

THE WAR.

putting forth in order to restore the authority of the British crown over South Africa. The preparations which the Empire in Africa will have a profound effect not only upon the nation but upon the world at large. Hitherto the British Empire has not been regarded as a leading military power, but from present indications it is likely to take a foremost position in this respect among the nations. The defeat of the Boer forces is a task calling for great energy and patience—a combination not always found in any one people. Long years of prosperity have led the British people to undertake their possible enemies. It is not correct that we went into the Boer campaign with a light heart, but we certainly did not appreciate the magnitude of the difficulties to be encountered, and we are reaping the result of our own inaction in unexpected reverses and vexatious delays. But it is a trait of the British character to grow stronger under a strain and the rule is holding good in this case. The story of British valor at Colenso is only what would be expected, and a pity of it is that such valiant men must lay down their lives for so little purpose. No one need have any fear that our soldiers will fail in their duty under any circumstances. The only question is as to the ability of our commanders with the forces at their disposal to turn the enemy's positions, which are so strong that to take them by a frontal attack is a task of tremendous difficulty.

The repeated stories of Boer abuses of the flag of truce serve to show how ill-fitted they are as a people to exercise the rights of civilized government. Every Briton will heartily applaud the determination of the government as expressed by Mr. Gerald Balfour to prosecute the war to a successful issue no matter at what cost.

We assume that the absence of news from the front is to be accounted for by the fact that the commanders of the Boer army are so busy in planning a direct attack upon the Boer positions that they cannot spare time to go on. Reinforcements are going forward to Gen. Buller from the Cape, from which we infer that no anxiety is felt as to Methuen's column and that the intention is to force the Boer position on the Tugela by a flank movement.

Ladysmith is reported safe and Gen. Methuen was all right at last accounts. It is possible, the correspondents think, that the latter may have to fight a battle, for the reason that the Boers may be compelled to choose between assuming the offensive and the disintegration of their forces. As yet the enemy have not come out of their trenches and made an attack upon our defenses and great interest will attach to their first effort of this kind. It is one thing to resist stoutly behind cover a vigorous assault. It is another thing to leave protection and come out into the open field against an entrenched foe. Whether the Boers have sufficient discipline, or what service in its stead sometimes, fanaticism, to do the latter, remains to be seen.

The suggestion that our fleet may take possession of Delagoa Bay as an act necessary to prevent violations of neutrality on Portuguese territory is important, and it is acted upon will have a potent influence on the campaign. It would afford a means by which our forces might enter the Transvaal, for we assume if the British government takes possession of the Bay, it will utilize it for every purpose.

The word received from Gen. Methuen's force to the effect that its position is impregnable is eminently satisfactory, for it means a great deal. It is true that he may not be able to relieve Kimberley, but he is able to prevent the Boer forces from moving on that town, and as reinforcements are being forwarded to him, he may shortly find himself in a position to turn the enemy's position. Cronje may soon be very awkwardly placed. If our position is as strong as is represented, he will hardly care to attack it, and he will have to choose between sitting in his trenches at Magerfontein and retreating. If he takes the latter course, Methuen will follow him up, and no one knows better than the Boer leader that his forces are no match for ours in open country. A waiting game at Modder River is the strongest that Methuen can play, provided his line of communication can be kept open and Kimberley does not run short of food or ammunition. He can wear Cronje out, for it will be pointless for the Boer commander to remain where he is.

The report from Natal is that Gen. Buller has moved forward to his old camping ground and is shelling the enemy's position with the guns of the Naval Brigade. The situation here is much the same as at Modder River, its critical character depending upon the condition of things at Ladysmith. With this town all right for a few weeks to come, Gen. Buller can make use of his reinforcements to make a flank attack upon the enemy.

The send-off to Lord Roberts was a great demonstration of popular enthusiasm, which was fully in keeping with the loyal spirit evinced all over the country, and throughout the Empire. One thing we are learning in these trying days, namely, that the military strength of the Empire is not to be expressed by the number of men permanently kept under arms, but by the ability of the war department to arm those who are ready to fight for their country. Some foreign critics think they see in this unprecedented flocking to arms evidence that the

people consider the situation of the Empire as perilous; but that is not what it means. It signifies only that the British people are to a man ready to serve their country on the battle-field. Continental writers told us that the volunteer system upon which our army is maintained would break down under the first strain. So far from this being the case the host of men, who are ready to go to the front, far surpasses the needs of the nation. Conscription is a long way off.

CHRISTMAS.

Many years have passed since the people of the Empire have had to divide their Christmas thoughts between peace and goodwill and the operations of an army in the field. Yet the marvelous work inaugurated by Him, whose natal day will be celebrated to-morrow, may be advanced as well by deeds done on the battlefield as by prayer in the cloister. "I am not come to send peace, but a sword," were His words. His prophetic eye saw that violence would have to be met by violence before a period of universal peace could be established. The explanation of it all is the subtle but human comprehension, but it is one of the undeniable facts of history that national error has always been wiped out by blood. As we look backward we think we can see the finger of God in the Crusades, with their awful tale of suffering and death. His hand seems plainly visible in the fateful battle of Tours, when Christian and Pagan met, not simply by hundreds and thousands, but by hundreds of thousands. The voice of God is recognizable in the "roar of Huguonmont." Even the tears and heart's blood of the English women and children whose sad story made countless thousands mourn on Christmas of 1857 seem to have watered a tender plant, which will grow into a mighty tree under which the native women and children of India will find shelter and hope. So we will one day see far more clearly than is now possible what is the true meaning of the strife in South Africa, and when peace comes again, though many hearts will be sore with sorrow, we may all join in the anthem: "Glory to God in the Highest."

One lesson of Christmas is self-sacrifice. It is immaterial what view we take of the wonderful personality whose name the festival bears, the dominant feature of His life is the same. If He was literally the Son of God and lay down His divine glory for the sake of erring man, or if He was only one like ourselves, who casting aside the power and popularity which might have been His without effort, died a shameful death to testify to the truth of His Gospel of love, the lesson is the same. "Greater love hath no man," He said, "than that a man lay down his life for his friend." Surely our brave-hearted fellow-countrymen, who have fallen in South African battlefields, or who may in days to come meet their fate fighting for their country, are animated by this "greater love." Not a man of them is seeking personal gain. Not one of them would regret being called upon to sheathe his sword when the principle for which he is fighting has been won. Not one of them is inspired by hatred of the valiant foe by whom he is confronted. Each of them is doing his crowning act of self-sacrifice in the way that lies nearest to his hand. If we were asked to make these remarks do not apply with equal force to the enemy, we would frankly admit that they may, and if the recalling of two such apparently hopelessly inconsistent ideas seems impossible, we may only reflect that "My ways are not your ways; neither are my thoughts your thoughts," saith the Lord.

But even among the story of battles, the home joys of Christmas and the thoughts that cluster around the Christmas Tree cannot be obscured. This festival is one of the most potent factors in the betterment of humanity. Among many millions of people the few weeks before the Day are given up largely to the thought of how best to make some one else happy, and the memory of the kindly acts done at this season remains for even a longer time in the hearts of those who give and those who receive. That this prolonged period of goodwill leaves us all the better for it will hardly be denied. In English-speaking countries the observance of Christmas is far more general and far heartier now than ever. In proportion to the obligations to mutual help are better understood, as the conceptions of human duty broaden, and as our views of each other's actions, motives and beliefs become more charitable, this greatest of all festivals becomes greater still. What was deemed a pagan rite by early Christians, and in later times was regarded as a survival of far the highest place of all public events. No other holiday, no other ceremonial, no other feature of the life of Christendom is at all comparable in the universality of its observance and its direct influence upon the formation of character with Christmas.

And its influence is directly in line with the mission of Him who, we are told, was born in a manger in Bethlehem some nineteen hundred years ago.

A ROAD TO OMINECA.

Not many matters of greater importance than the improvements of the facilities for reaching Omineca have occupied the attention of the Board of Trade. The Omineca district is one of great potentiality, although its development has been retarded by the lack of facilities. There is some danger that the Coast cities may find themselves cut out by this trade by reason of the country being tapped from the East. We may direct attention to the fact that a subsidy has been granted for a railway from Edmond-

ton westward, and we know the intention of the promoters to be to reach out in some way for the business to be developed in Omineca.

In the meantime it is of the highest importance that Coast merchants should be placed in a position to handle the present trade to greater advantage than at present and to secure what additional business will be developed. The value of the Omineca district is now established beyond all cavil. Next season will witness a great increase in the output of gold, for several hydraulic propositions will begin working. Very little attention has been paid to the mineralization of the district, for the reason that the distance from rail or water carriage is so great that nothing could be done with properties if they were discovered, but casual examination has disclosed the existence of ores of gold, copper and silver and lead. Coal has also been found. There is a good deal of land fit for settlement, and in fact the whole region only needs transportation facilities to take a foremost place in the march of progress now manifest in so many parts of the province. We hope the government will see its way clear to take this matter up, and we have to compliment Capt. Clifford, M.P.P., upon his energetic action in the premises.

FROM A BUSINESS POINT OF VIEW.

The discussion at the city council meeting over the Victoria-Chilliwack by-law more than justified the criticisms of the Colonist, which have been directed, not against a railway ferry to the British Columbia Mainland, but to the financial details of the fatherless scheme now submitted in the form of a proposed bill.

Perusal of the report of the discussion shows that the idea of the scheme, having the proposed by-law in charge is to rush it through with a lot of general allegations as to the benefit of the proposed ferry and railway. Upon this point there may or may not be much difference of opinion. The Colonist has already declared itself in favor of such a connection if it can be obtained in a manner that can be supported from a business point of view. Therefore, in what may be said in these columns hereafter we wish it to be understood that we are addressing our remarks solely to the particular scheme now submitted. Who are behind this scheme? The question is not of great importance because as far as has been disclosed it seems as if the municipality of the city of Victoria is to pose as the promoter. Alderman Stewart said in his speech that the citizens of Victoria are to be the citizens of the company, and he is the second of the by-law. The proposition is, therefore, that the city of Victoria shall embark in the business of railway construction and management. Are the ratepayers prepared for this? Has the city the legal authority to do so? This consideration emphasizes the force of the point made by Alderman Hayward and Alderman McGregor, who have objected that under the by-law the city is asked to assume an unlimited responsibility.

We have asked who is behind this scheme; but this is not for the purpose of suggesting that some one is going to make money out of it, for we assume this, and it certainly ought to be, true of every enterprise. We ask the question because it is his duty to know who proposes to charge himself with the responsibility of seeing the project through in case the by-law is carried. That the person or persons, who undertake this, will make something out of it must be taken for granted and that they would do so should be no objection to the scheme. But the ratepayers have a right to know who these people are and how much of their own money they propose to venture in the project. The by-law will be very material to amend. Who is to say whether any one will undertake to put the matter through on the amended by-law. Let the people behind the project come out and declare themselves, and then there will be some chance of finding out something as to details. We do not care who they are, as long as they are persons who will testify their good faith by putting up a reasonable amount of their own money. There will then be some one to whom the ratepayers can look for information. Here are some of the questions upon which light ought to be cast before this scheme will be before the ratepayers as a business proposition.

Why ask for \$2,000,000 capital, \$500,000 of bonds and \$500,000 of bonus for a railway and ferry that are not to cost more than \$1,500,000? How much will it cost to acquire the Victoria & Sidney railway, and what is the present earning capacity of that line? What route is it proposed to follow from Hillside Avenue to the centre of the city?

How is it proposed to cross the depression or depressions to be encountered on the streets, that is, is it proposed to build embankments or trestles? Are the powers conferred upon municipalities to authorize tramways or other railways to be laid in the streets wide enough to authorize the laying of a steam railway, or must not the expression "other railways" be construed to mean railways similar to tramways?

If the city has the power to give up a street to a railway company, what right, if any, have the owners of abutting property to compensation, and who will be charged with paying that compensation?

What are the details of the cost of the extension of the railway from Hillside Avenue to the centre of the city, that is, how much is put down for construction, how much for right of way and how much for compensation of persons whose property is rendered useless thereby? What will it cost to put the V. & S.

railway into condition to carry transcontinental traffic?

How much is it proposed to expend on terminals in this city, and where are they to be located?

What will it cost to build the ferry terminal at Sidney, and have plans of the same been made? What evidence is there of the adaptability of White Rock for terminal purposes; how long a wharf will be needed there and what will the cost be? What data are available as to the cost of a line from White Rock to Chilliwack? These are reasonable business questions, which the aldermen should require some one to answer before submitting the by-law. We purposely avoid asking for evidence that any one will subscribe the proposed \$1,000,000 of capital, or that any government bonuses will be forthcoming, but the by-law may be made conditional upon these matters being provided for. These are important matters. Whether some or all of them should be assured before the city pledges itself to put \$500,000 in the scheme is a matter on which there may be a difference of opinion; but there can be no such difference of opinion upon the absolute necessity for information upon the questions asked above, before any one can express an intelligent opinion as to the scheme from a business standpoint. Would not any individual insist on the above questions being answered before investing a dollar of his own money, and ought they not to be answered before the city invests \$500,000 and assumes an additional indefinite liability?

Our attention has been drawn to the fact that in quoting from the by-law in an editorial we said that the money to be raised might be used for the railway "or any other purpose, etc.," whereas the by-law says "and any other purpose, etc." We make the correction, but do not think the substitution of the word "or" for "and" affected the argument, for in any case the powers of the trustees under the by-law would be construed by the courts to be confined to matters germane to the specified undertaking.

The proposed Victoria-Chilliwack by-law is drawn up so as to give the company, which may be formed to build the railway, the power to pass along such streets as the city corporation may deem most suitable, and the approval of the corporation is to be signified by the approval of the city engineer or some other person appointed or approved by the city. This is doubtless as far as the city solicitor could go to protect the interests of the city in framing a by-law for so crude a proposition; but it is an exceedingly inadequate protection. It is highly objectionable that the city should surrender to any single individual such a power as is thereby contemplated. The plan by which it is proposed to extend the V. & S. into the centre of the city should be specified in detail in order that the ratepayers of the district through which it is proposed to run the line may be able to see how their property will be affected, and the citizens generally may be informed as to how it is proposed to cut up the city streets. The importance of this matter will be manifested by a little consideration of the nature of the portion of the city which the route must traverse. The following memorandum has been handed the Colonist by a gentleman who is fully conversant with the facts: Bankments or trestles, or worse than either, by cuts, and the safeguarding of the interests of the citizens in this connection is to be left with the city engineer or some other appointee of the city, who would be, possibly, more or less under the direction of the mayor. Do either of the present candidates for the mayoralty desire to have the responsibility of even indirectly determining such an exceedingly important matter? We put it to the aldermen as to reasonable men if upon a matter as vital as this to the welfare of the city more information ought not to be forthcoming before the ratepayers are asked to vote for or against it?

The power of the city council to take stock in a railway corporation is limited to lines which are wholly or in part within the city limits. The only part of the proposed undertaking within the city limits is the last thousand yards or so of the V. & S. and the proposed extension into the centre of the city. It is Hillside Avenue, therefore, that the V. & S. will have to cross. Hillside Avenue is 61 feet above high water mark. The public market is 49 feet above high water mark. Fall in 4,000 feet, 13 feet. The depression at the gas works is 7 feet above high water mark. The rails at this point must be about 57 feet above the ground level.

From this memorandum, that is assuming it to be accurate, as we are satisfied it is, it is clear that the construction of the proposed extension may involve the construction of an embankment, or a trestle on one of the public streets upwards of fifty feet in height. There may be a way of reaching the public market from Hillside Avenue that will not involve a piece of work like this, but so the city council has been given no information on the subject. We ask the aldermen, as men who must be supposed to desire to protect the interests of the city, if they are prepared to submit a by-law to the ratepayers until definite information has been given on this extremely important point. We claim that before the ratepayers are asked to vote upon a by-law which contemplates that the railway shall run through some of its principal streets for four-fifths of a mile, the profile of the route should be laid before the city council and should be open to public inspection. The proposed extension may block cross streets by having any right to take stock in the undertaking. We do not wish to be misunderstood on this point. Doubtless the city council should be asked to be used in purchasing the V. & S.; but our

point is that having once voted the money for the stock and being committed to the scheme, the city would have to deal with the owners of the V. & S., who would be in a position to make the city choose between withdrawing from the whole thing and the payment of an exorbitant price for the road. We do not say that the reason why the money for the stock should not be obtained from the owners of the V. & S. is an offer of a price at which the road will be sold was to put the city in just this predicament, for that would doubtless be unjust; but if it had been intended to do so, no better plan could have been adopted. The acquisition of the V. & S. being therefore absolutely necessary before the city can legally take the dollar's worth of the capital stock of the company, is it not imperative that before the city council submits the by-law to the ratepayers steps should be taken by some one to have the price of the V. & S. stated?

Both the Mayor and Alderman Hayward took the position at the city council meeting that the by-law should be made conditional upon the obtaining by the company, by subscription or otherwise, of \$500,000. In our comments yesterday we classed this as among the aspects of the case upon which there may be a difference of opinion. We did this for the purpose of distinguishing between the two classes of objections to the scheme. Those specified yesterday were those upon which we thought, and still think, there can be no two opinions among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men. With the point taken by Messrs. Redfern and Hayward we are wholly in accord and we regard it as a crucial one in the scheme. If the city is going to embark on a policy of railway construction, that provision would be unnecessary. In that case the city would put up its \$500,000 and get the other million or more in the best way it could. We insist that it is among intelligent business men