

TO END VICTORIA'S STATE OF "SPLENDID ISOLATION"

A Committee of Business Men Submit a Plan of Transcontinental Railway Connection via Boundary Bay.

TO CONNECT WITH THREE TRANSCONTINENTAL ROADS.

Aid to Be Asked From Dominion and Provincial Governments and Municipalities—Railway to Open Up a Rich and Extensive Agricultural Land.

A Comprehensive Scheme in Which Victoria Will Be the Distributing Point for a Vast System—A Public Meeting of Citizens to Be Called for Wednesday Evening Next.

Since the inception of the movement, which had, as one of its results, the formation of the now quiescent Committee of Fifty, the question of more satisfactory connection between Victoria and the Mainland has occupied a large share of public attention, and in the discussion of the Port Angeles ferry scheme, and more recently of the proposal made by Messrs. Mackenzie Brothers, of Vancouver, critics have repeatedly intimated that the most feasible scheme had not yet been formulated.

two steam ferry boats. One fast for the rapid conveyance of passengers, mails and express matter, the other to be fitted to take loaded cars on her deck. This latter does not need to be as fast a steamer as the former, and consequently the cost will not be great. The sum of \$200,000, allowed for these boats, will be more than sufficient.

The plan which was known as the De Cosmos scheme has generally been understood as the one thus hinted at, and it will be remembered that early in May last a meeting of business men was held in the Board of Trade rooms, at which a committee was appointed with instructions to investigate the details of that or a similar scheme. The committee consisted of Mayor Redfern, James Dunsmuir, E. Crowe Baker, D. R. Ker, Michael Baker, T. W. Paterson, Alex. Wilson, G. F. Renouf, Noah Shakespeare, A. J. P. C. Macgregor, Ald. Beckwith and J. Stuart Yates.

After leaving the 35-mile point the proposed route passes the south end of Sumas lake, and from there runs through the Chilliwack valley.

REPORT: Victoria, B. C., Sept. 20, 1890. Mr. Chairman and Gentlemen: We, your committee appointed at a meeting held at the Board of Trade rooms on May 17th last to enquire into the proposal of connecting the City of Victoria with the transcontinental railways, and to build a railway from Point Roberts to Chilliwack, and to suggest the best plan to adopt to secure this desirable railway connection, beg to report as follows:

"The Least Hair Casts a Shadow." A single drop of poison blood will, unless checked in time, make the whole impure. Hood's Sarsaparilla is the great leader in blood purifiers.

It will also enable our saw mills and planing mills to market their products in the markets of the Northwest at a very much greater rate. Other industries must necessarily benefit correspondingly. These two special industries are singled out because facilities for shipping in cars with no handling of contents are practically essential to a successful trade in these lines, and the markets of the Northwest offer an immense field for the sale of wood products, and owing to existing conditions it is practically impossible for us to compete with our neighbors in these markets.

This road assists in the development of our own country with a people who have the large community of industry it will promote settlement and afford the merchants of this city increased facilities for trade in which this city does not at present participate in a manner commensurate with its purchases in the district mentioned.

In handling produce on the railway, consigner loads the car from his wagon on to the car, and the consignee from the car to his wagon, to a further saving of 20c a ton is effected by the dealer who has a warehouse on the line of the railway. This also applies to freight in car loads lots from and to the eastern ports; on a 30,000 lbs. car run by the railway a consigner saves a saving of \$15 per car coming in, and a corresponding amount on a similar weight going out.

With reference to the cost of the railway from White Rock to Chilliwack, practical railway men inform us that the cost for construction is well within the mark.

The best proposition for financing the project which has suggested itself to your committee is: That the city be asked to subscribe for stock to the amount of \$500,000. That application be made to the Dominion and Provincial governments for grants not less than \$300,000.

at the 23rd mile, and skirting the water front of the bench, before described, for a distance of four miles. There is no rock throughout this section, and as the water slope of the bench is at intervals relieved by broken lower flats the side hill required would be reduced to some extent, by the occurrence of these lower flats.

After passing the salient projection of this bench on the river front beginning at a point about opposite the 40th mile of the line and continuing up stream for a distance of about 23 miles. At the 29th mile, therefore, the line turns to the right towards the southward avoiding the said rock bluff and follows up the same valley as the Seattle and International Railway forming junction therewith near the 30th mile and thence following the lead of the same valley to the side hill upon the southeast side of the Sumas lake at the 31st mile.

The general appearance of the Chilliwack district induces the belief that a railway built in a country which produces so abundantly would pay from the day it was opened. The same is true of the Delta municipality proposed to be served by a branch of 12 miles in length. No one could entertain any doubt after examining the present condition of the lands upon the whole length of the proposed route that the building of a road would bring under cultivation all the portion that is not at present reclaimed land, even if the present dykes had to be extended for that purpose.

There are many thousands of wise women in this country who, when they find that they were suffering from weakness, write to a prominent and skillful physician, with a world-wide reputation, instead of trusting their cases to some obscure physician with but limited practice and experience.

It is a druggist's business to give you, not to tell you what you want. Any druggist who writes to Dr. R. V. Pierce, Buffalo, N. Y., and get free advice, including 31 one-cent stamps in her letter, to cover cost of postage, and send only, she may secure a paper-covered copy of the "People's Common Sense Medical Advice." Cloth bound, 25 cents.

the time that the lesser distance run by land is deducted from the greater distance run by water, the time lost is not enough to justify the choice of a terminus with decidedly inferior natural and financial advantages.

Boundary Bay offers advantages of cost saved and convenience that put Point Roberts out of comparison. The Mainland should be for comparison taken to some common point. Taking this point to be at Abbotsford, on the Seattle and Intercolonial, and using the C.P.R. time from Vancouver to the Mission Junction and actual train running and stops (not including the stop in Vancouver as at present), we have as under:

Victoria to Abbotsford by existing route: Time occupied 8 Hrs. Min. By the proposed route as follows: 16 miles to Sidney 0 32 Stop at Sidney 0 10 35.5 miles by ferry 1 46 Stop at Abbotsford 0 10 Boundary Bay to Mission Junction 1 10 Total 3 58

The estimate of cost of the work is as found below, subject to revision when an instrumental survey of the line shall be made: Starbuck yard at Ladners Ldg. \$ 10,000 12 miles of line from Ladners to junction with main line at \$12,000 144,000 52 miles of main line from Boundary Bay to Chilliwack at \$15,000 780,000

Delta Municipality. The Delta municipality contains approximately 54,000 acres of bottom lands, dyked on all exposed sides with first-class drainage.

Sumas Reclamation Works. Addenda, bearing upon the reclamation of lands in the Sumas district, the following information has been collected: The cost of the proposed works: Sumas river dam \$11,200 Sumas river boom approaches 1,052 28 Sumas river tunnel approaches 20,571 70 Sumas river gates 12,000 Sumas dyke 69,888 80 Fraser dyke 28,410 15 Atcheltz dyke 28,410 15 Division of Vedder Creek 17,718 81 Protection of Luck-a-Creek river 20,770 70 Pumps and engines 20,000 0 Add 10 per cent. for contingencies 27,000 0 Engineering commissions, etc. 27,000 0 Total cost \$390,000 (Signed) KEEFER & SMITH, Civil Engineers.

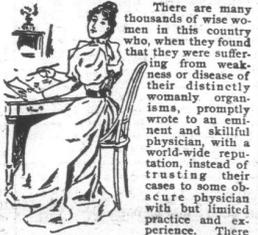
The present annual production of the whole district, from Ladners to Chilliwack on the Fraser, may safely be taken as under: From the Delta municipality \$ 620,000 From the Matsqui district 200,000 From the Chilliwack district 320,000 Total present annual production \$1,140,000

The Delta municipality contains approximately 54,000 acres of bottom lands, dyked on all exposed sides with first-class drainage. It produces as follows: 2 to 4 tons of hay per acre \$7 to \$10 30 to 45 bus. of wheat per acre 25 100 to 100 bus. of oats per acre 20 4 to 60 bus. of barley per acre 20 8 to 12 tons of potatoes per acre 20

Of this amount 10,000 tons would come to Victoria over the projected road. With the favorable conditions that would follow railway construction in that municipality it is safe to estimate that \$750,000 worth of farm produce would be raised there annually.

Recapitulation. Delta 19,200 Surrey 5,000 Langley 2,000 Chilliwack 16,600 Total 42,800

The Pre... is... Africaners Urg... All in His... Avert... Joint High Con... Provide a We... Difficult... Oom Paul Says... Government A... Britain's I... (Associated... Capetown, Sept. 20, mission)—At a meeting members of parliament Neethling presented a gram dispatched to... "We, Afrikaner... ment, thoroughly sym... rikaner relatives... While appreciating... ready made in the in... beg to urge the exp... utmost, short of sacr... to avert the horrors... "While agreeing... proposed by Chamber... ed for a matter of... such a commission w... out of the difficult... approaching a crisis... might prove fatal, I... Transvaal and our F... but also to the Afrik... Colony. In the pres... danger and the n... awaiting the decision... executive and volks... of being misunderstood... "We beg your honor... only dictated by a... common interests and... fore the executive an... This message, wh... 53 members of parliam... following reply from... "I wish you and o... would notice, as you... ready seen by the re... government, that we... your desire, considere... mission. Why the in... is shown by the de... I wish to thank you... once more from my h... ner in which you aid... Pacific and satisfactor... I express the hope th... onus will not be fruit... The meeting also ad... to the effect that it... fact that the execu... have accepted the... joint enquiry, and tru... would render an onth... practically impossible... Jonbert's A... Pretoria, Sept. 21—... the Boer commande... as saying in an interv... "The situation is s... the heaviest fighting... Natal border has be... to attempt to invade... the way of Van Reina... Urgent messages ar... from members wh... authority for Boers to... points. Troops Leav... Bombay, Sept. 21... Hunter and staff, vi... Regiment and a squa... tenth Hussars, have... Cape. Milner's Messag... Capetown, Sept. 21... the despatch of Pre... forming him from the... State shares. Her... ment's hopefulness of... ment, and does not e... force is the only sol... "Looking to the stat... of the South Africa... of the government regret... troops, but will do a... in the event. If the c... lowing upon other m... on the border, it is... Probable, he regarded... as a menace to the O... and cause a strong f... and should unwish... arise therefrom, he... rest with my gov... submit your excellency... view with deep regret... of those friendly relat... always existed betwe... and the Orange Free... Strength of th... London, Sept. 21—... tion of the Standard a...



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