

The By-Law Discussed

Chil'wack Railway Scheme Occupies Attention of the Council.

Some Amendments Suggested by the Mayor and Alderman Hayward.

The City Council, which held a long session on Monday evening and adjourned until last night, met again in the City Council chamber shortly after 8 o'clock and remained in session until 11, the whole of the meeting taken up as with the intention, in discussing the Chil'wack, Victoria & Sidney Extension By-law.

Commencing with the consideration of the agreement it is proposed to enter into, it very quickly developed that the aldermen were to find many causes for indignity in the scheme. The mayor and Ald. Hayward, Cameron, Williams and Macgregor making it very plain that nothing was going to be allowed to pass without the interests of the city being safeguarded as well as lies within their power to safeguard them. The mayor was heard for nearly three hours discussing the merits of the proposed amendment, and as a result the conditions were considerably changed from the original, by the omission of a few words and the insertion of a few others. For instance, it was decided that the promoters should have at least \$500,000 promised to them in the form of grants, or by the sale of stock at par before the city becomes liable for the subscription of \$500,000 to the stock of the company. This was stoutly opposed by Ald. Beckwith and Stewart, who contended that first when the promoters had secured the necessary \$500,000 the city's liability would be recognized. This was opposed by the mayor on the grounds that less than \$500,000 would be unfair to the city, and secondly, that any less sum would prejudice the promoters in the effort to float the bonds. Then there was a discussion about the sale of shares at par, but Ald. Hayward insisted that such a provision should be made, or otherwise the company might sell shares at almost any sum and thereby deprive the holders of the city of its proportion.

The mayor was satisfactorily disposed of, but there was not a dissenting vote when there was not a dissenting vote. The question whether there was not a dissenting vote being given by the aldermen to enable them to raise the necessary \$500,000, a possibility which he and the mayor viewed with alarm. Mr. Bly, in a consultation with the city solicitor, admitted that the insertion of the words bearing this construction, if not by such a construction, the promoters having thought it quite possible that a contractor, for instance, might be willing to make a certain advance of cash on the understanding that he should afterwards pay the amount of shares, or a bond, equal to the sum of shares, or a bond, raised.

This was promptly condemned by the mayor, with the result that the company will now be compelled to raise the necessary \$500,000 before the city's responsibility commences, by the legitimate means of either by obtaining grants or bonuses from government or municipalities, another amendment, the insertion of the word "cash," having made it necessary also that the bonuses or grants shall be of cash, the majority of the aldermen looking with suspicion on the possibility of land grants being given, the value of which they held it would be difficult to estimate.

When this had been done, the hour of adjournment, 11 o'clock, had arrived and the committee rose, reported progress, and asked leave to sit again, and the council decided to leave the further discussion of the by-law until the next regular meeting, which will be held on Tuesday evening next, Monday being Christmas Day.

His worship the mayor presided, and with the exception of Ald. Brydon, all the members of the council were present. City Clerk Dowler's place was taken by Assistant City Clerk E. J. Bradley, and City Solicitor Bradburn was on hand to advise the aldermen.

There were also in attendance Messrs. Joseph Hayward, C. E. Renault and A. L. Beland, Q. C. Occupied seats within the wall. In the previous session to the public there was a small audience of interested citizens.

The mayor, in opening the proceedings, explained that this was an adjourned meeting, and that the time when it was left. The motion before the council was that this by-law should be read again a second time. "Are you ready for the question, gentlemen?" There was no answer until the query had been repeated a second time, when Ald. Hayward rose and asked if the mayor and seconded the by-law had asked all they desired to say, on the principle of the measure?

Ald. Beckwith said he had a good deal more to say; he was interrupted on Monday evening by the motion to adjourn, and he supposed he would have an opportunity to say what he wished before the motion was put.

The mayor informed him that he would have that right, and then Ald. Beckwith proceeded to deal with some of the salient points of the scheme. It had been well discussed in the papers and on the platform and it seemed that the main objections were that of the financial considerations. He believed that difficulty could be overcome, and going into the advantages of the proposed extension, Ald. Beckwith expressed astonishment and regret that this question of a road from the coast not only had not been taken up three years ago. The opening of the New-Pass road had the result of making the Kootenay country a feeder for the eastern cities and he was credibly informed that freight was being laid down at Kootenay points from the East ex-

ceedingly low figures, against which the merchants are not at present in a position to raise any objection. The main object of the scheme is to establish a connection between the coast cities and the mining centers would ultimately follow this ferry scheme and the merchants would also have the great advantage of competitive rates by reason of the fact that they would meet no less than three transcontinental roads. He wished it understood that there was no need to come to the conclusion that the promoters of the scheme have any antagonism to the C.P.R. As soon, for instance, as the Great Northern makes use of the ferry to be established, the C.P.R. will most probably ask whether the Great Northerners had any privileges they found they could enjoy the same facilities they would be glad to make use of them.

Then, in connection with so many transcontinental roads, the merchants could route their merchandise over any road from the east, and there would also be the great advantage of the merchants of a saving in wharfage and landing by having their goods brought in right to the door of their own warehouses.

Talking up the large increase in green shipping, Ald. Beckwith dwelt at length upon the great boon it would be to the city to have the trans-Pacific steamers making their headquarters, which he thought they would find this was the best terminus of three trans-continental routes.

As to the opening up of a new country, where the farming land is not owned by any one corporation, and in which the holding of this extension would induce a vast increase of population, meaning a much larger trade for Victoria, Ald. Beckwith was quite eloquent. He pointed out that under present conditions it is almost impossible for a farmer to get down to Victoria, although a large amount of the Fraser valley produce is marketed there. It had been urged that the railway ferry means of transportation would be more expensive than the steamboat transportation. Combating this, the speaker said he knew of freight brought down from Hamilton, via Mission to Vancouver, and thence by steamer here, 50 per cent cheaper than by the direct steamer from Chilliwack.

Ald. Beckwith referred to a number of general remarks such as the cost of the extension of the V. & S. road in the center of the city, upon which he informed the council the committee had obtained a lot of valuable information and done a great deal more work than they have been inclined to give them credit for. The work done by the committee was of a nature which he pointed out that the city taking immediate steps to ensure her commercial supremacy in the province, and expressed the hope that this by-law would meet with the hearty support of the ratepayers, and be passed as soon as possible.

He then asked the question again, "are you ready for the question?" and again it seemed as if the second reading was to be allowed to pass. When Ald. Cameron rose and said that he approved very heartily of a scheme for providing the city with a railway connection with the Mainland, but there were some details of this scheme which he proposed to discuss, and which it would be amended, in committee.

No one else being apparently desirous of speaking, his worship said that by further putting the question he wished to make a few remarks. He reminded the aldermen that this is no new scheme, but it is really a revival of a scheme first introduced in the discussion on another by-law connection by-law that the amount of traffic brought into the city across the continent does not amount to the small amount of "trans-continental" traffic, as had been said, to one carload a day, by any means. He would hold up both hands for any scheme of a real commercial nature that would be a benefit to the city, but he did not propose to hinder his property by his hand down into his pocket, as he would by adopting such a scheme as this.

Ald. Stewart thought the whole matter had been mismanaged. The city did not lose its \$500,000, but the promoters had. There were conditions to be fulfilled. Nor did Mr. Macgregor know anything about the Fraser valley trade. The promoters had to go through the same time, and get the money, as they could by this scheme of transportation without loss of time to the merchants, and it was a matter of a few days before the trans-continental traffic, the shipper of merchandise ordered by the merchant must send it as he is instructed.

While it was true some things in the by-law might need amendment, it seemed that every possible objection had been made, and he thought the question was really settled. Some said, and he thought so, that the main objection was that Mr. Paterson was going to make \$75,000. Then his worship replied that newspaper correspondents, who had asked during the discussion of the by-law that he was going to make \$75,000 and favoring this, Mr. Macgregor had said that he was going to make \$75,000 and he would not know yet.

Ald. Macgregor very persistently asked what Mr. Paterson was going to do, where was the \$150,000 going to come from, and Mr. Stewart replied that Ald. Macgregor always favored subsidy work, and he was sure that he would not be doing a good deed in this one of which they knew nothing. The Victoria & Sidney railway was worth \$150,000. Then there was another thing. It is not long since that the government gave a grant of a mile to a railway to Chilliwack, and one of the men who was doing a good deal in this present scheme during the last election, condemned that grant, and no doubt had great misgivings as to the wisdom of the government doing that grant. Still, notwithstanding that, Ald. Macgregor said he favored letting the matter go to the people. He was a little shy of burdening the city with so large an amount of bonds.

Ald. Stewart twice called attention to the report of the special committee, and asked Ald. Macgregor for asking about the \$50,000 item for the extension of the Sidney road, and acquiring Mr. Paterson's equity therein. To this, Ald. Macgregor retorted that he could not give the report, but he would do so if it were not for the fact that he was in a position to do so.

Three months ago, the amount of \$100,000 was made, one of \$100,000, and in the discussion Ald. Williams made his only speech of the evening, agreeing that the mayor's stand in insisting upon the largest sum

which he had been the manager of the De Cosmos scheme, and was supposed to know something about it. The figures he had obtained from the municipalities as to the shipment of goods, they were obtained from the clerk, Stacey A. H. Hayward did not mean to say they were obtained from the city clerk. When anyone wrote their city clerk for information he was supposed to give it correctly.

The mayor asked Ald. Williams if he had anything to say, but that gentleman was getting late and he would not take up any time.

Ald. Beckwith wound up the discussion, commencing by protesting against the information that had been thrown out to the effect that the information given was not correct; he had it from the lips of more than one man that the figures were under, rather than over, the figures. The committee had done a honest work and had no desire to over-color the matter at all. As to the N. P. R. not taking their freight to Puyallup, it was generally known that the manager of the coast side of the road was not getting into Vancouver. They appreciate the trade of the Canadian cities and are going after it. Replying to Ald. Macgregor in regard to the ballast and wood which he referred to, Ald. Beckwith preferred to make no word of Mr. Paterson's a practical railway man rather than the opinion of Mr. Macgregor.

Generally, Ald. Beckwith appealed for a fair consideration of the provisions of the by-law, and the interests of the citizens as a whole. Then the motion for the second reading was put and carried without division.

Ald. Stewart moved the Council go into committee of the whole, with the mayor in the chair, and that the committee be empowered to consider the agreement proposed to be entered into.

Clause 1 of 2 of this agreement, which are all that were considered last evening, reads as follows: "The trustees shall and will, and they shall and will, do, in and by the consent of the electors of the said corporation being obtained by a by-law authorizing the corporation to subscribe for shares of the capital stock of the province of British Columbia and the parliament of Canada, or either of them, an act incorporating a company, hereinbefore referred to with an authorized capital of not exceeding five million dollars (\$5,000,000), and for all the powers, franchises, and facilities necessary and proper to carry out the objects above specified, and such other objects as the trustees may see fit to carry out, subject to the approval of the electors of the said corporation."

Before going into the consideration of the agreement, Ald. Stewart called attention to the fact that a clause had been inserted providing for the promoters to bear the expense of submitting the by-law to the voters. It seemed hardly fair that the promoters should be asked to go ahead with the matter if this was to be done.

The mayor suggested the better way would be to consider that clause when the matter comes before the council. Ald. Beckwith said he did not suppose it would be pressed, it had been inserted in error.

Clause 1 having been read, Ald. Hayward called attention to the \$2,000,000 of capital stock, pointing out that should the promoters take that amount of the company which might be beyond all that they could handle.

The mayor said no company could sell more than five or six million dollars. The city solicitor explained that unless an agreement to the contrary effect were deposited with the registrar of joint stock companies every share, no matter of what figure sold, carried with the responsibility of par-value, and the holder would be liable for the amount when the company got into liquidation.

Ald. Hayward said some people might be willing to accept the contingent responsibility of the stock, but he left open the danger of its being sold at less than par, with a consequent depreciation of the city's holding.

The mayor said he was willing that the words "at par" should be inserted, and then the city solicitor pointed out that this plan they might have to be a certain number of bonus shares.

"What do you mean?" asked the mayor.

"Promoters' shares," replied Mr. Bradburn, and Ald. Beckwith and Stewart objected, the matter being quite indignant at the suggestion contained in the reply.

Then Mr. Bradburn explained that the promoters' shares might be willing to take less than par value, but the promoters should not be allowed to take more than par value, and the clause was then amended to read that the shares must be sold at par.

When clause 2 came up Ald. Hayward wished to have the blank filled in, and the mayor thought the company should have at least \$500,000 guaranteed before the city's responsibility began.

Ald. Beckwith demurred and suggested that the \$100,000 was ample, and the third of \$500,000, and in the discussion Ald. Williams made his only speech of the evening, insisting upon the largest sum

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A Long Lost Mine

Found by a Wrangel Trapper While Hunting Beaver to Old Diggings.

Evidently the Property of Some Mine in Long Gone Russian Days.

News was brought by the steamer Danube of the discovery of a large mine similar to the Wrangel, E. H. Harrison says: "During November he was prospecting in Wrangel's ditches and met a man who was hunting and trapping for beaver. This man informed Harrison that while exploring a creek on the mainland, which appeared favorable to beaver trapping, he noticed some old 'blazes' on the trees, which, 'out of curiosity,' he decided to follow. From the character of the blazes, he estimated the beaver to be 20 or 30 years old, and after following the trail, he came to an old cabin which showed signs of age and decay and appeared to have been covered with a tent. In going to the creek he found that at some ancient point a dam had been constructed and the creek had been turned, and so well had the work been done with logs and rocks that it was almost unrecognizable, and the river had cut another channel."

"Nine claims had been located, and from the way of age the notches and nearly grown oak-where it was evident that many years ago the location notes had been written. The claims were about 500 feet in length. At the head of the river are the remains of a dead glacier. Old sledge boxes were also found, which, from their rotten condition, appeared to have been about 30 years long, and also different holes, where the hunter, who evidently sunk to bedrock, would not discuss, claimed that Harrison would not discuss, claimed that Harrison was not familiar with mining, and not having a pan did not prospect for gold. Two old shovels, with the handles rotted off, were found in the old log house, which presented the appearance of having been the scene of some tragedy enacted many years ago."

Arrangements have been made by Mr. Harrison with the hunter to guide him to the mine next spring. He also made enquiries at Wrangel, who brought out the fact that Harrison was a reliable and trustworthy man. The oldest inhabitant of the vicinity, a Wrangel, however, can give no further information as to any party having mined at the lost mine.

Mr. Harrison says the work on the dam must have been done about 20 years ago, and the ground was either poor and abandoned, or it was rich and the miners, evidently Russians, made a state in a short time and returned home never lifting out their sections, or some mischievous overtook them and buried them under their death.

The finding of this mine revives the story of the 'Lost Blazer,' for which so many miners have searched in vain.

BRITISH NAVAL POWER.

A French Admiral's Appreciation of the Might of the British Navy.

The eighteenth century in France does not lack its historians and poets, who have treated their great subjects sometimes after a prophetic manner, and sometimes after the manner of the imprudent and ambitious. It has been abused by picturesque historians as high-flying divines and romantic poets. Its political franchise was certainly restricted, while its civil list was always extended. It was even tried to subordinate its religion. No less eminent an intelligence, Ben Mark Pattison's pronounced, the last half of the eighteenth century to be "an age destitute of faith and earnestness, an age whose poetry was without romance, whose philosophy was without faith, and whose public men were without character." His words, indeed, but not lightly written.

Yet when abandoning generalities and dwelling on the details of the time, it was then spent in England; it is difficult to reconcile all one's reading with any very sweeping assertions. It was a great age, no doubt, an age of the great gang of the whipping post, of jail fever, and all the horrors of the criminal code, an ignorant age, when the population, lords and louts alike, drank with great freedom and unrestrained. Cock-fighting among the more innocent joys of life, when education of the kind called popular, or more correctly primary—for popular it is not and never will be—was hardly thought of; a corrupt age, when offices and votes were bought and sold, and when the king and his court were prepared to use it by the establishment everywhere, has enclosed the British empire, and Europe permitted this to be done, and now is so powerless that the United Kingdom has only an army consisting of a few militia battalions, and carries nothing for the millions of Catholic soldiers.

DO KIDNAP THE QUEEN.

A. Anstey Darrell, St. Alban's Victoria, writing to the Ashcroft Journal, says: "The following well authenticated story appears in the Cape Times of the 7th Nov., and is related by an official, recently employed at the works of Messrs. Lewis & Marks, a well known Port Elizabeth firm, at Verconing, S.A.P. A man well known in the place among the mining class, and the deplorable aggressor of the Sunday Boys in the Transvaal, was one day, a farmer who owns land near here, assured me that the Republican troops were set a win the day, for which he offered to be paid, but for the fact that the poor old Queen of England would be the greatest sufferer, as Paul Kruger, as soon as the war was over, was going to hire a ship and train Commandant Beets and some of the Boer forces with him to England, and being the Queen by the Transvaal where she would be left to die in the tortilla jail."