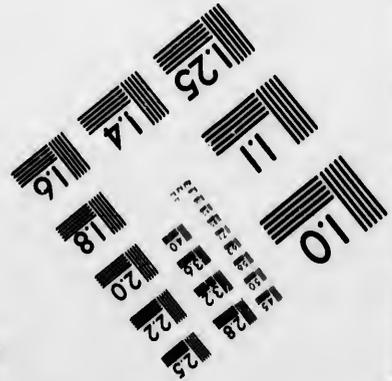
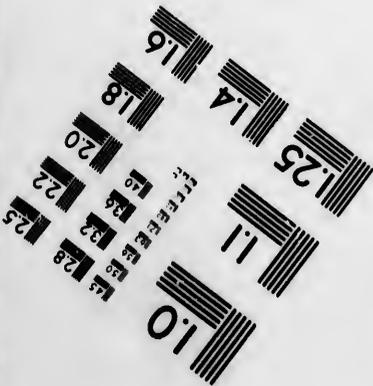
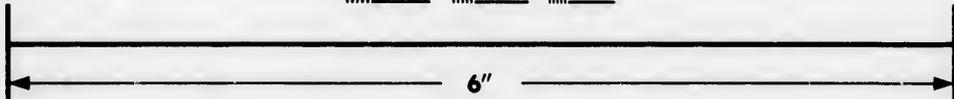
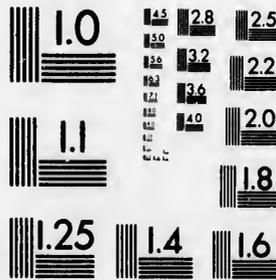


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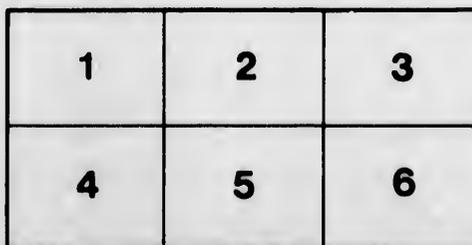
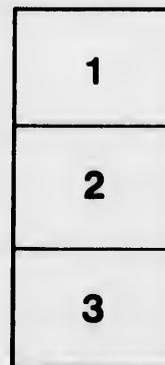
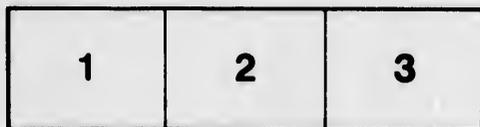
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MSB
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Issued Oct 6. 1896

Prospectus of

Victoria

Peoples Railway

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Circular Letter

TO THE

People of British Columbia.

1. It is proposed to organize for the purpose of promoting the construction of a railway which shall afford a direct means of communication between the coast cities of British Columbia, the agricultural districts of the Fraser River Valley and the various Kootenay mining camps, which shall be called "The Peoples' Railway."

2. The object in view is the development of the richest agricultural and mineral sections of the Province.

3. The people of the eastern portion of the Dominion, alive to the importance of railway connection with the Kootenay country, are using every means to induce the Dominion Government to grant such assistance as will bring about the commencement and early completion of such a line. The proposal, however, to construct a railway entering the Province from the east of the Rocky Mountains and extending through the Crow's Nest Pass to the Kootenays gives no hope for the development of the coast sections of our Province; on the contrary the effect will be to divert the greater portion of the trade from British Columbia altogether to the cities of other Provinces, and unless the construction of a line to the coast is made co-incident with the construction of a Crow's Nest road it will be found very difficult to enlist the sympathy of the Dominion Government in the scheme in future or to recover our legitimate trade from channels into which it will have been diverted.

4. The construction of a Crow's Nest line alone and without a road to the seaboard means a loss to the coast portion of the province that can never be recovered.

5. The route of the proposed coast railway will be from a point on the Gulf of Georgia to New Westminster and from Vancouver to a junction at New Westminster and thence easterly through the fertile municipalities lying between the Fraser River and the international boundary line to a pass through the Hope Mountains, thence by way of the valleys of the Tulameen and Similkameen Rivers" (connecting with the chief mining camps en route) to a point near the Columbia River to be hereafter determined upon, connection to be made with Victoria by railway ferry and with Nanaimo by steamer from Vancouver.

6. From any point beyond sixty miles east of New Westminster to that city and to the cities of Victoria, Vancouver and Nanaimo passenger and freight rates shall be the same.

7. On account of the present high rates and great distances to be travelled it is impossible for the merchants of the coast to carry on an extensive trade with the Kootenay centres; the time occupied in travelling from Rossland to the coast is two days and in the transfer of freight a much longer time in proportion.

8. By the proposed railway the journey from the Columbia River to the seaboard would be easily made in twelve hours without change of cars and at a greatly reduced

fare. Daily freight trains would transport goods in one quarter of the time occupied to-day and at less than half the cost.

9. It is proposed to effect a junction at Rossland with the Corbin system and thereby with six continental roads thus, while controlling all passenger and freight business between provincial points, the road would be a strong competitor for trans-continental business.

10. The trade of Kootenay gold and silver districts is already sufficient to justify the immediate construction of the railway.

11. The already large and increasing trade of these places is handled largely by American railways, two of which penetrate this part of the Province. An outlet through foreign channels is thus created and an immense revenue, capable of stimulating every local and Provincial industry is entirely lost to our country.

12. The construction of this railway would bring the rich agricultural lands of the Fraser valley within easy reach of the large mining camps of Kootenay, where the farmers would find a profitable market for every product of their farms. The large extent of what is now unproductive land would be speedily settled and tilled and thus an ever increasing trade be created for the railway.

13. The value of short and direct communication between the mines and the seaboard can scarcely be overestimated to the former. A large number of locations upon which prospecting and development work has been performed would send ores to the smelters and, the cost of shipping and treatment being reduced to a minimum, properties now idle will become permanent sources of wealth.

14. It is now generally known that the mineral belt is much greater than was at first supposed and in reality begins at the west side of Hope Mountains, where valuable locations have been made. From Hope it may be said to extend eastward to the Rocky Mountains.

19. With a view to securing the construction of the above described railway and in order that no interest or locality may be overlooked, it is proposed to form a Provincial committee, with representatives from each of the cities, municipalities and settlements interested, who shall organize for the purpose of securing the necessary legislation and Government assistance and for the purpose of making at once a preliminary examination of the route.

16. It will also be for the committee to consider whether or not, in the event of the construction of the Crow's Nest Pass road, the interests of the Province should be guarded by the Government maintaining the road under its own control and advise representatives accordingly.

We, the undersigned, having read the foregoing, hereby signify our hearty approval of the objects aimed at therein, and beg to petition the Government to assist the scheme in every way possible.

