

MAINLAND CONNECTION VIA SIDNEY APPROVED

Public Meeting Endorses Scheme of Taking Over the V. & S. Railway and Establishing a Ferry Service.

PLAIN TALK ABOUT VICTORIA'S FUTURE

Not a Dissenting Voice in an Audience Which Filled the City Hall—Advocates of the Project Lay the Arguments in Its Favor Before the People.

"That this meeting endorses the railway and ferry scheme from Victoria to Chilliwack as outlined, and pledges itself to support the undertaking."

Such was the brief and business-like motion carried without a dissenting voice at the meeting held last evening in the city hall, a meeting which must be admitted to have been as representative of the large interests of the city as any held in recent years.

It was early made evident that the sentiment was overwhelmingly in favor of the project outlined in the report submitted at the meeting in the Board of Trade rooms a week ago and reported in full in the Times on Thursday last, and although Mr. C. H. Lugin, of the Colonist, criticised some features of the scheme and Ald. Williams in a brief address derided the possibility of the expectations of the promoters being realized, not a single voice was heard when his worship the mayor asked for the contrary to the motion submitted and quoted above.

As a consequence of the unanimity expressed, Mr. C. E. Renouf asked all present to assist in forwarding the project by obtaining signatures to a petition asking the council to submit a by-law to the ratepayers, and now the work of the promoters will be devoted towards that end.

It was fifteen minutes after eight when, on motion of Mr. C. E. Renouf, his worship the mayor was voted to the chair, and at that time there were probably three hundred people in the hall. That number was considerably increased as the meeting progressed, but at no time during the evening was the available seating accommodation over-taxed.

Among the audience were noticed several members of the aldermanic board, representatives of the city in the legislature, several supporters of the Port Angeles ferry scheme and many of Victoria's leading business men. Mr. C. E. Renouf was elected secretary of the meeting, a position which was sufficient to ensure that he interfere with the other work allotted to him, that of commencing the explanation of the details of the scheme, which he acquitted himself of in a lucid and convincing manner.

His worship commenced by reading the requisition addressed to him asking that a public meeting be called, the list of signatures being a very long one and taken as read. The mayor said that as late as the evening of the 22nd, he would not detain the meeting with any remarks except to state that the scheme to be outlined was similar in many respects to that introduced about ten years ago. At that time the people of Victoria did not regard the necessity of transcontinental connection as of so much importance as they do now and he could only express the hope that this attempt to secure a connection would meet with better success than did the former one.

Mr. C. E. Renouf said that before explaining the project he would say a few words as to how the meeting came to be called. He referred to the occasion of the joint meeting of the Committee of Fifty and the Board of Trade, when the promoters of the Port Angeles Eastern addressed those bodies on the subject of the proposed ferry connection between Victoria and Angeles. Mr. T. W. Patterson on that occasion practically outlined the present scheme, so that if any credit were due to anyone for bringing the matter up it was due to Mr. Patterson for his work on that occasion.

Early in the month of May, noticing a general feeling that this scheme should be looked into, the speaker had taken it upon himself to call a meeting of twenty or thirty of the merchants of the city, which meeting was held on the 17th of May. A committee was appointed to enquire into the proposed connection via Sidney and that committee sat every week from that date until September 20th. They had Mr. Bell, C.E., to advise them and their conclusion were embodied in the report presented to the meeting held last week, copies of which were distributed at the meeting now being held. The report was adopted last Wednesday, and as a consequence the requisition had been addressed to the mayor asking him to call this public meeting.

Mr. Renouf then called attention to the large map displayed on the wall, and which had been prepared by the promoters of the De Cosmos scheme. Those gentlemen expended somewhere in the neighborhood of \$20,000 in surveys and were ready to go to work, but could not manage the financial part of the scheme. The variations between the De Cosmos scheme and the one now

suggested were succinctly explained with the aid of the map. Mr. Renouf saying that the same starting point was observed in both, the proposal now being to extend the V. & S. road into the heart of the city and possibly to connect it with the B. & N. by giving a continuous branch in the direction of Wellington and further north, when the latter road is extended.

At the Sidney end it was not decided whether to build a mole at Sidney or go a couple of miles further to Armstrong Bay, but whichever was found to be best will be adopted. And that was the proposed starting point of the ferry. The course of the ferry line was plainly marked on the map, and Mr. Renouf explained the advantages to be gained by the adjacency of lighthouses at two or three points. White Rock was the point aimed at on the Mainland, although the exact spot was not actually defined. There are three fathoms of water right along the shore, and to secure the necessary landing place requires only the placing of a few piles.

Then the proposed road would start from the northern Pacific, through a fine agricultural country, to the Fraser, which is practically the valley of the Fraser, 12 miles, crossing the Great Northern railway, which runs from Blaine and has its terminus at Liverpool on the Fraser river. The road will then follow the river to the mouth of the 30th mile, keeping in the valley of the Fraser and coming across the Seattle International, which runs a daily train from Seattle, the passengers by which will be able to connect with the proposed road and be brought direct to Victoria from that point. Then at the 35th mile the proposed road would be two miles from the American city of Sumas, where the Northern Pacific has a train every day; the same advantages to passengers being given of direct transportation by the new road and ferry to Victoria.

From that point the road will follow the upper part of Sumas lake, through a fine agricultural country, to the right into the town of Chilliwack. The original plan outlined by Mr. Bell was to go further still, to the head of the district, which is at the head of the conditions at present existing do not warrant building another 12 miles of road, although the construction of this line will induce settlers to locate in that district, which is at the head of the portion of the valley of the Fraser. Coming back to the ferry portion of the project, Mr. Renouf explained that it is proposed to build and operate two ferries, one for the transfer of heavy loads of 15 tons each, or 150 tons of freight. That this can be done successfully is already demonstrated by the fact that Messrs. Dunsinuir are already operating a similar ferry, taking loaded cars right up to Wellington. The other boat is to be a fast ferry to do the distance of 32 miles from shore to shore in one and three-quarter hours. On the question of time to be occupied Mr. Renouf referred to the fact that the running between Seattle and Tacoma, showing that the calculation was warranted by the time made by that vessel. In explanation of the variation of the present project from the De Cosmos scheme Mr. Renouf said the committee inclined to a route with as little water way as possible and a direct line to Ladner's. Then the mole at Point Roberts would be two miles long and the estimate made by Mr. Bell in 1890 was that it would cost \$200,000. By going a little further it would be possible to do the same work for \$150,000.

As to the traffic to be obtained by the road, it may be argued that if all the traffic coming to Victoria by the C. P. R., G.N.R., and N.P.R., were diverted to this road it would not be sufficient for better business than in this valley of the Fraser, the richest in the province? Except in tropical countries there is no land anywhere that can produce acre for acre as much as the land in that valley.

There might be some scepticism regarding the amount of produce raised; people could hardly believe that 120,000 tons of grain is grown at Ladner's. But the figures are reliable. The clerk of the municipality of Chilliwack is very much interested in this matter of connection with Victoria and he took the roll of the municipality and put down acre man's produce. It was desired to form an estimate of what is done at Ladner's, ask Brackman & Ker how many grain sacks are sold there, and the amount divided by twenty will give the number of tons of grain produced. Ask Messrs. Prior & Co. what quantity of binding twine is consumed there. How many tons of baling wire, and it will be found that the estimate of the present production was well within the mark.

Then the construction of this road will save the merchants of Victoria a large sum of money now expended for wharfage. Many people do not understand the disadvantages under which

the merchant labors who has to pay \$1 a ton more than his competitor. Take a carload of nails for instance, 15 tons, upon which \$7.50 has to be paid for that item and then there is another \$7.50 to pay for hauling them from the wharf to the warehouse. Ship the same quantity of nails away and there is no extra amount to pay for that. A carload of furniture for instance has to be handled no less than six times under existing circumstances, but with this road and ferry in operation the car can be run right alongside the warehouse and there will be one handling. It would require very few carloads a month to save \$60 a month.

As to the financing of the loan. The total cost of the enterprise is estimated at \$1,500,000. Of that sum \$150,000 is to extend and complete the V. & S. road and to acquire it. Mr. Patterson undertook to build that road for so much cash and so much stock, but as there is no doubt about the possibility of the amount of the cost of the right-of-way he took the road over, so that he is not merely a contractor with a lien on the road, he is the company. The committee could not very well do otherwise, but what Mr. Renouf said to him, "Will \$150,000 build the necessary extension of the road and buy you out?" and his answer was "Yes." So that the \$150,000 will extend the road into the city and place the city in the position of possessing this bit of road being the owners of five-sevenths of the system.

As to the cost of the boats. They had allowed \$200,000 for the two. At that time it was in the contemplation of the Colonist, because he could remember the time when the V. V. & E. was ridiculed in that very hall, and the matter had been a football for politicians. Why revive it now, when we are working for something that will benefit Victoria? This will not injure it in any way. Then in another article the Colonist urged the building of a road to the north end of the island. The speaker agreed with that, but it was the second part of the scheme, not the first. A few years ago it was said the money to build that road was lying in the bank and was available, provided the Dominion government gave a certain amount of aid. The government would not give that aid because the land on either side of the road was owned by the parties proposing to build the road, and the government would not give that aid. Suppose it is practical to build a road down from the north, what is the first question that will be asked when aid is applied for? What will it do? Will it bring never come here to buy a bill of goods; the trade down and people can go via Victoria to Seattle and Vancouver by boat. That won't be enough. But if this proposed road be built and you can give connection with three transcontinental roads, there will be a different tale to tell. The argument is that we must put all our energies in developing the island. But we must fortify our base of supplies, which is Victoria; place ourselves in a position in which we can compete and we will get the trade all right.

Of course there are kickers. There always are. Will it be believed that there were kickers against the building of the road? Twenty years ago there were not satisfied because steamers landed there. The building of that wharf was a monument to the enterprise of one man. That wharf has resulted in thousands of tons of freight being brought to this city. It will serve the same purpose. The property owners on Wharf street petitioned against the enterprise because, they said, it would ruin their property. Everything was done to kill it, and Mr. Renouf said that the first-class fare was paid 20 miles of road should be under construction. The first-class fare at Vancouver is seven cents a mile; two cents higher than the C. P. R. rate in the mountains, five cents higher than the New York Central rate. At reasonable rates the traffic would be at least double. This was illustrated by the much larger traffic between Vancouver and New Westminster.

The advantages of a road to the north end of the island, which would make a much longer distance and much more navigation than we have here. If it were possible to build a road to Vancouver no one would raise a voice against it, and it is possible to have communication which will serve the same purpose. The time by ferry might be a little longer, but what we are suffering from now is not the greater time it takes to get to the island, but the higher freight rates we have to pay. The first-class fare at Vancouver is seven cents a mile; two cents higher than the C. P. R. rate in the mountains, five cents higher than the New York Central rate. At reasonable rates the traffic would be at least double. This was illustrated by the much larger traffic between Vancouver and New Westminster.

Mr. Patterson said it remained for the people of Victoria to say what the property of the city is to be in the future. Even a brave man shudders at the thought of being torn and rended by a ferocious tiger. In every walk of life, from that of the laborer to that of the professional man, there are thousands at the mercy of a tiger more relentless than any found in all India.

There is a sure and certain protection against this deadly disease, and a sure and speedy cure for it, if it is resorted to in time. It is Dr. Pierce's Golden Medical Discovery. This wonderful medicine acts directly on the lungs through the blood, tearing down old, half-dead tissues, building up new and healthy ones, driving out all impurities and disease germs and expanding the lungs and introducing life-giving oxygen into the circulation. It has wonderful curative powers and allays all inflammation of the mucous membranes of the lungs and bronchial tubes. It makes the appetite keen and hearty, the digestion and assimilation perfect, the liver active, the blood pure and rich with life-giving elements of the food, and the nerves strong and steady. It is the great blood-maker and flesh-builder. It is the most marvelous sustaining powers of any known medicine. Thousands who were upon the verge of a premature grave have testified to their recovery through its wonderful virtues. Medicine dealers sell it, and have nothing else. Just as good as any substitute he is thinking of the larger profit he'll make out of your welfare.

Dr. Pierce's book, "The Common Sense Medical Adviser," is a treasure in any family. It contains 1000 pages and 300 illustrations. A copy sent to every member of the World's Dispensary, who is a member of the World's Dispensary Medical Association, Buffalo, N. Y., 31 one-cent stamps to pay cost of postage and mailing. For cloth binding, send 50 stamps.

of the N. P. R. or the C. P. R., with their expensive terminals already secured, will come to Victoria where the water front is held by private owners and would have to be bought at a high price. It is a mistake to work for that end. The proper course to pursue is to make this the terminus for a trans-Pacific line of steamers. If this plan is carried through we will have a line connecting with three transcontinental roads, and if an independent company proposes to put on a line of steamers to the Orient they will come here to do their business. They would have very little show in Vancouver, where the waterfront is owned by a company operating such a line of steamers, or in Seattle or Tacoma. If you get such a company to make the terminus of a trans-Pacific line of steamers you will have all three of the transcontinental roads anxious to come here to handle the business.

But what we must do is to get away from the present and distant future. We must try and realize the trade to be done with the Orient, and be able to show that by making a landing here a company can get quick dispatch or freight and passengers to any part of the world by three transcontinental roads. Some people say: "Bring one line here and it will force others to come." But there is not enough business to be done by one line, or more than one line, to induce them to bring their terminals here. Take this line as projected though, and you will be able to draw from all lines, and have your local traffic as well, a local traffic which would pay the cost of operating the line even if you did not handle a single carload of transcontinental freight. There is no reason why we should not get our fair share of the trade now passing our doors, and the trade of the Pacific in the next 15 or 20 years will equal that done now on the Atlantic ocean.

There is no question either about getting these roads to use this line. It would be to their interest to do so. Build it, and every dollar put in will be represented by stock which will be dividend paying in a very short time. There is no question of bonus in this, and to anyone who has gone through the country in the lower Fraser in the last few years it must be apparent that if Victoria could get her share of the trade there it would be ample to pay the operating expenses and fixed charges of this proposed road. More than 50 per cent of the produce of the Fraser valley is marketed here, and is paid for in cash. How much of that money comes back? The men in that portion of the province never come here to buy a bill of goods; never come here except legal business brings them down. It takes too much time and costs too much money to get here. But when they can leave home after breakfast and get back again the same evening they will come here in preference to going elsewhere. The productivity of the Fraser valley is greater than that of any other part of the world; it is well might unlimited, and it means a local business large enough to defray the operating expenses and fixed charges of the road.

As to the practicality of the ferry, Mr. Patterson referred to a similar ferry run on Lake Erie, where they have a much longer distance and much more navigation than we have here. If it were possible to build a road to Vancouver no one would raise a voice against it, and it is possible to have communication which will serve the same purpose. The time by ferry might be a little longer, but what we are suffering from now is not the greater time it takes to get to the island, but the higher freight rates we have to pay. The first-class fare at Vancouver is seven cents a mile; two cents higher than the C. P. R. rate in the mountains, five cents higher than the New York Central rate. At reasonable rates the traffic would be at least double. This was illustrated by the much larger traffic between Vancouver and New Westminster.

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It was the duty for every person to look forward and try and imagine what the trade of this city and province should be and will be in ten years. Even if the road did not pay a dividend for five years, there was no man who could say it would not pay operating expenses. It would be for the people of the city to say whether they were going to ride in the band wagon or were going to carry a torch for someone else. If it were taken hold of as it would be taken hold of in any other city, and the holder of the support of every man who would pass through (Chas.)

MR. A. L. BELYLEA said the people of Victoria are not alive to the position they occupy and the possibilities of the country round about us. He had supported the construction of the V. & S., although he knew it would not pay a dividend because it was one link in the chain of prosperity. This scheme is the second link, and is no more important one to Victoria than the V. & S. was at that time. Victoria was a great many people. Like the farmer who was induced to buy a farm out in Texas and came from the east, and was put down on a farm where there wasn't a house in sight and been out of it since the first time he wondered the people to take a month and see what is being done in other parts of the province; the enormous traffic at Revelstoke for the Kootenay; at Revelstoke, at Bend and realize the possibilities around them. Trade should be allowed to get into a channel, and not be got out of it. This scheme is settling one point too; it would settle the need the land and would have to have it. There was another link in the chain that this would lead to, an independent line to Kootenay. Then also there is trade to the north. The enormous men in the gold yielding countries live roughly, but live well. They need the best and are going to have it, for they have the money to pay for it. The people in British Columbia are not more, and require more of everything than anywhere else in the continent. With the financial part of the scheme Mr. Belyea did not quite agree. He believed it would be better to borrow a large proportion of the cost of the road, and to take too large an amount upon themselves, especially as money could be borrowed cheaply.

Mr. Belyea concluded a stirring speech with the hope that his recent visit to the north, and the enormous possibilities of the gold fields as a means for Victoria's trade. MR. ALEX. WILSON had listened with much interest to what Mr. Renouf said, and complimented Mr. Renouf upon his address. He then went to length into the experiences of the late Amos De Cosmos along those lines. His attempts to form companies secure financial assistance for a harbor in the city would not subscribe to the stock. The fact that Esquimalt was to be the terminus of the C.P.R., and the change of plan; the promise of Sir Hector Langevin that from whatever point on the Mainland was made the terminus, a ferry should be run to Victoria, and the breaking of the promise; the surveys made by Messrs. Bell, Bell, Ver, and Perry of branches to Vancouver, New Westminster, and Blaine; the by-law submitted to the ratepayers and carried by a majority of 4 in 1880, which stipulated that before any money was paid 20 miles of road should be under construction; the fact that the late Captain John Irving's mandamus, and this historical reference to the attempts of the past were dealt with by Mr. Wilson.

A few weeks ago a gentleman was at Ottawa seeking assistance for a harbor scheme. Sir Louis Davies asked that gentleman, "What is Victoria going to do?" The same question applied now. We want the scheme carried out, we must help ourselves. Mr. De Cosmos never had the "show" that the present promoters have. He never could get as good an audience as was there then. Personally Mr. Wilson said he was heartily in favor of the scheme, and concluded a very interesting speech amid applause by moving the resolution set forth at the commencement of this report.

Mr. F. F. Raitt seconded the motion formally, and it being declared open for discussion. MR. C. H. LUGIN stepped on to the platform amid cheers. He said he had not come with the intention of speaking, but Mr. Renouf had brought his name in, and done him a great injustice. He thought intentionally. Mr. Renouf had said that it was intentional, and he had no reason to suppose he was continuing. Mr. Lugin said Mr. Bell opposed to the scheme, nor can he place his finger on a single line of the scheme, had written against it. Mr. Lugin happened however, to be the editor of a newspaper, and it was his duty to let his readers know the details of any scheme submitted. A report had been submitted occupying five or six columns, and he gave in his editorial an outline of the scheme suggested. He pointed out that it did not propose to connect with Vancouver, and that the connection with three roads was experimental, and the financing was experimental. Those are vital points. It is not necessary to poll a Victoria audience; it would be a good thing to have a million miles, he could safely say miles, of matter, had been written, setting forth that fact. He had written columns himself. Mr. Renouf had suggested he should study up the possibilities of the province. Mr. Lugin referred to the British Pacific agitation, and said he had written pamphlet after pamphlet and article after article on the resources and possibilities of the province for the people of the province. He had a view of presenting to the people of Quebec and of the Eastern provinces the advantages of that road. In the Canadian Magazine, the great New York Independent, the Montreal Star, the Chicago Interior, and other papers, articles of his had appeared years ago on the subject, and now Mr. Renouf proposed he should him to go and study up the question.

Mr. Lugin was indignant that his name had been dragged into the discussion for the mere purpose of making a point. Turning to the scheme itself, Mr. Lugin said he had been examining Admiralty charts that with Vancouver at the end of the map there banks extending to the boat route. Also, many runs off the point it was only one and water at mean tide. Renouf if he knew of a route that could get in at place.

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