

VICTORIA, B.C., 20th November, 1884.

SIR,—I have the honor to request that the Dominion Government will issue Crown grants or patents in favor of the undermentioned pre-emptors of lands situated within the railway belt on Vancouver Island.

Each of these persons has deposited in this office his original pre-emption record certificate of improvements and certificate to purchase receipt for the full payment of the land.

John Ead.—Section 11, and the east 60 acres of Section 10, in Range 8, Cranberry District, 160 acres.

Thomas Cassidy, Section 2, and the east 60 acres of Section 3, in Range 8, Cranberry District, 160 acres.

Charles Stewart, Section 4, in Range 1, Cedar District, and the east 60 acres of Section 4, Range 8, Cranberry District, 160 acres.

Albert Fuller.—Section 12 (fractional) in Range 3, 83 acres, and Section 13 (fractional), in Range 3, 37 acres, and the east part of Section 13, in Range 2, Cranberry District, 40 acres—160 acres.

John Mahoney.—West-half of Section 14, in Range 6, 50 acres, and the west-half of Section 15, in Range 6, Cowichan District, 50 acres—160 acres.

John Nelson.—Section 1, Range 5, 100 acres, and the east-half of Section 2, Range 5, Cowichan District, 50 acres—150 acres.

I further beg to request that these patents may be forwarded to me for transmission to the parties in whose favor they are issued.

I have, &c., &c., &c.,

WM. SMITHE, *Chief Commissioner Lands and Works.*

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE VICE-PRESIDENT, MONTREAL, 14th March, 1885.

SIR,—Finding the harbor at Port Moody utterly inadequate to the requirements of the company at its Pacific terminus, provision has been made for the extension of the line west along the south shore of Burrard Inlet to Coal Harbor and English Bay, as approximately shown on the enclosed plan.

Owing to the extreme force of the tide at the First Narrows (the entrance to Burrard Inlet) access to the inlet for large ocean steamships will be almost impracticable, except at low tide, and from investigations recently made it seems that English Bay must be utilized as the main harbor, and that the railway must be extended to run along that bay.

The construction of the necessary docks, &c., will involve a very large expenditure, and to provide for this the Government of British Columbia proposes to convey to the company the tracts of land colored red on the enclosed plan.

An extensive tract of level ground, for terminal sidings and train yards, will be necessary, and the only ground suitable for that purpose in the vicinity of English Bay is on the naval reserve and the strip immediately south of it.

The naval reserve was originally intended to provide timber for spars, &c., but I am informed that all of the timber suitable for this purpose has already been cut, and that there is no reason now for holding this particular tract for naval or other public purposes.

The company is now in negotiation with the Government of British Columbia for a strip of land adjoining and immediately south of the naval reserve, and desires also to acquire the naval reserve itself from the Government. Indeed, the acquisition of this property by the company is almost essential for the construction of proper facilities for traffic. The company cannot safely execute the proposed agreement with the Province of British Columbia without knowing whether or not this property may be secured, and they have only until the 23rd day of April to decide the matter.

The agent of the Dominion Government, the Hon. J. W. Trutch, is now in Ottawa, and he is fully acquainted with the situation of the property in question, and it was he who made the original reservation.