

RAISE RAILWAY BRIDGES.

4. "Therefore it is highly advisable that provisions should be made in all railway legislation for the Public Works Department being authorized to require that all bridges should be high enough to allow freight and passenger craft to pass and prevent the blockade of future water traffic."

"The low fixed bridge at Sicamous spoils the natural link of water communication which could so easily have been saved to connect the 120 miles range of the Adams Lake and Shuswap with the 70 miles of the Shuswap River and Mabel Lake, which probably will be linked up ultimately by canalized rivers or short canals connecting the Okanagan, Arrow and Kootenay Lakes and their outflowing rivers which form such admirable channels of commerce, even though they are isolated from each other now."

Failure of the McBride-Bowser Government to heed the following warnings, resulted in permanently increasing the cost of Freight Rates, and the wasteful litigation of the B. C. Express Co. against the Grand Trunk Pacific Railway Co. through the Fraser & Nechaco Bridges obstructing River Navigation by being built too low (see page 17). Further, those neglectful politicians, withheld from their electors all information concerning the annually increasing loss thus inflicted upon settlers and citizens, who have to pay for the transportation of produce, which could have been conveyed more cheaply had the Government enacted that such bridges must be high enough, or swing, for river traffic.

6. "Another great link of importance to the Province was cut off by the C. P. R.'s low bridge over the outlet from Harrison Lake, which controls about 125 miles of waterway that could be inexpensively made a useful route for traffic by cable portages between Lillooet, Seaton and Anderson Lakes, etc."

7. "The public will be deprived of that use of those routes which say ten feet higher bridges could have secured for all time—until the need becomes more pressing, and then higher lines and bridges will have to be built at greatly increased expense, as has had to be done out of public funds in England, France, Germany and the United States, where the national value of water transportation is being increasingly recognized every succeeding year—so much so that the British Government have decided to resuscitate part of their canals as Germany, France, etc., have already done."

ECONOMIC DEVELOPMENT OF B. C.

RESOURCES DEPENDS UPON CHEAP TRANS.

PORTATION AND IS MOST VITAL TO BOTH

CANADIAN AND PROVINCIAL PROSPERITY.

8. "British Columbia should profit by their experience, especially when there are so many other lake and river routes available along the Quesnel, Nechaco, etc., valleys—many of which will form not only by far the most economical water routes for freight transportation, but also (as experienced along the Arrow Lakes and Columbia River) the most agreeable for travel in sparsely populated districts where the bulk of both freight and travel passes between March and November."