

WEEKLY COLONIST

FRIDAY, NOVEMBER 13, 1885.
ISSUED EVERY FRIDAY MORNING IN TIME FOR THE MAIL
BY D. W. HIGGINS.

TERMS—INvariably in Advance.
THE DAILY COLONIST—Five Cents, (Foreign Free by Post) per Annum in Advance.

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REGULAR ADVERTISING—For the best non-competitive rates, apply to the office.

ENLARGED PAGES

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ACCOMPLISHED!

The East Shakes Hands With The West!

THE GAP RAILED!

The First Train From The East

CROSSED AT NINE LAST NIGHT!

THE LAST SPIKE

Will Be Driven This Morning!

(From Our Special Correspondent at the Falls.)

END OF TRACK, Nov. 6.

Mr. Van Hise on his way from

to finish this morning and

at daylight. At noon over a mile and

half had been laid. It was the first in-

terruption to the line since the

last spike was driven. At 2

o'clock this afternoon the track

was completed and the

train from the east

arrived at the falls.

The attention of subscribers is directed

to the announcement in another column

of the weekly edition of this paper

permanently enlarged to eight pages

of solid reading matter. While

making this announcement we are

also enabled to state that the subscription

rates are reduced to the following scale:

For one year.....\$2.00

For six months.....1.50

THE MYSTERIOUS DEATH OF JOHN HICKS

The Inquest Further Adjourned

The inquiry into the death of John

Hicks was resumed at the city hall

morning before the coroner, Mr. E.

Johnston.

The first witness called was

Charles Brown, who, upon being sworn,

stated that he had seen John Hicks

at the corner of Fort and Government

streets, and that he had seen him

at the corner of Fort and Government

streets, and that he had seen him

at the corner of Fort and Government

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streets, and that he had seen him

What Some People Say

That the young man who was

found dead in the water

was the same man who

was seen at the corner

of Fort and Government

streets, and that he had

seen him at the corner

of Fort and Government

streets, and that he had

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'The Chinese Must Go.'

To the Editor—The Chinese must

go. They are a pest to our

country. They are a pest to our

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BY ELECTRIC TELEGRAPH

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CANADIAN NEWS

New York, Nov. 6.—A

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YESTERDAY'S DISPATCHES

NEW YORK, Nov. 6.—A

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DIFFERENCES COMPOSED.

For many months there has existed a misunderstanding between a syndicate of local men who hold land at or near Ool Harbor and English Bay and the Canadian Pacific railway syndicate. The local syndicate—whether wisely or unwisely remains still to be proved—has an expense exceeding \$400,000, had acquired extensive blocks of land fronting on Ool Harbor, False Creek and English Bay, formerly the property of the Hastings Sawmill Co. and others. These lands were secured because the purchasers believed that the line of railway would finally terminate at Ool Harbor and English Bay. Results have shown that the belief was founded on a rock, superficially speaking. The railway syndicate has decided to carry the line to those places, and although the final resting place of the iron-horse is still uncertainly, the syndicate is still actively engaged in one of those most undesirable events commonly known as a "boom"—between which and a western cyclone there is very little choice as regards destructiveness—it was felt by the syndicate that the gullery underneath the rails of those lands would be entirely due to the extension of the line. Under these circumstances Mr. H. P. Beatty, representing the railway company, came to British Columbia last week to meet and confer with the syndicate in an endeavor to induce the local syndicate to consent to certain propositions for the conveyance to the former of a portion of the lands held by the latter in consideration of the extension of the line. Mr. Beatty's exertions to this end have been fruitless. The local syndicate refused to entertain his propositions, and Mr. Beatty went away. During last spring and summer negotiations were resumed on a basis rather less favorable to the landholders than Mr. Beatty's propositions; and about six weeks ago the Colonist was enabled to announce that the railway had won the victory. The local men had yielded to the inevitable and consented to give to the railway the entire foreshore and strip of land 200 feet back from the foreshore and one-third of all the remaining land. The sacrifice is one of the most stupendous that has ever been made in this or any other country. It is a sacrifice which is being made in the water-front which the local syndicate has surrendered. For did not the Colonist announce that the syndicate had yielded to the terms of the Vancouver waterfront extension from English Bay to Port Moody? This fore-shore is some fifteen or sixteen miles in length; and it is intended that the town shall grow along the water front, while but one thing remaining for the local syndicate to administer to the company, that is, the right to administer the small portion of the estate that has been left to them. When that right is exercised, it will be seen that the last feather has been laid on the patient camel's back and that it has broken down under its burden. The railway company see not to be blamed for making the most of their enterprise and

AUSTRIA AND RUSSIA.

An opinion is gaining adherents that a war is impending between Austria and Russia, and that the turbulent little states in the Balkans, particularly Serbia, are merely serving as a screen for the designs of the former. It is believed that a general European war is the probability of 1910, and that Germany and England, both of whom dread the growth of Russian power and influence—are sorely concerned to prevent the occurrence of such a war. It is believed that a general European war is the probability of 1910, and that Germany and England, both of whom dread the growth of Russian power and influence—are sorely concerned to prevent the occurrence of such a war. It is believed that a general European war is the probability of 1910, and that Germany and England, both of whom dread the growth of Russian power and influence—are sorely concerned to prevent the occurrence of such a war.

THE DISPUTED RACE.

To the Editor.—The report published in the standard yesterday being entirely incorrect, I herewith wish you a memo. of what really happened. Her extreme poverty is the only grounds for the world's hat of her keeping the peace for any longer than she could. Her extreme poverty is the only grounds for the world's hat of her keeping the peace for any longer than she could. Her extreme poverty is the only grounds for the world's hat of her keeping the peace for any longer than she could.

THE STONE.

A Victoria dispatch to the Columbian says: Mr. Van Horne has rejected the gullery underneath the rails of those lands would be entirely due to the extension of the line. Under these circumstances Mr. H. P. Beatty, representing the railway company, came to British Columbia last week to meet and confer with the syndicate in an endeavor to induce the local syndicate to consent to certain propositions for the conveyance to the former of a portion of the lands held by the latter in consideration of the extension of the line.

STRAID FLIGHT.

We cannot bring ourselves to believe that the man who has been described in the telegraphic dispatches, is a bad man. But there is abundant reason to believe that he was unscrupulous and unscrupulous, and that he allowed himself to be carried away by the professions of the syndicate. He is a man who has been described in the telegraphic dispatches, is a bad man. But there is abundant reason to believe that he was unscrupulous and unscrupulous, and that he allowed himself to be carried away by the professions of the syndicate.

THE SCALING OF LADIES.

As a general thing a lady of no pecuniary value is not worth the trouble of being stolen. It is more correct to say that a woman who is worth the trouble of being stolen is not worth the trouble of being stolen. It is more correct to say that a woman who is worth the trouble of being stolen is not worth the trouble of being stolen.

RECORDED.

To the Editor.—Will "A. W." New Westminster, kindly inform me as to the date of the publication of his article in the Colonist. The public would like to know the date of the publication of his article in the Colonist. The public would like to know the date of the publication of his article in the Colonist.

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THE ORANGE POWER

The Canadian Orangemen, says the Montreal Free Press, are a very different...

CHINESE RESTRICTION ACT

The Chinese restriction and regulation act...

LENGTHENING THE DRYDOCK

In an interview with a Colonist representative...

CONCERNING PATENTS FOR IRLAND RAILWAY LANDS

In the issue of the 4th instant the National Free Press quotes from a letter...

MR. E. T. WILLIAMS' COMPLAINT

To the Editor.—If "Archie" O'Connell had taken the trouble to look at the...

County Court Law Cases

Mr. R. T. Williams in his recent decision upon this subject in the...

Anticipations of Great Changes

The Ontario Pacific railway, says the Montreal Free Press, is a very different...

Irreligion in the High School

To the Editor.—Allow me to express to you my regret that the many reports...

The Restriction Act

To the Editor.—Now that the restriction act has been passed and is being enforced...

Recalled to the Anglican Church

NEW BRITAIN, N. B., Oct. 11, 1920.—To the Editor.—Dear Sir, your issue of the 11th inst. has been received...

The Old-Fashioned Girl

She is a girl of 40 years of age, and was a little girl when she was 13...

A Tilt on the Tariff Question

"Julia, I do not say why you are going to marry Harry Boccum. He has no money, and it is not likely that he'll ever have any."

RAILWAY DRIVEN TO CONTOUR

TOBACCO, Nov. 2.—The Dean and faculty of Trinity Medical College...

THREE FOLLOMEN KILLED

LONDON, Oct. 31.—The exploits of the West End Hall burglars have revived the memory of Jack Sheppard and Dick Turpin...

THE GREAT TRAGEDY PASSES

PHILADELPHIA, Nov. 8.—John McCallough, the actor, died at his residence in this city at five minutes past 11 o'clock...

DELAID DISPATCHES

LONDON, Nov. 10.—Stead was today sentenced to six months' imprisonment...

Wreck of Hudson Bay Company's Vessel

OTAWA, Oct. 31.—It seems that the first news of the loss of the Hudson Bay Company's vessel, the Princess Royal...

A Drawn Battle

De Buggé understood that you had a fight with the editor of the Eagle.

The Church on Politics

ROMA, Nov. 6.—The Monitor of Rome today publishes an article inspired by the Vatican attacking the conduct of the Catholic leaders in the recent election.

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Irreligion in the High School

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The Restriction Act

To the Editor.—Now that the restriction act has been passed and is being enforced...

Recalled to the Anglican Church

NEW BRITAIN, N. B., Oct. 11, 1920.—To the Editor.—Dear Sir, your issue of the 11th inst. has been received...

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She is a girl of 40 years of age, and was a little girl when she was 13...

A Tilt on the Tariff Question

"Julia, I do not say why you are going to marry Harry Boccum. He has no money, and it is not likely that he'll ever have any."

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FRIDAY, NOVEMBER 12, 1920

TO SUBSCRIBERS AND NEW SUBSCRIBERS

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Weekly Colonist

FRIDAY, NOVEMBER 11, 1910

TO SUBSCRIBERS AND INTERESTED PARTIES

THE WEEKLY COLONIST... A SPECIAL EDITOR FOR SOUTH AMERICA...

THE WEEKLY COLONIST

The attention of subscribers is directed to the announcement in another column...

Local and Provincial News

From the Daily Colonist, Vancouver, B.C.

"ALL ABOARD FOR 'ZE VEST'

MONTREAL TO VICTORIA

Arrival of the C. P. R. Party

On Sunday night last Mr. Van Horne...

That the name of the mayor of Toronto...

That St. Paul's grand organ is to be...

That a French woman, who lost 75,000...

That a new canal has just been...

That the ship-building trade on the...

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THE BOARD OF TRADE

From an Address to Mr. Van Horne

Speech of Hon. Donald A. Smith and Other Gentlemen

Yesterday at four o'clock in the afternoon...

Mr. Van Horne, vice president of the Canadian Pacific railway...

Mr. Smith and other gentlemen...

Mr. Van Horne said that he was not...

Mr. Smith said that he was not...

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OPERATIONS SUSPENDED FOR THE

FROM GRANITE GREEK

View has Rendered Hope Trail

Impassable

Prospects of the Creek Good as

Ever

Mr. H. O. Frank, of Tacoma, who has

been in Granite Creek for the past month,

returned to Victoria yesterday by the

Yosemite, and is at the Oriental.

Mr. Frank had a lucrative position in Tacoma,

but getting the day and night from

Seattle, and with four other gentlemen

from Seattle, among whom were two

experienced miners, they

started a small operation in Granite Creek

and succeeded in securing a claim at the

mouth of the creek. They immediately

tunnelled and also had a shaft

driven to the level of the creek. The

shaft at this point is deep, bedrock

being thirty feet from the surface, and

the shaft will take some time to work out.

Mr. Frank left the mine on Thursday

morning, and on the following day

first snow fell, one inch on the

level. It continued snowing during the

night and on the following day

falling to the depth of over

two feet on the level of the

mine, and a half foot on the summit

of the mine. The snow continued to

FRIDAY, NOVEMBER 18, 1910

THE CANADIAN PACIFIC RAILWAY

The latest report of the Canadian Pacific has been driven home and the railway is...

Without professing to know how far the correspondent's statement upon the industrial...

It is not surprising that the railway is...

It is not surprising that the railway is...

It is not surprising that the railway is...

BARRING UP THE WRONG TRAIL

Some one at Barkerville is trying to...

Without professing to know how far the...

It is not surprising that the railway is...

It is not surprising that the railway is...

It is not surprising that the railway is...

FROM THE RAILWAY LINE

Some one at Barkerville is trying to...

Without professing to know how far the...

It is not surprising that the railway is...

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THE EVILS OF COCAINE

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FRIDAY, NOVEMBER 15, 1884.

TO SUBSCRIBERS AND INTENDING SUBSCRIBERS.

IN ORDERING THE WEEKLY COLONIST, TO BE DELIVERED TO YOUR HOME, YOU SHOULD ENCLOSE AN AMOUNT OF SUBSCRIPTION IN FULL...

BIRTHS, MARRIAGES AND DEATHS.

Persons residing at a distance from Victoria, who desire to insert notices of Births, Marriages, Deaths, or other notices, may do so by sending them to the Editor of the Weekly Colonist...

THE WEEKLY COLONIST. NOTICE.

A SPECIAL EDITION FOR SOUTH SAHARA, LAST WEEK, HAS BEEN FORGOTTEN BY FRIDAY'S MAIL IS PRINTED EVERY TUESDAY...

THE WEEKLY COLONIST.

The attention of subscribers is directed to the announcement in another column...

THE WEEKLY COLONIST.

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

Local and Provincial News.

THE ANTI-CHINESE AGITATION AT SEATTLE.

Numerous arrests made.

What Some People Say.

THE ALGOMA DISASTER.

The Loss of Life About One Hundred.

PERSONAL.

What Some People Say.

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FROM END OF TRACK.

The Rise and Decay of Eagle Pass.

Description of the Deserted Railway Town.

The Railway Line East and West of Shikamoose.

WESTERN END OF TRACK.

November 5, 1884.

Eagle Pass is a railway town of the past. It is situated at the extreme head of Shikamoose lake, north of the English and Shikamoose narrows.

THE WESTERN STREET.

of the town is exceptionally narrow, this for the reason that there are two main streets to the town site.

THE WESTERN SPECIAL.

in charge of Conductor Whelan and Engineer Evans, was passed at Shikamoose by the official train, the special starting from that point at 12:28 p.m., arriving at Lyton at 2:25 a.m., at a distance of 108 miles.

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THE OFFICIAL RAILWAY VISIT.

A Lovely Display of Art and Fancy Goods.

THE BAZAAR AND SALE OF FANCY GOODS.

THE ART ROOMS.

PERSONAL.

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