

The Colonist.

The Colonist Printing & Publishing Company, Limited, Victoria, B. C.
1211-1215 Broad Street, Victoria, B. C.

The Semi-Weekly Colonist

One Year \$2.00
To the United States \$2.00
Payable in advance.
Sent postpaid to Canada and the United Kingdom.

THE SILVER LINING

There is a thrill in every line of the story of the wreck of the Titanic, and almost every person who read it must have felt at times as if something had clutched his heart. Four days had passed and there was nothing to lighten the burden of sorrow. Our expectations were tuned up to expect a climax of horror. And then the story came, and we read of deeds of quiet heroism that made our pulses beat faster and brought tears of pride to our eyes. As there is no tale of the sea more awful in its toll of lives, there is none more glorious as illustration of the manliness of men and the nobility of women's love. The wife who stood by her husband preferring to die with him than to be saved without him, although there was everything else to make life happy to her except a husband's love; the father whose death was thought as he faced certain death was the mother who was waiting for her little boys; the captain who stood upon the bridge and issued his commands knowing that in a few moments he would have gone to his death in the water; the musicians who played their own death song in order that courage might be inspired in the hearts of others; the sailors who stood by the boats in which they could have sought refuge, but preferred their duty to life itself. We may have heard the story of such as these and of the hundreds of others of whose noble courage we have not been and never will be told; but it is with pride that we realize that they were only men and women like ourselves, and that we feel a reason to believe that we could do as they did.

The explanation of such a disaster is only to be found in the inscrutable wisdom of God. Perhaps who knows, man needed a lesson? In our pride we built a great ship. We said we have done what has never before been done, we have built a ship that cannot sink; we have so tamed the forces of nature that we can rush with headlong speed across the deep through fog and darkness, nothing on land or sea daring to make us afraid. Then out of the night comes Nature, this time wearing a mantle of ice, and she brings her triumph of our skill with only a touch of her foot, and what was our pride, what seemed the very culmination of wisdom and skill, is broken and sinks from sight as a pebble sinks when a child throws it into a pond, and the icy monster moves on without a tremor. When daylight comes where there had been a night ship, seemingly almost a living thing and carrying hundreds of men and women full of satisfaction that man had been able to accomplish such a triumph over nature, there is nothing but a few fragments of wreckage and a stately berg shining like a vast pearl in the rays of the rising sun. Nature has taught man a lesson, an awful lesson indeed, but in proportion to our pride so must be our fall. And yet though there is much sorrow, it is not all sorrow; though there is much that is almost too painful to bear, it is not all painful. Nature may show us that she can triumph over the works of man; but she failed to show that she can triumph over the souls of men. The greatest thing in that awful night was not the towering berg whose feet were many fathoms deep; but the unquenchable souls of the men, in the very hour and article of death could to their duty undiminished. Human skill was powerless, but humanity itself was triumphant. And so while we mourn the lost, let us not forget that the men and women, who proved their nobility of soul, were no better than we ourselves are, and that we and every one else have within ourselves a power which is greater than fear, that when the time comes for us to exhibit the greatness of humanity we too may be able to prove ourselves worthy to be classed with the heroes of the Titanic.

TITANIC VICTIMS

Among the victims of the Titanic disaster were two Canadians well known in the West and highly thought of by all who came within the circle of their acquaintance. Mr. F. McCaffrey was manager of the Vancouver branch of the Union Bank of Canada and general supervisor of that financial institution's business in British Columbia. He had thoroughly earned the confidence of the public and was regarded as a shrewd business man of the type which earns esteem and commands respect in a growing and prosperous country. His loss will be keenly felt in financial circles, not only in Vancouver and Victoria, but throughout the province generally.

Mr. Hugo Ross, a prominent real estate man of Winnipeg whose death is also reported was a familiar figure in this city to which he made frequent trips. He was one of the prairie residents who thoroughly recognized the possibilities of this part of Canada, and he has been here time and again for the purpose of investing money for his clients. During these visits he made many warm attachments and those who knew him will deeply regret that one endowed with such a likeable personality coupled with shrewd business talents should have been cut off in the prime of life.

"Be British, my men." This was the sentence which Captain Smith, of the Titanic, imposed upon his gallant crew. And he said to their everlasting glory that not a man of them failed to respond. Nelson's famous signal was written in anticipation of battle. Captain Smith spoke in the very face of death.

DEATH ROLL IS STILL MOUNTING

White Star Lines Places Loss of Life at 1,635—Titanic Was Traveling at 21 Knots an Hour

NONE OF SURVIVORS BLAME CAPTAIN SMITH

Messrs. J. Bruce Ismay, Marconi and Second Officer Lightholder Testify Before Senate Committee

NEW YORK, April 19.—The living cared for, the dead beyond recall, survivors of the Titanic disaster were able for the first time today to see in calmer retrospect Monday's tragedy in the North Atlantic, and from their more normal vantage there is slowly unfolding the full story of the great White Star liner, her band playing to the last, sank off the Grand Banks with more than 1,600 souls on board.

From the Countess of Rothes, now quartered luxuriously in a hotel, to the six Chinese coolies who, escaped by hiding under the lifeboat seats, all of the 705 survivors have been provided for with food and clothing and some immigrants and millionaires are on their way home to England, the continent, or distant parts of the United States.

Many, however, and of these, the hospitals shelter scores, remain in New York, where the Cunard liner Carpathia brought them last night. Even after all had been told of the disaster the death list remains approximate. Last night's total estimate was 1601. Today the White Star line issued a statement placing the loss of life at 1635. Exactly how many died never will be known. It has been estimated, however, that the Titanic was traveling at 21 knots an hour when she hit the iceberg, with standing this none of the survivors, from the steerage to the saloon, have as yet condemned Captain Smith, who went down with his ship.

The Titanic's rate of speed, which was approximately 26½ land miles, was brought on today from the lips of J. Bruce Ismay, president of the International Mercantile Marine, and managing director of the White Star line when he appeared as a witness before the United States senate committee which is investigating the disaster. Nervous but not in tears as was Captain Rostron, of the Carpathia, who followed him to the stand, Mr. Ismay told in whispers of his escape from the sinking liner from the time he pushed away in a boat with the women, until he found himself clad in pyjamas aboard the Carpathia.

His testimony was hysterical about ice and I pointed out to Mr. Ismay the possibility of seeing ice if I went to Halifax. Then I thought of the gravity of the disaster, that would be best to keep to touch with land stations as best I could. We have experienced very great difficulty in transmitting news and the names of survivors. Our wireless is very poor and had so many interruptions from other ships and also messages from shore, principally press which we ignored. I gave instructions to send first of all official messages, then the names of passengers, then survivors' private messages.

"I am pleased to say that all survivors have been very plucky. On Tuesday our doctors reported all the survivors physically well. We all turned out of our cabins and gave them to survivors; the saloon, smoking room, library, etc., also being used for sleeping accommodations. Our crew also turned out to let the crew of the Titanic into their quarters.

"I beg specially to mention how willing and cheerful the whole of the ship's company behaved, receiving the highest praise from everybody. And I can assure you I am very proud to have such a company under my command."

Signaled, A. H. Rostron, Captain of the R. M. S. Carpathia.

"BE BRITISH, MY MEN" WAS RALLYING CRY

NEW YORK, April 19.—But for the unparalleled sacrifice and heroism of Captain Smith and the Titanic officers, the sea would have claimed an even greater toll. From the bridge, Captain Smith called through his megaphone, "Be British," and that became the rallying cry of officers and crew.

Such was the graphic description of the conduct of the men responsible for the saving of human souls in the Titanic disaster as told today by John Johnson, a member of the crew who took an oar in a lifeboat.

Johnson gave his version of how the ship struck the iceberg and went down; how officers and male passengers stood unafraid on deck awaiting the inevitable hour, how the lifeboats were lowered and how the women and young girls were saved.

"When the first signal was given to lower the boats some of the crew pressed forward. It was then that the rallying cry came through the megaphone: 'Be British, my men.'"

"It was Captain Smith's voice. Every man obeyed the command and faced death calmly. They knew there was no hope and as the big, strong Englishmen assisted the women and children into the boats they gave no sign that they realized that Captain Smith's words, 'Be British,' had sealed their fate."

CARPATHIA'S CAPTAIN REPORTS ON RESCUE

NEW YORK, April 19.—Less than 24 hours after the Cunard line steamer Carpathia came in as a rescue ship with 745 survivors of the Titanic disaster, she sailed this afternoon for the Mediterranean cruise on which she originally started last week. Just before the liner sailed, H. S. Bride, the second Marconi operator of the Titanic, who had both of his legs crushed on a lifeboat, was carried off to the shoulders of the ship's officers to St. Vincent hospital.

Captain A. H. Rostron, of the Carpathia, has addressed an official report giving his account of the Carpathia's rescue work to the General Manager of the Cunard line at Liverpool.

The report stated that Capt. Rostron first was apprised of the plight of the Titanic at 12:25 a. m. on Monday and that he immediately ordered the Carpathia headed for the scene of the disaster, a distance of 58 miles. At 2:40 a. m. a flare was seen and it was taken to indicate the position of the Titanic. The report stated that the Carpathia passed through a big field of icebergs and at times had to alter her course to avoid ice. The weather was described as fine and clear.

Commenced Rescue. "We stopped at 4 a. m., thus doing the distance in three and a half hours. We commenced picking up lifeboats at 4:10 a. m. At 5:30 a. m. the last boat was picked up. All survivors were aboard and all boats accounted for, viz. 15 lifeboats. One boat had been abandoned. Two berthon boats were alongside. We saw one floating upturned, and according to the Second Officer who was saved, one berthon boat had not been launched, having got jammed. This made 16 lifeboats and four berthon boats accounted for. By the time we had cleared the first boat, it was breaking day and I could see all within an area of four miles. We also saw that we were surrounded by icebergs."

The report stated that at 8 a. m. the Leyland liner California arrived and that her master was told of the tragedy and asked to search for possible survivors. The Carpathia then took aboard 13 of the Titanic's lifeboats. A clergyman held a short service for the lost and offered a prayer of thanksgiving for those saved.

The report went on to say: "Before deciding definitely where to make for, I conferred with Mr. Ismay and he told me to do what I thought best. I informed him, taking into consideration, I considered New York best. I also thought it would be better for Mr. Ismay to go to New York or England as soon as possible, and knowing I should be cut out of wireless range very soon if I proceeded to the Azores, this consideration left Halifax, Boston and New York, so I chose the latter."

As the passengers were hysterical about ice and I pointed out to Mr. Ismay the possibility of seeing ice if I went to Halifax. Then I thought of the gravity of the disaster, that would be best to keep to touch with land stations as best I could. We have experienced very great difficulty in transmitting news and the names of survivors. Our wireless is very poor and had so many interruptions from other ships and also messages from shore, principally press which we ignored.

"I am pleased to say that all survivors have been very plucky. On Tuesday our doctors reported all the survivors physically well. We all turned out of our cabins and gave them to survivors; the saloon, smoking room, library, etc., also being used for sleeping accommodations. Our crew also turned out to let the crew of the Titanic into their quarters. I beg specially to mention how willing and cheerful the whole of the ship's company behaved, receiving the highest praise from everybody. And I can assure you I am very proud to have such a company under my command."

Signaled, A. H. Rostron, Captain of the R. M. S. Carpathia.

"BE BRITISH, MY MEN" WAS RALLYING CRY

NEW YORK, April 19.—But for the unparalleled sacrifice and heroism of Captain Smith and the Titanic officers, the sea would have claimed an even greater toll. From the bridge, Captain Smith called through his megaphone, "Be British," and that became the rallying cry of officers and crew.

Such was the graphic description of the conduct of the men responsible for the saving of human souls in the Titanic disaster as told today by John Johnson, a member of the crew who took an oar in a lifeboat.

Johnson gave his version of how the ship struck the iceberg and went down; how officers and male passengers stood unafraid on deck awaiting the inevitable hour, how the lifeboats were lowered and how the women and young girls were saved.

"When the first signal was given to lower the boats some of the crew pressed forward. It was then that the rallying cry came through the megaphone: 'Be British, my men.'"

"It was Captain Smith's voice. Every man obeyed the command and faced death calmly. They knew there was no hope and as the big, strong Englishmen assisted the women and children into the boats they gave no sign that they realized that Captain Smith's words, 'Be British,' had sealed their fate."

"They remained at their posts, and died like men."

Phillips, the first Marconi operator aboard the Titanic, stood at his post until the last, jumping from the sinking ship. He was taken aboard the Carpathia and died before the rescuers reached him, according to the story told today by Thomas Whiteley, who was a waiter in the saloon of the Titanic.

"Phillips was on the overturned life-

COURSE OF ATLANTIC LINERS IS CHANGED

WASHINGTON, April 19.—By an order issued today by the branch United States Hydrographic office at New York the lanes of Atlantic liners are moved 180 miles southward from that which was being pursued by the Titanic when she ran against the iceberg last Sunday night.

boat with me," said Whiteley. "He was dead when taken aboard the Carpathia. They tried to revive him, but it was too late. There were four buried at sea—one sailor, two firemen and Phillips."

MEMBERS OF CREW HELD IN NEW YORK

NEW YORK, April 19.—The seriousness of the inquiry by the senate committee into the Titanic disaster was disclosed tonight when Senator Smith of Michigan, the chairman, at last halted to let any of the crew of the two hundred odd or the crew of the ship beyond the jurisdiction of the United States government. The men were all to have sailed tomorrow on the steamer Lapland. Later it was settled that the greater part of the crew would be permitted to sail on this ship. At 8:30 a. m. the last boat was picked up. All survivors were aboard and all boats accounted for, viz. 15 lifeboats. One boat had been abandoned. Two berthon boats were alongside. We saw one floating upturned, and according to the Second Officer who was saved, one berthon boat had not been launched, having got jammed. This made 16 lifeboats and four berthon boats accounted for. By the time we had cleared the first boat, it was breaking day and I could see all within an area of four miles. We also saw that we were surrounded by icebergs."

The report stated that at 8 a. m. the Leyland liner California arrived and that her master was told of the tragedy and asked to search for possible survivors. The Carpathia then took aboard 13 of the Titanic's lifeboats. A clergyman held a short service for the lost and offered a prayer of thanksgiving for those saved.

The report went on to say: "Before deciding definitely where to make for, I conferred with Mr. Ismay and he told me to do what I thought best. I informed him, taking into consideration, I considered New York best. I also thought it would be better for Mr. Ismay to go to New York or England as soon as possible, and knowing I should be cut out of wireless range very soon if I proceeded to the Azores, this consideration left Halifax, Boston and New York, so I chose the latter."

As the passengers were hysterical about ice and I pointed out to Mr. Ismay the possibility of seeing ice if I went to Halifax. Then I thought of the gravity of the disaster, that would be best to keep to touch with land stations as best I could. We have experienced very great difficulty in transmitting news and the names of survivors. Our wireless is very poor and had so many interruptions from other ships and also messages from shore, principally press which we ignored.

"I am pleased to say that all survivors have been very plucky. On Tuesday our doctors reported all the survivors physically well. We all turned out of our cabins and gave them to survivors; the saloon, smoking room, library, etc., also being used for sleeping accommodations. Our crew also turned out to let the crew of the Titanic into their quarters. I beg specially to mention how willing and cheerful the whole of the ship's company behaved, receiving the highest praise from everybody. And I can assure you I am very proud to have such a company under my command."

Signaled, A. H. Rostron, Captain of the R. M. S. Carpathia.

"BE BRITISH, MY MEN" WAS RALLYING CRY

NEW YORK, April 19.—But for the unparalleled sacrifice and heroism of Captain Smith and the Titanic officers, the sea would have claimed an even greater toll. From the bridge, Captain Smith called through his megaphone, "Be British," and that became the rallying cry of officers and crew.

Such was the graphic description of the conduct of the men responsible for the saving of human souls in the Titanic disaster as told today by John Johnson, a member of the crew who took an oar in a lifeboat.

Johnson gave his version of how the ship struck the iceberg and went down; how officers and male passengers stood unafraid on deck awaiting the inevitable hour, how the lifeboats were lowered and how the women and young girls were saved.

"When the first signal was given to lower the boats some of the crew pressed forward. It was then that the rallying cry came through the megaphone: 'Be British, my men.'"

"It was Captain Smith's voice. Every man obeyed the command and faced death calmly. They knew there was no hope and as the big, strong Englishmen assisted the women and children into the boats they gave no sign that they realized that Captain Smith's words, 'Be British,' had sealed their fate."

"They remained at their posts, and died like men."

Phillips, the first Marconi operator aboard the Titanic, stood at his post until the last, jumping from the sinking ship. He was taken aboard the Carpathia and died before the rescuers reached him, according to the story told today by Thomas Whiteley, who was a waiter in the saloon of the Titanic.

"Phillips was on the overturned life-

NEVER TRAVELED AT FULL SPEED

"I understand you have been told the Titanic was running at full speed. It never had run at full speed. She was built to go 80 revolutions and had never been sped up to that. We never had all her boilers working. It was my intention to speed the boat up to full speed on Tuesday, but the Titanic came to prevent it."

"Although he came on a 'voluntary trip,' Mr. Ismay said his purpose was to see how the ship worked and in what manner she could be improved upon. A representative of the builder, Mr. Andrew, was on board. Mr. Ismay said: 'Did he survive?'"

"Unfortunately no," Mr. Ismay said. "It was arranged between myself and Captain Smith of the Titanic not to arrive at New York tonight before 8 a. m. on Wednesday. There would have been no advantage in arriving earlier."

"Was there any attempt to lower the boats of the Carpathia to take passengers after you went aboard her?" asked Senator Smith.

"There were no passengers to take on," replied Mr. Ismay.

"You left the boat, what course did you take?" asked Senator Smith.

"We saw a light and headed for it," said Mr. Ismay.

"How long were you in this lifeboat?"

"About four hours."

"Were there any other lifeboats that you saw?"

"Yes, we saw one," he said. He said he saw no life rafts in the sea.

Number of Lifeboats. "How many lifeboats were on the Titanic?"

"Twenty altogether, I think," replied Mr. Ismay. "Sixteen collapsible and four wooden boats."

"Were all the lifeboats that left the Titanic accounted for?"

"I think so; I've been told so, but I don't know of my own knowledge."

"It has been suggested," Senator Smith continued, "that two of the lifeboats sank as soon as lowered. Do you know anything about that?"

"I do not. I never heard of it, and I think all the lifeboats were accounted for."

"Did you see the Titanic sink?"

"I did not see the Titanic go down," Mr. Ismay replied, shaking his head mournfully. "I did not want to see her go down. I was rowing in the lifeboat all the time until we were picked up. I turned my back once after we left the vessel. I saw her green light and never turned back again. I did not want to see the end."

UNAWARE OF PRESENCE OF ICEBERGS

"A pair of slippers, a pair of pajamas, a suit of clothes and an overcoat," he replied.

"During your voyage did you know you were in the vicinity of ice?" Senator Smith asked.

"I knew some had been reported," replied the witness.

Senator Smith asked if he sought to send any messages by wireless from the Titanic after she struck.

He did not.

Turning to the subject of lifeboats, Mr. Ismay said he heard the captain give the order to lower the boats.

"I then left the bridge," added the witness. Three boats, he said, he saw leave. In his boat were four members of the crew and forty-five passengers.

"Was there any jostling or attempts by men to get into the boats?"

"I saw none."

"How were the women selected?"

"We picked the women and children as they stood nearest the rail."

Representative Hughes handed Senator Smith a note, and then the chairman told Mr. Ismay that it was reported that the second lifeboat left without its full complement of officers and from 11:30 until 7:30 women were forced to row the boat.

"I know nothing about it," replied Mr. Ismay.

Representative Hughes' daughter was in this boat and was assigned to watch (Continued on Page 6.)

INSPECTION WAS OF RIGID KIND

"Can you tell us," asked Senator Smith, "anything about the inspection certificate that was issued for the Titanic before she sailed?"

"I know that the government inspection was thorough or the boat could never have sailed."

"Do you know whether the Titanic had its proper number of lifeboats?"

"Yes, she had. I think there were 20 boats."

"Do you know whether the boat you were in was a Titanic lifeboat or one that had been taken from some other White Star ship?"

"I did not notice the name on the oar or on the boat, but I am sure it was a new lifeboat."

Mr. Ismay declared the ship was specially constructed so that with only two compartments full of water she would not sink.

"If the ship had struck head on she probably would have floated today," he added.

"Did any of the collapsible boats sink?"

"No sir."

"Did you attempt to interfere with the working of the wireless on the Carpathia?"

"The captain will probably tell you. I was not out of my room from the time I got into it until last night," was the reply.

As a final question to his examination Mr. Ismay was asked what he had on when he got into the lifeboat.

Rupert Land District—District of Coast Range One

Take notice that Henry J. Spence, of Vancouver, occupation painter, intends to apply for permission to purchase the following described lands: Commencing at a post on the shore of the north-east corner of Lot 1, then north 30 chains, more or less, to the north-east corner of Lot 2, then east 30 chains, more or less, to the north-east corner of Lot 3, then south 30 chains, more or less, to the north-east corner of Lot 4, then west 30 chains, more or less, to the north-east corner of Lot 5, then south 30 chains, more or less, to the north-east corner of Lot 6, then west 30 chains, more or less, to the north-east corner of Lot 7, then south 30 chains, more or less, to the north-east corner of Lot 8, then west 30 chains, more or less, to the north-east corner of Lot 9, then south 30 chains, more or less, to the north-east corner of Lot 10, then west 30 chains, more or less, to the north-east corner of Lot 11, then south 30 chains, more or less, to the north-east corner of Lot 12, then west 30 chains, more or less, to the north-east corner of Lot 13, then south 30 chains, more or less, to the north-east corner of Lot 14, then west 30 chains, more or less, to the north-east corner of Lot 15, then south 30 chains, more or less, to the north-east corner of Lot 16, then west 30 chains, more or less, to the north-east corner of Lot 17, then south 30 chains, more or less, to the north-east corner of Lot 18, then west 30 chains, more or less, to the north-east corner of Lot 19, then south 30 chains, more or less, to the north-east corner of Lot 20, then west 30 chains, more or less, to the north-east corner of Lot 21, then south 30 chains, more or less, to the north-east corner of Lot 22, then west 30 chains, more or less, to the north-east corner of Lot 23, then south 30 chains, more or less, to the north-east corner of Lot 24, then west 30 chains, more or less, to the north-east corner of Lot 25, then south 30 chains, more or less, to the north-east corner of Lot 26, then west 30 chains, more or less, to the north-east corner of Lot 27, then south 30 chains, more or less, to the north-east corner of Lot 28, then west 30 chains, more or less, to the north-east corner of Lot 29, then south 30 chains, more or less, to the north-east corner of Lot 30, then west 30 chains, more or less, to the north-east corner of Lot 31, then south 30 chains, more or less, to the north-east corner of Lot 32, then west 30 chains, more or less, to the north-east corner of Lot 33, then south 30 chains, more or less, to the north-east corner of Lot 34, then west 30 chains, more or less, to the north-east corner of Lot 35, then south 30 chains, more or less, to the north-east corner of Lot 36, then west 30 chains, more or less, to the north-east corner of Lot 37, then south 30 chains, more or less, to the north-east corner of Lot 38, then west 30 chains, more or less, to the north-east corner of Lot 39, then south 30 chains, more or less, to the north-east corner of Lot 40, then west 30 chains, more or less, to the north-east corner of Lot 41, then south 30 chains, more or less, to the north-east corner of Lot 42, then west 30 chains, more or less, to the north-east corner of Lot 43, then south 30 chains, more or less, to the north-east corner of Lot 44, then west 30 chains, more or less, to the north-east corner of Lot 45, then south 30 chains, more or less, to the north-east corner of Lot 46, then west 30 chains, more or less, to the north-east corner of Lot 47, then south 30 chains, more or less, to the north-east corner of Lot 48, then west 30 chains, more or less, to the north-east corner of Lot 49, then south 30 chains, more or less, to the north-east corner of Lot 50, then west 30 chains, more or less, to the north-east corner of Lot 51, then south 30 chains, more or less, to the north-east corner of Lot 52, then west 30 chains, more or less, to the north-east corner of Lot 53, then south 30 chains, more or less, to the north-east corner of Lot 54, then west 30 chains, more or less, to the north-east corner of Lot 55, then south 30 chains, more or less, to the north-east corner of Lot 56, then west 30 chains, more or less, to the north-east corner of Lot 57, then south 30 chains, more or less, to the north-east corner of Lot 58, then west 30 chains, more or less, to the north-east corner of Lot 59, then south 30 chains, more or less, to the north-east corner of Lot 60, then west 30 chains, more or less, to the north-east corner of Lot 61, then south 30 chains, more or less, to the north-east corner of Lot 62, then west 30 chains, more or less, to the north-east corner of Lot 63, then south 30 chains, more or less, to the north-east corner of Lot 64, then west 30 chains, more or less, to the north-east corner of Lot 65, then south 30 chains, more or less, to the north-east corner of Lot 66, then west 30 chains, more or less, to the north-east corner of Lot 67, then south 30 chains, more or less, to the north-east corner of Lot 68, then west 30 chains, more or less, to the north-east corner of Lot 69, then south 30 chains, more or less, to the north-east corner of Lot 70, then west 30 chains, more or less, to the north-east corner of Lot 71, then south 30 chains, more or less, to the north-east corner of Lot 72, then west 30 chains, more or less, to the north-east corner of Lot 73, then south 30 chains, more or less, to the north-east corner of Lot 74, then west 30 chains, more or less, to the north-east corner of Lot 75, then south 30 chains, more or less, to the north-east corner of Lot 76, then west 30 chains, more or less, to the north-east corner of Lot 77, then south 30 chains, more or less, to the north-east corner of Lot 78, then west 30 chains, more or less, to the north-east corner of Lot 79, then south 30 chains, more or less, to the north-east corner of Lot 80, then west 30 chains, more or less, to the north-east corner of Lot 81, then south 30 chains, more or less, to the north-east corner of Lot 82, then west 30 chains, more or less, to the north-east corner of Lot 83, then south 30 chains, more or less, to the north-east corner of Lot 84, then west 30 chains, more or less, to the north-east corner of Lot 85, then south 30 chains, more or less, to the north-east corner of Lot 86, then west 30 chains, more or less, to the north-east corner of Lot 87, then south 30 chains, more or less, to the north-east corner of Lot 88, then west 30 chains, more or less, to the north-east corner of Lot 89, then south 30 chains, more or less, to the north-east corner of Lot 90, then west 30 chains, more or less, to the north-east corner of Lot 91, then south 30 chains, more or less, to the north-east corner of Lot 92, then west 30 chains, more or less, to the north-east corner of Lot 93, then south 30 chains, more or less, to the north-east corner of Lot 94, then west 30 chains, more or less, to the north-east corner of Lot 95, then south 30 chains, more or less, to the north-east corner of Lot 96, then west 30 chains, more or less, to the north-east corner of Lot 97, then south 30 chains, more or less, to the north-east corner of Lot 98, then west 30 chains, more or less, to the north-east corner of Lot 99, then south 30 chains, more or less, to the north-east corner of Lot 100, then west 30 chains, more or less, to the north-east corner of Lot 101, then south 30 chains, more or less, to the north-east corner of Lot 102, then west 30 chains, more or less, to the north-east corner of Lot 103, then south 30 chains, more or less, to the north-east corner of Lot 104, then west 30 chains, more or less, to the north-east corner of Lot 105, then south 30 chains, more or less, to the north-east corner of Lot 106, then west 30 chains, more or less, to the north-east corner of Lot 107, then south 30 chains, more or less, to the north-east corner of Lot 108, then west 30 chains, more or less, to the north-east corner of Lot 109, then south 30 chains, more or less, to the north-east corner of Lot 110, then west 30 chains, more or less, to the north-east corner of Lot 111, then south 30 chains, more or less, to the north-east corner of Lot 112