

region. I have travelled over the greater part of it, and, in 1881, was engaged in the Geological Survey of the Bow and Belly River districts, where some of the best coals of that region occur, and a short preliminary report has been published on them. I may state that the whole of the great prairie country, west of the edge of the third prairie plateau, is amply provided with fuels. There is scarcely any district which is at a great distance from some bed of coal or lignite which is, at least of local value. The fuels near the Rocky Mountains are generally the best, and are, in some cases, indistinguishable from those of the true carboniferous period.

To be Continued.

PORT HAMMOND JUNCTION.

This new townsite, of which we present a plan to our readers, is situated on the north bank of the Fraser River at a point at which the Canadian Pacific Railway first touches the bank of that river after leaving Port Moody.

The new wharves of the Canadian Pacific Navigation Company, which are to be completed by the close of the year, are within two hundred yards of the railway station, and are about eleven miles from New Westminster by water. Arrangements have also been made with the above Company for their regular passenger boats, *i. e.* the New Westminster and Yale bi-weekly, and also the through Yale steamers to call at the townsite for passengers and freight both going and returning.

The townsite contains about 223 acres, of which some fifteen have been reserved by the Dominion Government for the railway station, round house, tank, sidings, &c. At a rough estimate there have probably been \$10,000 expended on this reservation up to the present time.

Situated centrally in the most populous and extensive agricultural district of the Province, commanding the entire trade of the Lower Fraser below Langley, and being the most convenient point of shipment, not only for the Cities of Victoria and New Westminster, but also for the constantly increasing trade of the numerous canneries on the river, the prospective prosperity of the future city cannot be doubted.

Should also the Railway Syndicate determine in the future to connect the Canadian with the Northern Pacific, a reference to the Admiralty Chart will show that the shortest and best connection between the two railways can be made by a line running almost true south from Port Hammond Junction. Such a route would be of comparatively easy construction, and an important item in its favor is that at this point the Fraser could be more easily bridged than at any other place probably within fifty miles, while the mode in which the C. P. R. approaches the station offers facilities for a branch which are rarely, if at all, attainable at points higher up the river.

From Victoria to Port Hammond direct by steamer via New Westminster is about eleven miles less than via Port Moody. Until New Westminster is brought into direct railway communication with the C. P. R., all railway freight must be carried by water, therefore it is obvious that Port Hammond with its eleven miles of land-locked water communication, must be the shipping point for the former city, as against the extra twelve miles of rail and forty miles of water travel which would be the result of shipping freight via Port Moody. Goods shipped from Victoria by such a boat as the *Yosemite*, for instance, can be delivered at Port Hammond Junction in six or seven hours, saving twelve miles of railway, while if imported by sailing vessel and discharged at Port Moody, some twenty-four to thirty hours would probably be consumed in towing from Royal Roads to Port Moody. The Admiralty Chart shows a depth of from twenty to sixty feet at low water in the channel between New Westminster and Port Hammond. Any ocean steamer which can reach the former will experience no difficulty in landing her freight on the wharves at the latter.

The water lots have been cleared and more than thirty acres of streets; many lots require no clearing, but are ready for building on at once. A well known and popular gentleman is about to erect a large and commodious hotel near the station, while several lots have been secured for building purposes, stores, &c., by investors who, having visited the place, are now about to prove their faith in the future city by their works.

An abundant supply of good water can be obtained in any part of the town by sinking wells from ten to fifteen feet deep, while, should the exigencies of the future demand it, a practically unlimited supply can be brought with a good head from the Lillooet River, distant about three miles. The natural drainage is good, there being a fall of about five feet per mile, throughout the townsite.

As mentioned in our September issue, a number of lots were sold by public auction on the 30th August, *without reserve*. In a majority of instances the fortunate purchasers were within a few hours offered fifty per cent. advance on their bargain, but, as far as we can learn, invariably declined.

Without taking into consideration the fact that Port Hammond station is for all practical purposes the nearest point on the C. P. R. to Victoria, New Westminster and Puget Sound, the railway survey effectually forbids successful rivalry by any competing townsite, should such ever be attempted, situated higher up the river, the frontage for many miles being entirely occupied by the railway, while the only access to the river will be by the narrow level crossings made at public roads and existing wharves.

It having been stated by parties interested elsewhere that this townsite was subject to floods, was liable to slides, that the Government were about to remove the station to Port Haney, and alter the line so as to pass inland without touching at Port Hammond, we reprint the following correspondence between a competent and disinterested gentleman, *viz.* Mr. Marcus Smith, and Mr. Mohun, as to the truth of the reports:

"NEW WESTMINSTER, August 28th, 1883.

"DEAR SIR,—As certain parties have propagated reports calculated to depreciate the Port Hammond property, I should be glad if you would give me answers to the following questions with a view to publicity, if you have no objection to so doing:

"1st—Is Port Hammond an eligible site for a town?

"2d—Is it in any danger from slides?

"3d—Have the Government expressed any intention of removing the station to any point higher up?

"4th—Have any instructions been received from Ottawa to alter the line?

"If you feel justified in answering these questions you will confer a favor on

"Your obedient servant,

"EDWARD MOHUN.

"MARCUS SMITH, Esq."

"CANADIAN PACIFIC RAILWAY—(Contract, No. 92.)

"NEW WESTMINSTER, August 28, 1883.

"Edward Mohun, Esq.

"SIR,—In reply to your letter of the 28th inst., I have to state that the site for the railway station at Maple Ridge (Port Hammond) was chosen as the most suitable for the railway company and the public convenience, being at the point where the railway from Port Moody first strikes the Fraser River, and the conformation of land being most favorable for a townsite. During the unprecedentedly high floods of last year (1882) the flat land west of the railway station and down the bank of the river a considerable distance was perfectly dry, most of it being fully two feet above the flood level; only on a portion to the south-west corner of the plot laid out as the townsite of Port Hammond did the river overflow its banks to a depth of a little over one to two feet. All this portion is admirably situated for business purposes, there being a good depth of water for navigation in the Fraser close up to the shore.

"That portion of the townsite east of the railway station rises gently up to the crown of Maple Ridge. The land is a sandy loam with numerous springs of pure water, and is therefore very eligible for private residences.

"There has never been any intention on the part of the Government to make any change in the railway line or the position of the station, and no apprehension whatever is felt as to any serious landslips taking place along the face of Maple Ridge, after the slopes of the cuttings and the drainage are completed.

"Yours truly,

"MARCUS SMITH."