

CHARLES E. HOPE, B.C.L.S.
Notary Public

ALFRED FARMER
Notary Public

HOPE & FARMER

ESTATE AGENTS AND VALUERS
PROVINCIAL LAND SURVEYORS

Head Office: 536 Hastings St., Vancouver, B. C.
Branch Office: Langley, B. C.

P. O. BOX 686
TELEPHONE, SEYMOUR 191

GENERAL AGENTS IN BRITISH COLUMBIA FOR
THE NORTHERN COUNTIES INVESTMENT TRUST
THE VANCOUVER REALTY CO., LTD.
THE COAST TIMBER SYNDICATE
THE VANCOUVER SETTLERS' ASSOCIATION
B. C. PLATE GLASS INSURANCE CO. *R*

CABLE ADDRESS: "HOPE," VANCOUVER
MOREING & NEAL AND A B C CODES

536 Hastings Street,

Vancouver, B. C. May 11th. 1912.

F. R. Glover, Esq.,

B. C. Electric Railway Co.,

VANCOUVER, B. C.

*Recd May 14/12
ack " 18/12
JW*

Dear Sir:-

I, understand that some trial surveys have been made through Pert Mann, or thereabouts, running East, crossing the Town Line near the Coast Meridian Road, and that one survey has run in the direction of Langley Fort and another a little to the South towards Jardine. This matter was taken up by our Board of Trade and the Secretary is going to write you. I should, however, like to mention one or two things possibly that the Secretary may overlook. I suppose that one of the things that would militate against your running through Langley Fort is on account of crossing the Salmon River flats twice, once to get into Langley and once to get out. There is a strong movement getting up with a view to widening and raising the Trunk Road running between Langley and Jardine, towards which we expect to get some Government assistance. If this road was widened and raised it would be very suitable for your road bed: we believe that with a proper amount of Government assistance, and some small debt put on the Langley Fort Village in this connection, we could very materially reduce the cost of roadway for your track so far as your Company is concerned. What we should like to see is this raised 4 ft. and widened to 66 ft. on the top: if this were done it could be used for a tramway track as well as a road. The route into the village is another matter, but I would point out that I have dyked my farm and that the most convenient

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-2-

Comment
travelled route into the village would run practically along the course of this dyke, and I do not think, if you have any serious intention of running into the Village, that you would have much difficulty in making an arrangement with me, which would be satisfactory to both of us. Of course the dyke would need widening, but the cost of this would be much less than building a new one.

Langley Fort has grown faster than any other point in the Langley Municipality, and this in spite of the fact that it had neither a tram nor train, whereas all the other points have had trams, such as Milner, Jardine, Langley Prairie and so on. Langley Fort is to-day the most populous ^{of them all}. We have a total population within the village proper by actual count, ^{of} about 400 people, and if we had tram connection there is no doubt whatever that it would increase very fast, besides which, the route which you would have to take, if it goes into the village, would be through the very choicest part of the bush lands of the Langley Municipality, a great deal of which are already subdivided and in process of rapid settlement, and this in spite of the fact that we ~~have~~ still have no trams.

I do not think the C.N.R. would take any business from you, I believe that both lines would help each other, as the C.N.R. is not likely to cater much to the local traffic. The same thing can be said with reference to the boats. There are more goods landed

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-3-

at Langley than at any other point on the river, with ~~the~~ possible exception of Chilliwack, and I am sure that there is as much landed at Langley Fort as there is at Langley Prairie and Milner both put together.

Should you care to give me an interview I should be glad to go over this matter more in detail. As you know I am pretty well posted in this district and can give you some details which you might not be able to get otherwise.

Kindly write P.O.Box 56, Langley Fort, in reply to this. I am down in Vancouver every week, but can make a trip in any day that will suit you, after next Tuesday.

Yours faithfully,

C.E.H.

Charles E. Hope