

Suburban Endorsation

Victoria West Electors Unanimously Approve the Victoria-Chilliwack Road.

A Lively Tilt Between Sponsors and Opponents of the Scheme.

The merits of the Victoria-Chilliwack railroad were discussed last night at a citizens' meeting in Semple's hall, Victoria West. There was but a small attendance, but all present were rate-payers and manifested a great deal of interest in the scheme.

Capt. Gaudin occupied the chair, and to elucidate the remarks of the speakers, charts of the projected lines were hung on the wall.

Mr. C. E. Renouf went over the project, pointing out that four hours could be saved to Mission by the new system, and the fact that freight lots was also a desirable feature.

Coming to details, he said that a good central depot already existed in the market building, erected at a cost of \$120,000, and would never be of any use until the city was placed in communication with the Fraser river valley. The market to-day costs the city \$6,000 a year, whereas if it were turned into a passenger depot and the lot in rear of it into freight yards, it would yield a handsome revenue.

If the E. & N. were extended to the same point, it would make Victoria the centre of a considerable railway system, instead of being in a position of isolation.

The building of the road might also solve the question of the Indian reserve, if the people asked for it for terminal grounds. James Bay flats was also a probable terminus, in which case the road could be extended to the outer wharf.

Under the new system, the V. & S. would double its earnings it would easily make the \$15,000 now paid by the city and province yearly. He ventured the statement that the new system is incorporated in the suburban traffic between Sidney and Victoria would make the V. & S. one of the best paying short lines in America.

The \$300,000 bonds of the V. & S. did not require to be provided for, as they did not mature for seventeen years. The bonds could not be bought before that time, excepting at a premium, while by waiting until they matured they could be renewed at par.

It had been said that the committee had not provided for the buying out of Mr. Patterson's interest in making an appropriation of \$150,000. Mr. Patterson had been consulted and stated that sum was ample to build the mole, extend the line into the city and buy out his claim.

It had been contended that they did not lower the time to Vancouver. By landing the passengers of the Islander at Sidney and transferring them to the V. & S. the latter could be put into Victoria with the saving of an hour.

It would also build up a trade with the east coast islands, and he understood that already a boat was being constructed to trade with those islands, and connect with the V. & S. at Sidney.

The speaker had been taken to task for saying that Boundary Bay was a safe harbor. He had Captain John Devereaux's testimony that it was one of the safest ports on the Coast. The chairman being asked for his opinion corroborated this.

In token of the belief of the promoters that there is plenty of water at Boundary Bay, they were willing to charter a steamer and make the trip. Those whose opinions proved to be wrong to pay for the vessel.

Continuing, Mr. Renouf said the scheme was a novel one, and was consequently opposed. When the outer wharf was built it was prophesied that it would never pay for the planning on it, yet it had proved a remunerative investment.

Speaking of the probability of support from the Fraser Valley, Mr. Renouf said he had a letter from a gentleman at Ladners who said that as soon as the road was built he would support it for it would supply another reason for the bridging of the Fraser at that point.

The promoters did not propose to attempt to steal the trade of either Victoria or New Westminster, but to bring Victoria into closer touch with an agricultural district of illimitable resources. He favored city ownership of the road, as otherwise there was nothing to prevent it being sold out to the highest bidder.

Mr. T. W. Patterson, in answer to Mr. Bone, said a vessel was now being constructed to carry the mails to the east coast islands via the V. & S., and to Nanaimo from the islands. The people had petitioned for a more frequent mail service than the present weekly one.

The present steamer from the islands arrived in Victoria late Saturday afternoon, and stock sent down by it had to remain on the boat or sheds until Monday at the owner's expense and risk. The new boat he hoped would remedy this.

In answer to Mr. Fairall, the speaker said that the earnings of the road increased little year by year, but the field was limited, and the profits at the present time were drawn largely from the strip of road between Sidney and Saanich.

Continuing, Mr. Patterson, in answer to further inquiries, said there were, strictly speaking, no promoters in connection with the scheme, because none of the committee could possibly make a dollar out of it. If the people don't want increased business, their best way is to rest contented with the present service. If Victoria expected to increase it or even to hold what she has she must do something to help herself. It was idle to talk of foreign capital coming in here, because the waterfront being owned by private parties, Victoria has little to

offer them. If the people wanted to increase their trade they must take the initiative themselves.

"The big trouble with Victoria people," continued the speaker, "is that many of them seem to think that the business of Victoria and province is never going to be any bigger." He asked them to look back for ten years and try and approximate the business likely to develop in the next ten years. When the Empress line was started it was believed that it would be a losing one, but it is now taxed to the utmost.

Further, it must be remembered that Vancouver, Seattle and Tacoma were practically in the clutch, in a shipping sense, of single corporations. The trade of the Pacific within the next few years, however, would outgrow the clutch of any one corporation, and if Victoria held herself free, as regards her harbor, and made this connection with the three transcontinental lines, she would get all the big lines competing for her trade.

He also reminded the audience that the tide of immigration must set in to Canada during the coming ten years, and Victoria must be ready to meet it.

In reply to Mr. Renouf, Mr. Pearson said in his opinion the sum of \$1,500,000 was ample for the construction of the road. (Applause.)

B. Boggs moved that the meeting endorse the scheme. He hoped there would be no suspicion that some one was going to make something out of it.

Edward Pearson seconded, saying that knowing the country through which the line passed, he believed it would pay from the beginning. He hoped the principle of government ownership of railways, not municipal ownership, would be initiated in connection with this scheme.

W. H. Bone said that put the matter in a different light. If the government took it up it was favorable to it. He thought it much better for the government or private company to take the matter up. He approved of much that had been said, but he was skeptical of the financing of it under the present arrangement.

Mr. Renouf replied that while they were deliberating, other cities were forging ahead. The line would pay in two years.

Alex. Wilson said he would regard the line as a paying one if it brought increased business to the manufacturers and business men of the city. Mr. Bone's purpose was too evident—he was putting a cold blast on the scheme. He referred to the strenuous efforts made by Vancouver and Westminster in securing the C.P.R. Victoria must be prepared to make equal sacrifices to secure an independent line, connecting with the three transcontinental roads.

The merchants had the power to have their goods billed over any line they desired.

Ald. Macgregor said that although his name was appended to the report, he was not entirely in accord with it. He was in favor of Mainland connection, but the question of cost must be considered. The road was designed to catch the Fraser valley trade, and had it been built twelve years ago, would doubtless have accomplished its object. That trade is not ours to-day because a great city has grown up on the Mainland. He thought it better to devote their energies to developing the Island. The scheme was merely one on paper, and was brought up for a certain purpose. The promoters were shifting their ground. At the beginning they said it wouldn't pay for five years; now they say it will pay at once.

He also failed to see where three transcontinental roads would connect with this one. Had they any guarantee that any of these roads would connect with the Victoria road? He didn't think the Northern Pacific would, because the freight could be brought by Port Angeles, 73 miles shorter.

A voice—Now you're getting at it. Neither would the C.P.R., said the speaker, give them a trade which could pull to salt water and deliver themselves.

Rev. Mr. Macrae—You hinted at another object. What was it?

Mr. Macgregor—Well, I'll tell you. It was never revealed of until a proposal came from the American side.

Mr. Wilson—Nonsense.

Mr. Renouf produced the original report with Ald. Macgregor's signature, and the latter stoutly maintained that he signed it in order to protest.

Ald. Beckwith thought it unusual for any alderman to identify himself with any particular railway scheme. He wished to correct some of Mr. Macgregor's statements. He said that he was grasping for a trade that was not ours to-day, for instance, the Ladner creamery, every pound of which was marketed in Victoria.

Mr. Macgregor reiterated what he had previously stated; that while he might buy the product of the Fraser valley he couldn't compel the farmers there to deal here.

Continuing, Mr. Beckwith regarded the Victoria ownership of the line as one of its strongest features. The C.P.R. for instance, knowing that the line was independent, would be anxious to bring their cars in over this line when they found the cars of the other two lines coming in here. If the line were owned by a private company it would soon be swallowed up by one of the big roads.

Mr. Fairall said turbines to Port Angeles and Vancouver would serve the purpose, and even if a line were constructed to the Fraser valley the scows would still do the business.

Ald. Williams said the whole matter was one of finance. If the city put \$500,000 into the scheme, was it well for them to permit a mortgage of \$500,000 on top of it? The holders of the mortgage might be in league with the C.P.R., and soon the city would find they had but a branch of the O.P.R..

Ald. Beckwith—Suggest a better scheme.

Mr. Fairall—Turbines will do it—turbines, turbines!

Mr. Patterson interjected that Ald. Williams had offered to have a scheme for the financing of the road if he was assured he would get something out of it. (Laughter.)

Mr. Boggs's motion was then carried unanimously and the meeting terminated.

CHURCH CONGRESS.

(Associated Press.) London, Oct. 18.—The church congress now in session at the Royal Albert hall, London, received to-day a message of fraternal greeting from the American church congress at St. Paul, Minn., and returned a grateful acknowledgement.

The Home of Paul Kruger

A Visit to Pretoria—A Strongly Fortified but Unprogressive City.

How the Aged President, With Sight and Hearing Failing, Rules the Raad.

"H. V. F." is supplying the Toronto Globe with a series of letters on South Africa. It is, he says, a great relief to get away from the dusty and unattractive business streets of Johannesburg, the Uitlander centre of this unhappy country, and pay a visit to old Pretoria, the seat of government of the South African Republic. There is a sharp descent in the 30 or 40 miles' journey, and Pretoria is several hundred feet nearer the sea level than the "Golden City," the pinnacle of South Africa. Consequently Pretoria is always a much warmer place—climatically—than Johannesburg. Entering Pretoria one sees some of the best scenery in South Africa. The slow-moving, narrow-gauge train picks the way between the immense hills that surround the little city, and along the line is a profusion of verdure that is a most welcome sight to the visitor from the parched and desolate-looking area of the Witwatersrand. Pretoria, at this crisis in the history of the Republic, is a most interesting spot, and everything bearing on the situation is full of significance. Hence it is that the hills which encircle the capital attract the attention of the visitor; and when it is crowded with a well-equipped and up-to-date fort, one is reminded that this is the

ed, Church Square, Pretoria, will present one of the most interesting sights the traveller can behold in the cities of South Africa.

The streets of Pretoria are broad and straight, clean and well watered. Unlike South Africa in general, water is plentiful in Pretoria. The hills about the town abound in springs, which furnish a never-failing supply. The water coming from these springs is diverted from its course to flow along the streets of the city, and on either side, close to the walks, is a rapidly-running, stone-encased conduit of pure spring water. The sight and sound of these rippling little streams are very welcome during the heat of the day. The residential streets are lined with hedges of rose bushes, orange and lemon trees, fig trees, and other tropical and sub-tropical vegetation, and fruit and flowers are a standing temptation to the passer-by.

One of the most interesting sights, naturally, in Pretoria, is the Presidency. The Home of Paul Kruger

—The White House of the Transvaal Republic. It is built in the low, spreading style peculiar to the bungalow-like architecture of South African residences. There is the inevitable "stoep," or veranda, upon which the President may be seen almost every morning, smoking his great pipeful of Boer tobacco, and chatting with some of his confidants. On either side of the approach to the house are two beautiful sculptured lions, cowering, the gift of the late Barney Barnato, who was always on excellent terms with the President. Armed sentries patrol the street in front of the house, and about the grounds are the sentry boxes of the soldiers of the guard. Directly opposite is the little Doppe church, where President Kruger worships and frequently preaches.

Not much can be said favorably of Pretoria—nor any community in which the Boer predominates—in regard to its manufactures or the extent of its commerce—it is only as the seat of government that it is interesting; and as such it is occupied chiefly by the politician, the government official, the government hanger-on, and the retired and moneyed

as the debate proceeded. Stoffet Tosen, the most uncompromising of the retrogressives, had spoken in a violent and defiant strain, and interruptions were numerous, and not particularly courteous, when President Kruger rumped his mighty hand on the desk in front of him, and, rising, commenced to speak.

Immediately there was silence. The appearance of the President when speaking is almost animated, and he is certainly the disciple of gesture. There are vigor and authority, and the certainty of acceptance of his arguments, shown in every word uttered by him in the Volksraad. Increasing age has taken from him much of the old-time energy of his style of speaking, but he is still the strong, masterful and dominating orator of the Boers. In a ten-minute speech, which the reporters must have had difficulty in following, he silenced or

Swept Away All Opposition, and the next clause of the Franchise Law was proceeded with. He then sank back, apparently exhausted, in his great chair. It was in a sense a pathetic sight, that of the old President sitting in a cowering attitude in his chair, his hearing failing, his sight almost gone, heavily spectacles, with hands to ears, following with difficulty but with great attention the proceedings in the Chamber.

To the right of the President sat the members of the Executive Council, the most noteworthy of which were General Joubert, the Vice-President of the Republic, and Mr. Schalk Burger. General Joubert is one of the men most honored of the burghers. He has endeared himself to them by his courage, sagacity and self-sacrifice in all their campaigns against whites and blacks for many years. But he is also a grey-bearded old man; and the thought occurred to one that the old Boer sharpshooters who played such havoc with General Colley at Majuba Hill are to-day very old men, and the younger generation have yet to show whether or not they are worthy sons of their sires.

A SUBTERRANEAN LAKE.

Strange Find at Goldstream—A Natural Tunnel Whose Will Aid Mining Development.

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The discovery is that of a large subterranean lake in the heart of Mount Skirt, which attains an altitude of 1,100 feet above the level of the sea. There are a number of copper and gold properties there, all of which promise well. It is in the neighborhood of the power station of the B. C. Electric Company, and is heavily timbered from base to summit.

The discovery was made on the 19th of September, but the miners who found it kept the fact secret until they had secured all the properties likely to be affected by the find. The party consisted of P. H. and Chris Petersen, and Mr. West, all of this city. They have a partner, W. A. Saunders, who has been in the north all summer, returning on the Cotnam City a few days ago, and proceeding almost immediately to Seattle and San Francisco, where he will endeavor to interest capitalists.

On the date mentioned the three men were exploring the mountain in the hope of coming upon a ledge of sublimity, and promise to stake upon, and had passed along the Goldstream side of the hill. Finding that all the good claims had been taken up, they passed around from the Goldstream to the Millstream side. Here they pointed their course up the acclivity, and when within a short distance of the summit stumbled upon a ledge of copper ore between fifteen and twenty feet in width. The formation and the character of the ore was the very same as in the West and Fair properties, on the other side of the hill, and the little party made preparations to plant their stakes and pre-empt the claim. In going about their work they found a natural shaft, sinking at an angle in the very centre of the ledge, and decided to explore it.

About 20 feet from the surface Mr. Petersen found the passage open into a large chamber, where inky blackness prevailed. Candles were lighted, and the men found that they stood on a narrow shelving platform of quartz, while stretching away, as far as the light of the candle showed, lay a lake which proved to be of fresh water, and of coldness. A plummet was lowered from a line with a stone attached, and an attempt made to secure soundings, but the water could not be fathomed.

Seven or eight feet above their heads extended a roof of blackened rock from which were suspended icicle-shaped pendants, which, however, lacked the brilliancy of stalactites. The opinion of Mr. Petersen is that stalactites were originally formed on the roof of the cavern by the percolation of water through the limestone, but that fire or some similar agency had burnt the limy substance, leaving only the quartz.

Realizing that the water was of great depth, and having no means of knowing the character of the platform upon which

class of the Dutch community of the Transvaal. The chief aim of the visitor to Pretoria is to obtain a glimpse of President Kruger, and daily between the Presidents await the coming of the gaily looking state coach, in which His Honor is conveyed about the city. It was my good fortune not only to see President Kruger seated in his favorite chair on the steps of the Presidency, but also to see him and hear him speak in the First Chamber of

His Beloved Volksraad. Shortly before the opening of the Raad the state coach conveying the President, and well guarded by out-riders of Boer cavalry, drove smartly up to the entrance of his official; the soldiers on duty about the place stood at attention, and Paul Kruger descended heavily from the carriage and entered the Raad. A tremendously big man and acute in his day, he is now showing very plainly the weight of his great years, and is a handsome-looking old man.

Through the courtesy of the Johannesburg press correspondents I was favored with a seat in the press gallery during the afternoon session of the Raad on the 17th inst. The view of the Raad and had a splendid view of the proceedings. The Chamber of the First Volksraad is a handsome one, and thoroughly modern and up-to-date in its appearance. It is not large, there being only some twenty-six members to accommodate. The seats are ranged in circular form about the dais of Mr. Chairman, on the right of whom sits the President, while directly in front the clerk of the Chamber has his desk; and then come the richly-upholstered seats of hon. members. The parties are not grouped together in different parts of the House, and the most progressive member rubs shoulders daily with his Conservative colleague in the next chair. These include excellent portraits of the President and General Joubert. Around the walls of the Chamber are the seats provided for the burgher visitors to the Raad, and there were several grizzled and time-worn old veterans in occupation of them.

The Raad opened without any visible ceremony, and the order of the day was proceeded with. The subject under consideration, and it was not difficult to see there was a great deal of strong feeling on the matter. Knowledge of the Dutch language was not necessary to follow the increasing excitement and passion of each speaker

Chief Fortified City of the Transvaal. The situation of these forts is admirable from a military point of view, and in the event of hostilities there will be a stubborn stand made in this, the "last trench" of the little Republic. But this is apart from my object, which is to deal briefly with the town itself, and give a short account of an afternoon spent in the Chamber of the First Volksraad. Pretoria is a peculiarly peaceful and comfortable looking city. Nestling among its towering hills, it is well sheltered from the terrible and dusty wind storms that sweep across the high veld land above. There is an appearance of stability about the place that is totally lacking in the boom towns of South Africa. This is due to the fact that the main and make their homes there, so that the place has an old and settled appearance; the inhabitants are sedate and easy-going in their manner, and there is very little variation in the number of people on the streets nor in the amount of business being done. The Pretorians are of the early-to-bed and early-to-rise variety, and very soon after nightfall the streets are almost deserted. The fine, broad and handsome buildings that would be a credit to any city, and the residential portion presents a very comfortable and homelike appearance. Standing on Church Square, the junction of all the principal thoroughfares, one sees as fine an array of handsome buildings as are to be found in South Africa. Occupying one side of the Square are the government buildings, in which are the First and Second Chambers of the Volksraad and departmental offices. This is a singularly fine structure, of a most substantial appearance, and presenting considerable claims to architectural beauty. Surmounting the dome is a "statue of liberty" of heroic proportions, and above the main entrance in gilded letters is the watchword and motto of the Transvaal, "Eendracht Maakt Macht" (righteous might). On the other side of the Square is the building containing the law courts, just now reaching completion, and which give promise of being a worthy vis-a-vis to the Volksraad. Hotels and other public buildings occupy the remaining portion of the square, and in the centre is the Dutch Reformed church. This latter building is scarcely in keeping, architecturally, with the splendid structures surrounding it, but it is not to remain; preparations are being made for its removal, and on the space it now occupies will be erected a statue to Paul Kruger, the

Aged and Honored President of the state. When this is all completed

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On the date mentioned the three men were exploring the mountain in the hope of coming upon a ledge of sublimity, and promise to stake upon, and had passed along the Goldstream side of the hill. Finding that all the good claims had been taken up, they passed around from the Goldstream to the Millstream side. Here they pointed their course up the acclivity, and when within a short distance of the summit stumbled upon a ledge of copper ore between fifteen and twenty feet in width. The formation and the character of the ore was the very same as in the West and Fair properties, on the other side of the hill, and the little party made preparations to plant their stakes and pre-empt the claim. In going about their work they found a natural shaft, sinking at an angle in the very centre of the ledge, and decided to explore it.

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The discovery was made on the 19th of September, but the miners who found it kept the fact secret until they had secured all the properties likely to be affected by the find. The party consisted of P. H. and Chris Petersen, and Mr. West, all of this city. They have a partner, W. A. Saunders, who has been in the north all summer, returning on the Cotnam City a few days ago, and proceeding almost immediately to Seattle and San Francisco, where he will endeavor to interest capitalists.

On the date mentioned the three men were exploring the mountain in the hope of coming upon a ledge of sublimity, and promise to stake upon, and had passed along the Goldstream side of the hill. Finding that all the good claims had been taken up, they passed around from the Goldstream to the Millstream side. Here they pointed their course up the acclivity, and when within a short distance of the summit stumbled upon a ledge of copper ore between fifteen and twenty feet in width. The formation and the character of the ore was the very same as in the West and Fair properties, on the other side of the hill, and the little party made preparations to plant their stakes and pre-empt the claim. In going about their work they found a natural shaft, sinking at an angle in the very centre of the ledge, and decided to explore it.

About 20 feet from the surface Mr. Petersen found the passage open into a large chamber, where inky blackness prevailed. Candles were lighted, and the men found that they stood on a narrow shelving platform of quartz, while stretching away, as far as the light of the candle showed, lay a lake which proved to be of fresh water, and of coldness. A plummet was lowered from a line with a stone attached, and an attempt made to secure soundings, but the water could not be fathomed.

Seven or eight feet above their heads extended a roof of blackened rock from which were suspended icicle-shaped pendants, which, however, lacked the brilliancy of stalactites. The opinion of Mr. Petersen is that stalactites were originally formed on the roof of the cavern by the percolation of water through the limestone, but that fire or some similar agency had burnt the limy substance, leaving only the quartz.

Realizing that the water was of great depth, and having no means of knowing the character of the platform upon which

JERSEY STOCK FOR SALE.

Consisting of two magnificent young bulls, one 18 months and the other 4 months old, light fawn in color; dams are 18 and 21 lb. cows; also, six females from 1 to 3 years old; also, six males from 1 to 3 years old; all of the best quality, and a record of 21 lb. butter per cow, and a record of 15 lb. of cow's milk, strong in the blood of St. Helier and St. Lambert. All registered in the G. C. G. For prices and terms address, J. S. SMITH, Cloverbrook Farm, Chilliwack, B. C.

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The most improved gun, breech loader, just recently patented; Ball Set Gun, \$24.00 per doz., or \$2.50 each; sure death to all kinds of game every shot; every gun guaranteed. Territory rights for sale. Agents wanted everywhere. J. B. BOOTH, Sault Ste. Marie, Ontario.

NOTICE.

A general meeting of the Islands' Agricultural and Fruit Growers' Association will be held at the Hall, Sault Ste. Marie, on Saturday, Oct. 14th, at