
RETURN

Of Correspondence respecting the Boarding School Bill, and the School Amendment Bill.

By Command.

JOHN ASH,
Provincial Secretary.

*Provincial Secretary's Office,
January 22nd, 1874.*

Superintendent of Education to the Honorable Provincial Secretary.

EDUCATION OFFICE,
January 16th, 1874.

SIR.—I have the honour to forward a copy of Resolutions passed by the Board of Education at a meeting held yesterday, for the purpose of taking into consideration the "Boarding School Act, 1874," and "School Amendment Act, 1874," now before the Legislative Assembly.

I have, etc.,
(Signed) JOHN JESSOP,
Chairman and Secretary to Board.

"The Board of Education, having perused the proposed amendments to the School Act, are of opinion that the power of dismissal of Teachers should not be vested in the Local Trustees, whether elected or nominated by the Governor in Council, for the following reasons:

"1. The Board of Trustees in many of the Districts, from want of more competent persons resident therein, are composed of persons who are totally unfitted to decide on the merits of the School Teachers in their Districts; and they are governed in their actions by local and personal prejudices, and not by the interests of the scholars or those whom they represent.

"2. The Teachers themselves feel that their status and position are lowered; and not being sure from day to day of their retention of office, they do their work without taking that interest in it which alone can make a successful Teacher and an apt scholar.

"3. Teachers of high qualifications will not submit to the dictation of the local boards; and every day the difficulty of obtaining good Teachers is becoming greater.

"4. If the power of dismissal were vested in the Board of Education, Teachers would feel that all cases of complaint would be investigated by an impartial tribunal, and that their engagements would not be terminated on every frivolous excuse, as is now too often the case.

"The Board further feel, that the alterations proposed by Mr. Smith's Bill would have the effect of enabling every Settler with a large family to have a Teacher of his own; and would create a very heavy burden on the people, and multiply the School Districts beyond all the requirements of the Province."

Carried unanimously.

(Signed) JOHN JESSOP,
Chairman and Secretary.

RETURN

To an Address of the Legislative Assembly, for copies of all Correspondence relating to the loss of the Lattice Bridge over the Nanaimo River.

By Command.

ROBERT BEAVEN,

Chief Commissioner of Lands and Works.

Lands and Works Department,

26th January, 1874.

Mr. A. Finney to the Chief Commissioner of Lands and Works.

NANAIMO, April 24th, 1873.

HON. SIR,—I humbly beg to call your attention to the dangerous state of the Nanaimo River Bridge, caused by the wind on Sunday the 20th instant. Trusting you will not delay in sending a competent person to see the same, for should another such wind take place from the south, I fear the Bridge would be no longer.

I have, &c.,

(Signed) ARTHUR FINNEY.

The Chief Commissioner of Lands and Works to the Government Agent at Nanaimo.

LANDS AND WORKS OFFICE, VICTORIA,

28th April, 1873.

SIR,—I have the honor to request that you authorize Mr. John Pawson to proceed to the Lattice Bridge, Nanaimo River, and report to this office, after careful examination thereof, its condition, Mr. Finney having strongly urged an examination of the structure, fearing, from recent wind storms, that it has become somewhat weakened.

Please, also instruct Mr. Pawson to inspect and report on Mr. Finney's present contract, specifications for which are in Mr. Finney's hands.

I have, &c.,

(Signed) ROBERT BEAVEN,

Chief Commissioner of Lands & Works.

Mr. John Pawson to the Chief Commissioner of Lands and Works.

NANAIMO, 2nd May, 1873.

SIR,—From information received from Mr. T. L. Fawcett, Government Agent at Nanaimo, I have inspected the Nanaimo River Bridge, and I have the honor to present the following Report:—

The Bridge is built upon the principle of Towne's Patent Truss, having an extreme length of about 167 feet, resting upon two stone piers, placed upon the opposite banks of the river; the Bridge crossing the river in one single span, about 25 feet above the present water level.

Piers.

The piers are all in a good sound condition, with the exception of the pointing, which has fallen off in some places, arising from the walls having been pointed when

too green, and the after sweating from the grouting; but it is no matter of serious consequence.

Stringers.

The stringers on the south side of Bridge have a lateral declension of about six inches on the bottom and eight inches upon the top, the declension being irregular, and the largest near the centre of the Bridge; the sagging or depression in the centre of said stringers being about seven inches. The heavy strain thus caused, starting some of the headings and scarfs, and carrying away some of the treenails.

The stringers upon the north side are in a worse condition, as some of the sections have broken in two, throwing unequal pressure upon the trusses, and in two instances breaking off the whole of the four treenails, and throwing extra weight upon the remaining trusses, and, consequently, a larger depression upon the north side, and throwing the roadway out of level about three inches.

It would be useless for me to go into further details of description, as you will at once perceive the critical state of the Bridge; and, in fact, I do not think it could stand for a half-hour with a strong south-east wind.

Cause of damage.

The principal cause of damage was the S. E. gale, upon the night of Sunday the 20th of April, which, sweeping down the narrow gorge or course of the river, spent the whole of its fury upon the broadside of the Bridge, which, being close boarded and battened is like an immense sail, and consequently must have received a lateral pressure of about 100 tons, and this force acting upon a narrow bridge with no stays or guys it could not possibly withstand, and consequently the break upon the north stringer.

Seeing the critical state of the bridge, I immediately got Mr. Finney and his men to remove some of the boarding from the centre of the bridge and placed guys to keep the centre from going any further to the north, and recommended the immediate erection of two trestles in the centre of the river so as to take the bearing off the fractured stringer; but Mr. Fawcett informs me he has no power to authorize the necessary expenditure, so under these circumstances you had better send an engineer with power to act.

I have, &c.,
(Signed) JOHN PAWSON.

The Chief Commissioner of Lands & Works to Mr. Stanhope Farwell.

LANDS & WORKS DEPARTMENT,
Victoria, 5th May, 1873.

SIR,—I have the honor to request that you proceed to-morrow per steamer "Douglas" to Nanaimo, and at once take steps to secure the Nanaimo River Lattice Bridge from further injury, and, if not entirely wrecked, placed in a secure condition for travel. I am compelled to leave entirely to your judgment the details, and have full confidence in your discretion and professional ability, but prompt action is undoubtedly required. * * * * *

I have, &c.,
(Signed) ROBERT BEAVEN,
Chief Commissioner of Lands & Works.

Mr. Farwell to the Chief Commissioner of Lands & Works.

NANAIMO, May 9th, 1873.

SIR,—I have the honor to inform you, that according to your instructions I left Victoria on Tuesday the 6th instant for Nanaimo. * * *

On my arrival here I was informed that the Lattice Bridge was still standing but in a very dangerous state.

I immediately instructed Mr. Finney to get all the hands he could, and all the ropes he could find, and start the first thing on Wednesday to secure the bridge by placing trestles under the centre.

On Wednesday morning I proceeded with Mr. Pawson to the bridge and found it a total wreck; the north stringer had deflected 18 inches, and the upper stringers had gone out of line to the north 3ft. 6in., the lower stringers both fractured, about 30 braces split, and 20 or 30 sets of treenails broken.

Every preparation was made to put the trestle up on Thursday morning, and I left by the road for town at 2 p. m., with Mr. Finney to procure more assistance for the morning. During my stay at the bridge I could see a distinct alteration, the bridge going lower and lower every hour.

On Thursday morning at 6 a. m., an Indian arrived and reported that the bridge fell at 3 a. m.

I instructed Mr. Finney to save all the lumber he could and stack it on the shore.

Mr. Finney reports that the bridge turned over and fell in the water on its side. He is of opinion that about 60 or 70 per cent. of the lumber may be saved; the abutments are uninjured.

In that case the bridge might be rebuilt for about \$2,600.

I have, &c.,
(Signed) STANHOPE FARWELL.

Mr. Farwell to the Chief Commissioner of Lands & Works.

LANDS & WORKS DEPARTMENT.

Victoria, May 20th, 1873.

SIR,—According to your instructions I proceeded to Nanaimo on the 6th inst.

On my arrival at Nanaimo, I instructed Mr. Finney to place three trestles under the Lattice Bridge as soon as possible. On the 7th I inspected the bridge with Mr. Pawson, and found it a total wreck. On account of the difficulties of transporting the necessary ropes, blocks, &c. (everything having to be conveyed up Nanaimo River in small canoes). Mr. Finney was unable to commence placing the trestles in position on that day, but prepared everything necessary for their erection on Thursday the 8th.

At 3 a. m. on Thursday the bridge fell into the river, and floated on its side, being kept together by a strong guy which had been passed round the bridge and made fast to a tree about 300 feet up stream.

I instructed Mr. Finney to take the bridge to pieces, and stack the lumber on the river banks. I am of opinion that the gale on the night of the 20th of April last, was the principal cause of the destruction of the bridge. No one on a casual visit to the bridge site would imagine any extraordinary current of wind would ever sweep down the river, and from inquiries I made, I doubt if it was ever known to blow so hard as on the night of the 20th at the crossing.

Mr. Finney's account will amount to about \$100 for guying the bridge (under Mr. Pawson's orders) and taking the bridge to pieces, and stacking the lumber. The lumber is useless for bridge-building purposes, except for the construction of a similar lattice bridge, in which case probably about one-half the lumber would work in.

I recommend that it be sold at once as the Indians will probably decrease the pile daily. Value, \$250.

The abutments are very slightly injured on the North ends, and may be probably used in the construction of another bridge.

I have, &c.,
(Signed) STANHOPE FARWELL.

The Chief Commissioner of Lands & Works to Messrs. Plummer & Pagden.

LANDS & WORKS DEPARTMENT,
Victoria, July 15th, 1873.

GENTLEMEN,—I have the honor to instruct you to sell, by public auction, all the lumber, the property of the Provincial Government, now stacked on the banks of Nanaimo River. You will please place a reserved price of \$2 50 per M. on the lumber.

You will also make the sale as public as possible, and use your discretion on that point.

The lumber for the bridge approaches is not to be sold.

I have, &c.,
(Signed) ROBERT BEAVEN,
Chief Commissioner of Lands & Works.

Messrs. Plummer & Pagden to the Chief Commissioner of Lands & Works.

VICTORIA, 22nd July, 1873.

SIR,—We beg to acknowledge the receipt of your favour of the 15th inst., and to report that we offered at public auction, all the lumber stacked on the banks of the Nanaimo River, belonging to the Provincial Government, but failed to obtain a bid at all equal to the reserved price mentioned by you. And as we did not incur any actual pecuniary expense, refrain from putting forward any claim for our trouble, at the same time trusting we may be able to report more satisfactorily on some future occasion when entrusted with your confidence.

We have, &c.,
(Signed) PLUMMER & PAGDEN.

Messrs. Plummer & Pagden to the Chief Commissioner of Lands & Works.

VICTORIA, B. C., July 31st, 1873.

SIR,—In further reply to your favour of the 15th instant, we beg to say that the only offer we had for the Nanaimo bridge lumber at auction was fifty dollars. A person of the name of York offered fifty dollars for the lot, and keeps his offer open for our reply. After consulting you, and from the best information we could gather, we believe this is its full value.

We are, &c.,
(Signed) PLUMMER & PAGDEN.

The Chief Commissioner of Lands & Works to Messrs. Plummer & Pagden.

LANDS & WORKS DEPARTMENT,
Victoria, Aug. 4th, 1873.

GENTLEMEN,—In answer to your letter of the 31st ultimo, referring to Mr. York's offer of \$50 for the Lattice Bridge lumber, now stacked on the banks of Nanaimo River, I have the honor to instruct you to accept the same.

You will please make Mr. York thoroughly understand that the Government is only disposing of the lumber actually belonging to the bridge, and does not include either the lumber got out for the purpose of constructing approaches to the said bridge, or the corbels, &c., fastened to the abutments.

I have, &c.,
(Signed) ROBERT BEAVEN,
Chief Commissioner of Lands & Works.

MUNICIPAL RETURNS.
