

DEVELOPMENT OF TRANSPORTATION FACILITIES IN BRITISH COLUMBIA

ABSTRACTS FROM THE PRESIDENTIAL ADDRESS OF FRANCIS CLARK GAMBLE, BEFORE THE CANADIAN SOCIETY OF CIVIL ENGINEERS AT THE THIRTIETH ANNUAL MEETING IN MONTREAL LAST WEEK.

BEFORE the advent of the Canadian Pacific Railway there were in British Columbia three cities, *viz.*, Victoria, Nanaimo and New Westminster, the two first situated on Vancouver Island and the latter on the Fraser River, seventeen miles from the Straits of Georgia; the aggregate population of these cities in 1880 was 9,070. Since then, by reason of the greater facilities for transportation afforded by steamships and railway companies with increased mileage and improvement of highways, the industries connected with the natural resources of the country have prospered and extended their operations. The cities, including Vancouver, the Pacific terminus of the Canadian Pacific Railway, and Prince Rupert, the western terminus of the Grand Trunk Pacific Railway, have increased in number to twenty-five, with a total urban population of 203,689 and a rural population tributary thereto, including those living both in organized and unorganized districts, of 188,796, making the total population of the province, according to the public census of 1911, 392,485.

The principal centres of population and of commercial and mining industries are at present along the Canadian Pacific Railway, which enters the province by way of the Kicking Horse Pass, and between that railway and the international boundary line, a zone which, in consequence of the construction of railways and of its close connection with the United States, has attracted up to this time the greatest degree of attention.

Those portions of the province lying north of the Canadian Pacific Railway, known as the Lillooet, Cariboo and Peace River Districts, rich in agricultural and mineral possibilities, have suffered for want of reasonable transportation facilities other than those offered by highways, no matter how good these may be. Roads are necessary as tributaries to railways for comparatively short distances, but to depend upon them for conveying freight or transporting ore long distances does not encourage economic development.

The remedies for this are now being applied. The Grand Trunk Pacific Railway and the Canadian Northern Pacific Railway, two transcontinental lines, enter the province by way of the Yellowhead Pass. The former, proceeding west from Yellowhead Pass, terminates at Prince Rupert on the coast, about 700 miles north of Vancouver, while the latter, turning south, about forty miles west of the Pass, to the North Thompson River, thence follows that stream, and the main Thompson and Fraser Rivers to Vancouver. The Pacific Great Eastern Railway, in course of construction from Vancouver to Prince George, a distance of 479½ miles, connects at the latter place with the Grand Trunk Pacific Railway. It is the intention to extend it north and east into the Peace River country, as far as the east boundary of the province.

(The enormous resources of the province are then referred to by Mr. Gamble, chiefly the water powers, minerals, fisheries, timber, pulpwood, and the areas of agricultural land.)

Coastal and Ocean Service.—After the commencement of the Canadian Pacific Railway in British Columbia, the railway company, upon its entry into Vancouver in

1887, took over the coast service, which was immediately augmented and improved with boats of a superior class, the "Princess" type, and was extended to other island and northern ports, including Skagway and Seattle. In addition to the passenger and freight boats the company employs tugs to tow car barges backwards and forwards between the city of Vancouver and Ladysmith, on the Esquimalt and Nanaimo Railway, Vancouver Island, whereby through freight is delivered to Victoria and other island points in car-load lots, thus avoiding breaking bulk at Vancouver.

The fleet of 21 vessels, including 12 "Princesses," engaged in this service has a total tonnage of 35,591.42.

The Grand Trunk Pacific Railway have in operation between Prince Rupert, Vancouver, Victoria and Seattle, two large passenger ships of the "Prince" class of 3,372



Mount Robson (13,000 ft.) from the C.N.P. Railway.

and 3,379 tons registered respectively. Three other small boats, aggregate tonnage 4,710, are in commission between Vancouver and the northern ports when business offers.

The Union Steamship Company of Vancouver have nine steamships, total registered tonnage 5,529, calling at British Columbia ports between Vancouver and Stewart, the latter being the most northerly port on the coast of British Columbia, situated on the Portland Canal.

The Terminal Steam Navigation Company have three boats, of a total registered tonnage of 1,355, plying between Vancouver and Howe Sound ports. There are several other boats engaged in the coastwise service, but in number and size they do not call for special mention here.

The total number of boats and the registered tonnage thereof, as outlined above, engaged in the coastwise service of the province, are 38 and 43,936 respectively.

The trans-Pacific trade is of great interest. There has been a notable advance since 1880, when the tonnage was insignificant. In 1887, following the opening of the railway between the Atlantic and the Pacific, the Canadian