

## CORRESPONDENCE.

Relative to the Terminus of the Canadian Pacific Railway.

By command,

JOHN ROBSON,

Provincial Secretary's Office, *Provincial Secretary.*  
10th January, 1885

VICTORIA, 23rd May, 1884.

To W. C. Van Horne,  
Montreal.

DEAR SIR:—You are aware that the Dominion Government relinquish all claim to that portion of the Railway Reserve in this Province lying to the west of Port Moody; and you will doubtless recollect that when I saw you in Montreal, you exacted a promise from me that the Provincial Government would refrain from dealing with these lands until your arrival here, which was to have been within a month from that date.

As more than a month has elapsed, and I am led to understand the time of your coming is still uncertain, I now write for the purpose of impressing upon your mind the great inconvenience of keeping these lands longer locked up.

I have now, therefore, to request that you will hasten your visit or hold me released from my promise to await your coming.

I beg you will, on receipt of this, wire me what you propose doing in the matter.

Yours faithfully,

(Signed)

WM. SMITHE.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE VICE PRESIDENT,  
Montreal, 14th June, 1884.

The Hon. Wm. Smithe,  
Victoria, British Columbia.

DEAR SIR,—I am again unexpectedly prevented from starting for British Columbia; and as the date of my leaving is uncertain, I write to say that this Company will undertake to make its Pacific Terminus on Coal Harbor and English Bay, if the reserved lands referred to in your letter of May 23rd as having been relinquished by the Dominion Government may be secured to this Company, and if we are able to make reasonable arrangements with private holders of lands in that vicinity.

From communications already received, I have no doubt that the necessary arrangements may be made with the private holders, and if your reply as to the reserved lands is favorable we will commence negotiations with them at once.

I shall be glad if you will wire me with regard to these reserved lands as soon as possible.

Yours truly,

(Signed)

W. C. VAN HORNE,

Vice President.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE VICE PRESIDENT,  
Montreal, Sept'r 9th, 1884.

Sir—The Directors of this Company have had under careful consideration the question of the location of the Pacific terminus of the Canadian Pacific Railway,

and they have authorized me to communicate to you their views, as follows:—

Inasmuch as a comprehensive plan for a terminus, providing reasonably for the future as well as for the present, will involve a large immediate outlay of money, and as the present available resources of the Company are required for the completion of their undertaking with the Government, they do not see their way clear to the extension of their line of railway beyond Port Moody, and the provision of the necessary docks and other facilities at a new point, unless they can acquire sufficient property so situated as to be made immediately saleable for a sufficient amount to recoup the outlay mentioned.

They feel that as the lands west of Port Moody, recently relinquished by the Dominion Government, were originally intended and set apart to aid in the construction of the Canadian Pacific Railway to English Bay, and as the lands would have been so applied had the Dominion Government fixed upon English Bay instead of Port Moody as the western terminus, all of these lands should be granted to the Company in the event of their taking up the work where the Dominion Government has left it and continuing the line to English Bay.

But our Directors wish to meet your Government in a liberal spirit, and to ask for no more than they believe to be necessary to cover their outlay within the near future in making their terminus all that it should be in the interest of the country.

Owing to the great depth of water along the shores of Burrard Inlet, and the impracticability of the use of timber in permanent piers and docks, the docks must necessarily be made along shore; and a water frontage of very considerable extent will be required. The greater part of the available water frontage is in the hands of private parties, and it is doubtful if any material amount can be obtained at anything like a reasonable price.

On the enclosed plan you will find indicated in green tint so much of the lands belonging to your Government as our Directors deem necessary to their purposes.

It may be said that the lands so indicated are the most immediately available; but it should be remembered that it is the Company alone that has to meet an immediate outlay.

The Directors, while believing that in the event of an extension of their line the terminal city will be built on the land fronting on English Bay, attach great importance to the "Granville" tract, where must be located their first docks, their shops, their terminal yards, etc.; and, while desiring in every way to meet the views of your Government, they are unable to see how they can carry out anything like an adequate plan without the whole of this particular tract—in fact they deem it essential.

I may say, for your information, that the shops and yards of the Company in Winnipeg occupy about 240 acres, and more ground at that point has already become necessary.

In consideration of the lands, as indicated on the plan enclosed herewith, the Company proposes to extend the main line of the Canadian Pacific Railway to Coal Harbor and English Bay by the time the through line is ready for operation, and to establish the Terminus of the Railway in the immediate vicinity of Coal Harbor and English Bay, and commence the construction of the necessary workshops and other works in time to provide the necessary facilities for