

# British Columbia Electric Railway Company, Limited

HEAD OFFICE: 34 NICHOLAS LANE, LOMBARD STREET, LONDON, ENGLAND  
GENERAL MANAGER'S OFFICE, VANCOUVER, B.C.

SUBSIDIARY COMPANIES:

VANCOUVER—  
VANCOUVER POWER CO., LTD.  
VANCOUVER, FRASER VALLEY AND  
SOUTHERN RAILWAY CO.  
VICTORIA—  
VANCOUVER ISLAND POWER CO., LTD.

TELEGRAPHIC ADDRESS: "LASSANT"  
LONDON, VICTORIA AND VANCOUVER

Received MAY 29 1912  
Ackg'd.  
Answered

*6 copies  
to Southern Railway  
to 215 - 7/10/12*

New Westminster, B.C., May 25th, 1912. 191

R. H. Sperling, Esq.,  
General Manager,  
Vancouver, B. C.

Dear Sir,

Supplementing my letter of 18th inst., in regard to London letter having reference to traffic on Fraser Valley Branch.

CLAUSES 2 and 3

As you are aware the greatest source of revenue in freight traffic is lumber and logs.

Prior to completion of the line several very extensive timber operators interviewed me personally as to service, rates, etc., from various timber areas located along the line, which lead me to believe that as soon as the line was open for traffic, we would at once derive revenue from log and lumber traffic.

Through some hitch in arrangements, many of the timber men gave up the idea, consequently the timber is still standing, but will eventually have to be taken out and over our line.

The fruit crop from which we expected large earnings was practically a failure last year, caused by heavy frosts in the spring - you will recollect that early

R. H. Sperling, Esq. (Cont'd).

in the year we experienced the worst storm in 16 years, and the weather remained very cold with heavy rains - the prospects this year look very much brighter.

Our passenger revenue last year was affected by shortage of equipment - we did no advertising whatever to cover special holidays simply because we would be unable to handle the travelling public. The situation was somewhat relieved in the latter part of the year, but too late to be of any real value to us.

With two steamers running between New Westminster and Chilliwack, one steamer locally owned with a large number of shareholders in Chilliwack caused us considerable <sup>trouble</sup> in controlling the freight situation, but we eventually were able to put it out of commission, still leaving one steamer (C.P.R.) on the run which I am told is operating at a loss of \$30.00 per day.

The large influx of settlers expected into the South Fraser Valley District, particularly into the Langley and Chilliwack Districts, did not materialize, particularly owing to the high prices prevailing for land, and many of those who have settled are really not practical farmers.

The clearing of land for farming purposes is an expensive item, and farmers who have settled for years, find that they can make more money selling outright to speculators who cut up the areas acquired in small blocks of from one to five and ten acres.

This is very noticeable on Langley Prairie, which is one of the most productive prairies along our line-

R. H. Sperling, Esq.(Cont'd).

increased population will, no doubt, result in time, but unless settlers have some experience in farming and know what is best suited for the land in order to make a profit on their production, I am afraid that this class of settlement will not be an immediate success. We will, of course, secure passenger traffic from this class of settler, but very little if any freight, at least for a time.

CLAUSE 4

The following industries have been established since the inception of the line:-

J. GIBSON SHINGLE MILL, KENNEDY.

Three cars shingles per week.

L. RICE, LOGGING, KENNEDY.

Six cars logs per week.

TIMBERLAND LUMBER COMPANY, CRAIGS.

Twelve cars per week. Is now negotiating for 40 million feet additional - mill to run 5 years from date.

THOS. OWEN, NEWTON.

Twelve cars cord wood per week, to run two years from date.

SURREY SHINGLE COMPANY, SULLIVAN.

Six cars shingles and ties per week, to run 8 years from date.

R. H. SPERLING, Esq. (Cont'd).W. C. McELMON, MCLELLAN.

Five cars per week, to run 6 years. Have contract for 100,000 ties, and are also shipping spruce lumber to Vancouver for making boxes. Propose to erect their own box' shock mill.

H. TIMMS, LANGLEY PRAIRIE.

Now constructing hot houses to raise lettuce and tomatoes exclusively for Vancouver Market. Will have five acres under glass.

SALMON RIVER LUMBER COMPANY, SPERLING.

Six cars lumber per week. Present lumber limits last two years, figuring on procuring 5 million feet additional.

LANGLEY POULTRY COMPANY.

Establishing large poultry farm.

BEAVER RIVER LUMBER AND LOGGING, BEAVER RIVER.

Six cars per week. Continue for five years. Negotiating for additional 20 million feet, if successful will continue for twenty years.

F. J. BISSELL, BRADNER.

Sixty cars logs per week, continue  $2\frac{1}{2}$  years, 40 million feet on present limits.

Is figuring on securing 200 million feet from Hastings Mill Company limits Matsqui Prairie, also 8 million feet from same Company at Craigs.

Four cars ties per week. Has contract for 300000 ties to be delivered in next two years.

R. H. Sperling, Esq. (Cont'd).

McMILLAN SHINGLE COMPANY, BRADNER.

Three cars per week, to run 7 years.

DICK BROS. SAW MILL, BRADNER.

35 cars per week, to run two years. State they will procure additional timber limits when present lease exhausted.

M. B. KING LUMBER COMPANY, DENNISON.

7 cars per week, to run  $1\frac{1}{2}$  years. Figure on procuring additional timber limits to enable them to run four years longer.

W. COOK & SONS, DENNISON.

Three cars per week, to run five years.

ROSS AND LAPP, MT. LEHMAN.

Six cars per week, to run  $1\frac{1}{2}$  years. State are negotiating for additional timber limits.

CLAYBURN BRICK COMPANY, CLAYBURN.

Ten cars per week.

PROVINCIAL GOVERNMENT QUARRY, VEDDER MT.

Four to six cars per day.

B.C. MILK CONDENSING COMPANY, SOUTH SUMAS.

Four cars per week.

ABBOTSFORD TIMBER & TRADING COMPANY, CHILLIWACK.

Lumber Yard opened up, shipping five cars per week Abbotsford to Chilliwack.

R. H. Sperling, Esq. (Cont'd)

The above cover actual industries established, and does not include shipments of shingle bolts, cotton wood, et. shipped from various points along the line.

The large and valuable timber area five miles from New Westminster under lease from the Dominion Government to the Brunette Saw Mill Company has yet to be taken out - this will be done when occasion demands and haul will be made to New Westminster.

The prospects for increasing present freight traffic looks very promising, and everything possible will be done in the matter.

Yours truly,

*R. H. Sperling*

Manager Interurban Lines.