

\$1.00 Per year, strictly in advance, to any address in Canada, United States or Great Britain.

To all Other Countries, (postage prepaid) payable invariably in advance, per year \$2.00

# The Times

Twice-a-week Edition

VICTORIA, B. C. TUESDAY, FEBRUARY 26, 1907.

No. 38

No. 38

## RAILWAY CARS WENT OVER EMBANKMENT

### Train Wrecked When Running Fifty Miles an Hour—Over Thirty Persons Injured—Number Missing.

Pittsburg, Pa., Feb. 23.—The Pennsylvania railroad's fast train between New York and Chicago was wrecked a few minutes after midnight to-day on rounding a sharp curve at Black Diamond, Pa., about seven miles east of Johnstown. The train was westbound and was running 35 miles late when the accident occurred.

At six o'clock this morning it was known that between thirty and forty people were injured, many seriously, and about

Twelve Passengers Were Missing. They are believed to have been buried under the wreck.

There were many prominent persons on the train. Among them were the following, who were seriously, probably fatally, injured: Frederick A. Busse, postmaster of Chicago, Ill., fatally injured; Samuel F. Nixon, of Nixon & Zimmerman, theatrical managers, fractured skull and fatally injured; Felix Linn, theatrical proprietor, Philadelphia, seriously injured; M. A. Singer, manager of La Salle theatre, Chicago, seriously injured; J. Wood Wilson, Marion, Ind., seriously injured; Geo. S. Wood, Chicago, seriously injured; L. Henderson, Chicago; J. J. Kern, Chicago seriously injured; Geo. H. Melton, and Wilfrid Samuel, Elgin, Ill.; F. H. Hubbard, New York; C. W. Wigler, Brown, San Francisco; John E. Line, Chicago, and W. O. O'Donnell, New York, seriously injured.

About twenty-five of the injured passengers were brought to the city on the first section of the St. Louis express, number 21, which arrived here at 5:30 o'clock. Ambulances from the Alshenry General hospital met the train at the Union station and a majority of

The Seriously Injured were taken to that institution.

J. J. Kern, of Chicago, in speaking to the Associated Press of the accident, said: "As near as I can judge, we were going at the rate of fifty miles an hour. When the train struck the curve at Black Diamond there was a awful jar. The engine and smoker remained on the track, but all the Pullmans went over a sixty foot embankment. There are probably a number of passengers beneath the wreckage."

Another Report.

Missing Passengers Probably Buried in Wreckage in River Into Which the Cars Plunged.

Johnstown, Pa., Feb. 23.—The Pennsylvania special, the fast 18-hour train on the Pennsylvania railroad between New York and Chicago, was wrecked at Black Diamond, seven miles east of Johnstown, shortly after midnight. From forty to fifty persons were injured and fourteen are reported as missing.

The train was running about fifty

miles an hour and was 35 minutes late. When rounding a sharp curve at Black Diamond the whole train swayed. The engine and smoking car remained on the track, but the

Pullman Cars Left the Rails and plunged over a sixty foot embankment. All attempts to obtain information from the railroad officials were met with rebuffs at every hand and at an early hour to-day while it was reported that of fifty-four passengers who were on the train when it left Altoona, only 40 were said to have been accounted for. It is believed that the missing are dead in the wreckage in the river into which the train plunged over the embankment, near the scene of the Johnstown flood.

At an early hour this morning this city was practically besieged by newspaper men on their way to the wreck. From the scene it was learned by telegram that the train was late going west and the engineer was trying to make up lost time.

The wreck was caused by what is termed by railroaders as

An Unavoidable Accident. The brake rigging on the first Pullman following the combination coach on the train dropped down and tore up the right rail for a distance of 300 yards. The engine and combination coach did not leave the rails, but the four Pullmans following plunged down over the embankment into the river below, carrying up and down the river, the wreckage. The eighteen-hour train travels at a high rate of speed coming down the mountain.

The Railway Wreck.

All the Passengers Accounted For—No One Killed, But Many Injured.

Pittsburg, Pa., Feb. 23.—A statement issued by the Pennsylvania railroad at 12 o'clock is to the effect that 54 passengers and a train crew of about a dozen persons were injured in the wreck of the Pennsylvania special 18-hour train on the Pennsylvania railway, between New York and Chicago, which occurred at a sharp curve near Black Diamond, Pa., shortly after midnight. No one was killed and all the passengers have been accounted for. The engine and combination coach remained on the rails, but through Pullmans fell over a 60 feet embankment into the river. Fortunately the cars were not submerged. All the persons on the train were injured more or less, but with the exception of John F. Kline, of Jabel, Ill., none of their injuries are serious.

Not Fatally Injured.

Altoona, Pa., Feb. 23.—The first reports that Postmaster Busse, of Chicago, and Samuel Nixon, were fatally injured in the Pennsylvania railroad wreck near here, are incorrect. Felix Linn, of Philadelphia, real estate dealer, however, is seriously injured.

Victory For Scotland.

Edinburgh, Feb. 23.—In the fourth football match of the international series here to-day, Scotland defeated Ireland by 15 to 8. As Scotland had already been beaten, Wales and England being defeated by Ireland, Scotland is bound to win the international trophy.

Thaw's Mental Condition.

District Attorney Preparing to Apply For Lunacy Commission to Examine Defendant.

New York, Feb. 23.—Evelyn Nesbit Thaw, wife of the man that shot Stanford White for her sake, sadly needed the three days' grace brought by the holiday. This was indicated by her appearance when she visited her husband yesterday. Mrs. Thaw looked a shadow of her former self. That she is suffering severely under the ordeal is plainly apparent, and some fears were expressed yesterday, when her appearance was noted, that she might not be able to withstand the trying situation before her.

Judging from the progress of Mr. Jerome's cross-examination, as so far developed, he can't possibly finish with the witness under two days.

To-day reports are received that he is nearly ready to bring on his application for a lunacy commission to examine the defendant. It is pointed out that Mr. Jerome tried to have these doctors called before, he began the examination of Mrs. Thaw again on Thursday. He tried to interrupt her cross-examination to bring them to the stand. The defence, however, it is stated, scented his plan and blocked it for the time by refusing to have Mrs. Thaw's testimony stopped. Mr. Jerome was willing to let things go along as



ROUTE OF GRAND TRUNK PACIFIC ACROSS PROVINCE.

The accompanying illustration shows the route of the G. T. P. across the province of British Columbia as laid down in the plans filed with the provincial government. The course is a very direct one, and with the easy grades which have been found by the engineers, a fast line will undoubtedly be established to avoid steep grades, the line comes out near the mouth of the Salmon river.

Without touching Fort George, the line avoids the big bend in the waterway near that point and by a short line reaches the Nechaco river on the northern shore and proceeds to Fraser lake, which is skirted.

The line proceeds on past the Burns and Decker lakes, and crossing the Bulkley river proceeds north on the eastern side that river, tapping the rich agricultural lands of the valley. Merristown is on the route, and before the Bulkley enters the Bulkley line again crosses that river and proceeds to the Skeena a few miles below Hazelton, where the river is bridged. The remainder of the route is along

the northern bank of the Skeena to Inverness, from which point the line takes a course to the townsite of Prince Rupert, on Kalen Island.

At Prince Rupert work is in progress to lay out a model city. Pending the time that the preliminary work of surveying the townsite is completed, the company is taking care not to have more men enter than can find employment. Removed as it is from the centre of population, it would be most undesirable to have a rush of workmen into Prince Rupert in excess of the demand. It has been the policy of the G. T. P. to deal fairly with workmen in this respect, and only as they are required for actual work are laborers asked to go in. There are thus no unemployed in the new town.

By about the middle of May electricity generated at the mills of the R. C. T. & T. Company will be available for the town of Prince Rupert, and may be used for lighting and power purposes. A water supply from Hays' creek, back of the city, will be shortly turned to use in the new town also.

## UNSKILLED LABOR FOR BRITISH COLUMBIA

### Salvation Army Immigration Plans Explained by Adjutant Wakefield, Who is in City.

(From Saturday's Daily.) Adjutant W. G. Wakefield, in charge of the Salvation Army immigration work west of Winnipeg, who is at present in the city, will on Sunday afternoon next explain to Victorians the army's policy in bringing settlers to this country.

Unskilled labor, he believes to be the class which British Columbia and Vancouver Island require at the present time, and that will be the one class which the army will endeavor to attract hither. It is not their intention to bring the immigrants here and then throw them upon their own resources. The demand will first of all be ascertained by enquiry, and the influx will be governed accordingly. To find out the opportunities here is the purpose of Adjutant Wakefield's visit on this occasion.

The army, he stated, has decided not to send any skilled mechanics to the West, neither will it endeavor to introduce sufficient domestic help to meet the needs of the households of this or any other part of Canada. Men who have acquired trades are generally in a position to pay their own way out should they desire to come. Girls who could enter households are not willing to leave their friends, relatives and home, and the army is not prepared here even with the promise of bettering themselves. Of course many of the immigrants, who will be assisted out, will be unable to do so.

There will doubtless be many girls, who will be available for domestic labor. But these will not be sufficient in number to make very much difference. To-day Mr. Wakefield has been busy, visiting employers of labor. To them he submits application blanks, upon which he asks the number of men they require, and for what kind of work. These will be forwarded East, where the requirements of the Pacific coast will be attended to as soon as available. It is thought that in all there will be from 25,000 to 30,000 people brought from the congested centres of the country to British Columbia this year. Just the number that will come east of the Rockies he does not know.

the northern bank of the Skeena to Inverness, from which point the line takes a course to the townsite of Prince Rupert, on Kalen Island.

At Prince Rupert work is in progress to lay out a model city. Pending the time that the preliminary work of surveying the townsite is completed, the company is taking care not to have more men enter than can find employment. Removed as it is from the centre of population, it would be most undesirable to have a rush of workmen into Prince Rupert in excess of the demand. It has been the policy of the G. T. P. to deal fairly with workmen in this respect, and only as they are required for actual work are laborers asked to go in. There are thus no unemployed in the new town.

By about the middle of May electricity generated at the mills of the R. C. T. & T. Company will be available for the town of Prince Rupert, and may be used for lighting and power purposes. A water supply from Hays' creek, back of the city, will be shortly turned to use in the new town also.

## NINE FIREMEN HURT

Sunter, S. C., Feb. 22.—Nine firemen were injured by falling walls, Chief W. S. Graham fatally, to-day at a fire which destroyed a two story building here with a financial loss of \$50,000.

The New York-Blackwell Island bridge, which is expected to be opened early next year, will have twice the capacity of the Brooklyn bridge.

## DEMAND FOR ACREAGE IN COWICHAN VALLEY

### Newcomers From Old Country Are Seeking Fruit Growing Land—Outlook Very Hopeful.

Beaumont Boggs, who has just returned to town from a tour of the Cowichan Valley district, brings news of great promise from that fruit growing area. He tells of numbers of investors who are seeking land up there, and the majority of these are English, who have just arrived from the old country. There are many Northwesters, but the preponderating element are newcomers to the Dominion who have selected Vancouver Island as their immediate objective.

These prospective investors who are now seeking land are many of them well versed in the art of fruit growing. Mr. Boggs relates that they are very optimistic about the future of the Cowichan valley, but at the same time they are all desirous of getting holdings of land which is already cleared. They all seem to be anxious to clear land owing to the dearth of labor which has been so evident during the past year. This machinery in this district which it has been demonstrated can do the work well and expeditiously. This machinery is, however, very cumbersome, and the cost of moving it from place to place has been found to be too great for many farmers who are only provided with small capital, and who necessarily have to work upon a small scale.

The farmers, who are already located there, are looking forward to greatly increased prosperity. Fruit acreage is passing through the market very fast. Already many newcomers are starting in to work, and present prospects show that the output of fruit from the Cowichan Valley district this coming summer will be greatly in advance of last year.

## TERRORISTS RAID POST OFFICE

### FIVE PERSONS KILLED SEVERAL INJURED

#### Robbers Made Their Escape in Cabs After Securing Stamps and Money.

Warsaw, Feb. 22.—The post office on Wapolna street was attacked at noon yesterday by a band of terrorists, who shot and killed the postmaster, two postal clerks and two soldiers, guarding the office, and wounded a score of bystanders.

The terrorists robbed the safe of cash and stamps, and escaped in cabs. The robbers belong to an organization known as the "Fighting Socialists," and displayed a red flag while making their escape.

The post office authorities admit that the robbers got away with several thousand roubles.

This was the first important robbery in two months, and shows that the terrorists were not suppressed as the authorities alleged. The incident caused intense excitement and aroused fears of a recurrence of the events of the early winter.

PUT OUT OF FIGHT.

#### Jack O'Brien Fought by Malagan in Fifth Round of Contest at Los Angeles.

Los Angeles, Cal., Feb. 23.—Philadelphia Jack O'Brien was fouled by Abdul Malagan in the fifth round last night, and was so severely injured that he was unable to continue the fight to put out three men. The club physician examined O'Brien and refused to let him go on. The referee awarded the fight to O'Brien, and declared all bets off.

The fight was hence one all through. O'Brien battered the Turk all over the ring and had him covered with blood. The Turk did not strike a decisive blow until the one which fouled O'Brien. O'Brien had Malagan in a corner and was hammering him with vicious rights when the Turk swung a wild right that struck O'Brien low in the abdomen. The Philadelphia sank to his knees, holding his stomach and gasping for breath. His injuries, while severe, are not serious.

FATHER AND SON DROWNED.

#### Memphis, Feb. 22.—Major W. L. Smith, a widely known railroad man, and his son, McLellan, aged 13, were drowned to-day in Menashe lake while hunting.

A horse has forty teeth, twenty-four front teeth, four tusks and twelve front teeth.

## JAPANESE LINER COMES TO PORT

### YELLOW INFLUX IS GROWING GREATER

#### Peopling Many Countries, and Have Standing Army in Hawaiian Islands.

One day behind her scheduled time the SS. Iyo Maru, of the Nippon Yusen Kashi line, in the command of Captain William Thompson, reached the outer wharf Saturday morning. She left Yokohama on the 6th of February.

The first few days out the Iyo Maru ran into strong head winds and heavy showers of rain. During the voyage easterly winds were prevalent, and when about half way across the weather grew bitterly cold, and dense falls of snow were encountered. Gale followed gale, until the vessel was within four days of port, when she ran into blanketing fogs, which induced the captain to use the utmost caution in proceeding.

Her passenger list consisted of 101 cabin, 8 second class and 145 steerage. Of these the following were landed at this port: Second class, K. O'Kamoto and C. A. S. McLaiveze Cren; steerage, 1 Russian, 8 Chinese and 30 Japanese. No less than 25 Japanese on board were on their way to San Francisco, despite the antipathy of that city to the children of the Mikado. One of these who was questioned on the subject said that his nation would continue to pour into the States despite whatever laws might be passed to prevent their going. He further stated that there was a worldwide exodus from the land of the Rising Sun, and that his brothers were gradually peopling many countries. As an illustration he quoted the Hawaiian Islands, where, he said, the majority of the populace was now of his color, and had carried with them there that militant spirit which had made them famous. In these islands, he said, there was a standing army of Japs.

Many of the Japanese who were landed here were on their way to Prince Rupert. Among the yellow men this embryo city is looked upon as the coming El Dorado. Each incoming vessel is bringing its quota to help on the construction work at the new Grand Trunk Pacific terminus, and reports which have reached Victoria from the Japs already there, show that they are well satisfied with the haven they have reached.

The Iyo Maru carried some 5,000 tons of miscellaneous merchandise, among which was included 100 bales of silk. At this port 200 tons of cargo was landed. After discharging the cargo for Victoria the Iyo Maru sailed for the Sound Saturday afternoon.



MR. JUSTICE CLEMENT.

A cut of the latest member of the Supreme court of British Columbia, Hon. W. H. P. Clement, is shown above. The new justice is in the highest court of the province is not very widely known in Victoria. During the January sitting of the Full court in this city, Mr. Justice Clement occupied for the first time his seat on the Supreme court bench. He is 49 years of age, a graduate in arts of Toronto University and in law of Osroode hall. He has had a wide legal experience extending over a good part of the Dominion, which has been authorized by the educational authorities in most of the provinces.

Mr. Justice Clement is shown as a legal adviser to the Yukon council. In 1900 he came to British Columbia and went into practice in Grand Forks. In 1905 he was appointed to the county court judge for Kootenay and Yale, and a few months ago was appointed to the Supreme court. Mr. Justice Clement has shown excellent ability as a writer. His "Law of the Canadian Constitution," published in 1892 has become recognized as an authority. He has also written a history of the Dominion, which has been authorized by the educational authorities in most of the provinces.

007 Cents  
LOCATION PLACE  
H.  
Co.  
Victoria.

\$5.00  
The  
Hette  
Razor.  
able to save  
on this razor.  
"Once you get used  
to it, it is the only  
way."

H. BOWES  
Ernest  
ST  
YATES STREET.

Lump Jaw Cure  
The standard treat-  
ment of all cases of  
lump jaw, whether  
it be of the nature  
of a tumor, or of a  
simple abscess, is  
the use of this  
cure. It is a  
simple, safe, and  
effective remedy,  
and is guaranteed  
to cure all cases  
of lump jaw, in  
any form, in any  
stage, and in any  
locality. It is  
sold by all  
druggists, and  
is the only  
cure of its kind.

possibly have  
Cocoa than  
PS'S  
nk and a sustaining  
ant, nutritious and  
this excellent Cocoa  
system in robust  
ables it to resist  
extreme cold.

COA  
s and Storekeepers  
and 4-11 Tins.

given that, thirty (30)  
intend to make appli-  
cation, the Chief Com-  
missioner of Lands and  
Works for permission  
to dig for coal in the  
vicinity of the  
Rupert District, B. C.,  
post planted at the  
corner of J. B. Mc-  
Collison's land, marked  
No. 2, E. corner of J. B.  
McCollison's land, marked  
No. 3, E. corner of J. B.  
McCollison's land, marked  
No. 4, E. corner of J. B.  
McCollison's land, marked  
No. 5, E. corner of J. B.  
McCollison's land, marked  
No. 6, E. corner of J. B.  
McCollison's land, marked  
No. 7, E. corner of J. B.  
McCollison's land, marked  
No. 8, E. corner of J. B.  
McCollison's land, marked  
No. 9, E. corner of J. B.  
McCollison's land, marked  
No. 10, E. corner of J. B.  
McCollison's land, marked  
No. 11, E. corner of J. B.  
McCollison's land, marked  
No. 12, E. corner of J. B.  
McCollison's land, marked  
No. 13, E. corner of J. B.  
McCollison's land, marked  
No. 14, E. corner of J. B.  
McCollison's land, marked  
No. 15, E. corner of J. B.  
McCollison's land, marked  
No. 16, E. corner of J. B.  
McCollison's land, marked  
No. 17, E. corner of J. B.  
McCollison's land, marked  
No. 18, E. corner of J. B.  
McCollison's land, marked  
No. 19, E. corner of J. B.  
McCollison's land, marked  
No. 20, E. corner of J. B.  
McCollison's land, marked  
No. 21, E. corner of J. B.  
McCollison's land, marked  
No. 22, E. corner of J. B.  
McCollison's land, marked  
No. 23, E. corner of J. B.  
McCollison's land, marked  
No. 24, E. corner of J. B.  
McCollison's land, marked  
No. 25, E. corner of J. B.  
McCollison's land, marked  
No. 26, E. corner of J. B.  
McCollison's land, marked  
No. 27, E. corner of J. B.  
McCollison's land, marked  
No. 28, E. corner of J. B.  
McCollison's land, marked  
No. 29, E. corner of J. B.  
McCollison's land, marked  
No. 30, E. corner of J. B.  
McCollison's land, marked  
No. 31, E. corner of J. B.  
McCollison's land, marked  
No. 32, E. corner of J. B.  
McCollison's land, marked  
No. 33, E. corner of J. B.  
McCollison's land, marked  
No. 34, E. corner of J. B.  
McCollison's land, marked  
No. 35, E. corner of J. B.  
McCollison's land, marked  
No. 36, E. corner of J. B.  
McCollison's land, marked  
No. 37, E. corner of J. B.  
McCollison's land, marked  
No. 38, E. corner of J. B.  
McCollison's land, marked  
No. 39, E. corner of J. B.  
McCollison's land, marked  
No. 40, E. corner of J. B.  
McCollison's land, marked  
No. 41, E. corner of J. B.  
McCollison's land, marked  
No. 42, E. corner of J. B.  
McCollison's land, marked  
No. 43, E. corner of J. B.  
McCollison's land, marked  
No. 44, E. corner of J. B.  
McCollison's land, marked  
No. 45, E. corner of J. B.  
McCollison's land, marked  
No. 46, E. corner of J. B.  
McCollison's land, marked  
No. 47, E. corner of J. B.  
McCollison's land, marked  
No. 48, E. corner of J. B.  
McCollison's land, marked  
No. 49, E. corner of J. B.  
McCollison's land, marked  
No. 50, E. corner of J. B.  
McCollison's land, marked  
No. 51, E. corner of J. B.  
McCollison's land, marked  
No. 52, E. corner of J. B.  
McCollison's land, marked  
No. 53, E. corner of J. B.  
McCollison's land, marked  
No. 54, E. corner of J. B.  
McCollison's land, marked  
No. 55, E. corner of J. B.  
McCollison's land, marked  
No. 56, E. corner of J. B.  
McCollison's land, marked  
No. 57, E. corner of J. B.  
McCollison's land, marked  
No. 58, E. corner of J. B.  
McCollison's land, marked  
No. 59, E. corner of J. B.  
McCollison's land, marked  
No. 60, E. corner of J. B.  
McCollison's land, marked  
No. 61, E. corner of J. B.  
McCollison's land, marked  
No. 62, E. corner of J. B.  
McCollison's land, marked  
No. 63, E. corner of J. B.  
McCollison's land, marked  
No. 64, E. corner of J. B.  
McCollison's land, marked  
No. 65, E. corner of J. B.  
McCollison's land, marked  
No. 66, E. corner of J. B.  
McCollison's land, marked  
No. 67, E. corner of J. B.  
McCollison's land, marked  
No. 68, E. corner of J. B.  
McCollison's land, marked  
No. 69, E. corner of J. B.  
McCollison's land, marked  
No. 70, E. corner of J. B.  
McCollison's land, marked  
No. 71, E. corner of J. B.  
McCollison's land, marked  
No. 72, E. corner of J. B.  
McCollison's land, marked  
No. 73, E. corner of J. B.  
McCollison's land, marked  
No. 74, E. corner of J. B.  
McCollison's land, marked  
No. 75, E. corner of J. B.  
McCollison's land, marked  
No. 76, E. corner of J. B.  
McCollison's land, marked  
No. 77, E. corner of J. B.  
McCollison's land, marked  
No. 78, E. corner of J. B.  
McCollison's land, marked  
No. 79, E. corner of J. B.  
McCollison's land, marked  
No. 80, E. corner of J. B.  
McCollison's land, marked  
No. 81, E. corner of J. B.  
McCollison's land, marked  
No. 82, E. corner of J. B.  
McCollison's land, marked  
No. 83, E. corner of J. B.  
McCollison's land, marked  
No. 84, E. corner of J. B.  
McCollison's land, marked  
No. 85, E. corner of J. B.  
McCollison's land, marked  
No. 86, E. corner of J. B.  
McCollison's land, marked  
No. 87, E. corner of J. B.  
McCollison's land, marked  
No. 88, E. corner of J. B.  
McCollison's land, marked  
No. 89, E. corner of J. B.  
McCollison's land, marked  
No. 90, E. corner of J. B.  
McCollison's land, marked  
No. 91, E. corner of J. B.  
McCollison's land, marked  
No. 92, E. corner of J. B.  
McCollison's land, marked  
No. 93, E. corner of J. B.  
McCollison's land, marked  
No. 94, E. corner of J. B.  
McCollison's land, marked  
No. 95, E. corner of J. B.  
McCollison's land, marked  
No. 96, E. corner of J. B.  
McCollison's land, marked  
No. 97, E. corner of J. B.  
McCollison's land, marked  
No. 98, E. corner of J. B.  
McCollison's land, marked  
No. 99, E. corner of J. B.  
McCollison's land, marked  
No. 100, E. corner of J. B.  
McCollison's land, marked  
No. 101, E. corner of J. B.  
McCollison's land, marked  
No. 102, E. corner of J. B.  
McCollison's land, marked  
No. 103, E. corner of J. B.  
McCollison's land, marked  
No. 104, E. corner of J. B.  
McCollison's land, marked  
No. 105, E. corner of J. B.  
McCollison's land, marked  
No. 106, E. corner of J. B.  
McCollison's land, marked  
No. 107, E. corner of J. B.  
McCollison's land, marked  
No. 108, E. corner of J. B.  
McCollison's land, marked  
No. 109, E. corner of J. B.  
McCollison's land, marked  
No. 110, E. corner of J. B.  
McCollison's land, marked  
No. 111, E. corner of J. B.  
McCollison's land, marked  
No. 112, E. corner of J. B.  
McCollison's land, marked  
No. 113, E. corner of J. B.  
McCollison's land, marked  
No. 114, E. corner of J. B.  
McCollison's land, marked  
No. 115, E. corner of J. B.  
McCollison's land, marked  
No. 116, E. corner of J. B.  
McCollison's land, marked  
No. 117, E. corner of J. B.  
McCollison's land, marked  
No. 118, E. corner of J. B.  
McCollison's land, marked  
No. 119, E. corner of J. B.  
McCollison's land, marked  
No. 120, E. corner of J. B.  
McCollison's land, marked  
No. 121, E. corner of J. B.  
McCollison's land, marked  
No. 122, E. corner of J. B.  
McCollison's land, marked  
No. 123, E. corner of J. B.  
McCollison's land, marked  
No. 124, E. corner of J. B.  
McCollison's land, marked  
No. 125, E. corner of J. B.  
McCollison's land, marked  
No. 126, E. corner of J. B.  
McCollison's land, marked  
No. 127, E. corner of J. B.  
McCollison's land, marked  
No. 128, E. corner of J. B.  
McCollison's land, marked  
No. 129, E. corner of J. B.  
McCollison's land, marked  
No. 130, E. corner of J. B.  
McCollison's land, marked  
No. 131, E. corner of J. B.  
McCollison's land, marked  
No. 132, E. corner of J. B.  
McCollison's land, marked  
No. 133, E. corner of J. B.  
McCollison's land, marked  
No. 134, E. corner of J. B.  
McCollison's land, marked  
No. 135, E. corner of J. B.  
McCollison's land, marked  
No. 136, E. corner of J. B.  
McCollison's land, marked  
No. 137, E. corner of J. B.  
McCollison's land, marked  
No. 138, E. corner of J. B.  
McCollison's land, marked  
No. 139, E. corner of J. B.  
McCollison's land, marked  
No. 140, E. corner of J. B.  
McCollison's land, marked  
No. 141, E. corner of J. B.  
McCollison's land, marked  
No. 142, E. corner of J. B.  
McCollison's land, marked  
No. 143, E. corner of J. B.  
McCollison's land, marked  
No. 144, E. corner of J. B.  
McCollison's land, marked  
No. 145, E. corner of J. B.  
McCollison's land, marked  
No. 146, E. corner of J. B.  
McCollison's land, marked  
No. 147, E. corner of J. B.  
McCollison's land, marked  
No. 148, E. corner of J. B.  
McCollison's land, marked  
No. 149, E. corner of J. B.  
McCollison's land, marked  
No. 150, E. corner of J. B.  
McCollison's land, marked  
No. 151, E. corner of J. B.  
McCollison's land, marked  
No. 152, E. corner of J. B.  
McCollison's land, marked  
No. 153, E. corner of J. B.  
McCollison's land, marked  
No. 154, E. corner of J. B.  
McCollison's land, marked  
No. 155, E. corner of J. B.  
McCollison's land, marked  
No. 156, E. corner of J. B.  
McCollison's land, marked  
No. 157, E. corner of J. B.  
McCollison's land, marked  
No. 158, E. corner of J. B.  
McCollison's land, marked  
No. 159, E. corner of J. B.  
McCollison's land, marked  
No. 160, E. corner of J. B.  
McCollison's land, marked  
No. 161, E. corner of J. B.  
McCollison's land, marked  
No. 162, E. corner of J. B.  
McCollison's land, marked  
No. 163, E. corner of J. B.  
McCollison's land, marked  
No. 164, E. corner of J. B.  
McCollison's land, marked  
No. 165, E. corner of J. B.  
McCollison's land, marked  
No. 166, E. corner of J. B.  
McCollison's land, marked  
No. 167, E. corner of J. B.  
McCollison's land, marked  
No. 168, E. corner of J. B.  
McCollison's land, marked  
No. 169, E. corner of J. B.  
McCollison's land, marked  
No. 170, E. corner of J. B.  
McCollison's land, marked  
No. 171, E. corner of J. B.  
McCollison's land, marked  
No. 172, E. corner of J. B.  
McCollison's land, marked  
No. 173, E. corner of J. B.  
McCollison's land, marked  
No. 174, E. corner of J. B.  
McCollison's land, marked  
No. 175, E