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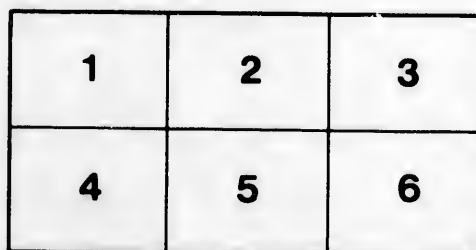
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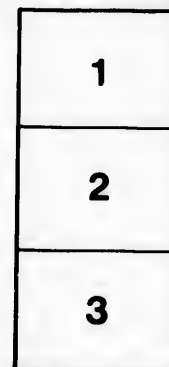
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## RETURN

To an ADDRESS OF THE HOUSE OF COMMONS, dated 16th December, 1880;—  
For copies of any Correspondence with the Government of British Columbia, or with any persons in that Province respecting the Island Railway.

By Command.

JOHN O'CONNOR,

*Secretary of State.*

Department of the Secretary of State,  
January 1881.

DEPARTMENT OF RAILWAYS AND CANALS, CANADA,  
OTTAWA, 17th January, 1881.

SIR,—I beg herewith to enclose return in answer to an Address from the House of Commons, dated 16th December, 1880, calling for copies of any correspondence with the Government of British Columbia, or with any persons in that Province respecting the Island Railway,

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary.*

E. J. LANGEVIN, Esq., Under-Secretary of State.

Enclose copy of Nos. 5,060 $\frac{1}{2}$ , 5,061 $\frac{1}{2}$ , 5,242, 5,270, 5,531, 8,413, 10,973, 11,064, 11,700, 15,669, 15,752, 17,424, 18,322, 19,404, 21,662, 22,519, 22,994, 24,442, 25,505, 24,849 received, and copies of Nos. 6,262, 6,328, 8,978, 8,116, 10,325, 11,804, 13,264, 13,792 sent; also Address out of No. 24,924.

### RETURN No. 6.

RETURN in answer to an Address from the House of Commons, dated 16th December, calling for copies of any Correspondence with the Government of British Columbia, or with any persons in that Province respecting the Island Railway.  
—Order No. 24,924.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 30th May, 1873.

On a memorandum dated 29th May, 1873, from Sandford Fleming, Esq., Chief Engineer of the Canadian Pacific Railway recommending with regard to operations for the present season that the following be undertaken:

#### THE WESTERN SECTION.

1. An exploratory survey from Howe Sound to Kamloops, or some convenient point on the North Thompson.

2. An exploration between Tête Jaune Caché and the Quesnel Lakes.

3. A re-survey from Moose Lake to Tête Jaune Caché, on the opposite bank of Thompson.

4. That with respect to the railway in British Columbia the Government having announced a decided preference for Esquimalt as the terminus, whether Vancouver Island be reached by bridge or ferry; and as the time for selecting lands for railway purposes in British Columbia expires on the 20th July next, it becomes important to secure, either by an extension of time or otherwise, all the vacant agricultural or mineral lands along the probable line for the railway on Vancouver Island.

That should the Government consider this advisable, the limits of reservation may be sufficiently well described as a strip of land twenty miles in width along the eastern coast of Vancouver Island between Seymour's Narrows and the harbor of Esquimalt.

#### THE EASTERN SECTION.

5. An exploration between Lake Nipissing and the upper part of the Montreal River, to give information respecting the country, in order to ascertain how the eastern terminus, as defined by Statute, could best be reached,

6. To continue the surveys between Red River and Lake Superior, in order to connect lines already surveyed, amend others, and add to the information already acquired, with the view of establishing the very best and shortest line for the railway between Red River and Lake Superior, at the same time utilizing as great a length as possible of the main line.

The Committee concur in this report, and submit the same for Your Excellency's sanction.

Certified,

J. O. COTÉ, C. P. C.

CANADIAN PACIFIC RAILWAY,  
OFFICE OF THE ENGINEER-IN-CHIEF,  
OTTAWA, 29th May, 1873.

Memorandum with regard to operations for the present season, the undersigned recommends that the following be undertaken:

#### THE WESTERN SECTION.

1. An exploratory survey from Howe Sound to Kamloops, or some convenient point on the North Thompson.

2. An exploration between Tête Jaune Caché and the Quesnel Lakes.

3. A re-survey from Moose Lake to Tête Jaune Caché, on the opposite bank of the Thompson.

4. With respect to the railway in British Columbia, the Government having announced a decided preference for Esquimalt as the terminus, whether Vancouver Island be reached by bridge or ferry; and as the time for selecting lands for railway purposes in British Columbia expires on the 20th July next, it becomes important to secure, either by an extension of time or otherwise, all the vacant agricultural and mineral lands along the probable line for the railway on Vancouver Island. Should the Government consider this advisable, the limits of the reservation may be sufficiently well described as a strip of land twenty miles in width along the eastern coast of Vancouver Island, between Seymour's Narrows and the harbor of Esquimalt.

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## THE EASTERN SECTION.

5. An exploration between Lake Winnipeg and the upper part of the Montreal River, to give information respecting the country, in order to ascertain how the eastern terminus, as defined by Statute, could best be reached.

6. To continue the survey between Red River and Lake Superior, in order to connect lines already surveyed, amend others, and add to the information already acquired, with the view of establishing the very best and shortest line for the railway between Red River and Lake Superior, at the same time utilizing as great a length as possible of the main line.

SANDFORD FLEMING.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 7th June, 1873.

The Committee of Council having had before them the memorandum of the 29th May last from the Chief Engineer of the Canadian Pacific Railway, and the Minute of Council thereupon of the 30th May, beg leave to recommend to Your Excellency that Esquimalt in Vancouver Island be fixed as the terminus of the Canadian Pacific Railway, and that a line of railway be located between the harbor of Esquimalt and Seymour Narrows on the said island.

The Committee further recommend that application immediately be made by despatch to the Lieutenant-Governor of British Columbia, for the conveyance to the Dominion Government in trust, according to the 11th paragraph of the terms of the agreement of Union, of a strip of land 20 miles in width along the eastern coast of Vancouver Island, between Seymour Narrows and the harbor of Esquimalt.

An Order of the Lieutenant-Governor of British Columbia in Council, appropriating this tract of land in furtherance of the construction of the said railway, will be necessary in order to operate as a sufficient conveyance and reservation of the said land to and for the Dominion Government.

Certified, W. A. HIMSWORTE, C.P.C.

BRITISH COLUMBIA,

GOVERNMENT HOUSE, 22nd September, 1873.

Sir,—With reference to my despatch No. 67 of the 26th July last, I have the honor to enclose, for the consideration of His Excellency the Governor General, a Minute of my Executive Council urging that the boundaries of the land on Vancouver Island proposed to be claimed by the Dominion Government in trust to aid in the construction of a railroad under the terms of Union of British Columbia with Canada, may be at once defined, and that a competent person in this Province may be appointed to dispose of said lands on such terms as will admit of settlement, and authorizing the Honorable A. DeCosmos, President of Executive Council and Premier of my Ministry, to confer with the Government of Canada on this subject.

A duplicate of this despatch and its enclosure will be handed to you by Mr. DeCosmos, who starts to-morrow for Ottawa.

I have the honor to be, Sir,

Your obedient servant,

JOSEPH TRUTCH.

COPY of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor on the 20th day of September, 1873.

On a memorandum, dated 18th September, 1873, from the Hon. the Chief Commissioner of Lands and Works, reporting that the Order in Council of the 30th June,

1873, reserving the Crown lands of the east coast of Vancouver Island, is seriously retarding the settlement of that portion of the Province, and recommending that in view of the fact that the despatch from H. E. the Lieutenant-Governor to the Secretary of State, transmitting the Minute of this Executive Council, dated 20th July, upon the subject of this reservation, has not as yet been replied to; and as the matter requires immediate settlement, that the Dominion Government be respectfully urged to at once define, by survey, the land they propose claiming on the east coast of Vancouver Island, and that they appoint also a competent person in this Province to dispose of said lands on such terms as will admit of settlement, and that the Hon. A. DeCosmos, as special delegate about to proceed to Ottawa, be authorized to confer with the Dominion Government on this subject.

Certified,

W. J. ARMSTRONG,

*Clerk of the Executive Council.*

COPY of a Report of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 25th day of March, 1875.

On a memorandum, dated 25th March, 1875, from the Hon. the Minister of Public Works, reporting for the consideration of Council, that prior to the commencement of any works of construction on the proposed railway from Esquimalt to Nanaimo, which the Dominion Government have agreed to build under the arrangement made through Lord Carnarvon at the instance of British Columbia, it is essential that the Province of British Columbia should convey, by legislation, to the Dominion Government in trust to be appropriated in such manner as the Dominion Government may deem advisable, a similar extent of public lands along the line of railway before mentioned (not to exceed twenty miles on each side of the said line) as may be appropriated for the same purpose by the Dominion from the public lands of the North-West Territories and the Province of Manitoba, as provided in the Order in Council, section 11, admitting the Province of British Columbia into the Confederation, and that it is desirable that the British Columbia Government should be at once notified that it will be necessary during the present Session of the Legislature of that Province to pass an Act so to appropriate and set apart lands to this extent, and for this purpose, the grant to be subject, otherwise, to all the conditions contained in the said eleventh section of the terms of union.

The Committee concur in the above report of the Minister of Public Works, and recommend the British Columbia Government be notified accordingly.

Certified, W. A. HIMSWORTH, C.P.C.

To the Honorable

The Minister of Public Works, &c.

OTTAWA, 4th March, 1876.

SIR, — Herewith I have the honor to present to you certain propositions of the Victoria and Esquimalt Railway Co., respecting the constructing and operating a line of railway between Esquimalt and Nanaimo; also a copy of a letter authorizing me to present the same to you, and to act as agent of the company in negotiating the matter; and which services, I have acquainted the Company, I am willing to perform provided they in no way conflict with my entire freedom of action as a member of Parliament.

I have, therefore, to request the favor of an early consideration of the proposition of the Victoria and Esquimalt Railway Co., hoping, in view of the condition of affairs between British Columbia and Canada in relation to the construction of a railway

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from Esquimalt to Nanaimo, that out of it may spring some speedy means to bring the Provincial into harmony with the Dominion Government.

I am, Sir, yours, &c.,

A. DeCOSMOS.

Hon. A. MACKENZIE,

Minister of Public Works, &c., Ottawa.

OFFICE OF THE VICTORIA AND ESQUIMALT RAILWAY COMPANY,

VICTORIA, 7th February, 1876.

SIR,—I have the honor to inform you that by a meeting of the above-named company, held on the 5th inst., you were appointed the agent of the Company, to lay before the Dominion Government certain propositions of the company having in view the constructing and operating a railway between Esquimalt and Nanaimo upon certain conditions therein set forth, and you are respectfully requested to present the same to the Honorable Alexander Mackenzie for the consideration of himself and his Government at your earliest convenience; and the Company rely on your well-known energy and ability for carrying the same to a successful issue.

I enclose the propositions herewith, and have left them open for your inspection. Should the appointment meet with your approval, be pleased to inform me of your acceptance of the same, and at the same time acknowledge the receipt of the enclosed propositions addressed to the Honorable Mr. Mackenzie.

I have the honor to be, Sir, your obedient servant,

HERBERT GASTON, *Secretary*.

Hon. AMOS DeCOSMOS, M.P.

OFFICE OF THE VICTORIA AND ESQUIMALT RAILWAY COMPANY,

VICTORIA, 7th February, 1876.

SIR,—1. In view of the condition of affairs existing between the Government of the Dominion of Canada, of which you are Premier, and the Government of the Province of British Columbia, in relation to the construction of a railway from Esquimalt to Nanaimo on Vancouver's Island, the "Victoria and Esquimalt Railway Company" beg leave to submit to you, for your consideration and that of your Government, the following propositions:

2. The Company will undertake to construct, and operate at its own charge a line of railway of ordinary gauge from the harbor of Esquimalt to the harbor of Nanaimo, and complete the same before the first day of July, 1879, upon the following conditions:—

1st. The Government of the Dominion to grant to the Company a subsidy of \$40,000 per mile for the section lying between Esquimalt and Mill Creek, Shawanigan, and the sum of \$20,000 per mile from said Mill Creek to Nanaimo.

The money to be paid upon the certificates of an Inspector to be appointed by the Dominion Government as the work progresses.

2nd. As the Company is satisfied that such subsidy will be inadequate to construct and properly equip such road, it would be necessary to raise the additional capital which may be required by the issue of the Company's bonds, and to succeed in this would require the guarantee of the Dominion Government for the interest. The Company therefore asks that the Dominion Government will guarantee the interest at five per cent. per annum upon such bonds as the Company may be compelled to issue for the purpose, for a period not to exceed twenty-five years.

3rd. That the Dominion Government shall transfer to the Company a belt of land twenty miles wide, along the length of the railway, including in such transfer the Indian reserves at Victoria and Esquimalt, and also the reserves at Nanaimo, and

that where lands within such belt have been alienated, that other contiguous lands be transferred of like value and acreage.

3. The Company submits the foregoing as the basis for an arrangement whereby a railway may be constructed between the points named, upon more favorable terms to the Dominion Government than if constructed and operated under its own supervision, while at the same time the Government would be relieved from all the responsibility and trouble incident to constructing and operating the same.

4. Hoping that the foregoing propositions may receive the favorable consideration of yourself and the Government.

We have the honor to be, Sir, on behalf of the said Company,

Your obedient servants,

E. CRANCINI, *Chairman.*

HERBERT GASTON, *Secretary.*

Hon. ALEXANDER MACKENZIE,  
Commissioner of Public Works, &c., &c.

OTTAWA, 10th March, 1876.

SIR,—I am desired to acknowledge the receipt of your communication of the 4th instant, transmitting certain propositions made by the Victoria and Esquimalt Railway Company, in connection with the construction of the railway between Esquimalt and Nanaimo, British Columbia.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary.*

A. DeCosmos, M.P., House of Commons.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 17th March, 1876.

On a memorandum, dated 6th March, 1876, from the Hon. the Minister of Public Works, communicating certain propositions made through Mr. DeCosmos, M.P., for the construction, by the Victoria and Esquimalt Railway Company, of a line of railway from Nanaimo to Esquimalt, in which they offer to build such road in consideration of a subsidy of \$40,000 per mile for the section between Esquimalt and Mill Creek, and of \$20,000 per mile for the portion of the road from Mill Creek to Nanaimo, together with a belt of land, twenty miles wide, along the line of route proposed to be taken; the Dominion Government further agreeing to guarantee the interest at five per cent. per annum for twenty-five years upon such bonds as the Company might find it necessary to issue to obtain what additional sum may be required for the building of the railway;

The Minister advises that the Company be informed that the Government are not in a position to entertain any proposition for building the railway in question.

The Committee concur in the advice above submitted, and recommend the same for Your Excellency's approval.

Certified, W. A. HIMSWORTH, *C. P. C.*

To the Hon. the Minister of Public Works.

OTTAWA, 27th March, 1876.

SIR,—Referring to your letter of the 4th instant, transmitting the proposal of the Victoria and Esquimalt Railway Company to build, on certain conditions, a line

from Nanaimo to Esquimalt, that the Government would be relieved from all the responsibility and trouble incident to constructing and operating the same.

Hon. A. I.

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from Nanaimo to Esquimalt, I am to acquaint you for the information of said Company, that an Order in Council has issued, under date the 17th instant, stating that the Government are not in a position to entertain any proposition for building the railway in question.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary*.

Hon. A. DeCosmos, M.P., House of Commons, Ottawa.

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*Secretary*.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 9th June, 1876.

The Committee of Council have had under consideration the memorandum hereunto annexed from the Hon. Mr. Mackenzie, submitting the expediency of obtaining from the Government of British Columbia a conveyance of the land twenty miles in width on each side of the portion of the Canadian Pacific Railway line surveyed and located in that Province, and they respectfully submit their concurrence therein, and advise that a copy thereof, and of the Minute be transmitted to the Government of British Columbia.

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Certified, W. A. HIMSWORTH, *C. P. C.*

To the Hon. the Minister of Public Works, &c., &c.

*Secretary*.

OTTAWA, 7th June, 1876.

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The undersigned has the honor to report that under the terms by which British Columbia entered the Dominion of Canada, the Government of that Province agreed to convey to the Dominion Government in trust, to be appropriated in such manner as the Dominion Government may deem advisable in furtherance of the construction of what is known as the Canadian Pacific Railway, a similar extent of public lands along the line of railway throughout its entire length in British Columbia (not to exceed, however, twenty miles on each side of said line) as may be appropriated for the same purpose by the Dominion Government from the public lands of the North-West Territories and the Province of Manitoba.

That the Government of Canada have already, by Order in Council, withdrawn for sale or settlement all lands in the Province of Manitoba within twenty miles of each side of railway line surveyed, and also for a distance of twenty miles to the westward of Fort Pelly, in the North-West Territories, and further extending from a point twenty miles westerly of Fort Pelly to a point twenty miles westerly of the mouth of Battle River, and further for twenty miles on each side of the railway from a point twenty miles westerly of the Battle River to Jasper House, in the Yellow Head Pass, through the Rocky Mountains.

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*C. P. C.*

That the line of railway has been defined and located through part of the Province of British Columbia, and that it is desirable, with a view of enabling the Government of Canada to proceed with the construction of the railway, that the lands along such line of railway and for twenty miles on each side of the line may be conveyed to the Dominion Government in accordance with the 11th paragraph of the terms of Union.

The description of the line so located, to which reference is above made, is as follows:—

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Commencing at a point on the eastern boundary of British Columbia, in the Yellow Head Pass, through the Rocky Mountains, the line follows down the valley of the River Fraser to Grand Rapids, a distance of about 185 (one hundred and eighty-five) miles; thence westerly, turning the north end of the Cariboo Range, and, cutting

off the great head of the Fraser, it crosses the latter near the mouth of Willow River; thence southwesterly to a point near the confluence of the Rivers Stewart and Chiloech.

The undersigned further recommends that communication be had to this effect with the Lieutenant-Governor of British Columbia, requesting that the lands along the line of railway, as herein described, and for twenty miles on each side of the said line be forthwith conveyed to the Dominion Government; and that it be represented that an Order of the Lieutenant-Governor in Council appropriating this tract of land will at present suffice as a sufficient conveyance of the same; but that it is further suggested that an Act be passed by the Legislature of British Columbia, conveying and vesting such appropriation in Her Majesty for the purposes of the Government of Canada, and to be appropriated in such manner as the said Dominion Government may deem advisable in furtherance of the construction of the said railway.

He further recommends that in order to give due information to the public and to prevent squatters or the pre-emption of any portion of the lands so conveyed, the Lieutenant-Governor should be invited to give public notice of the passing of such Order in Council, and the conveyance of the said lands as herein mentioned and therein comprised.

A. MACKENZIE.

OTTAWA, 18th April, 1878.

DEAR SIR,—I beg to call your attention to the letter and statement enclosed showing the marine disasters which have occurred in the waters of British Columbia and affecting the question of the railway route, and showing, I think, the great advantage of a terminus either at Esquimalt otherwise the west coast.

I am yours truly,

F. J. ROSCOE.

VICTORIA, B.C., 18th September, 1877.

SIR,—I send you the enclosed list of disasters that occurred to vessels in these waters from Race Rocks to Nanaimo since the year 1858, which is a formidable list for a man to tax his memory with, without notes of any description to help him.

You will find the list correct and they can all be proved, and I venture to say you can get no such lists from any other source. In the list there are two that occurred previous to 1858, viz.: "The Major Tomkins" and the "Waterwitch," and two or three that occurred above Nanaimo; with these exceptions they all occurred at and between the ports. Ten of these vessels proved a total loss and say forty to be seriously injured requiring extensive repairs, and there are also a number that I have not named, for I cannot particularize them at present, but I believe you will get all the information you require from the list. There are two or three vessels mentioned that I have forgot their names, but they can be easily procured if necessary. The American schooner wrecked in the Gulf of Georgia, Captain Lewis knows all about her. The English bark ashore twice coming from Moody's Mill in 1868, and seriously damaged. She was one of Mr. H. Rhodes' ships, and H.M.S. ashore in Haro Strait (I think the "Charybdis") was the one the coffer dam was built for to repair her in, if you should require any further information such as what damage was done, and the names of the pilots on board (if any) I should be very happy to furnish it as far as I can.

I am, Sir, your obedient servant,

P. PAMPHLETT.

U. F. TOLMIE, Esq., M.P.P., Victoria.

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List of Disasters to Vessels that have occurred in the waters of British Columbia, from Race Rocks to Nanaimo, since the Year 1858.

Year.	Nationality.	Class.	Name of Vessel.	Cargo.	Where Happened.	Remarks.
1859	American.	Steamer.	Major Tompkins.	U.S. Mails.	Ogden Point.	Bad steering.
1859	American.	H.M.S.	Ternagant.	Active Pass. H.J.	Active Pass. H.J.	Pilot on board.
1858	American.	Steamer.	Panama.	Victoria Harbor.	Victoria Harbor.	Could not make turn.
1859	British.	do	Constitution.	do	do	do
1859	German.	do	Douglas.	Cargo.	Zero Rock, H.S.	Licensed pilot on board.
1859	American.	Schooner.	Waterwitch.	do	Roberts' Bank, G. 3.	Pilot on board.
1857	American.	Schooner.	Cleopatra.	Coal.	Nanaimo.	do
1860	Nicaraguan.	do	Nannetto.	Gen. cargo.	Race Rocks, F.S.	before completion of lighthouse.
1860	British.	H.M.S.	Baccante.	Coal.	Entrance of Esquimalt.	19 feet dredged.
1862	British.	Schooner.	Alpha.	Coal.	Haro Straits.	Fog.
1862	do	do	Mary Ann.	Lime.	do	do
1861	American.	do	Ioula.	Ballast.	Victoria Harbor.	Licensed pilot on board.
1861	do	do	D. M. Hall.	do	do	do
1862	British.	H.M.S.	Tribune.	Gen. cargo.	Sandheads of Fraser River.	do
1864	do	do	Rosedale.	do	Race Rocks, F.S.	do
1861	do	do	Napoleon.	do	Seragg Rock.	do
1866	Russian.	Schooner.	Nanaimo Packet.	do	Gulf of Georgia.	Fog and S.E. gale.
1865	American.	Ship.	Thames.	Gen. cargo.	Burrard Inlet Narrows.	Licensed pilot on board.
1865	British.	Ship.	Garowitch.	Ballast.	Victoria Harbor.	Seriously damaged.
1861	do	do	S. Kimble.	do	Trial Island, H.S.	do
1861	American.	Steamer.	Eliza Anderson.	Lumber.	Ogden Point, Victoria Harbor.	Licensed pilot on board.
1861	do	do	Kinnaird.	Coal.	Canoe Rock, H.S.	do
1862	do	do	Knight Bruce.	Passengers.	Sturgeon Bank, G. 3.	do
1862	do	do	Lillicott.	do	Haro Straits.	do
1862	do	do	Malacca or Nutine.	Produce.	Brochie Ledge, F.S.	No buoy.
1865	British.	Schooner.	Meg Merrilies.	Gen. cargo.	Victoria.	Licensed pilot on board.
1866	do	do	Princes of Wales.	Mails.	Off Heaver Hill.	do
1866	do	do	Douglas.	do	Nanaimo Harbor.	do
1866	do	do	do	do	Bayne's Sound.	do
1866	American.	do	Scotland.	Coal.	Nanaimo.	Pilot on board.
1866	do	do	do	do	Haro Straits.	do
1866	do	do	Oriflamme.	U.S. Mails.	Dodd's Narrows, H.S.	do

Vessels that have occurred in the waters of British Columbia, &c.—Continued.

Year.	Nation.	Class.	Name of Vessel.	Cargo.	Where Happened.	Remarks.
1866	American.	Bark	California	U.S. Mails.	Victoria.	
1866	do	Ship	Delaware	Ballast.	Fisguard Island.	
1867	do	Ship	Nicholas Biddle.	Coal.	Race Rocks.	
1867	Peruvian.	Bark	Rosalie	Lumber.	Haro Straits.	
1867	Hawaiian.	do	Fanny	Coal.	do	
1867	American.	do	Mazappa	Lumber.	Point Roberts.	Lost deck load.
do	do	Steamer.	J. L. Stevens	U.S. Mails.	Surgeon Bank, G.G.	Pilot on board.
do	do	do	do	do	Nanaimo	do
1869	British	Bark	Del Norte.	Lumber.	Cowichan Gap, H.S.	
1869	do	do	Unknown	do	Burrard Inlet Narrows, L.	
1869	American.	Schooner	Maria	Gen. cargo.	Haro Straits	
1869	British	Ship.	Charlybis	Ballast.	Gulf of Georgia	
1870	do	do	Henry Reed	do	do	
1872	American.	Bark	C. L. Taylor.	Ballast.	Haro Straits	
1870	do	do	Lulu	do	do	
1870	do	Ship.	Goliath	do	do	
1870	do	Bark	Gommodore	Coal.	Roberts' Bank	Goliath towed her ashore.
1868	do	do	Vidette	Ballast.	Gulf of Georgia	Label
1870	British	Steamer.	Shooting Star	Lumber.	Burrard Inlet Narrows	
1870	do	do	G. S. Wright	U.S. Mails.	Burrard Inlet Narrows.	Licensed pilot on board.
1869	American.	Ship	Comper	Coal.	Off Bear Hill	do
do	do	Bark	Windward	Ballast.	Surgeon Bank	do
do	do	Steamer.	Constantine	Far.	Gulf of Georgia	do
do	do	Ship	Grace Darling	Ballast.	Nanaimo.	do
do	do	do	Shooting Star.	do	Haro Sound.	Towed off by Goliath.
do	do	do	Cornelius	Lumber.	Victoria Harbor.	Licensed pilot on board.
do	do	do	Pacific	U. S. Mails.	do	
do	do	do	Ra'y	Ballast.	Royal Roads	
1873	do	Ship.	Golden Hour.	Lumber.	Roberts Bank, G.G.	Shipped his cable in Burrard Inlet.
do	do	do	G. S. Wright.	Coal.	Gulf of Georgia	Threw ballast overboard.
do	do	do	Active.	U.S. Mails.	Walker Rock.	Threw part of cargo overboard.
do	do	Bark	Zephyr	Stone	Trincomalee Channel, H.S.	
do	British	Steamer	Isabel	do	Gulf of Georgia	Total loss, Captain drowned.
do	do	do	do	do	English Bay.	Fog.

1875	American.	do	Unknown.		Race Rocks.	Trincomalee Channel.
1875	British	Schooner.	Alert.		do	do
1875	American.	Ship.	Father.	Coal	Haro Strait and Surgeon Bank.	Licensed pilot on board.
					do	do

\*Cornelius said, by the pilot who was wrecked, to have been becalmed off English Bay, and to have been carried by the tide on the rocks in Howe Sound.

\*Cornelius said, by the pilot who was wrecked, to have been becalmed off English Bay, and to have been carried by the tide on the rocks in Howe Sound.



OTTAWA, 25th April, <sup>1878</sup>~~1880~~.

SIR,—I have to acknowledge the receipt of your letter of the 18th instant, enclosing a list forwarded by W. P. Pamphlett, of Victoria, B.C., showing the disasters which have occurred to various vessels in British Columbia waters, from Race Rocks to Nanaimo, since the year 1858.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary*.

F. J. ROSCOE, Esq., M.P., House of Commons, Ottawa.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 23rd May, 1878.

The Committee of Council have the honor to recommend that the Order in Council of the 7th June, 1873, fixing Esquimalt in Vancouver's Island, as the terminus of the Canadian Pacific Railway, and requiring the conveyance to the Canadian Government of a strip of land 20 miles in width, along the eastern coast of Vancouver's Island, between Seymour's Narrows and the harbor of Esquimalt be rescinded.

Certified, W. A. HIMSWORTH, C.P.C.

To the Honorable the Minister of Public Works.

OTTAWA, 29th May, <sup>1878</sup>~~1880~~.

SIR,—I am directed by the Honorable the Minister of Public Works, to inform you that an Order in Council was passed on the 23rd instant, cancelling that of the 7th June, 1873, which designated Esquimalt, in Vancouver's Island, as the terminus of the Canadian Pacific Railway, and required the conveyance to the Canadian Government of a strip of land 20 miles in width, along the eastern coast of that Island, between Seymour's Narrows and the harbor of Esquimalt.

I am further directed to state that as Burrard Inlet will in all probability be adopted as the western terminus of the Canadian Pacific Railway, it is deemed advisable that a strip of land should be reserved for the conveyance to the Dominion Government in accordance with the 11th paragraph of the terms of the Union, along said line of railway beginning at English Bay, or Burrard Inlet, and following the River Frazer to Lytton, thence by the valley of the River Thompson to Kamloops, thence up the valley of the North Thompson, passing near to Lakes Albreda and Cranberry to Tête Jaune Cache, thence up the valley of the Fraser River to the summit of Yellow Head, or boundary between British Columbia and the North-West Territories.

The Honorable the Minister of Public Works desires me to request you to convey the foregoing information to the Government of British Columbia, in order that they may take the necessary steps to reserve the land in question.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary*.

E. D. LANGEVIN, Esq., Under-Secretary of State, Ottawa.

VICTORIA, 6th January, 1879.

SIR,—The Victoria and Esquimalt Railway Company, incorporated by an Act of the Legislature of British Columbia, passed in 1873, desire to construct the Esquimalt and Nanaimo Railway, on Vancouver Island, provided the Dominion Government



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determine to have the same constructed, either as a part of the Canadian Pacific Rail- way, or as an independent line, and they are particularly induced to make the following proposition, as they fear that the short line from Victoria to Esquimalt will not be remunerative unless the road is built from Esquimalt to Nanaimo:—

1. The Company will agree to construct, equip and maintain a railway, upon such line as may be selected by the Dominion Government, and of such gauge and description as may be determined upon, and will complete the same within three years from the final survey and location of the line.

2. The Dominion Government, in consideration of the foregoing, to grant to the Company \$15,000 per mile for the line between Esquimalt and Nanaimo. The money to be paid in such manner as may be agreed upon as the work progresses.

3. The Dominion Government also to transfer to the Company a belt of land twenty miles wide, along the line of such road, including in such transfer ten acres of such of the Indian Reserves at Victoria, Esquimalt and Nanaimo, for depots and terminal purposes; and that if any of the lands within such belt have been alienated, other contiguous lands of like value and acreage be transferred, and also that the Dominion Government arrange with the Government of British Columbia to exempt such lands from taxation for the period of ten years, or for such time as may be agreed upon.

4. The Dominion Government to guarantee interest not exceeding 5 per cent. per annum, upon any bonds which may be issued by the Company to raise additional capital to complete the road.

5. For the purpose of securing the Government against loss upon such guarantee, the Company will agree to execute a first mortgage upon the road and its appurtenances in favor of the Government, and will also create a sinking fund out of the net earnings of the road to pay the annual interest as it accrues and redeem the bonds at maturity.

6. The Dominion Government to have the right at any time after the completion of the Canadian Pacific Railway, or after a connection has been made between the Pacific end of such overland railway and the Esquimalt and Nanaimo Railway, to take over the last named road with its appurtenances by paying off, or assuming the payment at maturity, of the bonds issued by the Company for the use of the road, and refunding to the Company the interest which may have been paid thereon, and any other sums with interest which may have been expended upon or for the use of the road, over and above the moneys contributed by the Dominion Government, or moneys raised upon bonds as before mentioned.

7. The Company begs leave to submit the foregoing proposition as the basis for an arrangement for building the Esquimalt and Nanaimo Railway, subject to such reasonable alterations as may be necessary to meet the views of the Dominion Government.

I have the honor to be, Sir, respectfully, your obedient servant,

HERBERT GASTON, *Secretary.*

Right Hon. Sir JOHN A. MACDONALD,  
Premier of the Government of the Dominion of Canada.

OTTAWA, 1st February, 1879.

SIR,—I have to acknowledge receipt of your letter of the 6th instant, submitting on behalf of the Victoria and Esquimalt Railway Company certain proposals to serve as a basis of an arrangement under which the said Company would be willing to undertake the construction of the Esquimalt and Nanaimo branch of the Canadian Pacific Railway.

I am, Sir, your obedient servant,  
F. BRAUN, *Secretary.*

HERBERT GASTON, Victoria, B.C.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 22nd April, 1879.

On a memorandum, dated 16th April, 1879, from the Honorable the Minister of Public Works, representing that on a memorandum from the Chief Engineer of the Pacific Railway, dated 23rd May, 1874, an Order in Council was passed 7th June, 1873, fixing Esquimalt, on Vancouver's Island, as the terminus of that railway in British Columbia.

That subsequently, 25th March, 1875, an Order in Council was passed, authorizing the Dominion Government to notify the Government of British Columbia that it would be necessary that the Legislature of that Province, then in session, should pass an Act setting apart such extent of public lands along the line of the railway in Vancouver's Island in the manner set forth by the 11th paragraph of the terms of agreement of the Union.

That on the 23rd of May, 1878, the late Government had another Order in Council passed, cancelling that of 7th June, 1873 (which fixed the terminus at Esquimalt), but no reason appears to have been given for their action in the matter, nor is there any mention made of the Order in Council of 25th March, 1875, which provided for the appropriation of the necessary lands in Vancouver's Island.

The Minister therefore recommends that in the absence of satisfactory reasons having been given for cancelling the Order in Council of 7th June, 1873, that the Order in Council (of 23rd May 1878) cancelling it, be annulled, and that of 7th June, 1873, be revived.

He also recommends that a copy of his Report to Council, if approved, be furnished to the Honorable the Secretary of State for transmission to the Government of British Columbia for their information.

The Committee submit the above recommendation for Your Excellency's approval.

Certified. W. A. HIMSWORTH, C.P.C.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 12th June, 1879.

On a memorandum, dated 10th June, 1879, from the Hon. the Minister of Railways and Canals, stating that he has had under consideration a communication dated 19th May, 1879, from the Lieutenant-Governor of British Columbia, enclosing a minute of his Executive Council of 14th May, 1879, in reference to the reservation of land on the mainland of British Columbia, between Burrard Inlet and Yellow Head Pass.

The Minister recommends that the Government of British Columbia be informed that the object of the Order in Council of the 22nd April, 1879, was simply to rescind the Order in Council of the 23rd May, 1878, so as to leave the general Government free to adopt which ever route might appear in the public interest the most eligible.

That is not proposed to release the reservation of land on either route, and it is felt that this will result in no serious inconvenience for the short period which will now elapse before the location of the railway will be finally established.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, W. A. HIMSWORTH, C.P.C.

*Memorandum from the Department of the Privy Council.*

OTTAWA, 17th June, 1879.

(Answer.)

Please return by bearer the despatch of the Lieutenant-Governor of British Columbia, with Minute of Council relative to land reserve on line of Pacific Railway,

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upon which Minister of Railways and Canals made report of 10th June, 1879. No 11,772; reference, 19,292.

(Despatch dated 19th May, 1879.)

J. O. COTÉ

To F. BRAUN, Esq.

Numbers asked for enclosed, Nos. 19,292, 19,404.

The Minute of Council above alluded to is the Minute of Council of British Columbia, which is attached to despatch returned to me.

OTTAWA, 17th June, 1879.

SIR,—Referring to your letter of the 6th January last, submitting, on behalf of the "Victoria and Esquimalt Railway Company," certain propositions having in view the construction of a railway between Esquimalt and Nanaimo by that company, I am directed to say that the proposal made has been duly considered, and that the Department cannot entertain it favorably.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary.*

HERBERT GASTON, Esq.,  
Secretary "Victoria and Esquimalt Railway Co.,"  
Victoria, B.C.

BRITISH COLUMBIA BOARD OF TRADE,  
VICTORIA, B.C., 28th January, 1880.

SIR,—I am instructed by the President and Council of the British Columbia Board of Trade (now numbering 83 members) to enclose for your consideration and immediate action a few facts and resolutions *in re* Esquimalt and Nanaimo Railway, in order that at the approaching session of Parliament something may be done.

I am further desired to request that you will be good enough to have the same printed at the expense of this Board, sufficient in number for every member of the House of Commons and Senate of Canada, and a fair number for distribution in Victoria.

Your obedient servant,

EDGAR CROW BAKER, *Secretary.*

The Honorable AMOS DECOSMOS, M.P., Ottawa, Ont.

*Resolutions of the British Columbia Board of Trade on the Esquimalt-Nanaimo Railway.*

1. Whereas, by the terms of Confederation between the Dominion of Canada and British Columbia, ratified by Her Majesty on the 16th May, 1871, the Dominion of Canada agreed to commence the construction of a railway from the Pacific towards the Rocky Mountains within two years from the date of Union.

2. And whereas, in furtherance of the said agreement, the Dominion Government, on the 7th day of June, 1873, fixed the terminus of the Canadian Pacific Railway at Esquimalt, and applied for and obtained from the British Columbia Government the reservation of a 20 mile belt of land along the east coast of Vancouver Island for railway purposes.

3. And whereas, the Dominion Government have claimed that a commencement of railway construction was made at Esquimalt within the term of two years agreed upon in the terms of the Union.

4. And whereas, in the following year, 8th May, 1874, the Dominion Government through its agent, Mr. Edgar, proposed to the Government of British Columbia to proceed with the construction from Esquimalt to Nanaimo immediately, and to push that portion of the railway on to completion with the utmost vigor and in the shortest practicable time, coupled, however, with conditions relating to the mainland portion of the railway, which were not entertained by the Government of British Columbia, as they conflicted with the terms of Union and postponed indefinitely the consolidation of British North America, which was the primary object of Confederation.

And whereas, in consequence, serious differences arose between the Dominion of Canada and British Columbia which were referred to Her Majesty's Secretary of State for the Colonies, the Earl of Carnarvon.

6. And whereas, after protracted negotiations, the conditions contained in the despatch of Lord Carnarvon of the 17th November, 1874, to the Governor General of Canada, were, as a settlement by the Government of the Dominion and of British Columbia, the first condition being that the section of the railway from Esquimalt to Nanaimo shall be commenced as soon as possible and completed with all practicable despatch.

7. And whereas the Privy Council of the Dominion of Canada, on the 25th March, 1875, decided that prior to the commencement of any work of construction on the proposed railway from Esquimalt to Nanaimo, the Province of British Columbia should convey by legislation to the Dominion Government a 20-mile belt of land along the line of railway between Esquimalt and Nanaimo; which demand upon British Columbia was immediately complied with by the Legislative Assembly of that Province passing an Act, 22nd April, 1875, No. 13, entitled "An Act to authorize the grant of certain public lands to the Government of the Dominion of Canada for railway purposes.

8. And whereas, on the 5th March, 1875, the Dominion House of Commons in Committee of Supply appropriated \$6,200 for the Pacific Railway between Esquimalt and Nanaimo ready for use.

9. And whereas, in the year 1874-5, a construction survey was made of the line between Esquimalt and Nanaimo.

10. And whereas no further action having been taken towards the construction of the said line, a feeling and widespread dissatisfaction with the Dominion of Canada was created in the Province, which resulted in 1878 in the election of a Provincial Legislature the majority of the members of which were pledged to insist on the Dominion carrying out the Carnarvon settlement or separation.

11. And whereas official assurances were given the Legislature of British Columbia, when last in session, that before the close of that year actual railway construction would be commenced in this Province, and the British Columbia Legislature accepting the assurances in full belief that the Carnarvon settlement would be carried out, adjourned without taking any action hostile to the Dominion interest on the Pacific.

12. And whereas since the adjournment the Dominion Government has confirmed the selection of Esquimalt as the terminus of the Canadian Pacific Railway, definitely located the line upon the mainland *via* Fraser River, and called for tenders for a portion of the railway in the interior of the Province, but, so far as known, has not taken any steps to proceed with the construction of the railway between Esquimalt and Nanaimo to which for so many years and in so many ways it stands pledged and committed.

13. And whereas good faith and a continuance of satisfactory relations with the Province require a speedy active commencement of the railway between Esquimalt and Nanaimo, the construction of which is of vital importance to the development of the resources of the Vancouver Island portion of British Columbia, which contains more than half of the population of the Province, and contributes a very large proportion of the revenue paid by said Province to the Dominion.

Be it therefore resolved, that Sir John A. Macdonald, M.P., Hon. Amor DeCosmos, M.P., Hon. A. Bunster, M.P., and Senator McDonald, as members in the Dominion

House of Commons and Senate of Canada for Victoria City and Vancouver Island, are hereby instructed to urge and impress upon the Dominion Government the necessity of making such provision this session of Parliament as will secure, this summer, the prosecution of this most important work.

Motion put and carried.

EDGAR CROW BAKER, *Secretary*.

VICTORIA, B.C., 26th January, 1880.

OTTAWA, 24th February, 1880.

SIR,—I am directed to acknowledge the receipt of a letter under date the 28th ultimo, enclosing a copy of resolutions passed by the British Columbia Board of Trade, in reference to the Esquimalt-Nanaimo Railway, addressed by you to the Hon. Amos DeCosmos, M.P., and transmitted by that gentleman to this Department.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary*.

EDGAR CROW BAKER, Secretary, British Columbia Board of Trade, Victoria, B.C.

CANADIAN PACIFIC RAILWAY, OFFICE OF THE ENGINEER-IN-CHIEF,  
OTTAWA, 5th May, 1880.

SIR,—In reply to enquiries about a report on the Esquimalt and Nanaimo Railway, Vancouver Island, I have to state that as the Bill for the construction of this railway was defeated in the Senate, pending the surveys, the latter were never thoroughly completed, only a trial line being run, and there was no report made.

The plans and profiles will give a better idea of the nature and magnitude of the work than any report; but, the following brief description may serve to impress on the mind the salient features of the line.

*Esquimalt and Nanaimo Railway. First Division—Esquimalt to Cowichan River.*

The line commences at a point on the Indian Reserve on the east side of the harbor of Esquimalt and takes a north-westerly direction for about two miles. It then tends to the south-west, sweeping round the head of the harbor and passing about a quarter of a mile to the north of Parson's Bridge, which crosses the mill stream where it enters the head of the harbor.

The line then bends to the west and north-west, crossing the Isthmus that divides Esquimalt Harbor from Saanich Inlet. On the summit of this divide is Langford Lake, about a mile in length and a quarter of a mile in breadth. The line follows the south shore of this, then bends northward, reaching the head of Saanich Inlet at the 10th line. Thence it flows along the rocky slope on the west side of the Inlet to the mill dam on the Shannigau River, near the 24th mile.

At this point the line leaves the shore and follows the valley of the Shannigau and other depressions, crossing the head land about two miles from the shore to the head of Cowichan Bay and round the same to the Cowichan River, which is reached at 36½ miles from Esquimalt.

#### *Gradients and Character of Work.*

The altitude of formation level, at the initial point, is 32 feet above high water in the harbor. The first three-quarters of a mile is level and well suited for a terminal depot.

From this it was proposed to run a siding on a tongue of land, from which wharves and a pier would be constructed into deep water.

At the second mile the rise is 18 feet where the line begins to rise on to the Isthmus at the rate of 75 feet per mile, for two miles, on which the excavations in rock and earth would be heavy. Thence across the plateau to the 8th mile, the gradients are easy and the works would be light.

At 8½ miles the altitude is 293 feet, thence the line runs on the steep slopes of a rocky hillside to the 24th mile with variable gradients, the highest being 1 per 100 or 528 feet per mile.

From 8th to the 21st mile the works would be very heavy, consisting of deep rock excavations and the bridging of a number of deep valleys and chasms in the rocks varying from 75 to over 200 feet in depth, of which the following is an example:—Depth, 160 feet; width at top, 500 feet; at bottom, 30 feet.

The first trial line was run near the edge of the water, by which a great part of the heavy bridging would be avoided; but the rock excavation would not be reduced. The alignment is not good and there would be a gradient of 60 to 70 feet per mile in getting down to the head of the inlet, which would be a serious obstacle against heavy coal traffic.

At the 24th mile the altitude is 120 feet, thence to the 27th mile the rise is 180 feet per mile; but these steep gradients would be in favor of heavy traffic from the north.

From this point the line descends gradually to the head of Cowichan Bay, the maximum gradient being 1 per 100, of which there are two lengths, making an aggregate of 2½ miles.

The valley of Kokashilah is crossed near the 32nd mile; it is 85 feet deep, 500 feet wide at the top, and 120 feet at the bottom.

At 34½ miles Kilvin Creek is crossed. The valley is 900 feet wide and 40 feet deep. The creek is 150 feet wide.

At 36½ miles Cowichan River is crossed. The valley is 800 feet wide and 35 feet deep; the water way 500 feet wide.

The works from the 24th to the 34th mile would be moderate, thence to the 37th mile they would be rather heavy.

#### *Second Division.—Cowichan River to Nanaimo.*

From Cowichan River the line follows a depression behind the rocky hills that line the shore of the strait. It crosses Chemaines River near the 45th mile and comes within a quarter of a mile of Horse Shoe Bay, between the 47th and 48th mile; thence it follows the shore pretty closely up to the head of Oyster Harbor at 61½ miles.

From this point the line follows a low undulating country, crossing the Nanaimo River near the 2nd mile, the River Chase at 66½ miles, and it reaches Nanaimo Harbor at 68½ miles from Esquimalt.

There is a great deal of curvature throughout the whole length; but the curves are not sharp.

#### *Gradients and Character of the Work.*

The gradients on this division are generally easy, the maximum being a few short lengths of 1 per 100.

The work from the 37th to the 42nd mile will be heavy, the excavations being generally in gravel or clay loam, with a few short rocky spurs underlying. On the next two miles rocks prevail and the works would be rather heavy.

The Chemaines Valley near the 45th mile is 130 feet deep; 120 feet wide at the bottom, and 900 feet at the top, and there would be some rather heavy cutting for half a mile beyond it.

From the 46th to the 59th mile the works will be variable, and may be classed as moderate for half the distance and the balance as rather heavy, consisting of cuttings, partly in rock, and bridging deep valleys and lagoons.

From the 59th mile to the end of 68½ miles, the works would be classed as follows: Three miles light, and the balance moderate. The Nanaimo River is crossed on a low flat, and would require 200 feet of bridging.

The River Chase would require 400 feet, and a height of 32 feet above the water. The line on this Division could no doubt be improved, and the works reduced by a careful location survey.

The chief difficulty is on the First Division, along the shore of Saanich Inlet; an attempt was made to overcome that by carrying the line further back from the inlet, but a high summit would have to be crossed, and the attempt was abandoned.

I can suggest no other way of overcoming the difficulty than carrying the line up the Saanich Peninsula, over a fine agricultural country, to a convenient landing for a ferry, crossing Saanich Inlet to Cowichan Harbor.

I am, Sir, your obedient servant,

MARCUS SMITH.

OTTAWA, 13th May, 1880.

SIR,—I have the honor to transmit to you herewith copy of Report No. 22,519 on the Esquimalt and Nanaimo Railway, made by Mr. Marcus Smith of this Department on the 5th instant, together with copies of the following plans and profiles in relation to same subject, viz:—

1. Profile Division T, from Esquimalt Harbor to junction Division T at Pelon's Creek.
2. Profile Division Y, from junction with Division T to Nanaimo.
3. Plan from Nanaimo Harbor to junction with T.
4. Plan Division T location, from Nanaimo to junction with Y.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary*.

A. DE COSMOS, M.P., Victoria, B.C.

GOVERNMENT HOUSE, VICTORIA, 17th May, 1880.

SIR,—I have the honor to enclose a copy of a Minute of my Executive Council, dated the twelfth instant, embodying a resolution unanimously passed by the Legislative Assembly of this Province on the 7th instant, respecting the construction of the Island Section of the Canadian Pacific Railway; and strongly recommending that the request therein contained should be complied with.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARD, *Lieutenant Governor*.

To the Secretary of State, Ottawa.

CORR of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant Governor on the 12th day of May, 1880.

The Committee of Council advise that the following resolution unanimously passed by the Legislative Assembly on the 7th day of May inst., respecting the construction of the Island section of the Canadian Pacific Railway, viz:—

"That, whereas, this House freely concedes to the Dominion Government due credit for the steps taken by them towards commencing construction of the Canadian Pacific Railway on the mainland, and is, moreover, desirous that the work should be actively prosecuted.



"It is, nevertheless, of opinion that the Dominion Government should be respectfully informed that the fulfillment of the obligations assumed by them in 1874, to immediately commence and finish the portion of the main line lying between Esquimalt and Nanaimo should not, in justice to the Province, be deferred beyond the spring of 1881.

"Be it, therefore, resolved, that an humble Address be presented to His Honor the Lieutenant Governor, praying that he will be pleased to communicate the views of the House as above expressed to the Dominion Government, and recommend them for favorable consideration."

Be forwarded to the Dominion Government, with a strong recommendation, and respectfully request that it be complied with.

Certified.

THOS. BASIL HUMPHREY,

*Clerk, Executive Council.*

2nd June, 1880.

SIR,—I am directed to acknowledge the receipt of your despatch of the 17th ult. enclosing a copy of a minute of your Executive Council \* on the subject of the construction of the Island section of the Canadian Pacific Railway.

I have, &c.,

EDOUARD LANGEVIN, *Under-Secretary of State.*

The Lieutenant Governor of British Columbia, Victoria.

(Copy, No. 24,442.)

GOVERNMENT HOUSE, VICTORIA, 11th October, 1880.

SIR,—I have the honor to enclose to you, herewith, a copy of a minute of my Executive Council, dated the 4th day of October inst., inviting the attention of the Dominion Government to the representations made by this Government regarding the commencement of the Island section of the Canadian Pacific Railway not later than next spring; and also respectfully requesting that this Government be informed of the arrangements made by the Dominion Government for carrying out the above object.

I have the honor to be Sir, your obedient servant,

A. N. RICHARDS, *Lieutenant Governor.*

The Hon. Secretary of State, Ottawa.

COPY of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor on the fourth day of October, 1880.

The Committee of Council deem it advisable that the attention of the Dominion Government be earnestly invited to the official representations made by this Government respecting the expediency of the Island section of the Canadian Pacific Railway being commenced not later than next spring, and that the Dominion be respectfully urged to make such arrangements as may be required to commence and vigorously prosecute the work in the early part of the coming year.

The Committee advise that the Dominion Government be also respectfully requested to inform this Government of their arrangements for carrying out the above object, and that a copy of this order (if approved) be forwarded to the Hon. the Secretary of State.

Certified, T. B. HUMPHREYS,

*Clerk, Executive Council.*

28th September, 1880.

\* Embodying a resolution passed by the Legislative Assembly of British Columbia, on the 7th ult.



25th October, 1880.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 11th inst., enclosing a copy of a Minute of your Executive Council, dated the 4th of that month, inviting the attention of the Dominion Government to the representations made by your Government regarding the commencement of the Island section of the Canadian Pacific Railway not later than next spring, and also requesting that your Government may be informed of the arrangements made by the Dominion Government for carrying out that object.

I have, &c.,

J. C. AIKINS, *Secretary of State.*

To His Hon. Lieutenant-Governor of British Columbia, Victoria.

GOVERNMENT HOUSE, VICTORIA, 16th October, 1880.

SIR,—I have the honor to enclose to you herewith, a copy of a Minute of my Executive Council, dated the 14th day of October instant, authorizing the Hon. A. DeCosmos, M.P., to press upon the Dominion Government the importance of their carrying out their agreement to construct the Island section of the Canadian Pacific Railway, to point out the advantages to be gained therefrom, as well as the serious injuries sustained by the Province in consequence of withdrawal from sale and settlement, for the past seven years, of the extensive area of valuable lands along the east coast of Vancouver Island.

I have the honor to be, Sir, your obedient servant,

A. N. RICHARDS, *Lieutenant-Governor.*

COPY of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor on the 14th day of October, 1880.

The Committee of Council are of opinion that the interests of the Province require that some person resident at Ottawa, should be authorized on behalf of this Government to press upon the Dominion Government the importance of their carrying out their agreement to construct the Island section of the Canadian Pacific Railway, and at the same time to point out the commercial and economical value of the work, as well as the serious injury sustained by the Province by the withdrawal from sale and settlement for the past seven years, at the instance of the Dominion Government, of the extensive area of valuable lands along the east coast of Vancouver Island, without even the compensating advantages of railway construction, aside from the larger question of wealth and prosperity involved in its completion.

That such authority should be given at once so as to afford ample time and opportunity to the Dominion Government to make their arrangements for proceeding actively with the work and without further delay.

The Committee therefore advise that the Hon. DeCosmos, M.P., who is now, it is believed, in Ottawa, receive such authority, and that he be requested, upon his accepting the same, to report the result of his proceedings to this Government from time to time.

It is further advised that copies hereof (if approved) be forwarded to the Hon. the Secretary of State and to the Hon. Mr. DeCosmos.

Certified,

T. B. HUMPHREYS,  
*Clerk, Executive Council.*

The Hon. the Lieut.-Governor of British Columbia, Victoria.

SIR,—I have the honor to acknowledge the report of your despatch of the 16th ult., enclosing copy of a minute of your Executive Council of 14th ult., authorizing the Hon. A. DeCosmos, M.P., to press upon the Dominion Government the importance of their carrying out their agreement to construct the Island section of the Canadian Pacific Railway, to point out the advantage to be gained therefrom as well as the serious injuries sustained by the Province in consequence of the withdrawal from sale and settlement for the past seven years of the extensive area of valuable land along the east coast of Vancouver Island.

I have, &c.,

J. C. AIKINS, *Secretary of State.*

VICTORIA, B. C., 19th November, 1880.

I am instructed by His Worship J. H. Turner, Mayor of Victoria, to forward you a copy of the resolutions of the British Columbia Board of Trade, and also of those passed by a mass meeting of the citizens of Victoria and residents of Vancouver Island, relating to the default of the Dominion of Canada in carrying out its railway obligations to British Columbia.

The maltreatment which this Province has for so many years received at the hands of the Dominion leads British Columbia to hope that your sense of right and sympathy for an injured people may induce you to use your powerful influence to secure for British Columbia justice from the Dominion or a release from political connection with it.

I am, Sir, your obedient servant,

E. M. JOHNSON, *Secretary.*

BRITISH COLUMBIA—TREATMENT BY THE DOMINION OF CANADA FROM THE DATE OF UNION IN MAY, 1874, TO NOVEMBER, 1880.

Resolutions passed by the British Columbia Board of Trade, January, 1880:—

1. Whereas by the terms of Confederation between the Dominion of Canada and British Columbia, ratified by Her Majesty on the 16th May, 1871, the Dominion of Canada agreed to commence the construction of a railway from the Pacific towards the Rocky Mountains within two years of the date of the Union;

2. And whereas in furtherance of the said agreement, the Dominion Government of the 7th day of June, 1873, fixed the terminus of the Canadian Pacific Railway at Esquimalt, and applied for and obtained from the British Columbian Government the reservation of a 20-mile belt of land along the eastern coast of Vancouver Island for railroad purposes;

3. And whereas the Dominion Government have claimed that a commencement of railway construction was made at Esquimalt within the term of two years agreed upon in the terms of Union;

4. And whereas in the following year, 8th May, 1874, the Dominion Government, through its agent, Mr. Edgar, proposed to the Government of British Columbia "to proceed with the construction from Esquimalt to Nanaimo immediately," and "to push that portion of the railway on to completion with the utmost vigor and in the shortest practicable time," coupled, however with conditions relating to the mainland portion of the railway which were not entertained by the Government of British Columbia, as they conflicted with the terms of Union, and postponed indefinitely the consolidation of British North America, which was the primary object of Confederation;

5. And whereas, in consequence, serious differences arose between the Dominion of Canada and British Columbia, which were referred to Her Majesty's Secretary of State for the Colonies, the Earl of Carnarvon;

6. And whereas after protracted negotiations, the conditions contained in the despatch of Lord Carnarvon of the 17th November, 1874, to the Governor General of Canada, were accepted as a settlement by the Government of the Dominion and of British Columbia; the first condition being "that the section of the railway from Esquimalt to Nanaimo shall be commenced as soon as possible and completed with all practicable dispatch;"

7. And whereas the Privy Council of the Dominion of Canada, on the 25th March, decided "that prior to the commencement of any work of construction on the proposed railway from Esquimalt to Nanaimo, the Province of British Columbia should convey by legislation to the Dominion Government a 20-mile belt of land along the line of railroad between Esquimalt and Nanaimo," which demand upon British Columbia was immediately complied with by the Legislative Assembly of the Province passing an Act on the 2nd April, 1875, No. 16, intitled: "An Act to authorize the grant of certain public lands to the Government of the Dominion of Canada for railway purposes;"

8. And whereas, on the 6th March, 1875, the Dominion House of Commons, in Committee of Supply, appropriated \$6,250,000 to the Pacific Railway, part of which was expended on the purchase of steel rails for the railway between Esquimalt and Nanaimo, and the rails were accordingly purchased and conveyed to Esquimalt and Nanaimo ready for use;

9. And whereas in the year 1874-75 a construction survey was made of the line between Esquimalt and Nanaimo;

10. And whereas no further action having been taken towards the construction of the said line, a feeling of intense wide-spread dissatisfaction with the Dominion of Canada was created in the Province, which resulted in 1878 in the election of a Provincial Legislature, the majority of the members of which were pledged to insist upon the Dominion carrying out the "Carnarvon Settlement," or separation;

11. And whereas, official assurances were given the Legislature of British Columbia when last in session, that "before the close of that year actual railway construction would be commenced in this Province," and the British Columbia Legislature accepting these assurances in full belief that the Carnarvon settlement would be carried out, adjourned without taking any action hostile to the Dominion interests in the Pacific;

12. And whereas, since the adjournment the Dominion Government has confirmed the selection of Esquimalt as the terminus of the Canadian Pacific Railway, definitely located the line upon the mainland *via* Fraser River, and called for tenders for a portion of the railway in the interior of the Province, but so far as known has not taken any steps to proceed with the construction of the railway between Esquimalt and Nanaimo, to which for so many years and in so many ways it stands pledged and committed;

13. And whereas, good faith and a continuance of satisfactory relations with the Province require a speedy, active commencement of the railway between Esquimalt and Nanaimo, the construction of which is of vital importance to the development of the resources of the Vancouver Island portion of British Columbia, which contains more than half of the population of the Province, and contributes a very large proportion of the revenue paid by the Province to the Dominion,—

Be it therefore resolved, That Sir John A. Macdonald, M.P., Hon. Amos DeCosmos, M.P., Hon. A. Bunster, M.P., and Senator McDonald, as members in the Dominion House of Commons and Senate of Canada for Victoria City and Vancouver Island, be and are hereby instructed to urge and impress upon the Dominion Government the necessity of making such provision this session of Parliament as will secure, this summer, the prosecution of this most important work."

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Resolution passed by the citizens of Victoria and residents of Vancouver Island, November, 1880:—

We, the citizens of Victoria and residents of Vancouver Island, British Columbia, in mass meeting assembled, respectfully call the attention of the Dominion Government to the resolutions passed by the British Columbia Board of Trade, on the 28th January last, reciting important facts relating to the obligations of the Dominion Government to construct the railway between Esquimalt and Nanaimo, and also to the following resolutions bearing thereon, and on the relations existing between British Columbia and the Dominion, as follows:—

1. That while several of the Eastern Provinces of the Dominion have obtained better terms than those under which they confederated, the Western Province of British Columbia, under the Carnarvon settlement (in language of Lord Carnarvon) "will receive considerably less than was promised to her as the condition of entering the Dominion;"

2. That the first condition of the said settlement, made in 1874, was the construction of the railway from Esquimalt to Nanaimo;

3. That although the people of the Province were justified in expecting the commencement of the Esquimalt-Nanaimo Railway in 1875, their generous recognition of the embarrassed condition of the Dominion induced them for years to refrain from emphatically insisting upon the immediate construction of the railway;

4. That Lord Dufferin, in his official capacity of Governor General of the Dominion of Canada, in his speech delivered at Government House, Victoria, September 20th, 1876, pledged his word for the good faith of the Dominion to British Columbia in the following impressive language: "I would sooner," said his Lordship, "cut my right hand off, than utter a single word that I do not know to be absolute truth. \* \* \* Every single item of the Carnarvon terms is at this moment in the course of fulfilment;"

5. That after five years of patient waiting the only Acts of the Dominion, in 1880, at all bearing upon the Esquimalt and Nanaimo Railway have been the application to the Provincial Government for the conveyance to the Dominion of an additional twenty miles belt of land between Esquimalt and Nanaimo, and the removal of steel rails purchased for the Esquimalt and Nanaimo Railway from Nanaimo to near Yale, on the Frazer River, for the use of the Emory Bar and Savona Ferry section of the Canadian Pacific Railway on the mainland;

6. That it is believed throughout the Dominion that arrangements have been recently made with a syndicate of capitalists for the construction of the Canadian Pacific Railway by 1890, which includes about 500 miles of railway known as the Lake Superior section, and excludes the 70 miles of the railway between Esquimalt and Nanaimo;

7. That under the Carnarvon settlement the first portion of the railway to be built was the Esquimalt and Nanaimo Railway, and the last the Lake Superior section which was postponed indefinitely until after the completion, by 1890, of the railway between the Pacific seaboard and Lake Superior;

8. That it is evident that the Dominion of Canada has not kept faith with British Columbia in carrying out its railway obligations;

9. That the inducements to British Columbia to confederate with the Dominion of Canada was the agreements which hold out the prospects of rapidly opening up, settling and developing different portions of this Province;

10. That in consequence of the default of the Dominion, Confederation has inflicted irreparable injury upon Vancouver Island, a most important part of British Columbia. So far from inducing settlement, it has prevented it. From the 7th June, 1873, until now, a belt of land along the east coast of Vancouver Island, over 180 miles in length, by 20 miles in breadth, has been kept locked up by the Dominion, so that thousands who intended to settle in this valuable portion of the Province have been placed across the boundary into Washington Territory which, in consequence, has largely increased in population since last census, greatly at the expense of British Columbia;

11. That although under the terms of Union British Columbia was allowed to return to her own tariff until the date fixed for the completion of the Canadian Pacific Railway, she, believing in the good faith of the Dominion as regards its railway obligations, accepted the Dominion Tariff. By this generous act the amount of revenue paid by British Columbia to the Dominion since Confederation has exceeded the expenditure out of revenue of the Dominion in British Columbia (much of which has been of no benefit to this Province) so that British Columbia has been a financial aid and not a burden to the Dominion;

12. That in 1874, when the Carnarvon settlement was made, the Customs duties collected in British Columbia amounted to \$306,436, while in 1879 \$517,261 were collected, although the railway construction had not been commenced in the Province;

13. That since Confederation over \$50,000,000 has been borrowed by the Dominion for public works and other purposes, and although British Columbia has been made to pay more in proportion than her fair share of interest thereon, no portion of the \$50,000,000 has been expended by the Dominion in British Columbia in carrying out the Carnarvon terms;

14. That the Dominion Tariff, however beneficial it may be to the Eastern Provinces, is an injury to British Columbia, as it weighs heavily in the great producing interests of the Province, and has destroyed the largo trade previously done by Victoria in British goods with the adjoining States and territories of the United States, and has failed to create or encourage any new industry;

15. That the only compensation possible for the many drawbacks of Confederation is railway construction by the Dominion under the conditions of the Carnarvon settlement, and unless the Dominion is prepared to carry out the railway obligations with British Columbia, the Province would benefit largely by being placed in the same position to the British Crown as Newfoundland now occupies, having full control of her own resources and developments.

