turner & Co. received their full stock of Autumn and Winter Goods. The stock left London in September—the best guarantee buyers at London House can have of the fashionable character of the goods. Particular attention is directed to the assortment of Dress and Millinery Goods, which is large and rich, and to the facilities at London House for Dress and Millinery by experienced hands.