Weekly Colonist.

FRIDAY, NOVEMBER 13, 1885.

TO SUBSCRIBERS AND INTENDING SUBSCRIBERS.

IN ORDER TO PLACE THE WEEKLY COLONIST WITHIN REACH OF ALL, WE HAVE REDUCED THE PRICE TO TWO DOLLARS PER ANNUM. THE WEEKLY COLONIST WILL NOW BE SENT TO ALL SUBSCRIBERS AT THE RATE OF TWO DOLLARS PER ANNUM, PAYABLE IN ADVANCE. NO PAPER WILL BE SENT OUTSIDE THE PROVINCE UNTIL THE SUBSCRIPTION HAS BEEN PAID IN ADVANCE, AND NO NOTICE WILL BE TAKEN OF ANY ORDER THAT IS NOT ACCOMPANIED BY THE MONEY.

BIRTHS, MARRIAGES AND DEATHS.

Persons residing at a distance from Victoria, who may desire to insert a notice of Birth, Marriage or Death in The Colonist, must enclose with such notice the Christian and Surname, or P. O. Stamps, money order, bills or coin. A nominal insertion.

THE WEEKLY COLONIST.

NOTICE.

A SPECIAL EDITION FOR SOUTH SANDWICH, ALMA, METCHOSIN, SOOKE, CONIOT AND OTHER DISTRICTS NOT REACHED BY FRIDAY'S MAIL, IS PRINTED EVERY TUESDAY MORNING AND DISPATCHED THROUGH THE POST OFFICE.

THE WEEKLY COLONIST.

The attention of subscribers is directed to the announcement in another column. The weekly edition of this paper is now permanently enlarged to Eight Pages or Forty columns of solid reading matter. While making this announcement we are also enabled to state that the subscription price has been reduced to the following scale:

For one year	$2.50
For six months	1.50
For three months	75

Postage to any part of the Dominion, the United States and the United Kingdom will be paid. Remittances may be made in money order, draft, postage stamps or cash.

Local and Provincial News.

From the Daily Colonist, Nov. 5.

THE CHINESE AT SEATTLE.

The U. S. Revenue Cutter Trains Her Guns on the Town.

Troops Sent For—The President's Proclamation.

SEATTLE, Nov. 7.—The anti Chinese committee visited the Chinamen again this morning and notified them to leave at once. The feeling seems to grow more bitter hourly. The revenue cutter Oliver Wolcott has been lying opposite the town all day with guns trained on the Chinese quarter. Troops are now en route from Vancouver barracks, and are expected here this evening.

A special from Vancouver to the Daily Call says that troops are in readiness and the boat is waiting orders to go to Seattle and Tacoma.

Several Chinamen are before the grand jury. District attorney White says the United States will reinstate the Chinese and rebuild the houses. Three hundred troops left Vancouver to-day and will reach Seattle to-night at 11 o'clock.

The president has issued a proclamation which concludes as follows:

"Now, therefore, I, Grover Cleveland, president of the United States of America, do hereby command and warn all insurgents and all persons who have assembled at any point of the said Territory of Washington for unlawful purposes aforesaid to desist therefrom and disperse and retire peaceably to their homes, on or before twelve o'clock meridian, on the eighth day of November, instant, and I do admonish all good citizens of the United States, and all persons within the limits or jurisdiction thereof, against aiding, abetting, countenancing or taking any part in such unlawful acts or assemblages.

"In witness whereof, &c.

(Signed) GROVER CLEVELAND.

The Interior.

In consequence of the resignation of the postmistress at Savona, the postoffice has been changed to Van Horne, and Mr. J. J. McKay appointed postmaster. The people of Savona are signing a petition in remonstrance against the removal of the postoffice.

Mr. James Miller, of Winnipeg, brother of Mr. C. P. Miller of this place has recently arrived from Winnipeg. He is recruiting his health, and this is just the place to do it—no better climate to the Dominion. They say food this locality cannot be surpassed.

Lieut.-Governor Cornwall and his brother have been on a visit to W. J. Robertson, Esq., of Cherry creek, for some days. They were in town Sunday, and are expected to be out upon the mountains in Rear of Kamloops with the stagecraft hounds to day, Wednesday. It is their intention to be in town for the ball announcement of the week and have hunts in this vicinity.

Special constable Bryden came in by last stage from Okanagan mission bringing in a prisoner named Henry Gudferson charged with burglary and robbery at the store of Mr. Eli Lequime of the mission.—*Sentinel.*

Good paying diggings have been struck at Scotch creek, head of Shuswap lake. It appears that in 1866 this same creek was prospected, and between thirty and forty ounces taken from one bar. The railway will pass within five miles of the creek. A rich quartz ledge has been discovered on Adams lake, a short distance from the above.—*Guardian.*

SEATTLE.

The Excitement Cooling Off.

(Exclusive to The Colonist.)

SEATTLE, W.T., Nov. 7.—Everything is peaceful here at this hour, 9 p. m. An enormous anti-Chinese meeting is being held, but trouble is not anticipated. The president's proclamation and the approach of troops have had a most dampening effect upon the agitators. Seven companies of the Fourteenth infantry will arrive at 2 a. m.

The Storm and its Effects on the Telegraph Line.

(Exclusive to The Colonist.)

NEW WESTMINSTER, B. C., Nov. 7.—Very severe wind storm last night. Every wire out of New Westminster down this morning. Men are out from every station and all are now working with exception of Seattle, the wire of which is down south of Port Susan, W. T. The storm was also very severe in neighborhood of Chemainus and Nanaimo. Over a dozen breaks between this two latter offices and number of poles on line.

Personal.

Mr. A. E. Imrie, representing the Sun Life Assurance company, of Montreal, arrived on the Mexico. Mr. Imrie will remain permanently at Victoria.

Mr. Robt. F. Drummond, mail clerk on the C. P. R., is spending a few days in town.

Mr. E. T. Crossett, dentist of San Francisco, is in the city.

Mr. Geo. O. Colby, the eminent spiritualistic lecturer, came up on the Mexico.

M. G. B. Martin, M. P. P., and Mr. Ladner at Ladner's, were passengers by the 'esmite yesterday.

Amiral Sir Michael Culme-Seymour has stamed from the mainland.

1871-1885.

FOURTEEN YEARS' PATIENCE REWARDED AT LAST.

The Fulfilment of the Terms of Union.

British Columbia's Last Grievance Disappears.

The Final Spike Driven Home by Hon. Donald Smith.

First Through Train Approaching Port Moody.

Full Report from our Special Correspondent.

(By C. P. R. Telegraph Exclusively to the Colonist.)

END OF TRACK, Nov. 7, 8 p. m.

Track laying commenced at six o'clock this morning on last mile, and at nine o'clock the last rails had been brought forward and measured for putting in two, which latter was done with one while the other was partly cut and left intact until the official party should arrive. Major Rogers made several blows with a heavy sledge on the last rail, helping to cut it. One twenty foot rail was taken up and placed on one of the trucks to be laid when the Van Horne party who are expected in a few minutes arrive. Everyone at the connection is

JUBILANT OVER THE COMPLETION

of the line, and especially those who have been so intimately connected with its construction. Yesterday the weather was clear and cold. During the night heavy rain fell and forty miles west of here there is a foot of snow on the track. At Gorge Creek the weather is cloudy and raining slightly. Photographers are on the spot to photograph the proceedings. Mr. M. J. Haney, general superintendent of the Pacific division, arrived several days previously in his official car. With superintendent Haney's party is Mr. Cambie, C. E., who has been associated with railway construction in B. C. for the past eleven years, Major Rogers and nephew (W. L. Rogers) both of whom have been associated intimately with B. C. work especially the difficult location in the Selkirks. Watson J. Mulhall, superintendent's secretary, W. H. Ellis, representing *The Colonist*, Messrs. Roberts, C. E., J. Rogers, C. E., Mr. Watson, C. E., and commissioner Todd of the Dominion police, were also present.

SECOND DISPATCH.

EAGLE PASS, Nov. 7.—The train consisted of the official car, sleeper and baggage car, and as soon as the engine stopped, a short distance from the end of the track, the tracklayers began placing the last 20 feet. This was accomplished, and in about fifteen minutes the last spike was placed in position for driving. This honor was delegated to Hon. D. A. Smith, Major Rogers, C. E., holding up the line. The official party and visitors were then formed on each side of the track while the photographer took several views, after which the honorable gentleman commenced driving the spike, which was an iron one, the remarkable major keeping the tie well up. A few well aimed blows firmly fixed the spike in the rail, thus completing connection with the Atlantic and Pacific. As the last blow was struck a hearty cheer burst forth from the crowd, which consisted altogether of about 150 persons. Three other rousing cheers were given for the success of the Canadian Pacific, proposed by J. M. Ross, C. E., and the ceremony of driving the last spike of the great transcontinental line was completed. Manager Van Horne was asked to say a few words on the occasion. He said: All that I have got to say is that it was well done in every way. The ceremony was very simple, in great contrast with the spread made by the Northern Pacific, and it is hoped that as great a success will attend the Van Horne spike-driving as disaster did that of Gorland. The new road cements Canada from east and west, and will soon be known on both continents. After the cars had passed over the connection the last spike was driven from its place, cut in small pieces and distributed to members of the party. Van Horne sent messages to the president in England, to High Commissioner Tupper, to Governor-General Lansdowne, Lieut.-Governor Cornwall and others. After the ceremony the train backed to the tank for water, and Superintendent Haney's train proceeded to Chickamoose Narrows. In conversation with Mr. Van Horne he said that he had been connected with the railroad since 1881, when there were but 15 miles built, and now that he had reached the pinnacle of success in the efforts to build the line, after many discouragements and seeming insurmountable obstacles, he was happy and satisfied. The trip from Winnipeg to the first crossing of the Columbia was made in thirty-three and a half hours, the distance being 1052 miles, but when the line was ballasted and in working order they expected to go from Winnipeg to Port Moody in about 45 hours' time. The eastern end would not be operated this winter further than Calgary, but every effort would be devoted to placing the line in first-class shape and

THROUGH TRAFFIC

would begin about the first of May next. The length of track laid this year is 239 miles, 112 miles east from Donald to Gorge Creek and 127 miles west, 112 miles from Savona to Gorge creek. The eastern contract has been under the superintendence of James Ross, C. E., general manager of the North American contracting company, the western division being built by Mr. Andrew Onderdonk, contractor, under the general superintendency of Mr. M. J. Haney, to which latter gentleman is due the rapid finishing of the western contract, Savona to Chase creek, a distance of 62 miles, was located by Mr. Cambie, C. E., and from that point to the head of Griffin lake, a distance of 78 miles, by Major Rogers, C. E. Both these divisions are a monument to their great engineering abilities.

THIRD DISPATCH.

KAMLOOPS, Nov. 7.

Engine 148 and a train of three cars in charge of Engineer Mee and Conductor Selkirk rounded the curve at 10:10, mountain time. The cars were the general manager's official coach, "Metapedia," an elegant and luxurious affair, the rest being converted into various compartments for culinary, eating and sleeping purposes. The party consisted of General Manager Van Horne, Vice-President of the C. P. R., Hon. Donald A. Smith, manager of the H. B. Co. in Canada, and director, Sandford Fleming, C. E., director, Mr. Harris, of Boston, Mass., director, H. H. Abbott, the company's solicitor, J. H. McTavish, C. P. R. land commissioner, Winnipeg, J. M. Egan, general superintendent western division, Winnipeg, J. M. Ross, manager of the North American Contracting Co., who has charge of all work east of Griffin Lake, and H. B. Peers, Mr. Van Horne's private secretary.

FOURTH DISPATCH.

SPENCE'S BRIDGE, Nov. 7.

Official train in charge of engineer Mee and conductor Trodden passed the west-bound train at Skakamoose Narrows, leaving our train at 12.15 p. m. Mountain time. Superintendent Haney, Major Rogers and Mr. H. J. Cambie, C. E., accompanied the party, and good time was made along the shores of Shuswap and Thompson rivers. Kamloops reached at 3.50 p. m., here a stop of half an hour was made, and Justice Walkem and Mrs. Walkem, and Mr. Speaker Mara, of the Legislative Assembly, Mr. Graham, of the H. B. Co., Marcus Smith, the Dominion government engineer, visited the party, the latter getting on board the train and proceeding with it. A large crowd gathered at the Cosmopolitan hotel to see the novel sight, and as the official car passed gave three rousing cheers. A few minutes stay was made at Savona's station and engineer McNab took charge of the throttle. Very quick time was made to Spence's Bridge, the distance of fifty miles being covered in little over an hour. A few minutes stop was made and the train started for North Bend, where they will remain for the night, running through the canyons of the Fraser to Moody by daylight. At latter place the steamer will at once be taken for Victoria, where party the party will spend a couple of days.

FIFTH DISPATCH.

SPENCE'S BRIDGE, Nov. 7.

The point where the last spike was driven was christened "Craigles" and the name telegraphed all over the two continents.

SIXTH DISPATCH.

SPENCE'S BRIDGE, Nov. 7.

Although the ceremony was plain and unostentatious it marks an era in Canadian history, and some present have been closely connected with it from the commencement. Sanford Fleming was one of the original promoters of the through line to the Pacific and was present to witness, what was at first thought a dream, realised. Donald A. Smith is one of the original directorate and has ever been active in promoting its progress by untiring energy and pluck, and Van Horne's labors have at last been crowned with a fitting reward. These three gentlemen are the most prominent C. P. R. promoters in the official party now on its way to Victoria. President Stephen's absence in England was regretted as he could not witness an occurrence of so much moment to the company whose head he is. In conversation with Donald A. Smith that gentleman said that the operating of the C. P. R. to Savona, etc., would have yet to be determined, the line not yet having been accepted by the syndicate. He added that the fact of the last spike being driven was an infinite satisfaction to him and his colleagues, and also a relief, after so long an effort, to reach the success which they had to day celebrated. ELLIS.

Marine.

Steamship Idaho, Capt. Carroll, arrived from Portland yesterday, and will sail for Alaska at 7 o'clock this morning.

The ship J. Astoria has completed her cargo of V. C. Co.'s coal for San Francisco. Mr. Justin Chenoworth of Nanaimo will go as a passenger, and probably remain in San Francisco during the winter.

The bark Cassandra Adams is under the shutes at Nanaimo taking on cargo.

Ship America has been chartered to carry a cargo of V. C. Co.'s coal to San Francisco.

Steamer Alexander left last night to bring down the ship Astoria coal laden at Nanaimo for San Francisco.

Bark Southern Chief from Tacoma with a large number of Chinese for Hongkong arrived in the roads yesterday.

[BY TELEGRAPH.]

SAN FRANCISCO, Nov. 7.—Cleared Steamer G. W. Elder, Portland. Sailed—Steamer Bonita, Port Townsend; ship Kennebec, Nanaimo; ship Rosie Welch, Port Townsend; ship Fanny Tucker, Nanaimo.

Blue Ribbon Club.

The meeting was opened by the choir singing a Gospel hymn, followed by Rev. W. W. Pratchet, who offered prayer. Mr. R. B. Ellis was then called on and read a selection entitled, "Who Does the Devil's Work?" Rev. Mr. Percival addressed the audience, taking for his subject the petition of the licensed victuallers to the city council. He said he could not understand the meaning of the same unless it was that they were licensed to take away the victuals from the wives and children of those who visited the saloons. He also referred to the contradiction in the document, where it stated that Victoria was a very moral city, and in the next sentence there was more liquor consumed in the houses of ill fame than in all the saloons in the city. Mrs. Lidley and her daughter sang a duet so nicely that the audience gave them an encore. Miss Nellie Rudge gave a charming recitation. Miss Bird, a piano solo, and received a hearty encore. Mr. W. Nicholson followed in the absence of a recitation. The choir sang several pieces during the evening, Prof. Hookaway presiding at the piano.

FOOTBALL.—The match between a team consisting of blue jackets from H. M. S. Triumph, trained by Lieut. Fisher, and a team from the Victoria Football Club, as follows:—Navy—R. Berry, M. Golding, Grunsell, Allen, Thomas, Ouber, Imray, Orsin, Hobbs, Henbest, Hodges, Hayes, Moss, Kenealy and Mann. Victoria—T. Tiedemann, Coombe, Arthur Bleasy, Alfred Bresly, W. Ward, Guilline, Swinerton, T. Harvey, B. Drake, H. Ella, Goodsirfield, Playfair (captain.) Berry, Golding, Grunsell and Imray were best for Navy; and Coombe, Arthur Bresly, W. Ward and Guilline, best for Victoria. Playfair (captain) for Victoria, got hurt at beginning of game and had to retire. This being the first game for the blue jackets they played remarkably well.

DRIVING PARK RACES.—At the Driving park yesterday the quarter-mile dash for $50 was won by Bryant's Trish Maid, beating Sleepy Tom. In the trotting race mile heats, best 3 out of 5, Inauguration took first heat, J. E. G. second heat, and Mt. Vernon third heat. Darkness coming on it was decided to postpone the remaining heats until next Saturday at noon.

ST. ANDREW'S SOCIETY.—This association elected the following officers on Friday: John Boyd, president; Wm. Lonsmer, sr., vice-president; James Russell, jr., vice-president; Donald Mackay, treasurer; W. H. Mason, secretary; William Scott, asst.-secretary; Rev. M. Stephen, chaplain; Dr. Milne, physician; Thomas Russell, A. B. Gray, John Ross, A. J. Smith, James Hutchison, Mayor Rithet and George Mann, directors. It was decided to celebrate St. Andrew's day in a manner fitting the occasion.

THE BALDWIN TUMBLER CO.—Mr. J. Grismer, Miss Phoebe Davies and a powerful company are on their way to this city and will perform at The Victoria about the 20th inst. The repertoire consists of "The Wages of Sin," "Called Back," "The Veteran," and "Dark Days." The highest encomiums are bestowed on this excellent company by newspapers south of the line.

Y. M. C. ASSOCIATION.—An interesting entertainment will be given to-morrow evening in the B. E. Church Sunday school room by the ladies' conversazione committee in aid of the funds of the Young Men's Christian Association. A pleasant programme of readings, recitations and music has been prepared. Refreshments will be served. Admission 25 cents.

MURDERED BY AN EDITOR.—Charles Campbell, while walking with a Miss Mattie Allison, at Albany, Oregon, on Friday night, was shot and killed by Captain Saunders, editor of a local paper. Campbell had spoken slightingly of Miss Allison and she has been arrested for complicity in the shooting which is believed to have been done at her instigation.

THE aim in the manufacture of Messrs. Tuckett & Son's "Myrtle Navy" tobacco is to develop and retain the natural aroma of the tobacco. This requires great skill and a knowledge of very interesting chemical laws; but the results attained are vastly superior to all forms of flavoring extracts.

TEACHERS' ASSOCIATION.—At a meeting of the association on Friday, Miss A. Cameron was elected president; Mr. J. A. Halliday, vice-president, and Mr. A. Dods, secretary.

What Some People Say.

That Portland, Oregon, is about to agitate *a la* Tacoma and Seattle against the Chinese.

That New Westminster will vote to-morrow on the bylaw for raising the sum of $38,500 to be paid as a bonus to the C. P. Railway Co. for bringing a line of railway to New Westminster town, and for the purpose of providing land for said railway and depot grounds.

That fresh snow has appeared on the mountains near Comox and in Yale district.

That *The Colonist* special correspondent was the only newspaper representative on the ground when the last spike was driven. What were the eastern press thinking of?

That Chinese rockets in celebration of the "last spike" were discharged at Frank Campbell's corner last night. As the Chinese got the cream of the expenditure it is meet that their national rockets should create a racket.

That our Winnipeg visitors would seem to have brought a cold wave with them.

That John R. Tait's race proclamation is worth reading.

That the editor of the Tacoma Ledger has been arrested. He may have been "on the right side of the Ledger," but he is certainly on the wrong side of the bars.

That all saloons and taverns will have to close at 12 o'clock midnight on and after Friday. In future between that late hour and morning the order at the restaurant will be: "Give me a bottle of porter and a slice of bread and butter."

That Mrs. Mackay is amazing London with her dinners. Her latest sensation in that direction is a rose dinner. The table—a large one—is literally a bed of roses two feet deep, with spaces reserved for the plates.

That Mr. Chamberlain's attention having been called to the remark of Colonel Brookfield that if he could bring Mr. Chamberlain to the gallows he would, do so, the right honorable gentleman writes that he has ceased to be surprised at any brutality of language on the part of conservative candidates.

That London increases its population by 40,000 every year. It has 1,000 ships and 10,000 sailors in its port every day. Its beer shops and liquor saloons would, if placed side by side, form a row 78 miles long. Thirty-eight thousand drunkards are brought before its magistrates every year, and every Sunday 70 miles of open shop invite the purchaser to enter.

That it does not seem possible, and yet the statistics show it to be the case, that when a young man and woman are married in the states, there is more chance of their being divorced within the next fifteen years than there is of either of them dying.

That a pompous physician to a patient's wife: "Why did you delay sending for me until he was out of his mind?" "O doctor, while he was in his right mind he wouldn't let me send for you."

That after Sharon had made his will he called his son to his bedside and made him swear to continue the fight against Sarah Althea to the bitter end.

That all the Knights of Labor arrested in connection with the dynamite outrages at St. Louis have confessed.

That some meat was stolen on Saturday night from Van Yokenburgh's store. The thief took it from one of the meat hooks and cut it on his own hook.

That the Times complains the Last Spike ceremony has not been celebrated, and howls for fireworks. The explosion of the Coal Harbor bomb should be sufficient.

Nanaimo Items.

(Free Press.)

Phillip (Chalk) Choak appeared in the police court to answer the charge of cutting, wounding and inflicting grievous bodily harm to Richard Nightingale about 12 years ago. He was committed for trial.

Thos. Kilpatrick, who was charged with causing the death of five Chinamen in Wellington colliery by negligence, was discharged.

The telegraph line is completed as far as Nanaimo river, in the Nanaimo section.

The steam shovel is being placed in position at the gravel bank, near Mr. Bird's late residence, at Oyster Bay, and will prove a great addition to speedy construction.

Rails are being laid on the other side of the Chemainus river, on the Cowichan section, for the purpose of carrying timber on to that section to construct bridge trestle, etc.

The Chemainus river bridge is finished and connection established between No. 1 and 2 sections.

The East Coast.

Mr. D. H. McNeil, provincial government guide, returned from Comox and Campbell river yesterday. He located three new settlers at Comox and staked off 800 acres of fine land at Campbell river. On the trip a boat in which Messrs. McNeil and Casey were rowing was upset twice and the voyagers thoroughly drenched. They saved most of their effects in a damaged state. Mr. Drabble, C. E., is surveying for a road from Comox to Oyster river. Mr. Blenkinsop, Indian agent, arrived at Cape Mudge just in time to prevent a serious fight among the Kwakiutl Indians, who were about holding a grand "potlatch." They were inflamed with rhubarb. He arrested several of the rioters and took them to Albert Bay. He also seized a quantity of whisky, which he destroyed, of course.

The Railway Party.

The C. P. Railway party from the east remained last night at North Bend. They will continue their journey this morning, arriving at Port Moody about noon. From Port Moody they will proceed to Granville and thence on to Victoria by the Princess Louise, reaching here to-morrow morning. Rooms have been secured at the Driard by Mr. Van Horne and party from Monday. Our special correspondent states in a telegram that the party will remain about two days at Victoria.

DOMINION SAVINGS BANK, N.W.—Capt. Pittendreigh having resigned the office of agent of the Dominion Savings Bank, New Westminster, Mr. H. E. Jones has been appointed acting agent.

From the Daily Colonist, November 10.

A DIRTY THOROUGHFARE.—We know that the city is pushed for funds and that the street committee cannot perform wonders, but there is a medium in everything except the state of Trounce alley which is a veritable slum of mud, slush, dirty paper, sticks, orange peel and garbage *ad lib!* If it will not pay to keep it in order as a thoroughfare it had better be closed up.

INSPECTED AND ARRESTED.—Mayor Weisbach, Editor Raddebach and 30 other Tacoma citizens, have been indicted by the U. S. grand jury for conspiracy and riot. They have been arrested and taken under military escort to Port Vancouver, W. T., where they will be tried.

TROTTING RACE.—Owing to a morning contemporary's report of the mile heat trotting race at the Driving park on Saturday, a substantiated report confirming our previous account of the event will appear in our next issue.

BOARD OF TRADE.—At a meeting of this body yesterday it was decided to present an address to Mr. Van Horne and his associates in the C. P. R. Two handsomely engrossed addresses in frames were presented to Mayor Rithet, the retiring president, and Mr. Baker, M. P., the retiring secretary. Suitable replies were made by the recipients.

R. C. BAZAAR.—Among the articles to be exhibited at the R. C. bazaar there will be a gold-headed cane, a $40 lady's watch and a diamond ring, all donated by Archbishop Seghers. The bazaar opens on Wednesday next.

THE "C. P." RAILWAY.

Interview with Mr. Van Horne

His Views with Regard to the Future of Victoria.

The Drydock—"Vancouver"—Railway Rates.

A representative of *The Colonist* called on Mr. W. C. Van Horne, vice-president and general manager of the Canada Pacific railway company, yesterday at the Driard, and was most courteously received. Upon being informed that the representative was anxious to converse on the subject of the railway, its condition and prospects, terminus of the road and kindred matters, Mr. Van Horne expressed himself as willing to undergo the ordeal which began as follows:

Is the present condition of the railway such as to enable trains to run during the coming winter?

The condition of the road is good, but there are a great many things to be done before the through service can be inaugurated. There are station buildings, tanks, turntables and a thousand-and-one things to be provided. If we should attempt to run without them the certain results would be delay and, possibly, disaster. About the middle of May next we shall probably commence to run regularly. The contracts for rolling stock are all to be completed by May 1st.

What is the state of the road from Griffin lake west?

We came through at the rate of 35 miles an hour. For a new track it is exceptionally good. It requires a little ballasting here and there; but I would not be afraid to go over it at the rate of 40 or 50 miles an hour. From the summit of the Selkirks past the road is in splendid condition.

When do you propose to begin work on the Coal Harbor and English Bay extension?

We expect to begin operations almost immediately, but the grading will not be done until the rainy season is over. We can finish that and the New Westminster extension in from 60 to 90 days, and shall devote the winter to the construction of station houses and other needed works in connection with the terminus.

What the actual terminus be at English Bay or Coal Harbor?

The actual terminus will be Burrard Inlet. The whole south side of the Inlet from Port Moody to and including English Bay will be utilized for terminal purposes. The nature of the ground which deepens rapidly on leaving the shore will necessitate the erection of docks all along the south shore. Manufacturing will probably be carried on at the head of the inlet. Our contract with the provincial government for the conveyance of the land involved in the extension is specifically consummated. The first wharf is to be built on Coal Harbor, and English Bay will be attended to later.

Would a breakwater at English Bay be a costly affair?

A breakwater is not required there. The wharves and slips will in themselves form a sufficient breakwater. The bottom is of a character which will properly support docks usually would not be disturbed at all. Observations have shown that there is not much ground-swell there. English Bay is no more exposed than Port Arthur, and at the very worst floating breakwaters would answer every purpose.

How will the difficulty of the water stretch from English Bay on the mainland back to Victoria and Esquimalt on the island be overcome?

I shall make some arrangements for steamboat transportation before I leave here.

Will your company run a railway ferry-boat from your terminus on Burrard Inlet to some point on the island to connect with the Esquimalt-Nanaimo railway, or will you put on fast steamers to ply direct from the mainland terminus to Victoria?

Our present idea is to put on steamers to run direct from Burrard Inlet to Victoria and others to run from the inlet to Nanaimo. I do not think a railway ferry would be practicable. The distance is considerable and a ferry-boat should be capable of carrying twelve freight cars on a double track. Each freight car would contain about 10 tons, or, say, in all, 120 tons. Now, the tonnage of a boat adapted for carrying twelve cars must be about 1200. Such a boat would carry transports each ship 1000 tons without the cars. Taking into consideration the empty cars that would have to be taken back, it would require from 250 to 300 loaded cars a day before a ferry could be made to pay.

The American overland lines have eastern freight cheaper to the seaboard than to points in the interior. Will your company pursue a similar policy?

No arrangement has as yet been made, and we shall be governed largely by circumstances as they arise. We want to build up the business of the province in every possible way, and shall shape our policy to that end. Your business men will only have one company to deal with from Victoria to Quebec, and I do not anticipate any difficulty in making satisfactory rates. The C. P. R. has not been noted for excessive charges.

As the Canadian Pacific railway company will pay on a line of steamers to China, has your attention been drawn to the fact that the drydock now building at Esquimalt will be too short to accommodate your vessels.

Yes; it will, unfortunately, be too short if completed on its present lines for our use. But I fear that it is now too late to have the alteration made.

Having been assured that there was still time to extend the dock at slight additional cost, Mr. Van Horne said:

I shall be only too glad to co-operate in any movement that may be made for its enlargement.

What, in your opinion, will be the effect upon Victoria of a branch town on Burrard Inlet?

It will not hurt Victoria in the least. The nature of your trade will be changed somewhat. The heavy goods will probably be moved from the terminal town; but Victoria will continue to be the social, political and distributing center of the province; it must always be an important distributing point. I see no reason for supposing that the building up of a town on the mainland would have an injurious effect on Victoria. On the other hand, I am convinced that Victoria will continue to grow.

Hon. D. A. Smith, who was present, here remarked that in his experience existing trade centres had not been seriously disturbed under the circumstances mentioned by our representative.

Do you intend to run dining and sleeping cars through to the Pacific from Montreal?

We shall run sleeping cars through and dining cars to a point east of the Rocky mountains. We shall so time our cars as to pass through the grandest scenery by daylight and shall put on observation cars for the mountain section and establish hotels at stated points. The route will be made as attractive as possible by passing the principal points of interest in the daytime. Dining cars will be run between Port Moody and the mountain section.

Have the local government met you in a liberal spirit with respect to the lands on Burrard Inlet?

They have met us in a businesslike way, and have looked out for the interests of the province most judiciously.

Do you intend to adhere to the name of Vancouver for your town?

Yes; it is everywhere regarded as a most appropriate title, and as not at all likely to create confusion at the postoffice.

Hon. D. A. Smith here mentioned several instances of towns being named after counties in which they are not located. He considered the name most fitting.

Mr. Van Horne, in conclusion said, that the first improvement would be made at Coal Harbor; but that the docks would extend to English Bay and along the south shore of the inlet.

THE BURGH MYSTERY.

The Case Against Proctor Becoming More Serious Every Day.

Yesterday afternoon Richard E. Proctor, who has been held in the common jail for so long under a charge of the suspected murder of William Burgh while up north in the early part of the year, was brought before Mr. E. Johnson, S. M., at the police court (as a provincial court) on a continued hearing of the charge.

John McLennan deposed: During last summer I was employed on the U. S. ship Pinta; I left her at Sitka about the 7th or 8th of June; I know the prisoner; I first met him at the foot of Prince Frederick Sound at the upper end of Stickeen flat, at the northern mouth of the Stickeen river; a man named Crane was with him; they were anchored close in a sloop for the night when I first saw them; next morning I and my companion (named Brenner) started for Wrangel, but having lost our way, and being short of provisions, returned to the sloop, which then pulled up its anchor and went out into the stream, but did not answer my hail as far as I heard; they might have answered but I did not hear; Brenner and I then went over in our canoe to the sloop; I asked Proctor and Crane for something to eat; they said, "Certainly, with pleasure," and gave us plenty; we stayed on board of the sloop about 2½ hours; they said they came from Harrisburg; I asked them if they had seen the Pinta; they said they had not; they said they had come from Victoria and were now on their return trip; they gave as a reason for having pulled up their anchor that they took us for surveyors or miners; I did not ask them the reason; I saw them again next morning at Wrangel (7th of July); they had the sloop there; I asked Proctor if he would give me a passage down; he said he was willing enough to do so if his partner consented; I then went to see Crane and asked him to take me down. (Crane's answer objected to.) The result of our conversation was that I went on board the sloop; they told me that they took a man up with them as far as Skeena river—that they had a row and would not carry him—and a row ensued; then next morning we arranged that Proctor and I should run the sloop at night; Crane was to do the cooking and run her by day; there were two dogs on board—the property of Crane so far as I understood; I had some conversation with Proctor about the dogs on the way down; I was shooting, and the black dog got in my way and I kicked it; Crane was inside a shop; Proctor said "For God's sake don't kick that dog—that is the way the other row started." I saw a watch like the one produced on board the sloop; Proctor had it in pieces and was trying to fix it; he said, "Mac, if I have a great mind to throw you overboard—you might be a tattler on me sometime," referring to the watch; Crane then laid in an undertone, "You talk too much." Objected to by Mr. Taylor. On evening the three of us were talking and Crane said to me, "If you should come to prosecute or witness against us what would you do?" On another occasion Crane said to me, in Proctor's presence, "A witness once gave evidence against me and swore to some——lies; but I kept track of him and got even with the——s." (Laughter.) "He went off on a trip with him, i. e. with the man he got even with; the last night I was on board the sloop I asked Proctor what my bill was; he asked me if $10 would be too much, and I said no; I paid him; I then said as it was my last night on board I had better turn in; I turned in, but could not sleep; Proctor and Crane were outside; I heard Crane remark to Proctor, "Do you think he suspects anything?" Proctor said, "No; I don't think he does." [Objected to.] I know where Tongas is; we went in there on the way down; one of them told me that that third party who went up with them; they supposed, went up to the mines; we, say nobody on the way down except some clootchman at Fort Rupert; Crane told me, in Proctor's presence, that they bought the boat at Tacoma. [Objected to.] I was understood all this way that Proctor and Crane were partners in the sloop; Proctor told me he bought the provisions in Victoria and paid over $300 for them; I saw him with a few dollars; I saw guns on board; Proctor said he owned two or three of them; Proctor spoke about burgh as a quarrelsome, disagreeable man; Proctor intimated, he said they took him up for charity's sake; we had some talk about gambling, but he never spoke about gambling on the way up, nor while he was up there; there were four or five blankets and a buffalo robe on board; I cannot say they had too many—a man may have a dozen; I cannot say that there was more than enough for two men; I understood Proctor to say he bought the guns; he said he bought the breech-loading shotgun in Victoria; there were revolvers on board; Proctor owned one; he said he bought it in Oregon; he had a ring on his finger exactly like the one produced.

Cross-examined—Proctor told me he and Crane were partners in the sloop; Crane told me he bought the sloop in Tacoma for $250.

After hearing the evidence his honor remanded the prisoner until the 17th inst. Mr. Langley, Q.C., general appeared for the prosecution; Mr. Taylor (Eberts & Taylor) for the defence.

The case against Crane, who, now looks so black that it is reported a rigorous search for him (he fled to the American side) will be at once instituted with a view to his extradition. Active enquiries are being made along the northern coast among the various Indian tribes as to any information as to the actual fate of finding of the body of the missing man.

The Conversazione.

About two hundred people attended at the B. E. Sunday school room last evening where a conversazione in aid of the Y. M. C. A. was held. Cake and tea were provided for the guests, who were waited on by the young ladies. The programme was well arranged, the best amateur talent being represented. Mrs. D. R. Harris played a very pleasing piano solo which was loudly applauded. Mr. Offerhaus, in his usual style, sang "The Lost Chord," which added to that gentleman's laurels as a vocalist. Mr. Dobbs' tenor solo was well received. Mr. Chas. Lombard was in excellent voice and was loudly encored for his effort. Miss Dobbs gave "The Grand Old Ocean" with marked expression, and gave an encore. Mrs. Fulton gave a reading which provoked much mirth. Mrs. Harris and Miss Dobbs accompanied by Miss Helmcken then sang a duet, which was also encored. Mr. Langley thoroughly entered into the spirit of a humorous piece which he recited. He was followed by Miss E. Cridge who, accompanied by Miss Cridge on the piano and by Bishop Cridge on the violincello, gave "La Serenade." This young lady has a very pleasing voice, her song being well rendered. The national anthem closed the entertainment, all concerned expressing great satisfaction at the results the proceeds amounting to $44.75. Mr. Lombard's new Weber was used for the occasion.

Municipal Police Court.

(Before E. Johnson, Esq., S. M.)

MONDAY, Nov. 9th.

Before taking up the day's cases his honor gave judgment in that of Sheppard vs. Nicholson, in which defendant was charged with having sold liquor in a wooden building, while only holding a license to sell in the brick building to which it was an addition, ruling by precedent that the license must be taken to include the addition.

In the case of Moe Wah, convicted of having carried on a public wash-house in the city without a license, the defendant was fined $50 and $50 cost of license, or in default two months' imprisonment.

Richard Copeland for supplying liquor to an Indian, was fined $50 and costs or two months' imprisonment.

A charge of vagrancy against H. McCarty was withdrawn for one month.

THE FIRST PACKAGE.—Mr. Wm. Angus, of this city, enjoys the distinction of having received the first goods package brought from the east by the Canadian Pacific railway. It contained a suit of clothes and came through with the first train.

BY ELECTRIC TELEGRAPH.

EXCLUSIVE DISPATCHES TO THE COLONIST.

OUR CABLE LETTER.

Strange Phases of British Politics.

LONDON, Nov. 7.—The Irish question has for the moment given way to the religious question in British politics. Parnell is permitted to go on arranging his campaign and nominating his candidates in Ireland pretty much as he pleases while voters in England and Scotland are set by the ears over the question of disestablishing the Church. The controversy has become exceedingly bitter. The Established Church is fighting for life against the dissenters struggling to destroy the state monopoly of religion. Everybody in Great Britain has become deeply interested and it is not thought the result of the elections will hinge entirely on church questions. The Conservatives would soon have gone to pieces in the political struggle, and the campaign was shifted to Irish matters. On these the tories got the better of the liberals and secured a coalition with the home rulers. While the liberals had a chance of affiliating with Parnellites they ignored the radicals. The latter thereforе opened a campaign on their own account and they made a prominent work for disestablishment; when Gladstone and his liberal colleagues were aroused by the defection of the Parnellites to the necessity of securing closer union with the radicals the latter had raised the issue of disestablishment to such prominence that it could not be removed from the controversy. Mr. Gladstone was compelled therefore in securing an alliance with the radicals to leave such radical and liberal candidates as were already in nomination free to remain steadfast to their pledges. So many of those candidates had pledged themselves to disestablishment that the conservatives forcing the question to the front arrayed themselves unitedly in favor of the established church. They derive in now doing their utmost to get the question removed from the canvass. The liberal association are everywhere attempting to discard it from the programme of their party. It is more than probable, however, that the practical recognition of their mistake has come too late. This statement is not meant to convey the id