

BRITISH COLUMBIA'S RAILWAY HISTORY

How the Province Has Assisted Railway Builders— Future Needs

(Concluded.)

The Grand Trunk Pacific Railway is a federal undertaking; that is, it was built under federal auspices and with federal aid; but in respect of the British Columbia end of it the provincial authorities co-operated to a considerable extent, according to Premier Bowser's statement regarding British Columbia's railway development, a portion of which was printed in last week's issue of *The Monetary Times*.

The Grand Trunk Pacific, entering through the Yellow Head Pass, traverses the central interior of the province diagonally in a northwesterly direction to Prince Rupert, where a good ocean harbor exists. The railway purchased from the province at a nominal rate 24,000 acres, in which the province retained a 25 per cent. interest. The railway and the government co-operated in developing Prince Rupert townsite on a definite plan, the province expending as its share about \$325,000 in streets, sewers, etc., \$94,500 in waterworks and \$196,250 in public wharf, sea-wall, approaches, etc. At public sales of lots the province realized on a small percentage of its interest more than \$2,000,000. This is probably an exclusive instance in America of a partnership of the kind mutually profitable.

The Grand Trunk Pacific has direct steamship connection between Prince Rupert and Vancouver, Victoria and Seattle, in each of which places it has an extensive wharf. Later on, when the Pacific Great Eastern Railway Company is completed from Vancouver to Fort George, an exchange of traffic will take place at the latter point.

Pacific Great Eastern's Plan.

The Pacific Great Eastern is the third of the great railway enterprises. Owing to the rapid filling up of the great Peace River country, a portion of which is in British Col-

umbia and a much larger portion in the middle west, it was felt in 1912 that an effort should be made to connect it with the coast cities of the province, more particularly in view of the grain available for shipment via the Panama Canal. A contract was entered into with railway contractors to build, first to Fort George, 480 miles, and later on, for an extension into Peace River district, 330 miles.

The Pacific Great Eastern Railway Company was especially incorporated for the purpose and an agreement was entered into precisely similar to that with the Canadian Northern Pacific as to guarantee of bonds, etc. Financial conditions which affected the latter in selling bonds affected the Pacific Great Eastern in even a greater degree, and latterly work had to be largely suspended. However, the road is graded to Fort George and completed and in operation as far as Clinton, which is 212 miles from Vancouver; and as at the last session of the legislature authority was obtained to make the company a direct loan of \$6,000,000 until financial conditions improve, work has been resumed and the line will be completed to Fort George without further delay.

The Pacific Great Eastern traverses a fine ranching and mineral country, and the Peace River country, which it will eventually reach, is one of the richest agricultural sections of Canada. The Grand Trunk Pacific will have running rights over the Pacific Great Eastern when the latter is completed to Fort George.

Land Grants Given.

Prior to 1909, with the exception of the Kettle Valley branch of the Canadian Pacific and the townsite expenditures at Prince Rupert, any assistance of railways by the province was in the nature of land subsidies. Of these, the following were given, the railroads concerned being all parts of the Canadian Pacific system now except the Nelson and Fort Shepherd:—

	Acres.
To Dominion government for Canadian Pacific Railway	11,161,000
To Dominion government for Esquimalt and Nanaimo Railway Company	3,500,000
To the Esquimalt and Nanaimo Railway Company	2,000,000
To the Kaslo and Slocan	212,620
To the Nelson and Fort Shepherd	614,400
To the Columbia and Kootenay	188,593
To the Columbia and Western	134,783
To the British Columbia Southern	3,755,733
Total	21,567,129

Not Adequate for Province.

In the final settlement with the Canadian Pacific in 1912, the government bought back 4,058,138 acres of the remaining subsidy lands of the Columbia and Western and British Columbia Southern at 40 cents per acre. This was largely for the purpose of facilitating internal administration of the lands, out of which complications arose with divided control. The 4,300 miles of railway and tramcar mileage, representing an investment of about \$425,000,000, is not at all adequate for the requirements of the whole of the province when developed, and would not be if it were doubled, but is fairly creditable for a province with a population of 450,000.

WESTERN CONDITIONS

(Staff Correspondence.)

Winnipeg, Man.,

Sept. 2nd, 1916.

Mr. R. Creelman, general passenger agent of the Canadian Northern Railway, who has just returned from a tour of inspection as far as Vancouver, discussing western conditions with *The Monetary Times*, said that the coast cities were doing well, and that business was normal in Vancouver. "The western crop yield will be satisfying from all present appearances. It is impossible to say beforehand just what the returns of the crops will be, and some sections have been seriously affected, especially Southern Manitoba, by adverse conditions, but, taking it all together, the harvest will be a good one. Men have come from the maritime provinces in good numbers, as well as from the Pacific coast, to help in the work of the prairie provinces during harvest time."

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