

# COLONIST SUPPLEMENT.

## Extracts from English and American Scientific and other Journals, relating to THOMSON'S PATENT ROAD STEAMERS.

London Times, Feb. 28th, 1870.

"The use of traction-engines, therefore, has been attended with great annoyance and expense from the constant injuries to road and engine, caused by their contact with each other, and for this reason, though the supremacy of steam over horses would still assert itself when extraordinary loads have to be moved, traction-engines could not be employed for general purposes and regular traffic. But now the two difficulties have been overcome by the invention of the Road Steamer. The Road Steamer can run on any kind of road. It runs over hard roads and paved streets without jolting, over soft roads without sinking, over muddy roads without slipping; nay, it needs no road at all, for it can run with equal ease over grass fields, through ploughed fields, upon ice, through loose sand and over frozen snow. Though small and light itself, it climbs the severest gradients and draws enormous loads. It owes all its faculties and its exemption from the disabilities of other traction-engines to one device as simple as it is efficacious. The wheels which are of great width are surrounded by tires of vulcanized Indiarubber. These thick bands of Indiarubber enable the Road Steamer to float over the surface of the ground without the slightest damage to the road, while they likewise protect the machinery from all concussion. The intervention of the elastic tires between the wheel and the road acts, in fact, in the same way as if the engines were running over a tramway of Indiarubber. This engine (in use in Aberdeen) has already run over 2500 miles, and has carried 8000 tons, running six times daily through the chief streets of a busy city. To prove how incapable the Steamer is of injuring the roads, various substances, such as bits of coal, potatoes, carrots, etc., have been thrown in its path, and after it has passed over them they have been picked up uncrushed. The Indiarubber tires have been compared to the elephant's foot, with its soft and yielding pad. The Road Steamer is exceedingly trim and compact. It runs on three wheels, two larger ones and a smaller one in front. The Indiarubber tires for three wheels of a ten-horse power engine weigh 14 cwt."

"In the colonies, where the value of produce mainly depends on the facility with which it can be brought to the ports, and where the difficulty of getting the crops to the harbour is often almost a matter of despair, the capabilities of the Road Steamer will be keenly appreciated. Road Steamers are on their way to gold mines, copper mines, and to do carrying service for planters. Some artillery officers were very much struck by this fact when observing a Road Steamer with a heavy vehicle attached to it being driven round and round in a field thoroughly saturated with melted snow. The Road Steamer left the merest track in the slushy ground, while the wheels of the vehicle behind cut it into deep ruts. But as the engine passed over the ruts, when retracting the circle it effaced them, and by-and-by being detached, and allowed to run over the spot alone, it repaired the surface, and made it perfectly smooth and even. It was clear therefore, that if Road Steamers were engaged in hauling cannon, on whatever kind of road, a second engine following in the path of the first, instead of aggravating the holes and ruts made by the artillery preceding it, would smooth them out and restore the road to a good condition for its successors."

Scientific American, Nov. 19th, 1870.

"Perhaps one of the most important features, as concerns its use in this country, is its ability to run over soft ground or muddy roads. The rigid-tired traction engines in England are able to slowly grind over the hard and magnificently macadamized roads, but upon our common dirt roads they would be utterly useless. In this respect the road steamer has been not inaptly compared to the elephant and camel, whose elastic cushioned feet enable them to cross the soft yielding sands of the desert. It is this same elastic cushion which prevents injury to the roads, and which, acting as springs or buffers between the rough road and the gearing, saves the machinery from damage. The work done by the wheel in depressing the rubber in front, is again performed by the rubber at the rear in urging the wheel forward, so that the one exactly balances the other, hence there is no loss."

Extract from the report of Major Skinner, Chief Commissioner of Roads in Ceylon.

"In view of the extraordinary merits of this invention, it appears to me to be scarcely possible to place any limit to the adaptation of Thomson's Road Steamer to every description of branch traffic subsidiary to great arterial lines of railway. I do not, however, consider that I can supersede the necessity for the latter, but it will, I believe, do away with the necessity for branch lines of railway, both in India and in Europe; and will altogether take the place of our large, costly, and unsatisfactory bullock and elephant establishments in the Public Works Department."

"As regards the wear and tear of road surface by these trains, it appears to me that the saving which may be anticipated from the use of their broad wheels would alone be sufficient to commend their adoption."

### A. CARD.

LEARNED THAT CERTAIN parties are spreading the report that the press and Stage line will not continue to ply to Cariboo as heretofore, I beg to state that business will be continued in all its branches, but that arrangements are nearly matured for reducing the rate of charges and increasing the service, as soon as the Spring opens. F. J. BARNARD.

### Nanaimo Strike.

#### COMPANY'S EXPLANATION TO THE PUBLIC.

RECENTLY PUBLISHED to be that of a Deputation from the Miners, and solicits sympathy and support in who have been thrown out of employment, reduction of wages to less than living rates. The Coal Company consider it would not to submit a few facts touching the question of the strike, the conduct of those who allege an "thrown out of employment," and their claims.

It shows that the San Francisco and Colonial have been so much depressed for some time as to be unable to pay the full price for the coal, and in the case of Nanaimo, at a serious loss. Being unable to sell their coal, they, in their desire not to disturb the public, accumulated a stock of 20,000 tons, the workmen being kept regularly at their work with the usual regularity of a lengthened continuance of the usual state of the coal market, the company no alternative but to reduce their home prices, in the hope of improving their position, and widening the range of exports and enlarging their sales.

On the 1st September last, notice was given to be made in wages and at all times with the proposition of decrease in selling price, the expiry of the notice the miners held a meeting and decided to refrain from work as the reduced rates were not to their liking, and they asked those who stood at their posts also to understand that the whole body of "stand out till each of them was given his full wages." This was the first move in the strike and the relative cause of it. At the meeting the men did not hesitate to propose to join in the strike; to the credit of some of the word "comrades" was objected to, but notwithstanding the expunging of the deplorable and diabolical or rage that attempted to blow up houses with their beds, burning down a building, and the like, some of the men were determined to act with a view to consequences.

Several minor incidents of a vindictive character that have transpired since now assumed by the men is simply to hold out for their own terms, vainly hoping the Company to agree to anything that would be to their advantage, the dispute of mutual concessions and are determined to further.

It is to be seen that the miners are suffering from a want of work, and are assuming an attitude of bearing, arbitrary and unjust to the Company, and to the investment of capital in any enterprise, the success of which depends on the ability of men.

It can estimate how far men are entitled to sympathy and sympathy under the above circumstances.



### ORDINARY CURE OF A COUGH

HER MAJESTY'S GUNBOAT "NETLEY," WICK, N.E. COAST OF SCOTLAND, September 7th, 1869.

I had a most distressing cough, which caused sleepless nights and restless days. I was read by His Lordship the Earl of Cathness to try Powell's Balsam of Aniseed, and I can assure you the first dose I found immediate relief, even having to suspend my various duties; and the 11th bottle completely cured me, therefore I have the greatest confidence in recommending it to the million. Most respectfully yours, W. LINZELL, R.M.G.S. NETLEY.

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