

COQUITLAM LAND

CASE IS HEARD

Canadian Pacific's Application for Leave to Expropriate Comes Before Railway Commission at Vancouver

VANCOUVER, Aug. 31.—There were fifty-one cases set down for hearing in the first before the board of railway commissioners in Canada which opened its Vancouver meeting today in the city hall. Progress was rapid, as is usual at these meetings, as Chairman Mabee has long earned the reputation of dealing with all matters with great dispatch and judgment, and with no waste of time.

After a large number of cases had been disposed of during the morning and afternoon, the commissioners got down to the application made by the C. P. R. for expropriation of lots 375, 464, 465, 466, 480, 481, 255, 288 and sections 6, 7, 8, 11 and 12 in the municipality of Coquitlam. The matter was discussed for half an hour by counsel for the C. P. R., by the members of the board, but at half past four the chairman adjourned the sitting until tomorrow morning, the discussion having been postponed for the purpose of having given any decision on the subject.

His discussion today elicited considerable attention. J. E. McMullen, appearing for the company, while S. S. Taylor, K. C., and J. S. McKay represented W. G. and N. H. McQuarrie and J. B. Fowler, owners of 105 acres, James Woods and James E. Jackson, owners of 25 acres, and the Pitt River Lumber Company.

On the opposition which developed, Mr. Taylor contended that the C. P. R. should show the commissioners why they required such land for their purpose. He did not, he said, oppose the company going out to Coquitlam, but it was not proposed to allow the company to take up lands which they would eventually use for townsite purposes. The municipality was quite as well able to do that as was the C. P. R.

In regard to this contention, the chairman read extracts from the official application from which it appeared that the company required the land for the erection of shops, etc., and the chairman said he would accept the sworn affidavit of the company. If he could be shown, he added, that the C. P. R. wanted the land for a townsite, the commissioners would quickly show how they would deal with the application.

Mr. McMullen quickly assured the commissioners that the C. P. R. had no intention of using the land for any other purpose than that of their yards, upon which Mr. Taylor, in urging further objections, stated that the proposed shops would occupy two miles of land in length and half a mile in width, which he thought was ridiculous. The latter information caused the chairman to remark that it seemed to him that the two miles would be a terrific length for shops, as it would give land enough for railway shops four times as big as the Angus shops at Montreal. If it was, however, only a matter of money, he said it was a matter which would be considered by the arbitrators.

While counsel were further discussing the matter, the time arrived for adjournment.

OIL FUEL WOULD INCREASE SPEED

Expert Says Makura of the Canadian-Australian Line Would Break Records with Liquid Fuel

The speed of the steamer Makura of the Union Steamship company would be so increased that she would break all records on the Canadian-Australian line with oil instead of coal as fuel, said Mr. Henry, an oil expert, quoted by the Australian press. He said:

"Touching on liquid fuel, Mr. Henry, the oil expert, who has just returned from a tour of inspection of the oil fields of the Canadian-Australian line, said that the steamer Makura when she knocked these days off the Pacific record by using eight boilers instead of six, and increasing her coal consumption from 120 tons to 180 tons a day. If oil is used on this steamer she will, he considers (steaming eighteen knots), bring the record down another two days, and make the Sydney-Vancouver run in eight days. It would then be possible to land Australian mails in London in twenty-nine days, and with Auckland a port of call, instead of Brisbane, the New Zealand mail service would be still further improved.

"What I have seen on board steamers on the Canadian-Australian line, he continued, 'where oil-burning experiments had their birth, and on many of the oil-fired tank steamers of England and America, never produced such strong arguments in favor of the use of oil for marine purposes as I find in the fact that the Makura consumed on this record run some 150 tons of coal per day, or roughly, 3000 tons for the trip. She arrived at Vancouver practically a light ship. The use of 1000 tons of oil would have given the Makura an additional 2000 tons of cargo space."

At the end of the first session of the board, the first consignment of goods from the Pacific coast to the mainland was carried out only when they were themselves on the four Canadian ships.

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the Tonga or Friendly islands, and had the steamer gone ashore before the success of the London Mission in converting the islanders, the crew might have had the fate of the English privateer Porpoise, of whose crew of 52 the captain and 34 were massacred after the vessel was seized. Tongatabu is the largest of the islands, having a population of 10,000 people. It is ruled by King George of Tonga, and is a dependency of Britain. Great reefs of coral stretch for miles from the island and it is probably upon one of these that the Knight of St. George was lost. The steamer Boveric of the same line stranded a few months ago and was salvaged with the assistance of H. M. S. Encounter which went to Niukalofa with a party of scientists to observe an eclipse of the sun.

The Knight of St. George, in command of Capt. R. B. Stephens, steamed from Puget Sound for Auckland, N. Z., and Sydney, Australia, July 20, and made a call at San Francisco before starting on the first long log of her voyage, which would take her to Pago Pago, in the Samoan group. Apparently the vessel was wrecked after leaving Pago Pago when she was wrecked. She carried a heavy cargo of lumber and general merchandise and eight automobiles when she left the Pacific Coast. At Vancouver she loaded 750,000 feet of lumber, at Bellingham 1,100,000 feet, at Anacortes 750,000 feet, at Tacoma 620,000 feet, and 425 tons of general merchandise from overland points. An extra 890 tons of miscellaneous freight was loaded at San Francisco.

ACCIDENT WAS SERIOUS

Mr. John Hepburn Thrown From Wagon in Which Horses Bolted.

The accident to Mr. John Hepburn, which was briefly recorded in Wednesday's issue of the Colonist, was, it appears, of a rather serious character. Mr. Hepburn was on Tuesday last driving a wagon loaded with drain tiles and was on the Wilkinson road en route to his ranch, while going down a rather steep hill the fore and board of the wagon became misplaced and dropped, this allowing the tiles, which constituted the load, to fall forward. At this the horses bolted and Mr. Hepburn losing control of them, fell to the ground with great force.

It was some time later that the unfortunate man, who had been rendered unconscious by the fall, was picked up by passersby. An examination showed that he had suffered serious injury. There was scalp wound on the top of his head, and one of the wheels of the heavy vehicle had nearly severed one of his ankles.

With all haste Mr. Hepburn was removed to the Jubilee Hospital, where he now lies. He was unconscious for a long time but he is now on the road to recovery, though it will be some weeks before he will be about again.

Mr. Hepburn is well known as one of the pioneer mining men of the province, having come to British Columbia in the early days. He participated in all the famous "rushes" to the mining camps and at the outbreak of the Klondike excitement went to the Yukon, where he amassed a competence. Latterly he has been ranching in the Saanich district.

BANK FIGURES SHOW CITY'S PROSPERITY

Clearings for Eight Months of Year Largely in Excess of Same Period in Previous Years

For the first eight months of the present year local bank clearings show an increase over the corresponding period a year ago of \$24,261,995 or no less than thirty-nine per cent. For the year to date the bank figures are \$89,126,652 compared with \$64,864,657 for the same time a year ago and \$42,556,879 for the eight months of 1909. In the past two years the clearings have shown an increase of over one hundred per cent, having in that time more than doubled.

The growth in the bank clearings is generally considered as indicating the improvement in commercial and industrial circles and in the case of Victoria clearly shows the advance which the city has made.

The monthly returns for the year to date as compared with those for the corresponding period in the two previous years are as follows:

Jan. \$9,017,816 1,399,767 \$4,235,476

Feb. 9,078,881 6,404,570 4,231,397

Mar. 12,358,320 7,170,088 4,940,269

Apr. 11,693,804 7,239,383 5,529,879

May 12,670,535 7,488,044 5,407,069

June 11,361,784 9,189,761 6,452,175

July 11,554,831 10,517,023 6,051,953

Aug. 11,394,981 8,865,353 5,718,680

Total \$89,126,652 64,864,657 42,556,879

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SLAUGHTER IN POOL BOOM

CLARKSVILLE, Ark., Aug. 31.—Three men were killed and 25 received minor injuries in a pool room fight at Montana, a coal camp near here, early today. Fifty men engaged in the battle. The trouble started when Sam Forsyth, a miner, punched Edgar Sisk, a coal miner, who was striking an aged fellow worker, who recently had quarreled with George McKane, a storekeeper.

For the interference, McKane shot and killed Forsyth, and then turned his weapon on Sisk. The Chapman, who had come to the mine's aid, Chapman was mortally wounded. Before McKane could escape, John Chapman, a brother of the pool room owner, killed him. The crowd then took sides and a fight followed. The pool room was wrecked. The coroner's jury this afternoon held Sisk and John Chapman on murder charges.

Ten old-time Chicago telegraphers were recently retired by the Western Union Telegraph Company on pensions aggregating \$50,000. The telegraphers, who had been in the service since 1868.

MONTHLY BUILDING RECORDS BROKEN

August Establishes New Mark With Permits Aggregating Nearly Half a Million Being Issued

With the issue yesterday of the permit for the new Union Club building to be erected at the north-east corner of Humboldt and Gordon streets, the monthly building returns were swelled to a point which marked a record for any single month since the city inaugurated the building permit system. The total for the month during which 127 permits were issued, reached the figure of \$429,969 as compared with \$372,329 for the month of July, 1909, the largest previous monthly record.

The cost of the new club building is set at \$190,000. Mr. L. R. Rixford is the architect and the construction of the building has been awarded to the Sound Construction and Engineering Company of Seattle. Work on the structure will commence at once, the necessary excavation work having been completed.

For the first eight months of the year the aggregate value of the structures for which permits in that time have been issued is \$2,197,920, compared with \$1,817,389 for the corresponding period a year ago, an increase of thirty-five per cent. The total number of permits issued was 127, against sixty-six for August a year ago.

The following are the monthly returns for the year to date, compared with the corresponding months in the two previous years:

Jan. \$151,465 125,953 122,680

Feb. 182,040 163,760 122,680

March 279,845 244,760 121,440

April 191,119 182,040 121,440

May 267,335 257,250 188,820

June 280,896 227,000 188,820

July 335,475 222,200 272,120

Aug. 429,969 212,814 141,040

Ttl. 8 mo. \$2,197,920 \$1,817,389 \$1,302,369

Despite the good showing made last month the present month is expected to again see all records broken. Permits for the new St. John's church, the Elliott and Fullerton buildings, the Union Bank of Canada, and other structures for which plans have been prepared, but for which the permits have been delayed, are expected to be issued. Should these permits be issued this month the figures will easily establish a new high water mark for building activity.

In addition to the permit for the Club structure permits were also issued yesterday by the building inspector to Thomas Michelson for a dwelling on Selkirk street to cost \$2,000; to Watson & McGee, addition to their premises on Johnson street, \$2,500; to Mrs. Blair, dwelling on Finlayson street, \$1,850.

Makes Special Award.—In connection with the exhibit of British Columbia fruits, etc., made at the recent Winnipeg exhibition opening on the 21st of July, the directorate of the exhibition association has made a special award to the province of B. C. for its appreciation of British Columbia's representation at the big Manitoba show.

Port Alberni a City.—The incorporation of Port Alberni as a city municipality has been applied for under the provision of the Municipalities Incorporation Act by Messrs. A. P. Waterhouse, A. G. Cooper and A. D. McIntyre with others, the land to be included within the limits of the proposed new city comprising an area of about two thousand acres, inclusive of lots 45, 46, 91 and 113, Alberni land district, and that portion of lot 1, Alberni land district, between the south bank of Roger creek and a line running from the southwest corner of block 35, lot 1, easterly to the east boundary of said lot 1.

Companies Incorporated.—Included among the provincial business companies incorporation of which has been completed during the last past week are the Ardath Estate Ltd., Bachelors' Chambers Ltd., Bloods Ltd., Compagnie Franco-Canadienne Corporation, Ltd., Durand, Callender & Shore Importing Co., Ltd., Elko Irrigated Land Co., Ltd., Maden Harbor Coal & Oil Development Co., Ltd., Nestos Timber Co., Ltd., Okanagan Jam Co., Ltd., Raeburn Clothing Co., Ltd., Tameron Ranch Co., Ltd., Uplands Limited, W. J. McManis & Co., (Prince Rupert) Ltd., and Walter Hayes & Co. Ltd., The Washington & Great Northern Townsite Co., Ltd., is also registered extra-provincial, and the Battle Creek Toasted Corn Flake Co., Ltd., of Battle Creek, Michigan, of Napanee, Ltd., duly licensed for the transaction of business in British Columbia.

Exploration Work.—Messrs. Weir and White, the two experts of the provincial department of agriculture who were despatched some months ago to thoroughly explore the Naas and Skeena valleys and areas contiguous thereto with a view to determining the adaptability of the country for agricultural purposes, have just returned to the Capital upon the completion of this important mission and are now engaged upon their final report. They express themselves as most favorably impressed with the country traversed and as having greatly enjoyed the execution of their commission from the government.

Provincial Appointments.—The appointment of Allan C. Stewart to the position of assistant superintendent of schools for Vancouver city is officially confirmed in the current issue of the B. C. Gazette, the appointments being also announced of Oswald Grey Ingham, M. D., of Nanaimo, as a medical health officer in and for the province, David H. Smith as clerk in the Government office at Kamloops (vice G. B. W. Nelson, resigned), and F. Temple Cornwall, of Kamloops, as judge of the court of revision and appeal for the Kamloops, Nicola and Princeton assessment districts in place of A. D. McIntyre, resigned. Thomas Corkill, of New Michel,

and Hugh Bell, of Corbin, have received His Majesty's commission as justices of the peace, and H. Despard Twigg, of Victoria, John Ewan, of Vancouver, Leon J. Lader, of Vancouver, Angus E. McCall, of New Westminster, Guy S. Rothwell, of Duncan, George E. Grogan, of Gordon Head, and John R. Hutton, of New Michel, have been appointed notaries public. The resignation of his commission of the peace by John H. Anthony, of Lytton, has been accepted by His Honor in council.

LIFEBOAT FOUND

Fears Entertained for the Bark Laura From Callao for Sydney, Long Overdue.

MELBOURNE, Aug. 30.—All hope of the safe arrival of the bark Laura, bound from Callao to Sydney, has been given up. The vessel is over one hundred and forty days out from Callao, and has not been reported.

What has increased the fears for the safety of the vessel is the finding of a lifeboat, which had been washed ashore at Cronulla, near Sydney. The lifeboat is a double-ended boat, with the words Laura, Callao, painted on the stern.

The Laura left Callao in April for the Commodore voyage, with an unusually large cargo of lumber.

Canadians in U. S. A. AND RECIPROCITY

Visitor from Boston Believes Dominion Could Achieve No Permanent Good by Means of Trade Pact

"Reciprocity should be defeated for the general future of Canada," said Mr. H. W. Martin of Boston, Mass., a former Canadian who was in Victoria yesterday. "We have many hundreds of Canadians in Boston," Mr. Martin continued, "and I may say that the very great majority of those with whom I talked before I started on this trip two weeks ago were antagonistic to reciprocity. It is a striking fact that a man often does not just realize what his country means to him until he lives out of it for a time. To speak of myself, I have lived in the United States for many years, I went there from my home in New Brunswick years ago when conditions at home were such that there were comparatively few opportunities for a young man. Now my home ties, my business and all the associations of my every day life are in the United States. I do not feel at home there and never have. Naturally I have always taken a keen interest in Canadian affairs. Perhaps, because of living away from Canada I have had a better opportunity of seeing both sides of things. Canada, it has been with pride and pleasure that I have seen my own country grow, and the place of vast importance, seen her come into her own. For that very reason I am opposed to reciprocity. Canada will never achieve any permanent good by it. Far better for her to keep away even in the present state of the United States. It is waking up to mistakes and faults that are appalling in their import. The country to the south is approaching a greater crisis than any since the Civil War. Canada would be far wiser in any event to wait a while—keep clear for a few years and grow and develop meanwhile. That is my opinion and the opinion of many Canadians in the United States."

BUYING RESERVE AT FORT GEORGE

Grand Trunk Pacific Succeeds in Making Bargain With the Indians—Has Now to Deal With Government

Advices have been received by the Provincial authorities from Fort George to the effect that the final negotiations for the acquisition, by purchase from the Indians, by the Grand Trunk Pacific of the reserve at the new Constable Farm, Cariboo Co., B. C., have concluded yesterday by the signing of the deed of agreement by the chiefs and headmen of the tribe. It is understood that the Indians in the final settlement have accepted the terms proposed some time ago by the railway company, which terms were on that occasion declined at the last moment—although it was reported at the time that they had been accepted and that the deal had "gone through."

This news is possessed of peculiar importance inasmuch as it assures the immediate establishment of a railway divisional point of more than ordinary importance at Fort George, and also in consequence of the spirit of controversy that has progressed on the subject for a year or more.

In order to obtain clear title to the reserve property upon which it is proposed to locate the railway city, it will be necessary for the G. T. P. company to secure from the Provincial government relinquishment of its reversionary rights.

Leutnant's Monna Trip.

The quadruple screw turbine steamer "Lupatania" of the Cunard Line, sailed from Liverpool Sunday, August 27th, and will sail on the return journey from New York next Sunday, September 3rd, at midnight, making the round trip in twelve days.

Owing to the strike in England the sailing of the "Campania" September 6th from New York had to be cancelled. After that date, however, the regular schedule will not be disturbed.

French Riots.

ST. QUENTIN, Aug. 31.—Serious riots over the high price of food occurred here tonight. The mob wrecked and pillaged several butcher shops and set fire to one of them in spite of the efforts of the police and soldiers to maintain order. An urgent request has been sent to the government for additional troops.

STRIKE OF CARPENTERS AT DIGBY ISLAND

Workingmen Complain of the Treatment Meted Out on Dominion Government Work Want Eight Hour Day

A strike of carpenters at the new Marine & Fisheries depot at Digby Island, close to Prince Rupert, has brought out features which indicate that the Liberal government has been giving the workmen at the Marine & Fisheries depot anything but a square deal.

The Prince Rupert Empire of August 24th, under the heading "New Deal for Carpenters—Some Inside Facts of Strike at Liberal Government Work on Digby Island," says:

"The facts are that on Wednesday last, all of the carpenters engaged on the marine depot work, signed a petition asking for an eight-hour day, with \$5 wage, instead of a nine-hour day. What the signers of the petition requested was simply the standard of pay, and the standard number of hours per day.

"The petition was absolutely refused by the president of the Pacific Coast Construction company, so yesterday the men walked out. The city of Prince Rupert and the province of British Columbia work under the eight-hour system, but the Dominion authorities hold out for the nine, and the Digby Island difficulty is an illustration of this latter fact.

When Hon. Wm. Templeman was here a month or so ago, he said that the Dominion government had passed an eight-hour law, making it operative on all Dominion work, contract or otherwise. This statement was made clearly and distinctly by Mr. Templeman himself.

"When Mr. J. D. McNeven, the fair wage officer of the Liberal government, was here last, it is by those who have excellent means of knowing, that he signed a clause in the working agreement on the Digby Island work, providing for a nine-hour day. Further than this, the workmen say that Mr. McNeven, while in Prince Rupert, did not go out of his way to make his presence known to the workmen of the city.

"It is but a fair summing up to say that the workers are not receiving justice at the hands of the Dominion government."

MAY REACH SETTLEMENT

Shopworkers of Harriman Lines Hope for Good Results from Conference With General Manager

SAN FRANCISCO, Aug. 31.—One possible avenue to an agreement appeared here tonight, following an all-day conference of the Federation of Shopworkers, preparing to ask Julius Kruttschnitt, general manager and director of maintenance of the Harriman lines, for the recognition of the federation of shop employees.

Following the announcement that a meeting with Mr. Kruttschnitt had been arranged for 11 a. m. tomorrow, it was given out that several officers of the union in consultation with their advisory boards, had agreed that the demands of the men must be insisted upon.

"Does that mean recognition of the Federation?" President J. W. Kline, of the blacksmiths' union, was asked. "It amounts to that," he replied. "But the word 'federation' is to scare good men away. What we shall insist upon, according to our agreement today, is recognition of a joint committee representing the various unions."

Mr. Kruttschnitt has declared the recognition of the Federation impossible, giving a list of reasons for this attitude.

Open for Pre-emption.—Through the expiry of Timber License No. 31882 covering the lands embraced in Cracraft island, the reserve heretofore covering that island has been cancelled and the lands will be thrown open to pre-emption only after midnight on Thursday, November 30. The reserve has also been cancelled which has heretofore existed over the foreshore abutting on the coast of Vancouver island from the head of Saanich inlet to the 50th parallel of north latitude, as well as the reserve of the coal under the sea fronting the said foreshore in front of Nelson and Newell districts and to the coal under the sea fronting such foreshore.

Run Down by Train.—While traveling on a speeder on the E. & N. railway, Victoria West, yesterday morning a Chinaman ran into a freight train and sustained severe injuries. He was taken to St. Joseph's hospital, where he was found to be suffering from concussion of the brain, several scalp wounds and compound fractures of one leg and arm. Constable Farrar was taken to the call for police assistance and put to practical use the instructions the police have been receiving from the lectures being delivered before the recently organized St. John's Ambulance corps. At the time of going to press he was still alive, though his condition is considered precarious.

Vernon's New Courthouse.—It is the intention of the provincial government to at once proceed with the erection of the new courthouse at Vernon, tenders for construction of which are to be received by the minister of public works up to noon of the 21st inst. Tenders are also called for by the department for the erection of a two-room schoolhouse with concrete basement at Black Mountain, these bids also to be in by the 2