

STORM

and Georgia Visited—Ant Vessels

29.—The South Atlantic left its im-

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SIR WM. WHYTE LEAVES OFFICE

His Retirement Announced by Sir Thomas Shaughnessy at Winnipeg—Succeeded by Mr. Bury

WINNIPEG, Aug. 26.—Great surprise was expressed tonight when it was announced that Sir William Whyte had retired as vice-president in charge of the Canadian Pacific's western line.

It is of exceptional interest as illustrating the rapidity and substantiality of the provincial growth that the total registered attendance in the various schools throughout the Province at the close of the last term stood at about 44,000, the more recent increase in public school population being nowhere

tonight's gathering was also one of congratulation on the part of the president and the directors present to Sir William in having been singled out by the King for the special honor in bestowing on him a title.

Among the directors present were Messrs. E. T. Galt, H. S. Hoyt, W. D. Mathews and R. B. Angus.

While no announcement was made, it is understood that Sir William's retiring allowance is twelve thousand dollars a year. As to his successor no announcement was made by Sir Thomas, but it can be given as official that J. Bury, general manager, will succeed to the office of the vice-president.

Mr. Bury is a splendid railway man from an operating standpoint. His success has been rapid. From an humble position on the Crow's Nest branch and superintendent at Fort William, he has risen in ten years to the head of the most important section of the C. P. R.

ASKS TENDERS FOR BIG PAVING WORK

City Calls for Bids for First Contemplated in Programme of Improvements

The paving contract for which bids will be received at tomorrow night's meeting of the city council will be considerably larger than was at first contemplated. It is expected that about 75,000 yards of pavement would be called for, but the amount as shown on the list of streets prepared by the city engineer will be nearly twice that amount.

Approximately 150,000 yards of pavement will be tendered upon the streets to be included in the contract are as follows:

- Selkirk avenue, Burleigh Park; Burleigh Lodge, Craigflower road; Selkirk avenue; Burleigh, Craigflower road to Selkirk avenue; Burleigh Place; Joan Crescent, Craigflower road to Rockland avenue; Minto street, from Moss street to Richardson street; Clarendon street, from Woodland road east; Chandler avenue, from St. Charles street to Foul Bay road; Lane west and to rear of Board of Trade building; Olympia avenue, from Battery street to Dallas road; Joseph street, from Fishery street to May street; Taunton road, from Clarke street to eastern terminus; Brooks street, from Walton street east; Durban street, from Woodlands to Richardson street; Dallas avenue, from Dallas road to Battery street; Gorge road, from Douglas street to Manchester road; Luxton avenue, from Boyd street easterly; Crescent road, from Mills street to Foul Bay road; Richmond avenue, from Fort street to Oak Bay avenue; Beach road, from Robertson street easterly; Point street, from Moss street easterly; Clover street, from Moss street easterly; Fairfield road, from Vancouver to Cook street; Beacon street, from Park street to St. Andrew's street; Beachwood avenue; Mills road; Lillian road; Woodland road, from Moss street to Fairfield road; Walton street, from Richardson to Fairfield road; Carroway street, from Moss street to Richardson street; Moss street, entire length; Howe street, from May street to Oxford street; St. Charles street, from Fairfield road south; Hollywood Crescent; Wildwood avenue; Robertson street; Ross street; Irving road; Finlayson avenue; Quadra street to Cook street; Craigflower road; Joseph street, from Bushy street to May street; Manor road; Alexandra road to Joan Crescent; Olympia avenue, from Battery street to Dallas road; Pembroke street, from Chambers street to Pandora street; Richmond avenue, from Lillian road to Fairfield road; Rock Bay avenue, from Gorge road to Orchard street; Taunton avenue, from Clarke street easterly; Esquimalt road, Point Ellice bridge to Bridge street; Camosun street, from Yates street to Pandora avenue.

TORONTO YACHT WINS CUP CONTEST

TORONTO, Aug. 30.—Vivia II, the Royal Canadian Yacht club defender, which was beaten on Monday in light airs and victorious yesterday in a stiff breeze and smooth sea, came right back today and in a 15-mile breeze and a big rolling sea from the eastward beat the challengers, the Kathleen of Kingston and the Watertown, the Crescent Yacht club entry, handsomely. Vivia II, won by nearly a mile, Kathleen of Kingston was second a quarter of a mile in front of the Yankee challenger. The Canadian boat thus successfully defends the cup.

GROWTH IN SCHOOL POPULATION OF B. C.

Education Department Assigns Inspectorates—Increase in Attendance is Especially Marked in Victoria

All public schools throughout British Columbia reopened yesterday for the Christmas term, which it is anticipated will see an attendance very largely in excess of any in the previous history of British Columbia, this condition emphatically attesting the rapidity of Provincial population growth, which is further indicated in the demands for new schools or extensive enlargements which have been pouring in during the past few months from all parts of British Columbia.

The opening of the new term is further marked by the coming into effect of new arrangements with respect to the various inspectorates necessitated by the rapid growth.

In this readjustment of Education Department affairs, Inspector Geo. H. Dean will hereafter have control in Victoria of the Spanish Peninsula, and the rural schools of southern Vancouver Island as far as Otter Point, Inspector J. L. MacLaurin, formerly stationed at Nelson, has been transferred to Victoria, and will have particular jurisdiction over the public schools of the remainder of Vancouver Island and the contiguous islands of the Gulf of Georgia.

Inspector Thomas Leth is given charge of the schools of Vancouver City and will be assigned an additional inspector as his assistant during the next few months. Inspector J. C. Pol-

"FIRST TO HAZELTON" CONTEST COMMENCES

Automobile Leaves Seattle to Attempt Journey to Far Northern Point—Trophy for Successful Competitor

A first attempt to capture the much-coveted Chalmers & Mitchell trophy and incidentally to map some seven hundred miles of the great Pacific Highway to the north through British Columbia, has just been undertaken by the "Flanders 20" motor car sent out yesterday by the E. M. F. Northwest company from Seattle under the direction of Manager F. E. Sandos, who keenly desires to capture the trophy which is the honor which accompany the winning of the "First to Hazelton" trophy that is being offered under the auspices of the Pacific Highway association.

The winning of this trophy must prove an exceptionally severe test of the car achieving the coveted distinction, as for upwards of one hundred miles at least, the route traverses practically wilderness territory in which no continuous thoroughfare at present exists, and where way must be found by the pioneering car by means of detached stretches of short roads, railway construction roads and virgin trails, the section being that intervening between the terminus of the Stoney Creek road from Fort George and the southern terminal of the Hazelton-Bulldy Valley trunk road.

Should the ambitious pilot sent out by the Studebaker company in charge of the "Flanders 20" succeed in reaching Hazelton, it is expected that the journey will be made in ten days to a fortnight, the record that has been accomplished by the car in the farthest north motor run ever made in America. The victor will also obtain title in and ownership of the handsome solid gold trophy offered by Chalmers & Mitchell.

An automobile wheel bearing the inscription, "First to Hazelton via the Pacific Highway" there being ample room on the miniature brake band for the engraving thereon of the winner's name and as accompanying the trophy will be a certificate of honor from the Pacific Highway association in the same latitude as Fort George.

Route to be Followed. The route of the pathfinding "Flanders 20" will be by way of Snoqualmie Pass, Ellensburg and Wenatchee, north to the international boundary line at Midway, thence to Princeton in the Okanagan, from Princeton to Spences Bridge, and on to Ashcroft; from Ashcroft to Quesnel, where the upper Fraser is crossed by ferry to connect with the Hazelton-Bulldy Valley road, now affording uninterrupted progress to the new capital of Northern Cariboo.

From Fort George the adventurous automobile will follow the Stoney Creek road to its present terminus, forty miles out of Fort George, at which point the real adventures and very considerable obstacles of the journey begin.

This is by reason of the fact that there exists a gap of one hundred and ten to one hundred and twenty miles between the northern terminal of the Stoney Creek road and the southern end of the existing thoroughfare from Hazelton to the Hazelton-Bulldy Valley road, which is distinctly unique and noteworthy in connection with automobile travel. The photographs secured on the trip will be at once included in the permanent Pacific Highway exhibit that is being shown in various parts of the country, and later on will be transferred to lantern slides for the illustration of good roads lectures to be delivered by representatives of the Pacific Highway association at various points on the Pacific coast.

Settlements and Towns Visited. According to the arrangements for the guidance of competitors in the contest for the Chalmers-Mitchell "First to Hazelton" trophy, under the auspices of the Pacific Highway association, the route to be followed is substantially defined thus: From any Pacific coast point to Seattle, Seattle to Renton, Renton to North Bend, North Bend to Snoqualmie Pass, Snoqualmie Pass to Easton, Easton to Ellensburg, Ellensburg to Wenatchee, Wenatchee to Orondo, Orondo to Waterville, Waterville to Taler, Taler to Bridgeport, Bridgeport to Brewster, Brewster to Malott, Malott to Alma, Alma to Tonasket, Tonasket to Newman, Newman to Oroville (international boundary), Oroville to Kruger, Kruger to Fairview, Fairview to Kereomes, Kereomes to Hedley, Hedley to Princeton, Princeton to Tulameen, Tulameen to Aspen Grove, Aspen Grove to Coultie, Coultie to Lower Nicola, Lower Nicola to Savona, Savona to Ashcroft, Ashcroft to Carquille, Carquille to Mundorf, Mundorf to Clinton, Clinton to Lac la Pêche, Lac la Pêche to 150 Mile House, 150 Mile House to Soda Creek, Soda Creek to Alexandria, Alexandria to Quesnel, Quesnel to Fort George, and thence via the Nechaco and Bulkley Valleys, Aldermere and Morristown, to Hazelton. The contest rules in their entirety run as follows:

Terms of Contest. (1) Journey to start at entrant's option from any one of the following cities: Bellingham, Blaine, Seattle, Tacoma, Vancouver, B.C., Victoria, B.C.

(2) No ferry to be permitted of more than one mile in distance, except that the ferry journey between Vancouver Island and the mainland will be permitted.

(3) Travelling on railway cars, or on railway right-of-way not permitted, excepting at those direct crossings where route crosses railway rights-of-way.

(4) Medal may be awarded to either driver or owner of car, according to whichever of the two registers with Pa-

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Advertisement for Angus Campbell & Co., Ltd. featuring 'WHAT 90c and 10c WILL BUY TOMORROW and SATURDAY' and 'Handsome Scarfs Cheap'. Includes a list of goods and prices, and an illustration of a woman in a dress.

Advertisement for Dr. J. Collis Browne's Chlorodyne, describing its benefits for various ailments like cholera and dysentery.

Advertisement for 'SECURES POINTERS FROM CITY'S WORKS' and 'THE CITY MARKETS', listing various market goods and prices.

Advertisement for 'BIRTHS, MARRIAGES AND DEATHS' with a list of local events and obituaries.