Three Men From Schoon bring go Hunting an Disappear

LITTLE HOPE IS ENTER

Search Parties Fail to Locate Ones-All Are Well Know Victoria Seafaring Men

Three well known sealers, Poirier, Martin Douglas and ing seals for many years as n crews of various sealing

THE BETRAYAL

ENGINEER EXAMIL—Continued

"Naturally," is desired.

"Streamly," is desired.

"White a list of the placers to the fort."

"All those desired. There was supposed.

"All those desired. I supposed." to continued. They supposed. They s

in the woods at Hesquoit, Va Island, and slight hope was sined for their safety when t ing schooner Libbie, which Tuesday morning, left Hesq

Wednesday last. The missing men were on ing schooner Umbrina, which Hesquoit to land her Indian when on the way from Behri schooner lay at anchor they to go into the woods to hunt ducks. They took one gun

ducks. They took one gun food, intending to return schooner at nightfall.

It was 2:30 p. m. on Monday ber 29, that the hunters we ashore with one of the Un sealing boats, and they struct the woods behind the indian When the evening meal was p the men had not refurned, an came without any sign of them tain Blakstad became alarmé day when he learned that none men had returned to the villa he organized a search.

Antone Luckovitcn, the stor

men had returned to the villa he organized a search.

Antone Luckovitch, the stor at Hesquoit, secured some Indi went in search. In the neck woods not far from the villa found the carcase of a freshi deer, with the head missing, other trace of the hunters. Blakstad offered a reward of this induced the Indians to it hunt. Until Wednesday last the schooner Libbie salled, the no news whatever.

There is a lake about three inland from the village which the harbor, and it is thought searchers that the three may ha tured upon the waters there in boat which the storekeeper ke the lake. Ducks are pientiful vicinity, but the ground is marshy, in fact swampy in place fears are entertained that the men were drowned. However, with him in the search were still ful and sparing no effort to fine trace of the men.

The fact that Hesquoit is on a sule with Nichetalitz Inlate to a search were to a sule with Nichetalitz Inlate to a search were as a sule with Nichetalitz Inlate to a search were a search were still and sparing no effort is on a sule with Nichetalitz Inlate to a search were searchers as the with Nichetalitz Inlate to a search were searchers as a sule with Nichetalitz Inlate to a searchers and the search were searchers as a sule with Nichetalitz Inlate to a searchers and the search were searchers as a sule with Nichetalitz Inlate to a searchers and the search were searchers as a sule with Nichetalitz Inlate to a searchers and the searchers are a searchers and the search were searchers and the searchers and the searchers are searchers and the searchers are searchers and the searchers and the searchers are searchers and the searchers are searchers and the searchers are searchers and the searchers and the searchers are searchers and the searchers are searchers and the search

The fact that Hesquoit is on a sula, with Nuchatalitz Inlet at o and Esperanza Inlet at the other high land not far from salt coupled with the fact that Point those with him are experienced ers, leads many to believe that hap has befallen them. Other they say, the men would easily made their way to the salt wate the woods.

sealing schooner Agnes Do owned by Captain Balcom and of this city, and was imprisone Captain Ryan and others at I video when the schooner was se Captain Ryan and others at I video when the schooner was se 1904 by a Uruguayan gunboat, being released from the pris Montevideo he was sent to H and Captain J. W. Peppett ser him to join the Umbrina. His resides at Sooke. Poirier has engaged in sealing, as a hunt various schooners, for the past years.

Martin Douglas has been a some seasons. He was a mem the schooner's crew when C Peppett, the owner, took the ves Behring Sea in 1889. He was at couver last spring when the schooner to join the vessel last and came there to join the vessel last and region of the country of

George Haggerty is the son sealer, and a native of North S C. B. His father was a hunter schooner Annie C. Moore, whice afterwards burnt near Skagway, atterwards burnt near Skagway, Captain Hackett was taking a to the Lynn Canal port durin early days of the Klondike rush has been sealing from various sers for many seasons. All threvery popular among their fellow ers and acquaintances.

THE WEIGHT OF A CROW

Engineers in designing bridge turnpikes and common roads act principle, says "Engineering," t probable contingency could crowd to such an extent as to give a of more than 80 lbs, per square floor: and this may safely be ta the maximum load on spans of 20 more. To compensate, however, to pact, 100 lbs. is often adopted limit for crowds. Mr. Nash, the tect of Buckingham Palace, wed closely together as possible a granen within an area of 20 ft. dia In this autrence areas a result of 1 men within an area of 20 ft, dia In this extreme case a result of 1 per square foot was obtained. the latter, however, is by no mea maximum that can be reached is by the result attained by Mr. 8 who, according to "Engineering tained a load of 147.4 lbs. per foot by racking 58 Irish laborers tained a load of 147.4 lbs. per foot by packing 58 Irish laborers a space. Yet Mr. Stoney's high is by no means conclusive, as Mr. Johnson, professor of engineer Harvard university, has substashown, as the result of prolong continuous experiments. The test carried out with men selected among his own engineering pupils university, care being taken thas selected for the investigation sho of average and normal build, and of those that would be found in the real crowd. The results attained somewhat startling, and proved the conclusive manner. The maximusult attained showed that by cross men, averaging 151.5 lbs. eweight, within a space of 64 squala maximum result of 156.9 lb square foot was obtained. When results were published in 1904 they