

Railroad Development In B. C.—Lines To Be Constructed

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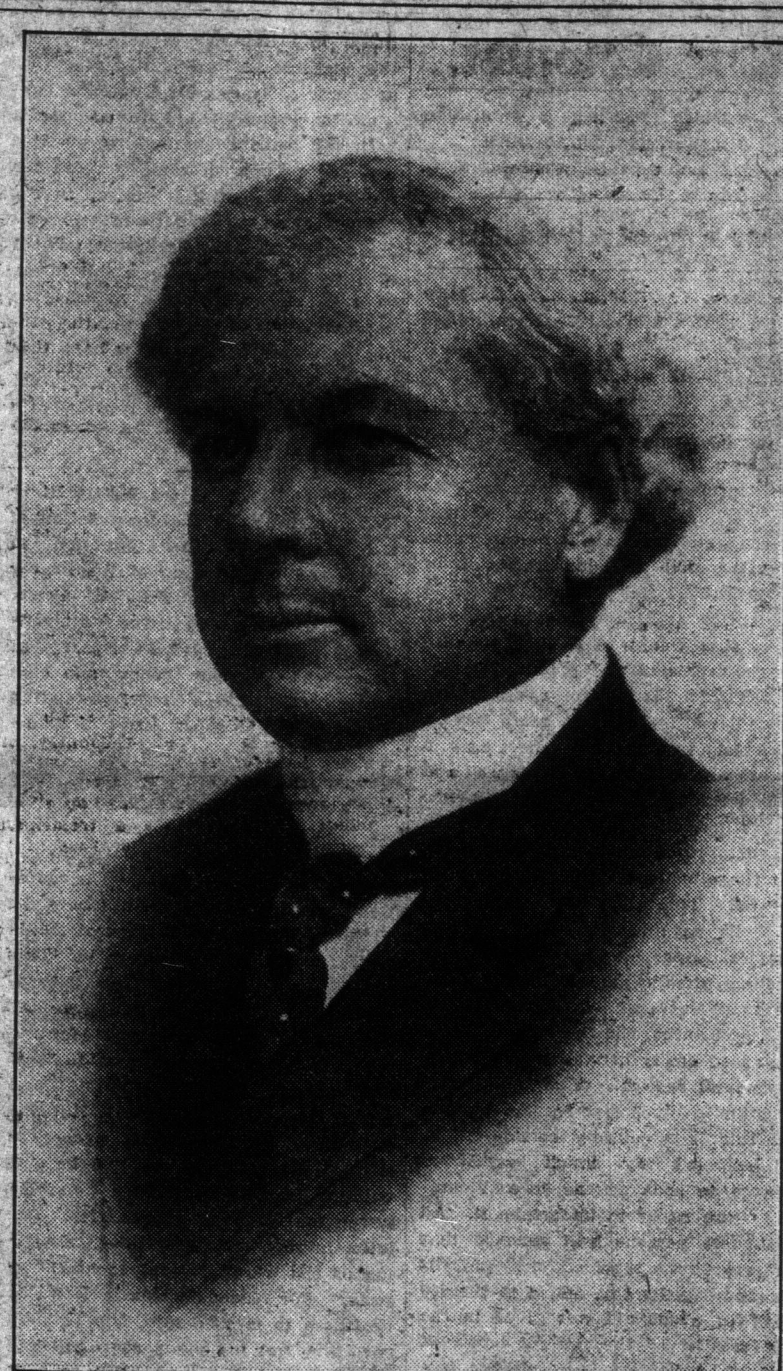
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HON. RICHARD MCBRIDE
British Columbia's Premier who is responsible for Rail-
road Policy introduced in legislature yesterday.

NATURE OF NEW RAILWAY BILLS

Continued from Page 1.

to return to the province the \$387,000 it has paid out in guaranteeing the bonds of the Shuswap and Okanagan railway. The Premier made a brief prefatory explanation on each bill.

The first bill introduced was an act to ratify an agreement between the government and Foley, Welch & Stewart, and between that firm and the Grand Trunk Pacific Railway Company for the construction of a railway from the City of Vancouver to Fort George. The first agreement provides for construction, and the second that the Grand Trunk Pacific shall have

the first option of purchase, and shall also have running rights over the line. Vancouver to Fort George.

The Premier in introducing the bill said it provided for the construction of what was commonly known as the Vancouver and Fort George railway. It would be of standard gauge, and would run from Vancouver to connect with the Grand Trunk Pacific at Fort George. It would receive from the provincial government a subvention equal to that already given to the Canadian Northern Pacific in the guarantee of its bonds for \$35,000. Provision was also made for adequate traffic connection with the cities of New Westminster and Victoria.

The second bill, to incorporate the Pacific Great Eastern Railway company,

was the Premier explained, simply a complement of the first. The company would be authorized under that name to carry out the Vancouver-Fort George undertakings.

G. W. F. Programme

The third bill, the Premier stated, provided for the extension of the lines of the Canadian Northern Pacific Railway same as in the other bill. It provided that the company must build 150 miles from the 100-mile post of its Barkley Sound extension, proceeding in a north and easterly direction, which would bring the system as far as Comox. The company was to build still another line from Kamloops to Vernon, under the same subvention as was given to the G. T. F. contractors, with a branch line

to Lumby. This would be a distance of 140 miles, which added to the 150 miles they were to build upon Vancouver Island would make 290 more miles that this company had to build within the province in the next three years.

Speaking of the fourth bill, which is to ratify an agreement between the government and the Kettle Valley Railway company, the Premier said that it provided for a subsidy of \$10,000 a mile to that company in order to bring their system over the coast range to the Pacific Coast, thus providing the shortest connection between the Kootenay and Boundary countries and the cities of the coast. Under the Dominion act which governed the operation of the road there was ample protection for other lines to use the trackage of this

corporation. The bill provides also for a subsidy of \$200,000 towards the construction of a combined railway and traffic bridge over the Fraser river near Hope.

E. & N. Extension

The fifth bill was the agreement for the extension of the Esquimalt & Nanaimo railway northward. The Premier said that it provided for the extension of the E. & N. railway to Comox. There was a provision that enabled them to lease all the lines to the C. P. R. and the C. P. R. had agreed in return to pay taxation on the lands of the E. & N. which would add approximately \$18,000 a year to the treasury of the province. The company agreed to construct the line to a point at or near the village

of Courtenay and have it in operation by December 31, 1913.

The sixth bill, the Premier explained, provided for the repurchase by the government of the remaining British Columbia Southern and Columbia & Western lands at 40 cents an acre. The bill at the same time provided for the reconstruction of the Kaslo & Slocan Railway, which was to be taken over by the C. P. R. and standardized. The agreement also provided for the return of \$387,000 which had been paid by the province on account of the S. & O. guaranteed. There was also a provision for a remission of the taxes that had accumulated on the subsidy lands since the negotiations had commenced.

The bills were all given first reading.

The Premier will deal with them more fully when they come up for second reading today.

To Prevent Chinese Smuggling

SAN DIEGO, Feb. 26.—With the arrival here today of the U. S. revenue cutter Bear, Captain Billings, the customs officials here who have been fighting for months to put an end to the operations of Chinese smuggling believe they will succeed. It is estimated that 200 Chinese contrabands have been taken from Ensenada in launches bound for the United States within the past six weeks. Nearly every one got through to safety. The Bear will maintain a patrol along the Lower California coast, constantly coming to this port only to take on fuel and supplies.