

CRISIS REACHED IN RAILWAY MATTERS

The Differences Between Victoria Terminal Railway and City Council Have Reached a Critical Stage.

Rumored Attempt on Part of C. P. R. to Secure Monopoly of Local Trade—Conference Between Mr. Farrell and City Fathers.

(From Friday's Daily.)

There is every probability that the Victoria Terminal line will discontinue its ferry as a passenger service. Louis Hill, of the Great Northern, who is in Vancouver, will decide upon a line of action with respect to the services. It is said that there can be little question that a decision will be reached to take the Victoria ferry off the run between Sidney and Port Gulich. Instead of this steamer service will be provided sufficient for the business done, which will consist probably of a large carrying of cars, which will be towed over three times a week.

This will not be in keeping with the terms of the agreement entered into with the city, but the Victoria Terminal Company, it is believed, has grown weary in its attempts to have the subsidy paid over by the city, and has decided to let it go and continue the service as a purely business proposition, independent of all restrictions put upon it by the terms of the agreement.

So far it is freely admitted that the line has been operated at a very heavy loss, amounting, it is said, to about \$25,000.

This loss, it is understood, has been borne by the Great Northern Company, which is really at the back of the Victoria Terminal scheme.

The company claims to have lived up to the terms of the agreement entered into. The city council has refused to hand over the subsidy agreed upon, \$10,000 a year, on the ground that the agreement was not lived up to. One of the points upon which the city basis its right to refuse the bonus is that the Victoria line was not built in this city. For six months the matter has been hanging fire—the company setting up its claim and the city council refusing to recognize it. There is in abundance, therefore, the bonus for about eighteen months. The company has taken legal proceedings in the hope of forcing the city to pay the bonus due. The city council is fighting the action, and Mayor Bernard expresses his intention of continuing the fight.

In spite of this announced intention on the part of both parties to the agreement to continue the proceedings, it is known that conference has been held between members of the city council and directors of the Victoria Terminal railway and Great Northern officials looking to the arranging of a new agreement.

Last week J. D. Farrell, while in the city, met with the members of the city council, when a proposition was made looking to a settlement of the question. Neither side seems at liberty to reveal the terms which were proposed by the city council, but it is believed that the proposed agreement was, in certain respects, a very liberal one. It is certain, however, that Mr. Farrell would not entertain the proposition made as a basis for a new agreement. It is said that a modification of the terms is now being considered by the city council, and that the parties may again come together and endeavor to arrive at a settlement.

Falling a settlement as to the terms upon which a new agreement can be entered into, the line, it is recognized, will be continued by the city council alone. The ferry will be kept up running possibly three times a week, but the company will be bound in no way to continue it.

The railway company is naturally anxious to work under an agreement which will give it the running rights in the center of the city as at present. Without this arrangement with the city the line would have its terminus at Hillside avenue, as formerly.

Both the corporation and railway company have advantages to be derived from entering into an agreement, so that this may possibly be accomplished.

The railway company, it is said, were prepared to agree upon one passenger train and one mixed train to Sidney daily. They were not agreeable, however, to be bound to carry passengers by the ferry service.

The former term would be required under the charter of the Victoria & Sidney railway. In addition to this it is reported that the city asked that in return for the privilege of running through from Hillside to the Market, the use of the use of the latter, that the railway company should assume liability for the interest on the bonds of the Victoria & Sidney line, thus relieving the city of Victoria of \$9,000 a year for the rest of the terms, about thirteen years.

At last evening's meeting of the board of trade, T. W. Paterson, M. P., brought the matter very pointedly before the business men of the city. He alluded to the rumor that the Victoria Terminal was to discontinue business.

Mr. Paterson is well informed on transportation matters, and his remarks are therefore worthy of the greatest consideration. He pointed out that the indirect benefits from the Victoria Terminal were very great. To lose it as a competing line would be a direct loss to the trade of the city. The taking off of the ferry line meant, he said, the granting of a monopoly to the C. P. R. The Terminal company has, in fact, been subjected to all kinds of inconveniences by the city. They could not be blamed, he said, for withdrawing. "The citizens had said practically nothing about the Victoria Terminal," Mr. Paterson said. "That was the way in which the officials of the line regarded the action of the city."

"Look what the results had been already from this competing line coming in to the city," the C. P. R. had expended large sums, which would not otherwise have been spent here.

"The city had been given an opportunity to make an amendment to the agreement with the Terminal company, which would have been a decided advantage to the city. After the company required the Victoria & Sidney charter it asked for six months' extension of time, promising to build two steamers, a passenger and a freight in return, instead of one

as agreed upon. The company also agreed in return for this to relieve the city of the payment of \$90,000 in cash. This was not agreed upon.

Mr. Paterson also made allusion to a rumor that the C. P. R. was negotiating for the acquisition of the trade of the Alaska Steamship Company, operating between Victoria and Seattle.

"If these rumors are true," he said, "it is a most serious thing for the board and for every citizen of Victoria to consider. It means that the C. P. R. is to be given a monopoly of the trade of Victoria."

Mr. Paterson considers that if the rumors are true as to the proposed changes in the transportation arrangements, that it will be but a short time before the city will be faced with a lot of business in Victoria is a thing of the past.

The C. P. R. will quickly cease running their cars by way of the E. & N. into Victoria if no competing line is maintained. That company will revert to the system of bringing the Victoria freight by way of their regular steamers, sending them to their own wharves. The result will soon be that Victoria will be cut off from a terminal rate, and instead will be forced to pay a local rate between Vancouver and Victoria.

"This would mean the practical wiping out of the wholesale business in this city, and would also cut off all the manufacturing carried on here."

He warned the citizens to act quickly in the matter, and see to it that their interests were not sacrificed.

Mr. Paterson knows the methods employed by transportation companies, sees in the lapse of the agreement between the city and the Victoria Terminal Company the opportunity of an early termination of the delivery of carload lots in Victoria. It is the most natural thing for the C. P. R. and the Great Northern to take the opportunity of an early termination of the delivery of carload lots in Victoria. It is the most natural thing for the C. P. R. and the Great Northern to take the opportunity of an early termination of the delivery of carload lots in Victoria.

With reference to the rumor that the C. P. R. is negotiating with the Alaska Steamship Company, E. E. Blackwood, secretary of the shareholders of the latter company and its agent here, gives it an emphatic denial. He says that no negotiations in any way or form have been entered into looking to the sale or rent of the ships of his line to the C. P. R., or to any other disposition of the company's business on this route.

Blackwood says that according to the present prospects the Alaska Steamship Company intends to continue its business between Victoria and Seattle. He says that in connection with this, it is stated that the rumor in circulation was to be purchased by the C. P. R. from the Alaska Steamship Company. This steamer would be utilized in the trade from the Sound to Alaska in keeping with a report which has been made that the Dolphin was a next to the Alaska Steamship Company would withdraw its steamer on the Victoria-Seattle route.

The question of having facilities to ship refrigerated goods to the city is of such importance to Victoria as it is at present. The development of the fruit and the canning industries in this city makes it essential that the facilities possible in this respect should be maintained. Service by refrigerator cars is needed. The canning business in this city has developed very rapidly. The southern coast of Vancouver Island is to become one of the great centers of the fishing industry of the Pacific coast. The price of Victoria, as a shipping point will increase with this, and the city cannot afford to have any handicaps placed upon her means of communication with the outside world.

Citizens of Victoria, in view of these rumors, will be alert in watching the various events connected with transportation matters affecting this city.

THIRD RAILWAY ACROSS DOMINION

CANADIAN NORTHERN'S PROPOSED EXTENSIONS

Seeks Authority to Purchase or Construct More Than One Thousand Miles of Railway.

Ottawa, Dec. 10.—The Canadian Northern railway has given notice of its intention to seek powers from parliament which will enable it to cross Canada and become the third transcontinental system of the Dominion. The Canadian Northern has an extensive system in the East, and controls lines in Quebec and Nova Scotia. It is now asking for authority to acquire the Great Northern of Canada, the Chateauguay and Northern, the Ironclad, Baneroff and Ottawa, the Quebec, New Brunswick and Nova Scotia and the James Bay railways. The Canadian Northern is practically in possession of these systems already. The James Bay is applying for authority to build from Lake Muskoka through Ottawa to Montreal, and from Sydney to the Canadian Northern railway near Port Arthur. The plans contemplate the purchase or construction of more than a thousand miles of railway, and the connection of the Canadian Northern's wheat lines with a seaport outlet in the maritime provinces. The roads run only to Port Arthur on Lake Superior.

Proposes to increase capital. The Vancouver, Westminster and Yukon railway will apply at the next session of parliament for an act to provide that the capital stock of the company shall be increased from two million dollars to five million dollars, to provide that the time for the completion of the railway shall be extended five years, by giving the company power to sell, lease, or otherwise dispose of, to any railway company, the whole or part of the railway lines or property of the company.

Another line. The Nicola, Kamloops and Similkameen Coal Railway Company will apply to parliament for authority to issue a charter for a road from Osoyoos Lake to a point near Grand Forks, with power to take over the Vancouver, Victoria and Eastern Railway, near Grand Forks, and with the Columbia and Western Railway near Midway.

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LONG DISTANCE LINE HAS BEEN COMPLETED

Was Formally Opened on Thursday—Victorians Exchange Greetings With Friends in Vancouver.

(From Friday's Daily.)

Telephone communication between Victoria, Vancouver, New Westminster and the railroad contractors in the Dominion. The line was formally opened last night by General Superintendent H. W. Kent, who came down from the Mainland for the purpose, and his staff. The line is a long distance line, and is intended to hold the line in the West, which was done last year and the year before. They have been repeated, only on more favorable terms, this year. Therefore, in Victoria have the opportunity of securing hundreds of these people as residents for the winter. The tickets are good for three months, and it is not likely that anyone will come to Victoria for less than a week. This summer 500 tickets to Victoria were sold in one day.

The lecturer then took his audience across the prairies, and, in order to give an adequate idea of the attraction of this Western trip, showed some magnificent pictures of the scenery along the coast, and of the places of interest around Victoria and on the E. & N. railway. These, together with his interesting description and humorous anecdotes, were much enjoyed.

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COLONIZATION A GREEN SCHEME

Supplying Laborers for Grand Trunk Ry.

(From Friday's Daily.)

Among recent visitors to Victoria was Mr. A. McLeod, perhaps one of the best known railroad contractors in the Dominion. For the past forty years Mr. McLeod has been building railroads on different parts of the continent. His first experience was in Eastern Canada. Later on he took a hand in the building of the C. P. R., and since then has seen service on the principal roads running through Mexico and California. Having successfully completed a contract on the Crow's Nest, he settled down in Nelson. Now that the Grand Trunk Pacific line is an assured undertaking, the experienced old contractor is again out for business. He is confident that he will be able to organize and keep together the large force of laborers necessary to successfully carry out a work of this magnitude. Of course, the line once laid out will be built in sections. In the East, where labor is cheap and plentiful, the demands of the contractor can be met in this particular, but out here in the West conditions are the reverse. A great army of men must necessarily be imported for construction work here. What are the prospects for this? That is the question which has been agitating the minds of those at the head of the big undertaking.

Mr. McLeod is now to the front with a solution of the difficult problem. This was the object of his recent visit to Victoria, and he is perfectly satisfied with the reception accorded him here. His plan is to import a few thousand men from the Mother Country—good British subjects—and by way of inducement guarantee to each a couple of years' wages, and at the expiration of the job a section or half section of land at merely nominal cost. In short, Mr. McLeod's scheme is to import a few thousand men from the Mother Country—good British subjects—and by way of inducement guarantee to each a couple of years' wages, and at the expiration of the job a section or half section of land at merely nominal cost. In short, Mr. McLeod's scheme is to import a few thousand men from the Mother Country—good British subjects—and by way of inducement guarantee to each a couple of years' wages, and at the expiration of the job a section or half section of land at merely nominal cost.

THE PEACE CONFERENCE

Official Statement Regarding Position Taken by the Japanese Government.

(From Yesterday's Second Edition.)

"Let Victoria, New Westminster and the Dominion exposition join, and then the question of which city is entitled to the fair can be decided." This is the opinion of W. Lader, the veteran editor of the Daily Colonist, who came down last night to attend tonight's Peace Conference at the Grand Trunk Pacific banquet at the Grand Hotel. Naturally Mr. Lader is exceedingly anxious that British Columbia claim to the next Canadian exhibition should be recognized. He points out that Nova Scotia representatives intend doing everything possible to secure the \$50,000 subsidy so that the exposition may be held at Halifax. It is simply a "tag-of-war," as Mr. Lader puts it, between the two maritime provinces—Nova Scotia and British Columbia. Under these circumstances, he says, the fair can only be brought West through a "long pull and a strong pull." Therefore he hopes to see Victoria and New Westminster united in their representations to the Federal government.