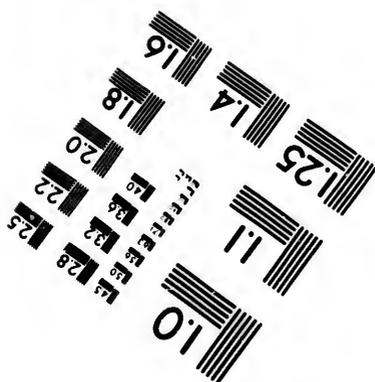
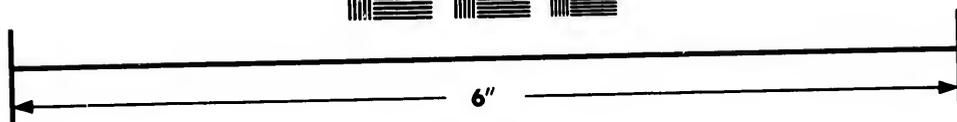
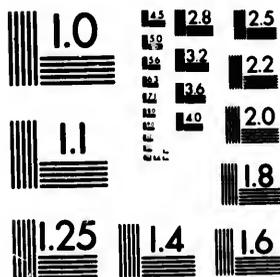


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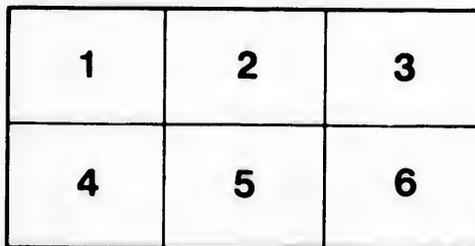
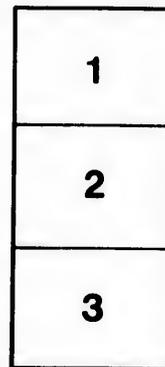
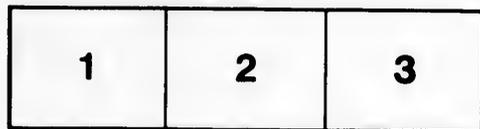
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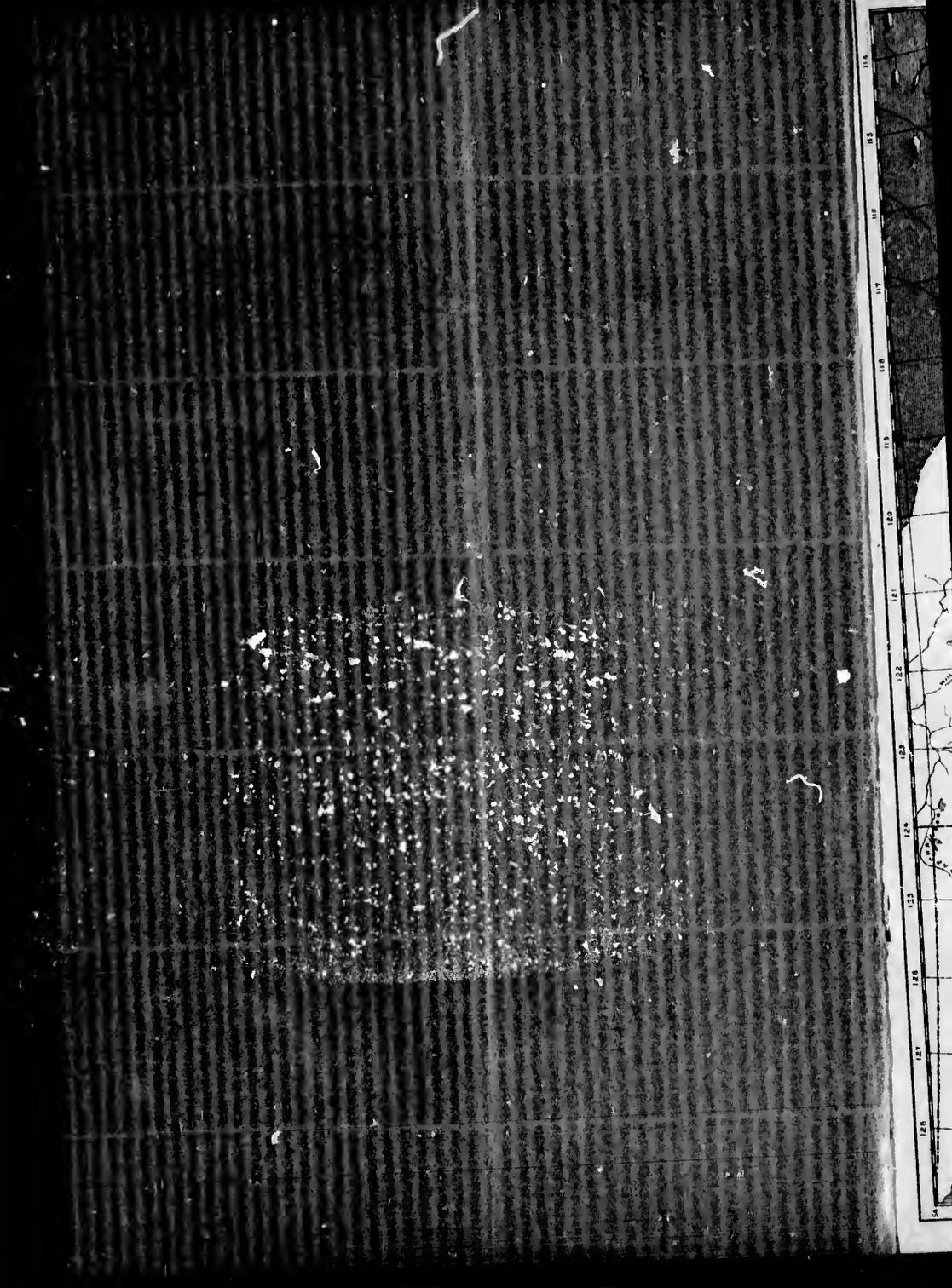
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Vancouver, Victoria and Eastern



RAILWAY and
NAVIGATION
COMPANY.



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Vancouver,



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RAILWAY and

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AS a bill to incorporate the above Company is to come before Parliament, it may not be out of place to state briefly the object the promoters of the enterprise have in view in coming before Parliament asking for articles incorporating them into a company for constructing, operating and maintaining the aforesaid railway.

It is proposed to begin the aforesaid railway at a point on Burrard Inlet, in the City of Vancouver, in the Province

of British Columbia ; thence to run in a southerly direction to and across the Fraser river, at the City of New Westminster ; thence through the municipalities of Delta, Surrey, Langley, Matsqui, Sumas and Chilliwack, to a point near the village of Hope ; thence across the Cascade range of mountains, and through the southern portion of Nicola and Okanagan valleys into the great mining districts of Rock Creek, Kettle Creek, Boundary Creek and Trail Creek to the Columbia river ; thence easterly to the boundary of the said Province, a distance of about 600 miles ; with a branch line from some point on the main line south of New Westminster City to some point at or near Point Roberts, with a ferry across the Gulf of Georgia to Sydney, thence over the Sydney Railway to the City of Victoria. Crossing the south branch of the Fraser river, the road then passes through about 100 miles of a well settled and rich agricultural country before the first mountain range is reached. This section has no railway communication at present with either the coast cities or the great mining regions in the interior of British Columbia. After crossing the first mountain range the line passes through the beautiful fertile valleys of the Nicola and Okanagan, which, for richness and climate, equals anything in the world. After crossing the Okanagan river the line will enter the great mining country of Boundary Creek and Kettle river districts, where thousands of mineral claims have been discovered and located, among them being some of the largest and richest in the world ; but owing to the lack of railway communication they cannot be operated in the meantime with profit or advantage ; but as soon as this line is constructed there is no doubt but that this district will have the largest ore producing camps on this continent. After leaving the Kettle river country the line crosses the second mountain range and enters the great Kootenay country, which, as is now well known, is one of the greatest gold and silver producing countries in the world. Already thousands of people are residing in the towns of Rossland, Trail, Nelson, New Denver, Nakusp, Kaslo, Three Forks, Sandon and other localities, and their numbers are daily being augmented. New towns have sprung up and are springing up every year, until the trade

of that district is now one of the greatest in Canada. Owing to the lack of railway facilities in that section of British Columbia, the trade is largely monopolized by the City of Spokane and other cities across the boundary in the United States. Although British Columbia has the mines, the United States cities get the benefit of the trade. It is true that the Canadian Pacific Railway, by a circuitous route, has a connection with a part of Kootenay, but the distance is so great, and the freight rates so high, that the merchants and others of the coast cities in British Columbia cannot compete with the traders of Spokane, Seattle and Tacoma, in the United States. Consequently the greater part of this enormous trade is lost to Canada.

The main object of this enterprise is to bring the great mining trade of Boundary Creek, Kettle River and Kootenay, to the coast cities of British Columbia, by the shortest possible route, and thereby preserve the mining trade of that section of the Province for the people of Canada. By the shortest possible route to Kootenay at present, either by the Canadian Pacific or the Great Northern Railways, with steamboat connections on the inland waters, it takes about three days from Vancouver to reach Rossland, but by the construction of the projected road it can easily be done in 20 hours, thereby giving the cities of that Province direct communication with Kootenay and the control of a trade which is now going to the United States, a trade which is unlimited in its extent and will increase from year to year, as new mines are developed and new districts opened up. Under the present conditions in Kootenay the greater part of the ore is shipped to the smelters of Great Falls, Tacoma, Everett and Butte, in the United States. Any person can see that though British Columbia has every facility for doing this business, yet, owing to the absence of railway connections, they are prevented from utilizing what is their own. By the construction of this railway it is certain that a new era would dawn, and the mining trade of the Province would be kept within its own boundaries. They would then enjoy what they claim to be their heritage. The ore which is now smelted in the United States would be either smelted on the

ground or in the coast cities. All the freight which is now shipped into Kootenay at an enormous expense would be taken in at one-half the cost over the proposed road and in one-quarter of the time.

As projected the line passes through at least 200 miles of magnificent farming country, 100 miles of which is at present settled up, and the remaining 100 miles will be speedily settled as soon as an outlet for the products is assured, while the other 200 miles traverse a mineral and timber country without an equal on the continent. Boundary Creek and Kettle River camps are depending on this road for the opening up of that wonderful country, as without it very little can be done for the enormous mountains of ore lying dormant in these sections of the Province.

The line, after crossing the Cascade mountains, will run southeasterly about 100 miles south of the main line of the Canadian Pacific Railway, and about 150 miles north of the Great Northern Railway (in the United States).

This territory, tributary to the Vancouver, Victoria and Eastern Railway, will prove to be a profitable one for traffic purposes; but without railway facilities it will not develop, as it is believed it will do once there are modern facilities afforded to the settlers and miners of the several districts it is proposed to tap, to reach the markets with their produce, cheaply and expeditiously.

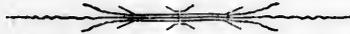
In reference to the great benefits which will accrue to the farming community along this line, it may be stated that last winter hay was selling in Vancouver and other coast cities for \$5 per ton, while in the towns of Kootenay it was quoted at \$28 per ton; yet, owing to the enormous freight charges it could not be profitably shipped into the mining country at this latter price. It is also a well known fact that the farm markets of British Columbia are limited, and any outlet provided for the agricultural produce of the interior will be hailed with approval, particularly when such an outlet can be found within their own Province. By the construction of this road the farming industry of the country would receive a new impetus, and holdings that are now

lying dormant, would again come to life, and live and prosper on the trade which is now supporting the farmers of Washington.

Along the line of the proposed railway are also to be found immense coal deposits, which are believed to be the largest undeveloped areas in Canada, if not in America. In fact, everything necessary to operate the mines of British Columbia is to be found along the route of the said railway, and instead of bringing coke from England, as the smelters are compelled to do at present, at an enormous cost, it could be obtained within easy reach, together with everything else which is required for smelting purposes.

The undertaking has everything in its favor, and although the construction of the road will be very expensive through the mountain regions; yet the possibilities and the advantages to be derived by the whole community are great, and mean everything to the people of Canada, and British Columbia in particular.

The enterprise has been endorsed by resolutions from Councils from the City of Victoria and, the City of Vancouver, and the Municipalities of Delta, Surry, Langley, Matsqui, Sumas, and Chilliwack; and also by resolutions passed at public meetings in the different sections; all of which is hereto attached, being nearly all the corporations interested along the line of the proposed railway, and are doing everything possible to assist the undertaking, and all join in urging that a charter be granted at this session, if possible, so that operations on construction may begin and be carried to completion with the least possible delay.



RESOLUTIONS.

At a public meeting, held at Langley Prairie on Saturday, December 12, 1896, the following resolution was unanimously passed :

Moved by Mr. John Maxwell and seconded by Mr. Philip Jackman, and unanimously carried, that in the opinion of this meeting it is most desirable that both the Federal and Provincial Governments should give every assistance to the promoters of the Vancouver & Eastern Railway from the coast to the Kootenay, and that a copy of this resolution be sent to representatives of both the Dominion and Provincial Houses.

(Signed.)

H. HARRIS, Chairman.
A. H. KAWKINS, Secretary.

At a large public meeting, held at Fort Langley on Saturday, December 12, 1896, the following resolution was passed unanimously :

Moved by Mr. H. Davis, seconded by Mr. P. Spence, and unanimously carried, that after having heard the representative of the Vancouver, Victoria & Eastern Railway & Navigation Company, this meeting endorses his views, and thinks the proposal ought to have the hearty co-operation of the settlers in this municipality, and advises that a charter be granted and every help given by both Provincial and Dominion governments, and advises also that a clause be inserted in the charter providing that the Government retain the right to purchase at any time the proposed railway at cost price, and that a copy of this resolution be sent to our representatives.

R. BALFOUR, Chairman.
W. BLIZZARD, Secretary.

At a large public meeting, held at Surrey Centre to discuss matters in connection with the Vancouver, Victoria & Eastern Railway & Navigation Company, the following resolution was unanimously passed :

Resolved, That after having heard the addresses of Norman McLean, Esq., and Wm. McCraney, Esq., in reference to the Vancouver, Victoria & Eastern Railway & Navigation Company ; be it hereby

Resolved, To ask our representatives in both the Dominion and Provincial parliaments to use their valuable influence to assist in procuring the charter and financial assistance required to go on with the work at an early date.

JOHN ARMSTRONG, Chairman.

SURREY, December 4, 1896.

At a public meeting, held at Chilliwack, the following resolution was unanimously passed :

Moved by Mr. Wells, seconded by Mr. Vedder, that this meeting, having heard the scheme for the construction of a railway from the coast to the Columbia river explained, as being at present promoted by the Vancouver, Victoria & Eastern Railway & Navigation Company, we do hereby request our representatives, both at Victoria and Ottawa, to render such aid to this undertaking as shall tend to the rapid and speedy construction of the same.

THOS. E. KITCHEN, Chairman

At a public meeting, held at the Town Hall at Ladners on Tuesday, December 8, 1896, the following resolution was moved by Thos. E. Ladner, seconded by H. D. Bensop, and passed unanimously:

Resolved, That after hearing the addresses delivered by Norman McLean, W. Templeton and W. McCraney, representing the promoters of the Vancouver, Victoria & Eastern Railway & Navigation Company; be it

Resolved, That we unanimously request our representatives in both the Dominion and Provincial parliaments to use their valuable influence with their respective Governments, and insist on having a charter granted and every assistance given to the proposed Vancouver, Victoria & Eastern Railway & Navigation Company; that this road be constructed at once, provided that it is the conviction of this meeting that no public aid be granted to any railroad whose freight rates are not subject to government control, and that a copy of this resolution be sent to our representatives.

WM. H. LADNER, Chairman.

A resolution adopted at a public meeting, held in the City Hall, Victoria, on Tuesday, 26th January, 1897:

Moved by Alderman McGregor, seconded by Alderman McCandless, that

WHEREAS, It has been proved that immense deposits of gold, silver and other minerals exist and are being profitably worked in the Kootenay, the Boundary Creek and Similkameen River portions of the Province, as well as there being a great deal of first-class agricultural and grazing lands, much of which is occupied by farmers;

AND WHEREAS, There are tens of thousands of miners now employed in the getting of ores from the parts herein named;

AND WHEREAS, The present means of transportation are not commensurate with the requirements of this large mining population, nor even convenient in the general transaction of business, thereby retarding to a great extent the development which would otherwise take place;

AND WHEREAS, It has been demonstrated by a competent engineer, who has closely examined the proposed route, with the object of constructing a shorter line of railway via Hope, Similkameen, Kettle river and Grand Forks, so as to reach the mining centres of Kootenay, and has pronounced it quite feasible;

AND WHEREAS, In the best interest of these industries, and those who follow them, it is absolutely necessary that a line of railway should be built at the earliest possible moment to connect Kootenay by way of Boundary Creek country and Hope with the coast cities; therefore be it

Resolved, That this meeting emphatically urge on both the Dominion and Provincial governments that substantial aid should be given to the Vancouver, Victoria & Eastern Railway & Navigation Company to enable the Company to proceed at once with the work herein set forth, and that a copy of this resolution, signed by the Mayor as chairman and by the secretary, be forwarded to the Dominion and Local Governments, as well as to each member representing this city and district in both the House of Commons and local Legislature.

Carried unanimously.

CHAS. E. REDFERN, Mayor.
JAMES HENDERSON FALCONER, Secretary.

Resolution adopted by the citizens of Hope, B. C., December 12, 1896 :

It was moved by James Wardie, Esq., and seconded by James Corrigan, Esq., that after hearing the address of Chas. A. Shaw, Esq., C. E., and others regarding the construction and operation, etc., of the Vancouver, Victoria & Eastern Railway & Navigation Company; be it

Resolved, That we unanimously request our representatives in both Dominion and Provincial parliaments to use their utmost influence with their respective governments to have a charter granted and suitable assistance given to the proposed Vancouver, Victoria & Eastern Railway & Navigation Company that the proposed railway be built and operated at the earliest date possible, provided, however, that it is the unanimous opinion of those present at this meeting that no public aid should be given to any railroad company whose freight rates are not subject to government control, and that a copy of the foregoing resolution be sent to our representatives.

Carried unanimously.

S. B. CAMPRELL, Secretary.

At a public meeting, held at Durach Schoolhouse, Mount Lebanon, Matsqui Municipality, on Saturday, 12th December, 1896, the following resolution was carried unanimously :

That the Vancouver, Victoria & Eastern Railway & Navigation Company is worthy of the support of this Municipality with certain government control of rates.

J. B. MARSH, Chairman.

Copy of resolution passed at a public meeting held at Abbotsford, 12th December, 1896 :

Resolved, That this meeting is of opinion that the construction of the Vancouver, Victoria & Eastern Railway is an urgent necessity to conserve the trade of the southern mineral belt to the Province of British Columbia; that copies of this resolution be sent to our representatives in the Dominion and Provincial Houses, and that they be requested to give all possible aid to the promoters of the said railway to obtain the necessary franchises, subject to government supervision as to freight rates in the event of the Company asking for bonuses or other financial assistance.

R. J. SCOTT, Chairman.

At a meeting of the ratepayers of the city of Vancouver, held in the City Hall on January 30th, 1897, the following resolution was adopted unanimously :

Moved by W. J. Bowser and seconded by Alderman W. S. McDonald—

WHEREAS. The mining developments going on in the southern and eastern parts of this Province has reached gigantic proportions; new towns have sprung up and are springing up every year; thousands of people are now residing in this great mineral and agricultural country, and their numbers are increasing with unsurpassed rapidity; thousands of mines have been located and new discoveries are being made every day; hundreds of mines are now being developed or in operation in the great mining camps of Fairview, Rock Creek, Camp McKinney, Boundary Creek, Kettle River and East and West Kootenay; but owing to the lack of railway communication with the coast cities of British Columbia the development of this country is greatly retarded,

as the agricultural lands cannot be opened up nor the enormous deposits of ores be developed without transportation facilities;

AND WHEREAS, The promoters of the Vancouver, Victoria & Eastern Railway & Navigation Company have applied for a charter for a line of railway from Burrard Inlet, thence across and through the country before mentioned to the eastern boundary of British Columbia, and have proven by competent engineers, who have closely examined the proposed route for the purpose of constructing a direct line of railway from the coast cities of British Columbia to connect with the great mining centres before referred to, that the route is thoroughly feasible for a good commercial railway of standard gauge and easy gradients.

AND WHEREAS, The said railway will be of incalculable benefit to this city and in the best interests of the whole Province and the Dominion at large; therefore be it

Resolved, That this meeting emphatically urge on the Dominion and Provincial governments that a charter be granted and substantial aid be given to the aforesaid Vancouver, Victoria & Eastern Railway & Navigation Company, so as to enable them to complete this undertaking at the earliest possible date; and that copies of this resolution be signed by the Chairman and Secretary and be forwarded to the Dominion and Provincial governments and to the members representing this city and district in the Dominion and Provincial parliaments.

W. TEMPLETON, Mayor, Chairman.
C. N. MURRAY, Secretary.

Resolution of the Council of Sumas Municipality :-

Having carefully considered the route of the proposed Vancouver, Victoria & Eastern Railway & Navigation Company, and being fully aware of the great benefit the said railway will be to the people of this Municipality in opening up a market for their produce in the Kootenay district and in the cities on the coast; be it therefore

Resolved, That we fully approve of the construction of the said railway, and respectfully ask that a charter be granted and every encouragement be given to the said Company, so that the said road may be constructed at the earliest possible date.

R. J. SCOTT, Reeve.
A. C. BOWMAN, Clerk.

Resolution of the Council of Langley Municipality :-

Having carefully considered the route of the proposed Vancouver, Victoria & Eastern Railway & Navigation Company, and being fully aware of the great benefit the said railway will be to the people of this Municipality in opening up a market for their produce in the Kootenay district and in the cities of the coast; be it therefore

Resolved, That we fully approve of the construction of the said railway, and respectfully ask that a charter be granted and every encouragement be given to the said Company, so that the said road may be constructed at the earliest possible date.

PHILIP JACKMAN, Reeve.
A. H. HAWKINS, Clerk.

LANGLEY, 5th Sept., 1896.

Resolution of the Council of Matsqui Municipality:—

Having carefully considered the route of the proposed Vancouver, Victoria & Eastern Railway & Navigation Company, and being fully aware of the great benefit the said railway will be to the people of this Municipality in opening up a market for their produce in the Kootenay district and in the cities on the coast; be it therefore

Resolved, That we fully approve of the construction of the said railway, and respectfully ask that a charter be granted and every encouragement be given to the said Company, so that the said road may be constructed at the earliest possible date.

A. HAWKINS, Reeve.
JOHN LEFEUVRE, Clerk.

Resolution of the Council of Delta Municipality:—

Having carefully considered the route of the proposed Vancouver, Victoria & Eastern Railway & Navigation Company, and being fully aware of the great benefit the said railway will be to the people of this Municipality in opening up a market for their produce in the great mining district of Kootenay and in the cities on the coast; be it therefore

Resolved, That we fully approve of the construction of the said railway, and respectfully ask that a charter be granted and every encouragement be given to the said Company, so that the said road may be built at the earliest possible date.

WM. MCKEE, Reeve.
C. F. GREEN, Clerk.

Resolution of the Council of Surrey Municipality:—

Having carefully considered the route of the proposed Vancouver, Victoria & Eastern Railway & Navigation Company, and being fully aware of the great benefit the said railway will be to the people of this Municipality in opening up a market for their produce in the Kootenay district and in the cities on the coast; be it therefore

Resolved, That we fully approve of the construction of the said railway, and respectfully ask that a charter be granted and every encouragement be given to the said Company, so that the said road may be constructed at the earliest possible date.

JOHN ARMSTRONG, Reeve.
A. A. RICHMOND, Clerk.

Resolution of the Council of Chilliwack Municipality:—

Moved by Mr. Vedder, seconded by Mr. Leckman, that having carefully considered the route of the proposed Vancouver, Victoria & Eastern Railway & Navigation Company, and being fully aware of the great benefit the said railway will be to the people of this Municipality in opening up a market for their produce in the Kootenay district and in the cities on the coast; be it therefore

Resolved, That we fully approve of the construction of the said railway, and respectfully ask that a charter be granted and every encouragement be given to the said Company, so that the said road may be constructed at the earliest possible date.

THOS. E. KITCHEN, Reeve.
JOSEPH SCOTT, Clerk.

Resolution of the Council of the City of Victoria:—

VICTORIA, B. C., 31st August, 1896.

Resolved, That having carefully considered the route of the proposed Vancouver, Victoria & Eastern Railway & Navigation Company, and being fully aware of the great benefit the said railway will be to the people of this city in giving them direct communication with a trade that is already established in the great mining districts of Similkameen, Rock Creek, Kettle River, Boundary Creek and Kootenay, a trade which is now one of the greatest in Canada, and will increase from year to year as the mines are developed and the country is opened up; under the present conditions the merchants of this city cannot compete for this trade with the merchants of Spokane and other cities in the United States, consequently this trade is lost to Canada, and is monopolized by the people of the United States owing to the lack of direct railway communication between the coast cities of British Columbia and the mining districts above referred to: be it therefore

Resolved, That the Council of the Corporation of the City of Victoria fully approve of the construction of the said railway, and respectfully ask that a charter be granted and every encouragement possible be given to the said Company, so that the road may be built exclusively by white labor and at the earliest possible date.

WELLINGTON J. DOWLER, C.M.C.

Resolution of the Council of the City of Vancouver:—

Having carefully considered the route of the proposed Vancouver, Victoria & Eastern Railway & Navigation Company, and being fully aware of the great benefit the said railway will be to the people of this city in giving them direct communication with a trade that is already established in the great mining districts of Similkameen, Rock Creek, Kettle River, Boundary Creek and Kootenay, a trade which is now one of the greatest in Canada, and will increase every year as the mines are developed and the country is opened up; under the present conditions the merchants of this city cannot compete with the merchants of Spokane owing to the lack of railway communication, consequently this trade is lost to Canada and is monopolized by the people of the United States; be it

Resolved, That we fully approve of the construction of the said railway, and respectfully ask that a charter be granted and every encouragement possible be given to the said Company, so that the said road may be built at the earliest possible date; that a copy of this resolution be sent to our representatives in the Dominion and Provincial parliaments requesting them to assist in having the wishes of the petitioners carried out.

The foregoing resolution was passed by the Council of the City of Vancouver on Monday, August 24th, 1896.

THOS. F. MCGUIGAN, City Clerk.





—1897—

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