Tuesday, February 27, 197.

of the Science

and the large number present on both

being taken in the problems under dis-

A. J. McCurdy and Mr. Ernest Mac-

harder roads and streets are being con-

stantly asked for. Many patented pro-

cesses are now in use. These are chiefly various compounds of bitumen and asphalt with broken stone, and

different mixtures of cement and brok-

en stone. Up to the present time thos

artificially mixed road materials have only been used for city streets and

some suburban roads. The question of additional cost has so far prevented them being tried for country highways.

It'is claimed by many authorities that the sprinkling of oil on the well-rolled

and smooth surface of macadam or

gravel roads helps to preserve the sur-

face from the softening effects of rain-

water, and to render it more elastic and tough and fitter to stand the wear

of traffic. This treatment, if as ef-

fective as claimed, might be applied

to many of our main roads. The cost is comparatively small. Those who ob-

ject to its use claim that the effect is

not lasting; that what dust comes of

roads so treated is injurious to vege-

tation in the immediate vicinity; and

according to some critics even injuri-ous to health."

There was a lively discusion, fol-lowing the reading of the paper, and the delegates gleaned much valuable information therefrom.

Accounting System

A very profitable hour was spent in

listening to Mr. Hamilton Lang. Can. Soc. C. E., explaining the details of

district subdivisions, redistribution of district vote, advances, the time book,

vouchers, forwarding vouchers, ab-

stract, of, paid wouchers, time checks.

bank account, government agent's ac-

count, voucher summary. cheque sum-mary, filing, progress reports and pur-

Mr. Lang, by the use of maps. dia-

grams and samples of filing systems was able to give many useful illustra-

really entitled to be styled a lecture,

so excellent a speaker he proved to be, aroused the greatest interest in the

membrs present, who made copious notes for their future guidance.

chase register.

of cast iron.

the water.

be replaced once.

many years ago; that it is probable

that ordinary lime whitewash is one of the best and cheapest preserva-

tives of timber, and, as he believes,

has a favorable action in absorbing

"Where needle beams are used it

might be a wise precaution to fill the

oles through which the tension-rods

Pass with boiling pitch, wiped round

the rod above the beam so as to shed

While it is often considered indes-

tructible by weather and use, its'life

really is dependent on its protection

from corrosion and restricting it to

the loads for which it was intended.

For the purposes of this paper its life

Flooring of Planks.

by, as in the timber truss, of planking,

and will probably require renewal

every six years, or six renewals dur-

"In the country the flooring is usual-

is assumed at forty years.

ing the life of the truss.

he sap and closing the pores.

Island Development league.

oke Adrift off and Went

Had Narrow

anchor. Two

g Lindsay-Cav-

nt down with

7 27, 1912.

reck nd on her way salvage steamfishing schoon. adrift on Thurs. leavy gale and line fouled the and she had n being swept about two miles parture bay, be-

eturned to Es on after the Dove, a power gister, equipped gasoline engine, bound to the attle and hung cks. The crew rnment steamto Victoria on days later the s steamer. Salthe vessel. The off the rocks feet below the arrived. Diver n and fastened nd the fishing sday last. She nd pumped .out, two pumps, a and a 4-inch aced on board, the Salvor and to Seattle was ssed into the

passing Cape west gale was sing the Bal-ed and the sea ided to make elter and the hree miles only water when e loose about night. There ie injured vesm the wreck, the Salvor and ore the heavy toward West rugged islets s rocks about ms of chain and while the into the darkfounder. the

er anchor to

led considera-nes were kept vser\_ worked nd until daywas kept am headed up gale blowing against her seen of the fter, daylight er the Salvor trace of the found, but tage indicated ng vessel re Capt. Dan-Carrier Dove, Keogh and C. e engineer and inding by the tre feeling very strous outcome ve went down me valuable he Esquimalt dsay-Caverhill otor, and oner rigged the mainmast, le & Erlund She was for ooner used by Packing comme time ago ngine, an old rought from Dove was used fleet. ured 23.-Willis who is being on, a milliontor. is believ. as the result late today. ler, and P. L. car, were also were brought now in a hos-

should be cleaned and painted at least ROAD MAKERS IN once in five years, and in cases where, owing to local congitions, the paint detericrates rapidly, perhaps at intervals of three years. BUSY SESSION The of three years. The inforced concrete has apparently superseded plain concrete in such con-

struction, being both more economical and efficient. "The life of such an arch is indef-Superintendents in Convention finite, and it is well known that con-crete is one of the few materials that Here Spent Yesterday Hear-

improve instead of deteriorating with age. The percentage of steel is gen-erally from 1 to 1% per cent. of the area of the crown, and varies with the live load. ing Experts Talk on Features "The cost of maintenance is that of

keeping the roadway in proper repair, and it is considered that a.6-inch coat The members in attendance at the first convention of road superintenof gravel per annum would be more than ample for the purpose. dents ever held in this province had two busy business sessions yesterday,

"Where arches of this description are built across a navigable river; occasions testified to the keen interest abutment piers lend themselves read-ily to the support of the towers for a lift bridge, which, in the writer's opincussion. Among those present yesterday were Mr. W. J. Sutton, M. E., Mr. ion, is usually preferable to a swing span. Gaffey. secretary on the Vancouver

"In the case of the reinforced con crete arch, though in the first forty years of its life its cost is about 6 per cent. greater than the steel, it re-The first paper read at the opening session yesterday was entitled "Notes on Material for Road-Making," and quires thereafter no further expendiwas presented by Mr. Duncan Irvine, C. E. Referring to the increase in ture than that necessary to keep the roadway in repair, and it appears in-contestable that, where permanency is desired, the reinforced concrete arch' fulfills the conditions. motor traffic, Mr. Irvine said: "Largely owing to the great increase of motor-driven vehicles, smoother and

"In the foregoing, the trusses and arch with its curtain walls and para-pets have alone been considered, and it appears hardly possible to compare the cost of abutments; though it seems certain that a reinforced concrete abutment for the arch span will exceed the cost of one for a truss span. "It appears to the writer that concrete piles, such as have been used in

the government, wharf at Prince Rupert, might in many cases be advan-tageously employed for the support of the trusses. "It may be added that plain gen-

erally costs about 40 per cent, more than reinforced concrete. "For a 15-ton road-roller Messrs. Marsh and Dunn allow 200 lbs. per square foot for the live load."

## Afternoon Session

At the afternoon session chief interest attached to the paper on "The Use of Modern Road Machinery," pre-sented by Mr. J. E. Griffith, C. E., pubsented by an a. b. Grimin, C. E., pub-lic works engineer. He explained that his observations had been prepared chiefly with the object of inviting dis-cussion, for it was felt that it would be invidious to describe machines of any particular manufacture, and thus much of what might otherwise be said must be bedde to the discussion of the must be left to the discussion. The scope of Mr. Griffith's exceedingly. instructive paper in indicated by the following passages:

a paper entitled "An Accounting Sys-tem for Disbursements Upon Provin-cial Highways." This paper dealt with "A good road-machine is essentially a mechanical device by the use of which the cost of road construction and repair is reduced to a minimum; and it is only by adopting this defini-tion that the use of machinery is justi-fied. Thus, in the loosening of material, it is generally found that in anything softer than very tough hard-pan, one plough can do the work of about eight men using picks, but, in making a comparison, account must be taken of the fixed cost for lost time in turning, depreciation of plant, re-pairs, sharpening tools, etc. In ground full of boulders or roots, on steep side-hill, or heavy grades, or with a short tions in furtherance of the object of his paper. His remarks, which were init, or heavy grades, or with a short furrow, ploughing may not be the cheapest method of ureaking the sur-face; and, further, if the material when ploughed is left-in large heavy lumps, the subsequent handling may discount any saving there may be in plaughing. With user teachers One of the most interesting papers read at the convention was that on "Highway Structures" by E. Mohun, C. E. In part, this was as follows: pleughing. With very tough ground a comparison has to be made between the cost of disintegrating by explosives and the cost of breaking with a heavy plough requiring the work of three or

In general, large wheels, broad tires and fair weight are desirable." The discussion in reply to Mr. Grif-fith's paper was opened by Mr. J. J. Moore, of Carlboo, who imparted a great amount of very valuable infor-mation respecting the best types of machinery for use in the outlying dis-tricts of the province. Mr. Moore was followed by Mr. Hamilton Lang, who from his long experience in road construction was able to speak with authority on the question of the best types of modern

question of the best types of modern machinery that are now being placed on the market by the leading manuacturers.

factures. The evening session was opened by the premier in a speech in which he reminded his hearers that in their am-bition for the future they must not forget all they owed to the trail finder any trail blazer of the old Cariboo days without whose ploneer labors they might not today be able to boast of some of the excellent hishways they had. That yery Cariboo wagon road is owed to the Royal Engineers. In the room he noticed the faces of old and dear friends of sygone days, Mr, Maughan, Mr, John Sprott, who might be called the dean of the faculty of roadmaking, Mr. R. E. Benson, who came to this country with the Royal came to this country with the Royal Engineers, and Mr. James Cummins Engineers, and Mr. James Cummins of the Lower Fraser and Cariboo. In 1903 the appropriation for the public works department was \$400,-000.00, tonight the minister of finance would announce \$8,500,000.00 for the same appropriation. And this enor-mous increase brought with it enor-mous responsibilities to those who had to see that it was well speaf. Now

mous responsibilities to those who had to see that it, was well spent. Now more than ever there was the neces-sity to see that every economy was practiced. His audience knew the large railway programme that lay be-fore them this year; the more rafi-ways, the more highways must be built to feed them. (Cheers.) The Hon. Thomas Taylor paid a graceful complement to the staff of his denortiment whom he fail confi-

his department, whom he felt confihis department, whom he felt confi-dent would see that for every dollar of the five millions expended the prov-ince got one dollar's worth of work. Mr. R. H. Thomson, Ph.D., C. E., port engineer of Seattle, pointed out that the drying effect of the motor car was one of the greatest causes of dis-integration they had to contend with in England where so many experi-ments had been tried he found the Gladwell system the best, in which, after a macadam foundation had been laid of from four inches to six inches after a macadam foundation had been laid of from four inches to six inches of stone, globules of tar, resin and linseed were laid down still hot and then the surface was laid on top of that and any interstices filled in with more tar globules, thus making a plas-tic mortar holding to the top surface from below as well as from above. On the Southamption road this was sprayed in hot weather with tar. The Tarmac system round Notlingham dif-Tarmac system round Nottingham dif-fered only in the material being com-posed of iron furnace slag dipped in the same tar mixture. The extra ex-pense in tarring was inconsiderable; seven gallons of tar being sufficient to cours 64 feat of road irreduce bat

to cover 64 feet of road tweive feet wide. In England the ropairers were never idle and that was the true secret of road maintenance of road maintenance. The lecturer with the aid of a series of lantern slides shown by Mr. Chap-man, took his audience over his tour over the roads of England, Belgium, France and Germany, driving home the principle that the greatest stim-thes to production was accounted as the principle that the greatest stim-ulus to production was access to mar-kets, a principle which Bismarck had grasped and carried into effect. Mr. Todd hoped that they might hear from Mr. Thomson at some future date of the wonderful system of boule-vards around Seattle, and after a

hearty vote of thanks to the lecturer the session adjourned till 9 a. m. this

morning. The concluding session of the con-vention will be held this morning. when any points not already dealt with in the programme will be taken up and disposed of. At noon the delegates disposed of. At noon the delegates will be the guests of the Hon. Thos. Taylor, minister of public works at luncheon, and the afternoon will be divided between inspecting roadmak-ing machinery in Victoria and a visit to the famous Malahat drive, as the guests of the Vancouver Island Development league and the Auto club.





Flooded by Heavy Seas off Solander Island When Hurrying to Carry Lightkeeper's Wife to Hospital

With, her stern buried for several With, her stern buried for several minutes under a great sea, the after cabins, and giory hole flooded, the steamer Newington, which Peturned yesterday morning, had an exciling time during a heavy southeast gale off Sclander Island, when burrying at full speed to Triangle island on a lifesaving speed to Triangle island on a lifesaving mission. The Newington was dispatched to the island lighthonse to take on board Mrs. Davis, wife of the lightkeeper, whose life was in danger because of a hemorrhage, and steamed at full speed through a high sea during the gale, which prevailed off the island coast on Verder sight With Mouday hight. Within 56 hours from the time Capt. George Robertson, agent of marine, sent orders by wireless dis-patching the Newington from Ucluelet on her lifesaving trip the sufferer was anded in Victoria and taken by an am-ulance, which awaited the steamer on the wharf to the St. Joseph's hospital for treatment. A call was made at Alert Bay, where the local doctor did what he could for the patient, and suggested that the Newington hurry to Victoria with Mrs. Davies.

The Newington left here on Saturday for Barkeley Sound to search for the body of Thorald Wingen, the lifesaver, who lost his life when the Ucluelet life beat was swamped during practice when the crew sought to make a landing through the surf at Double Island, on the westerly side of Barkley Sound the westerly side of Barkley Sound The body was recovered and taken to Clayoquot, where the members of the three lifesaving crews and the Newing-ton's crew followed the remains to the grave. It was learned that Coxswain Thompson made a sallant attempt to save the dead man, whose death is con-sidered to have been due to heart fail-ure instead of drowning.

When the Newington was ready to When the Newington was ready to leave for Victoria on Tuesday a wire-less message was received from Triangla island, stating that Mrs. Davis, the lightkeeper's wife, had a serious hem-orrhage, and would probably die unless hurried to a hospital. Capt Robertson telegraphed to the Newington instruct-ing Capt Barnes to proceed at full speed to Triangle and carry Mrs. Davies to a hospital. The NewIngton put to see at nospital. The Newington put to sea at once, and off Solander island on Thurs-

once, and off Solahder island on Thurs-day night ran into a heavy gale. She was plotighing through this when she shipped several seas over the stern. Usually, the office's would have run for shelter, but speed was necessary to save life, and the little vessel steamed on, buffetted by the spin. It was when the Newington was pass-ing Solander Island that the most excit-ing experience occurred. A big green sea broke over the after part, filing the well to the rail and flooding the after cabin. Simultaneously a heavy sea swept over amidships, a whirl of water swishing about the cabin amidships. Everything moveable was floating about in over a foot of water in the cabins. in over a foot of water in the cabins, while the steamer hung for a couple of minutes partially submerged. There was much excitement below decks. The members of the crew in the cabins members of the crew in the cabins thought for a moment the steamer had been swamped. Slowly the vessel rose, the flood clearing itself through the chocks and bilge, and Chief Officer Thompson, Capt LeBlanc, the Steward and several others who were below at the time paddled about almost kneedeep



merchandise for the far east on board, and will probably clear from here for the Orient after discharging the ship-

COLLEGIATE SCHOOLS FOR BOYS

The Laurels, Rockland ave, Victoria B.C. Headmaster, A. D. Muskett, Esq., assisted by J. L. Mollilet, Esq., B.A., Oxford. Three and a half acree exten-sive recreation grounds, gymnasium, cadet corps. Xmas term commences September 13th. Apply Headmaster.

LAND NOTICES

Sayward Land District-District of Sayward

ment of sulphur here.

Questions to be Submitted to Supreme Court in Regard to Marriage Law Are Embodied in Order

OTTAWA, Feb. 22 .- The cabinet has fixed on the terms of reference to the supreme court on the marriage question as follows:

"The committee of the Privy Council on the recommendation of the Minister of Justice advises that pursuant to section 60 of the supreme court act, the following questions be referred to the supreme court of Canada for hearing and consideration, namely:

"1. (a)-Has the parliament of Canada the authority to enact in whole of in part, bill No. 3 of the first session of the 12th parliament of Canada, en titled: 'An act to amend the marriage act?"

The order in council , recites the Lancaster bill in full and proceeds: "(b)-If the provisions of the said bill are not all within the authority of

the parliament of Canada to enact, which, if any of the provisions are within such authority?

"2 .- Does the law of the province of Quebec render null and void, unless contracted before a Roman Catholic priest, a marriage that would other-wise be legally binding, which takes place in such province.

"(a) .- Between persons who are both Roman Catholics, or,

"(b).-Between persons one of whom only is a Roman Catholic?

Sayward Land District—District of Sayward Take notice that 30 days after date, I, Herbert H. Pideock, of Quathiaski Cove, oc-cupation. Gentleman, intends to apply for permission to purchase the following de-scribed lands: Commencing at a post planted on Beach of estst coast of. Vancouver Island, Straits of Georgia at Race Point, at north-east corner of lqt 30, thence west 57 chains and 56 links, thence north 5 chains and 75 links to beach, thence following shore line to place of commencement, containing, 30 acres, more or less. MERBERT HEBER PIDCOCK Dated 5th February, 1912. "3 .- If either, (a) or (b) of the last preceding question is answered in the affirmative, or if both of them are answered in the affirmative, has the par-liament of Canada authority to enact that all such marriages whether, (a) heretofore solemnized or (b) hereafter to be solemnized, shall be legal and binding?" ayward Land District-District of Sayward Sayward Land District-District of Sayward Take notice that May Roper, of Toronto, occupation Spinster, Intends to apply for permission to purchase the following de-serviced lands: Commencing at a post plant-ed on the West By, of 104 131, Cortes Is and, Sayward district, 16 chains south of the north-west corner of lot 131 and on the south by, of P. R. 3063; thence south of the district, 16 chains south of the north-west corner of lot 131 and on the south by, of P. R. 3063; thence south of the north-west corner of lot 131 and on the south by, of P. R. 3063; thence north es ladar, thence west site shore of Blind Creek Harbor; thence worth westerly along high water mark to the shore of Blind Creek Harbor; thence and for chains of point of commencement, containing 350 acres more or less.

## CAPTAIN WAS LIBELED

Master of Eine Fuinel Steamer Wond-ers Why Scotchman is Quoted as Using Language of Wapping

Capt. Campbell, of the steamer Pro-tesilaus, which is discharging at the puter wharf, has been libeled by a Seatthe newspaper. He has had a clipping forwarded to him, in which he is quoted as using a Gockney accent, and he has since made efforts to talk in the language of Wapping, and failed ignomini-ously; for he is a Scotchman. The exously; for he is a Scotchman. The ex-tract from a Seattle paper tells of a wager with Capt. Burley, pllot of the Holf liners on the Sound, as to which o' the Harrison vessels started the ser-vice to Victoria. He is credited with having won from a Yankee, but Capt. Burley halls from Birkenhead. The story tells of Capt. Burley's insistence, that the crown of Galicia was the first

story tells of Capt. Burley's insistence, that the crown of Galicia was the first to come, Capt. Campbell held it was the Centurion. He is alleged to have pronounced it as "St. Julien." The Seat-tie Times goes on: "Bet you a dollar it wasn't," said Burley promptly, and in a minute the bets were in Manion's hands, with in-structions to 'phone Balfour, Guthrie & Cc., and settle the question. Incidentai-ly another member of the Dodwell force cume in and took another dollar of Cap-tain Campbell's bet.

Land District, District of Coast, Range III. Take hotics that Ioll Hylla Verschozle, of Vancouver, occupation, married woman, in-tends to apply for permission to purchase the following described lands:--Commencing at a post planted at the N. W. corner of H. D. Brown's pre-emption on the south side of the Bella Coola Indian Re-serves at Mella Coola B. C. thence wast 40

## east 40 chains, thence south 40 chains, thence following the foreshors westerly to point of commencement, containing in area, 160 acres more or less.

Ore or less. CHARLES BALL, John Blois, Agent Dated, December 13th, 1911,

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Coast Land District-Coast Range 1

Coast Land District-Coast Range 1 Take notice that Edward Sovis, of Van-couver, B. C., occupation, Insurance Agent, intends to apply for permission to purchase at a post planted at the south-east corner of the Indian Reserve at Vancouver bay, about haif a mile west of Aaran Rapids and marked E. S.'s. S. W. corner, thence north 40 chains, thence east 20 chains, thence south 40 chains, thence following the fore-shore westerly to point of commencement, containing 80 acres, more or less (In area.) EDWARD SOVIS. B. C., is expected at the outer wharf today from Astoria to discharge a ship-ment of sulphur laden at Otaru, North Japan, for the Victoria Chemical Works. The Hasel Dollar which proceeded from Japan to San Pedro has been at San Francisco and Portland, discharging and taking on flour and general freight for her outward voyage. The steamer has a big cargo of flour, cotton and general

John Blois, Agent. Dated, December 18th, 1911.

Coast Land District-Coast Range 1 Coast Land District—Ceast Range 1 Take notice that Charles O. Swanson, of Vancouver, B. C., accupation, Salesman, in-tends to apply for permission to purchase the following described lands: Commencing at a post planted at the north-west corner of Asman's Pre-emption No. 3989, Stuart Island and marked C. O. S's S. W. corner; thence east 40 chains; thence north 40 chains; thence west 20 chains to the water, thence following the foreshore in a southerly direc-tion to point of commencement, containing in area 120 acres, more or less. CHARLES O. SWANSON, John Blois, Agent

John Blois, Agent. Dated, December 90th, 1911.

District of Coast-Victoria Land District

District of Coast-Victoria Land District. Take notice that 30 days after date, f. Gertrude E. Mitchell, intend to apply to the Hon, the Commissioner of Lands for a li-cense to prospect for coal and patroleum on the following described lands. Commencing at a post planted at the mouth of creek at the extreme westerly point of. Sutherland Bay, Drury Inlet, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west along the northerly shore of Sutherland Bay fo point of. commencement; containing 640 acres more or less. 

point of commencement; containing 6 acres more or less. GERTRUDE E. MITCHELL. December 26th, 1911.

December 26th, 1911. District of Coast-Victoria Land District Take notice that 30 days after date, I. Gertrude E. Mitchell, intend to apply to the Hon, the Commissioner of Lands for a Li-cense to prospect for coal and petroleum on the following described lands. Commencing at a post one mile east most westeriy point on the north shore of Suther-land Bay, Drury Inlet, thence north sho coalns, thence east 80 chains, thence south 60 chains, thence westerly along north shore of Sutherland Bay to point of commence-ment, containing 60 acres, more or less. GERTRUDE E. MITCHELL December 26th, 1913.

District of Coast-Victoria Land District

District of Coast-Victoria Land District Take notice that 30 days after date, I, Gertrude E, Mitchell, intend to apply to the hon, the Commissioner of Lands for a Li-cense to prospect for coal and petroleum on the following described lands. Commencing at a post planted at the mouth of a creek at the extreme westerly point of Sutherland Bay, Drury Inlet, thenes wouth 80 chains, thence east 80 chains, thence north 80 chains, thence westerly along south shore of Sutherland Bay to point of commencement, containing 640 acres more or less. <u>GERTRUDE E. MITCHELLA</u> December 26th. 1911.

December 26th. 1911, District of Coast, Victoria Land District Take notice that 30 days after date, I, Gertrude E. Mitchell, intend to apply to the Hon, the Commissioner of Landa for a Li-cense to prospect for coal and petroleum on the following described lands. Commencing at a post planted two miles east of the most westerly point of Suther-land Bay, Drury Inlet, thence south 30 chains, thence west 80 chains, thence north 50 chains, thence easterly along south shore of Sutherland Bay to point of commence-ment, containing 640 acres, more or less. <u>GERTRUDE E. MITCHELL.</u> December 26th, 1911.

Dated, form January, 1912. I and District, District of Coast, Range III. Take notice that Aleck Crichton, of Van-couver, B. C., occupation Surveyor, intends to Splay for permission to puschase the fol-lowing described lands:-Commencing at a post planted at the N. E. corner and about 40 chains. N. El. of Kank Dow point, on the north side of North Benlick Arm, B. C., on shore line, and about 60 chains, more or less, east of Timber Jease, 44,765, thence west, 40 chains, south to shore line, 40 chains more or less; thence in an easterly direction, following shore line to post of commencement, containing 160 acres, more or less. ALECK CRICHTON, District of Coast-Victoria Land District

District of Coast-Victoria Land District Take notice that 30 days after date, I. Gertrude E. Mitchell, intend to apply to the hon, the Commissioner of Lands for a Li-cense to prespect for coal and petroleum or the following described lands. Commencing at a post planted as the ex-treme westerly point of Sutherland Ray, mouth of creek Drury Inlet, thence north so onains, thence west \$0 chains, the one south \$0 chains, thence east \$0 chains to point of commencement, containing \$4u acres, more or less. GERTRUDE E. MITCHELL December 27th, 1911.

District of Coast-Victoria Land District

District of Const.--Victoris Land District Take notice that 50 days after date, I. Gertrude E. Mitchell, intend to apply to the Hon, the Commissioner of Lands for a Li-cense to prospect for cosi and petroleum on the following described lands. Commencing at a post planted at the mouth of a creek at extreme westerly point of sutherland Bay. Drury Inlet, thence 50 chains south, thence 50 chains east to point of commencement, containing 640 acres, more or less. <u>GEMTRUDE E. MITCHELL</u>. December 27th, 1911.

December 27th, 1911. District of Coast-Victoria Land District District of Coast-Victoris Land District Take notice that 30 days after date, I, Gertrude E, Mitchell, intend to apply to the Hon, the Commissioner of Landi for a Li-cense to prospect for coal and petroleum on the following described lands. Commencing at a post planted one mile south of the most westerly point Sutherland Bay, Drury Inlet, thence south 80 chains, thence west 80 chains, thence north 80 chains, thence cast 80 chains to point of commencement, containing 640 acres, more or lefts. or less.

b. 23.-Smallvalent in the for the last in the northtoday from case at Redbrought from lays smallpox northern the patients

Angeles

23 .-- A forty-7 in 28 years. According wind reached m., when it ade February hour. With highest ever ea, off San ampus and fortune, put n, after hath the galacter the second seco thé gale,

indows dis-

n telephone

"A frequently used culvert is of flatted logs drift-bolted together and where sound red cedar is procurable, makes a satisfactory structure lasting without repair for probably twelve four men and two or three teams of horses. "Local conditions are, of course, or fifteen years. "Where the road is on a high em-

Local conditions are, of course, the ruling factor in determining the meth-od to be adopted in randling or mov-ing any particular material. On small works, in confined situations, or when the ground is soft and swampy, wheel-barrows must be used. Slush-scrapers bankment and the culvert therefore both long and some depth below the surface, it may, upon consideration, be found advisable to use concrete. barrows must be used. Subs-scrapers are for use on very rough ground or where it is otherwise impossible to use wheel-scrapers. The smallest size of slush-scraper, which is drawn by one horse, is well adapted for exca-vating and cleaning ditches or in do-"In determining the area of a culvert, having taken into consideration that required for the greatest known floods, since there is nothing more certain to happen than the unforseen. it is suggested that a considerable ing work, where it would be difficult to manage a team. Such scrapers last addition-say, 25 per cent.-should be made to its calculated area. better when formed in one piece, and "In comparing the cost of timber, should be reinforced by a double steel, reinforced concrete; and plain tom, which can be renewed. The hanconcrete structures, we should have as dles should be easily removed, and they should be arranged so that, in data for comparison: (a.) The actual cost of construction of similar spans dumping, their attachments to the scoop are not apt to be destroyed. On of the different materials under sim ilar conditions as to labor, etc.: (b.) tolerably even ground wheel-scrapers are undoubtedly the most economical means of moving loose material for any distance up to 600 feet. They should be simple in design, well bal-The life of each description of struc-ture: (c.) The cost of maintenance. "In this country the so-called timber truss is usually a combination of tim-ber and iron, in which the tension anced, and made so that they can be conveniently filled by one man without members except the lower chord are of wrought iron and the angle blocks

throwing any unnecessary strain on the horses. The joints of all moving parts-should, as far as possible, be dirt-proof, and they should be kept "The life of a timber truss may be estimated at about eight years, dur-ing which the flooring will have to well lubricated. A snatch team should always be used in loading stiff mater-"It has occurred to the writer, from ial, especially if the lead is short. the results of some experiments made

"The use of steam-shovels , and donkey-scrapers is very seldom satis-factory on road-work, for, as a rule, on such work the cuts are shallow and short and the excessive weight of the machine does not admit of its being moved conveniently or safely about the country.

"There are many and varied forms of scraping-grader on the market, and the selection of the most suitable machine is no easy matter. Among other things, the following points should be looked for: The construction should be of a simple form, with few and easily repaired moving parts. The length of the blade should not be too siderable play vertically and horizon-tally, and arranged so that it can be quickly and easily adjusted to any position while the machine is in mo-

tion. The cutting-edge should be at-tached to the blade so that it can be removed without loss of time when in need of grinding. The side-thrust of the blade should be evenly distributed "To protect from corrosion the steel between the front and back wheels.

Ashburnham's Ancestry

The Earl of Ashburnham who recent y figured in a contested will case in the English courts is a descendant of Charles L's chemberlain who attended his royal master on the scaffold. At Ashburnham Court near Battle in Sus-sex is preserved the shirt worn by the king at the time of his execution. The elder branch of the family, still own the estate of Broomham on which they were living when the Conqueror arriv-ed. Lord Ashburnham has always been a staunch adherent of the Carlist pre-tenders to the Spanish throne and is credited with having spent large sums of money on their behalf.

Treasurer of King's Household LONDON, Feb. 22 .- Captain the Hon. Frederick Edward Guest has been ap-pointed treasurer of the King's houseold, replacing W. Dudley Ward, who has held that position since 1910. Mr. Ward resigns in order to attend better to his duties as Liberal whip. The Hon. Frederick Edward Guest is the third on of Baron Wimborne.

Three Killed by Train

"LONDON, Ont., Feb. 22 .- Chas Harry Drake, aged 32, his sister-in-law, Mrs. Robert Drake, aged 27, and the latter's two-year-old baby, were instantly killed yesterday by being struck by a Grand Trunk railway train two miles by a east of London. All were riding in a closed milk wagon to visit Mr. Drake's mother, who is seriously ill.

Purser Prosecuted

Thornton, purser on the Empress of Bri-tain, was committed to Bow street yes terday charged with defrauding the C. P. R. and the Dominion Express of over \$3.000

Princess Mary Overhauls

The C.P.R. steamer Princess Mary proceeded to Esquimali yesterday morn-ing to be hauled out to be cleaned and overhauled on the ways of the B. C. Marine Railway company.

seeking to recover their effects, which swished backward and forward with the roll of the vessel until the water was arried off. Dry clething was scarce on he Newington for some time,

Arrived off Triangle on Wednesday orning the sea had not gone down, and the little colony on Triangle assisted by a party from the Newington had much difficulty in moving the sick woman from the lighthouse high on the wind-swept peak of Triangle island. She was

borne on a mattraks to the head of the tramway, and lowered 1,800 feet on the tramway, and lowered 1,500 feet on the car used for bringing up stores to sea level. A big surf was running, and the party had much difficulty in getting Mrs. Davis off to the Newington, which was rolling heavily. She was hoisted on board on the mattrass, and the steamer started at once around the north end of Vancouver' island toward Alert Bay, where the nearest medical man bay, where the nearest medical man was available. He did what was pos-sible, and the Newington started off asain at full speed for Victoria, arriving yesterday morning after a fast run of 56 hours from Clayoquot to Victoria around the island.

While off the west coast the Newing-ton was notified by wireless that a gasoline launch was in trouble off Pachena, and the vessel proceeded to the assistance of this craft from Ucluelet.

DAMAGED BY STORM

Sarkentine Charles P. Crocker Puts Into San Francisco With Three Feet of Water in Hold

SAN'FRANCISCO, Feb. 22 .- The bar kentine Charles P. Crocker put into port here today leaking badly and with three feet of water in her hold. The vessel was 15 days out from Astoria, bound for Etcn. Capt. Dewar reported that he encountered a series of south-west gales on February 15. The barken-tine sprung a leak February 19 and for

the sprung a leak February 19 and for three days and nights the crews were kept at the pumps. The coast steamer Arctic arrived to-day in distress from Fort Brags. A heavy sea off Point Reyes carried away the deck lashings and 10,000 feet of lumber. umber.

A beautiful stained glass window has been placed in the chancel of the Church of the Holy Saviour at Vernon by Mr. The Mr. Thomas Ellis of this city, in sory of his late wife, who died in Victoria about one year ago,

Harfison boat out here." "There, so I told you," cried Camp-

bell, seizing the stakes." "You said St. Julien," protested Bur-

"Go 'long with you, I said, 'Cen Tur icn," declared the skipper, and he pro-ncunced it for all the world exactly as he had pronounced what they took to

Then follows an outburst of the words of Hounditch credited to the Blue Fun-nel captain. He looked them over with growing indignation. "Can you imagine man of the Clan Campbell being able to use that language?" he said.

TRANSPORT IS LAUNCHED

Shanghai Shipyard Builds Vessel for Use of the United States Govern-ment in Phillipines

Officers of the steamer Protesilaus tell of the launching of an army transport, the Merritt, built at Shanghai for the United States government, the largest vessel constructed at the Shanghai shipyards. The contract ' for the Merritt was awarded in open competition against the largest corporations operating east of Suez and also on the Clyde in the last week of April, the vessel to be delivered in Manila, P.I., with-in twelve months. The first keel plate was laid July 10, 1911. The Merritt is schooner rigged with

two steel masts and of the following dimensions: Length over all 300 feet; breadth moulded 45 feet; depth to awning deck 28 feet 3 inches. The hull is built of steal throughout

The hull is built of steal throughout to Lloyd's requirement for the 100 A1 class, and is subdivided by six water-tight buikheads. A cellular double bot-tom extends the full length for use as ballast tanks or frish water storage. The vessel has been designed as an "inter-island transport" for conveyance of officers, troops and supplies from Manila to the various outlying islands. She has accommodations for fifty pas-sengers and berths for 250 soldiers. The vessel will be propelled by twin screws driven by triple expansion three-cylinder surface condensing engines of ample power for a speed of 121-2 knots

ple power for a speed of 121-2 knots

Refrigerating chambers having a ca-pacity of 18,000 cubic feet are provided in the forward hold and three ice ma-chines will be instabled of ample capacity.

serve at Bella Coola, B. C., thence west 40 chains, thence south 40 chains, thence east 40 chains, thence north 40 chains, to point of commencement, containing 160 acres,

ALECK CRICHTON, B. Fillip Jacobsen, Agent Dated, December 22nd, 1911.

Dated, 20th January, 1912.

of commencement, contents more or less. IOLL HYLLA VERSCHOZLE, Fulls Jacobsen, Agen B. Fillip Jacobsen, Agent. Dated, December 23rd, 1911.

Coast Land District-Coast Range 1

Coast Land District—Coast Range 1 Take notice that James Reid, of Vancou-er, B. C., occupation, clerk, intends to pply for permission to purchase the follow-ing described lands: Commencing at a post-vianted 10 chains south of the south-east former of Asman's Fre-emption, No. 3883, fuart Island and marked J. R.'s N. E. cor-ner; thence south 50 chains, thence west 40 hains, thence following the foreshore in a fortherly direction to point of commence-ment, containing in area, 130 acres, more or ess.

JAMES REID, John Blois, Agent. Dated, December 20th, 1911.

Coast Land District-Coast Range 1 Coast Land District-Coast Range 1 Take notice that Morris G. Parker, of Van-couver, B. C. occupation, Porter, intends to apply for permission to purchase the follow-ing described lands: Commencing at a post planted about one mile north of Henry Point, Cardero Channel; or about 40 chains north-west from Pre-emplon, 2037, Cardero Chan-nel and marked M. G. P.'s N. W. corner; thence east 50 chains; thence south, 40 chains; thence west 20 chains; thence north-westerly along the foreshore to point of com-mencement, containing in area, 160 acres, more or less. MOREIS G. PARKER or less.

MORRIS G. PARKER, John Blois, Agent. Dated, December 26th, 1911.

Coast Land District-Coast Bange 1

Coast Land District—Coast Range 1 Take notice that Albert V. Johnson, of Yancouver, B. C. occupation, Saleman, in-standard of apply for permission to purchase the following described ionds: Commencing at a post planted about 40 chains count of hortheast corner of Timber Limit, No. 1986, and marked A. V. J.'s N. W. corner; theroe south, 40 chains; thence cast, 40 ortheast corner of the water, thence orth and west along the foreshore to point to commencement, containing in area, 160 cres, more or less to the water, thence orth and west along the foreshore to point to commencement, containing in area, 160 cres, more or less to the Matter, thence both and west along the foreshore to point to an area of the source of the sou

Const Land District-Const Range 1 Take notice that Home Spring of Van-couver, B. C., occupation. Insurance Agent intends to apply for permission to purchase the following described lands: Commencing at a post planted 30 chains south of Mow Creek. Bute inits and marked H. S's S. E. corner, thence north 30 chains, thence wes' 40 chains, thence south 20 chains more or less, thence following the foreshore easterly to point of commencement, containing eighty acres more or less.

res, more or less. HOMER SPRING John Bl Dated, December 13th, 1911.

Coast Land District-Coast Range 1 Coast Land Destruct-coast mange 1 Take notice that Charles Bail, of Vancou-ver, B. C., occupation Insurance Agent, in-tends to apply for permission to purchase the following described lands! Commencing at a post planted \$0 chains south of Mow Creek, Bute Inlet, and marked C. B's S. W. corner, thence north 40 chains, 'thence GERTRUDE E. MITCHELL, December 27th, 1911,

December 21th, 1911. District of Coast-Victoris Land District Take notice that 30 days after date, I, Gertrude E. Mitchell, intend to apply to the Hon, the Commissioner of Lands for a Li-cense to prospect for coal and petroleum on the following described lands. Commencing at a post planted one mile south of the most westerly point of Suther-iand Bay, thence south 30 chains, thence thence east 36 chains, thence north 50 chains, these west 50 chains to point of commencement, containing 640 acres, more or less.

GERTRUDE E. MITCHELL. December 27th, 1911.

District of Coast-Victoria Land District

District of Coast-Victor's Land District Take notice that 30 days after date, 1, Gertrude E. Mitchell, intend to apply to the Hon, the Commissioner of Lands for a Li-cense to prospect for coal and petroleum on the following described lands. Commencing at a post planted two miles south of a point one mile east of the most westerly point of Sutherland Bay, Drury In-let, thence north 30 chains, thence west 80 chains, thence south 80 chains, thence west to chains to point of commencement, con-taining 640 acres, more or less. GERTRUDE E. MITCHELL. December 28th, 1911.

District of Coast-Victoria Land District

District of Coast-Victoria Land District Take notice that 30 days after date, 1, Gertrude E. Mitchell, intend to apply to the Hon, the Commissioner of Lands for a Li-tor of the Commissioner of Lands for a Li-consector of the coast and petroleum, or the following described family better the following described family better the following described family better south of a point one mile sast of the most westerly point c. Sutherland Bay, Drury Indet, thence coath 80 chains, thence 80 chains east, thehce 80 chains north, thence 60 chains west to point of commencement, containing 640 acres, more or less. MERTRUDE E. MITCHELLS December 28th, 1911.



LIVERPOOL, Feb. 22. - Frederick