Discuss Trade With Australia

Manuka Officers Entertain Business Men Aboard the Ship.

Speeches Optimistic As to Great Possibilities of Trade Development.

Between fifty and sixty representatives of the commerce and trade of British Columbia, together with officials of the C. P. R., were entertained at luncheon by the directors of the Union Steamship Company of New Zealand on board the company's steamer Manuka at Vancouver on Tuesday. Captain Phillips, the commander of the vessel, presided as the representative of the company. The luncheon was given in the handsome saloon of the vessel, and to those who know the manner in which the company carries out its service in every detail it is sufficient to say that its hospitality was dispensed by Captain Phillips in a style commensurate with the reputation which the company enjoys wherever its flag is seen.

After full justice had been done to the repast, Captain Phillips proposed the toast of "The King and Queen and the rest of the Royal Family," which was duly honored, followed by the company singing "Rule Britannia."

Mr. Carter-Cotton proposed "the health of the directors of the Union Steamship Company and success to the Canadian-Australian Steamship line and its railway connections," coupling with it the names of Mr. Marpole and Mr. B. W. Greer.

Mr. Marpole, in responding to the toast, referred to the interest which the Canadian Pacific Railway Company took in the expansion of its service, which the Canadian-Australian Steamship line made possible. He referred to the statement by the manager of the line, who passed through Vancouver recently, that the company desired to improve the service wherever its business made it possible to do so. Mr. Marpole referred to the trade which had already been built up. Of course it fluctuated as business conditions changed in Australia. But he believed that there was a bright future before the line and those present could be assured that the railway company would do everything in its power to bring it about.

Mr. Greer said it was a pleasure for him to act as agent here of a steamship company which had shown such energy and enterprise as the Union Steamship Company had displayed in this service. Much had already been done, but the company would not let things stand as they were but would strive to make this route superior to that by the Suez canal. They had three things in their favor—time, climate and scenery, and those who had chosen the Canadian route had all expressed themselves as recognizing its advantages. While the voyage from Sydney to London via the Suez canal occupied forty-two days, it could be accomplished on the Canadian route in 35 days. Mr. Greer then gave some interesting details and points about the service and hoped that the commercial community would co-operate with them in making it still more successful.

Captain Phillips made an interesting speech. He said he could not enter into the commercial part of the subject as well as many of those present. While he had no authority to speak for his Company, he thought that the manner in which it had carried on the service was ample proof of its enterprise and courage. In order to provide facilities for the service it had taken the Manuka from a profitable Colonial route and put it on this route. They had brought 420 passengers, but the Company was ready to provide for any extension in the traffic and would put vessels on to carry even larger numbers. At this time the Company was building a larger vessel than the Manuka in Scotland, and its reputation in Australia was an enviable one. In regard to what had been said about the trade already built up, he thought he was correct in saying that it had increased about 33 per cent. He believed that a good trade could be done in fresh fish carried in refrigerators. He was taking out a sample and intended to put it in the best shop in Sydney to show what could be had. In other ways he believed that a cargo could be obtained if the trade was studied, and it would be a pleasure for him to do what he could to assist in the matter.

OF GREAT INTEREST TO FRUIT GROWERS

British Columbia Product and the Big Prairie Market.

The following from the Winnipeg Free Press will be of interest to fruit growers of this province, to whom it directly refers:

The fruit jobbers of Winnipeg are receiving a great deal of correspondence from British Columbia fruit growers just now with reference to handling their output. These letters offer to contract for the shipment of anywhere from 10 to 40 tons of various kinds of fruit throughout the season as they come in.

The sale yesterday, by auction, of a car of British Columbia strawberries attracted a good deal of attention and before the sale many people visited the auction rooms to inspect the fruit. The berries were very fine, in color and size they were quite equal to the Hood River fruit, while in flavor they were if anything superior. There was a good deal of variation in the size though all the berries were large.

The packing left very much to be desired. The boxes used were the shallow ones and they were not full enough and the berries were not faced. This not only increased the chance of injury to the fruit, but took considerable from the appearance of the packages when opened, and they were 8 pounds lighter in weight than the ordinary case. It is a question whether the shallow square box is a very desirable package and it is worthy of note that the Hood River berries, that have gained such a hold on this market, always come in the old square deep box, slightly smaller at the bottom than at the top. The Hood River people have reduced the shipping of berries to a science and the British Columbia people could not do better than take a leaf out of their book. The square boxes were not fitted tightly enough into the case, there was room for the movement and shaking of the fruit, which is of course highly injurious. These are matters of detail that can very easily be overcome if the fruit is to be popular on this market. The shipment came in by express and demonstrated that the British Columbia people have the goods and that with care they can be delivered. A proposition is now before the British Columbia fruit growers to put on a number of the Clarke cars. These cars are cooled by circulation of air and have proved admirable for the carrying of soft fruits. It is understood that should the British Columbia fruit growers be in a position to ship a sufficient amount of fruit these cars can be put on inside of a week or ten days. One of this kind would do away with all the difficulties of icing, and being dryer than the ordinary refrigerator car would be much better for the British Columbia fruit, which is softer and consequently softer than the California or Oregon fruits.

JAPANESE OFFICER IN AFRICA.

Captain Hiaroka, the Japanese officer who is said to have advised his Government to prevent newspaper correspondents from accompanying the troops in the campaign against Russia, was attached to the British army during the Boer war. Captain Hiraoka's report upon the African campaign is supposed to have enabled the Japanese military authorities to avoid many mistakes into which, at the outset of a campaign, they might have fallen, had not the lessons learned in South Africa been so clearly put before them by their capable officer.

VERMONT DEMOCRATS.

Burlington, Vt., June 22.—The Democrats of Vermont, in convention here today, nominated E. L. Porter for governor and C. L. McMahon for lieut.-governor. After a heated debate the state convention declined to instruct the delegates for Judge Parker for president, but later a motion was adopted giving expression to the opinion that Judge Parker was the most available candidate. The delegates were instructed to act as a unit on all questions, but were not bound to vote for the New York man.

Reopen Clallam Case.—Scott A. Delaunay, engineer of the steamer Clallam when she was wrecked in the Strait last January, and who was dismissed from the service by the marine inspectors who investigated the disaster, has been granted a rehearing by Supervising Inspector James Bermingham at Seattle. This will reopen the whole case. The new hearing will begin about August 8. The contention of Delaunay was that the water which swamped the Clallam entered through a broken deadlight. Also that the screw of the vessel was out of order and that he had notified the captain of the defect but the matter had been disregarded. Captain Roberts, of the Clallam, testified that when Delaunay first notified him of the leak there was already three feet of water in the hold. The company claims that Delaunay left the seacocks open. Delaunay's license as an engineer was revoked, and Capt. Roberts was suspended for a period by the marine board.

To Encourage Western Travel

Railroad Men in United States Unite to Promote Intercourse.

Portland's Fair Next Year Will Attract Many Eastern People.

The great future of the Pacific coast, both of the United States and of Canada, is a favorite topic with Mr. J. W. Casey, traveling freight and passenger agent for the Chicago, Milwaukee & St. Paul railroad. Mr. Casey has been on the Coast now for over twenty years and has seen things grow a good deal, but he hopes to see lots more development yet.

In conversation with a representative of the Colonist yesterday, Mr. Casey said that a movement is on foot among railroad men of the West to encourage travel both from Eastern centres and up and down the Pacific coast in order that the attractions, both from a scenic and commercial point of view, of the cities of the West may become better known. This movement is of great interest to Victoria because of the favorable influence it will have on the tourist trade and for larger considerations. The manner in which the idea will be carried out is that the various passenger offices of the various railway companies will endeavor to move their clients, on arrival, on to another stage of Western travel and keep up, as it were, a circulation of travel along the Coast from Victoria and Vancouver to San Francisco.

Mr. Casey points out that prospects for increasing migration from East to West are excellent at present. Those who form the important element in the United States, that moves gradually West, are beginning to jump from the middle states to the Pacific coast, and he is of the opinion that as the existing conditions on this side become better known, the movement of population will become very extensive.

"Land is a great deal cheaper," observed Mr. Casey. "The producer of the West gets the same price for his stuff that the Eastern man gets, and he lives in a much more pleasant climate. There really is little choice for a young man making a start in life. If he understands conditions, he would be very foolish not to come to this coast. Moreover, the West is the young man's country. It is very striking in Seattle, for instance, to note the number of young men who hold prominent positions in commercial, professional and public life, and there is no doubt that a community of young men is bound to be alive and progressive. Of course," added Mr. Casey, with a smile, "the older man is useful, too. He has a steadying effect."

Among those associated with Mr. Casey in the promotion of Western travel is Mr. Thos. Richardson, of Portland, and Mr. Henry Reid, of the same city, and who is secretary of the big fair to be held in the Oregon city next year. This fair is to be a big concern, and will attract a large number of people from the Eastern centres as well as from Pacific coast points, and will afford an excellent opportunity for putting in practice of the reciprocal travel proposition. Victoria will not be left out in the cold by any means, and many of the visitors to the fair will accept the invitation to visit Canada's prettiest city. The Tourist Association will, no doubt, take a hand in the good work.

The Portland fair will open on the 1st of May next year, and preparations on a big scale already have been commenced.

TRAIN WRECK KILLS THIRTY IN SPAIN

Derailed on Bridge and Many Are Lost in Rushing Torrent.

Madrid, June 23.—Thirty persons were killed last night in a train wreck in the province of Teruel, one of the most mountainous in Spain, abounding in torrents.

The train was derailed on a bridge over the Jiloca river and the coaches were burned.

The train took fire and the engine fell into the river, dragging a number of rocks behind it.

A terrific storm was raging at the time and the wind fanned the flames.

Some of the coaches were caught on the projecting parts of the bridge and hung in mid air, and by the light of the burning bridge passengers could be seen jumping into the river. Relief trains have been sent from Teruel, capital of the province, and seventy-two miles northwest of Valencia.

The victims were mostly gendarmes. In addition to the large death list, it is feared that many were injured.

RUSSIAN ROBBERY AND OUTRAGE.

The Tien-tsin correspondent of the London Standard says that the grand council has been formally instructed by the throne to protest to St. Petersburg against the incessant robberies by Russian troops and the outrages committed by them on the Chinese in Manchuria.

Great Interest In Shipbuilding

The Colonist's Announcement Is Fully Discussed By the Waterfront People.

Strong Hope Expressed That the Project Will Be Carried Out.

(From Friday's Daily.)

All the talk along the waterfront yesterday was, naturally enough, confined almost exclusively to the Colonist's exclusive announcement that there is a strong probability of a first-class shipbuilding yard being founded here or at Esquimalt within the present year, providing that certain conditions are fulfilled. All the shipping men hail with pleasure the prospect of the establishment of such an industry in this neighborhood. The opinion amongst them as expressed in conversation with a Colonist reporter yesterday afternoon, is that the starting of such a business on the scale mentioned in the Colonist's interview with Mr. Richard Newman, will give the proper incentive to the opening of the island's resources on a scale of magnitude commensurate with their value and abundance. It was also remarked that the presence on the borders of Victoria of a shipyard of the dimensions outlined by Mr. Newman, that is, equal to that of Moran Brothers in Seattle, would be of enormous benefit to the trade and commerce of Victoria. All along the Victoria waterfront the next news regarding the shipbuilding yard will be awaited with great eagerness.

NEBRASKAN AT PORTLAND.

The fine American freight steamship Nebraskan, of the American-Hawaiian line, arrived in port at 6 o'clock yesterday morning, having completed the longest voyage ever made by an oil burner. The vessel comes from New York, and brings 2,000 tons of assorted cargo, says the Portland Oregonian. She is the first of what is hoped to be a permanent line of steamers plying between the Atlantic seaboard and this city.

In 55 actual running days, the Nebraskan steamed 13,682 miles, using crude oil for fuel. She left New York April 17 and arrived at San Francisco June 10, where part of her cargo was discharged. On the passage from New York the vessel's speed averaged 10¾ knots. Her tanks have a capacity of 11,000 barrels of oil, which will run her for 60 days.

The Nebraskan is the best example of a modern freight carrier ever seen in this port. She has all the conveniences for handling cargo to be seen on foreign tramps, and many more besides. Furthermore, and is gracefully built, staunch and seaworthy and neat in appearance. The steamer was launched in June, 1902, at the yards of the United States Shipbuilding Company at Camden, N. J. She is 360 feet long, 42 feet 6 inches beam and 24 feet 4 inches depth of hold. Her gross tonnage is 4,400, net tonnage, 2,824. The vessel has twin screws and triple expansion engines, 19, 31 and 54 inches in diameter by 41-inch stroke. Her indicated horse power is 3,000.

MANUKA WILL RETURN.

The splendid steamer Manuka, of the Canadian-Australian line, is to be in port at least once again this season. She sails Friday for the Antipodes with a fair list of passengers, though, of course, nothing like the number which arrived by her. Advices by the local representative of the company, Mr. Crauford, indicate that the passenger business at the time the Manuka will be due to sail again from Sydney, will fully warrant putting her on commission for another trip. The Manuka has found favor at once with the public, and it is not to be doubted, that if she were on the run between here and Sydney regularly, there would be some special travel worked up by her.—Vancouver Daily Ledger.

RETURNS FROM NOME.

The first of this year's Nome fleet to return from the far north, says the Seattle Post-Intelligencer, is the steamship Oregon, of the White Star line. She passed Tatoosh at 7 o'clock Wednesday night, bound in, and would arrive at her dock in Seattle at 6 o'clock Thursday morning. Following her the other ships of the fleet will arrive in short order. Owners of several received telegrams yesterday announcing the successful and speedy voyages to Nome. The last of the ice went out of the harbor at St. Michael on June 15, but had been out of the harbor at Nome prior to that date, according to despatches received yesterday.

The Oregon sailed from Seattle on June 1, evidently making a continuous passage, and arriving at Nome June 11. She lightered her cargo and got away on the return voyage on Monday, June 13, nine days ago. The White Star Steamship Company, owner of the Oregon, received a telegram yesterday from St. Michael announcing that the Roanoke, of the same line, arrived at St. Michael on June 20 from Nome.

A RECORD CROP OF STRAWBERRIES

The Local Market Plentifully Supplied—Outlet Sought in Northwest.

The production of strawberries in Victoria and adjacent island districts has become quite an important industry. This year the weather has been particularly favorable, with the result that the crop is the largest on record, and the quality of the berries is excellent. But the quantity is the chief point of interest in the story, because the quality of Victoria strawberries always has been the very best, and judging by the big demand for them, this fact is pretty generally known.

The season is now at its height and housewives will do well to catch the market at its lowest point and buy up for preserving purposes. The local market is plentifully supplied, and the situation now demands an outlet for the surplus berries.

In view of this, Messrs. F. R. Stewart & Co., the enterprising fruit dealers of Yates street, have made an important move this year by sending to the Northwest an experienced man to fathom the market there, open a market for a number of large trial shipments of berries and report on results with a view to gauging the possibilities of that country for the shipment of the fruit in the future. Until this gentleman's report is to hand, Messrs. Stewart & Co. cannot, of course, speak definitely on the subject, but they hope, from indications so far, that the Northwest will provide a profitable market for island growers of strawberries. The development of this trade will, however, require an increase in the number of berries supplied, of a proper variety and in fit condition for shipment, and growers will find it advantageous to study the situation in regard to shipment. It is more satisfactory and more economical to ship a carload at a time than to forward in smaller quantities.

Messrs. Stewart & Co. report that for some little time past the daily arrivals of strawberries have averaged about 450 crates, which is certainly a big quantity. Duncans is a very large contributor to the receipts and the berries from that point are of excellent quality.

JAPAN'S ARMY RATION.

General Weston, chief of subsistence of the American army, has solved what he believes to be the great secret of the wonderful mobility of the Japanese army. It lies in the field ration, a sample of which he has received from Major W. B. Barker at Nagasaki, one of the American officers who are watching the war. The ration shows that the Japanese soldier can live and fight for a month on a food supply that weighs less than the daily ration of the American soldier in the field.

The fish received by General Weston is about seven inches long and an inch and a half thick in the middle, and is dried until it resembles petrified wood. It weighs only twelve ounces, but Major Parker says it will sustain a Japanese soldier for seven days.

When soldiers are on the march they eat the fish just as it is, biting off small pieces, which are thoroughly masticated, but when they are in camp the fish is shaved off in small slices and cooked with rice. The fish resembles a mackerel, but the Japanese name is "mamibiashi."

The fish is about two feet long and thick and solid before preparation for the army ration. In preparing it for army use it is cut in two and steamed and dried alternately until it is reduced to about one-eighth of its original size, with a corresponding reduction in weight.

Each Japanese soldier can carry enough fish and rice to last him three or four weeks and a whole army can be made absolutely independent of the commissary trains that are indispensible in other armies. If the Russian soldiers could live on as little as the Japanese require the Siberian railroad would have little to do but haul troops, for one trainload of dried fish and rice would sustain General Kuropatkin's army for weeks.

Dried fish is used only as a field ration, the regular daily ration in the Japanese army consisting of one and one-half pounds of rice and half a pound of canned meats. The daily ration in the United States army weighs about four pounds and the emergency ration is not a great deal lighter.

Cheering Report Of Slough Creek

Board of Directors Present Statement as To Condition of Cariboo Property.

Gravel Contains Good Values And Mining Outlook Is Excellent.

The statement of the board of directors to the share and debenture holders in the Slough Creek, Lowhee Mining Company, brief mention of which was made yesterday morning, is of the most cheering character. The richness and extent of the gravel has now been conclusively shown by the gold actually taken from the bedrock gravels. As recently as February 27th last, the consulting engineer cabled that less than one cubic foot of gravel recovered from the cross-cut at the end of upraise No. 2 yielded $1 in gold and the difficulties in the way of working it have been so considerably diminished that the board feel no hesitation in recommending that the final one shilling per share should be made available by resolution of the shareholders for the continuance of the mining operations. The report states:

"Assuming, however, the minimum of one ounce to the cubic yard recovered up to the present to be an average of the value of the gravel, the company's property is one of the most valuable alluvial mines in the world, extending as it does for a distance of over twelve miles along the old river beds.

"The accounts of a deep lead undertaking of similar character in Australia show that good dividends are being steadily paid from an average value of about 5s. per cubic yard as against one ounce (say £3 10s.) in the Slough Creek mine.

"The actual position and direction of the deep channel appear to have been demonstrated by the experimental drives recently made, and the company have now a portion of this channel mapped out and ready for working so soon as the water can be reduced sufficiently for the purpose. The new drives and upraises which have been made afford so many points of entry into the pay gravel surrounding them on all sides.

"As regards the water, the shareholders have already been advised by reports from the mine that the pressure is steadily diminishing.

"It is a satisfactory feature that in the western cross-cut, recently made out of the south drift (whence the richest prospect yet obtained has just been got), the water pressure is found to be less than at the other points where water has been encountered.

"A new cross-cut is now being made out of the second upraise, towards the end of the south drift, which will afford drainage of, and another point of entry into, the gravel above it.

"It is an encouraging fact that on Willow river, in the adjoining claim to the company's two leases there, after several months' continuous pumping, Mr. Laird is reported to have suddenly pumped his claim dry.

"In proof of the contention that the water now encountered in the Slough Creek workings (in the bed-rock gravel beneath the clay) is storage water, and not fed from the surface, is the steady decrease of pressure during the wettest season hitherto experienced in Cariboo."

NANAIMO NOTES.

Nanaimo, B. C., June 23.—A day or two after the fire which destroyed the pithead at No. 1 Shaft, a rumor began to spread around town that the Central School was to be burnt down. It was whispered that some roman gifted with second-sight had prophesied that on Thursday, June 23rd, fire would break out there and that twenty-three children and two teachers would lose their lives. Now, the Central School here is a two-storey wooden building, and while there is no perceptible chance of its taking fire in the summer time, the danger in which the children would be placed in such an event has long been recognized and fire drills on the broad stair cases and escapes are part of the regular routine. The rumor grew, as such rumors do, and it was not long in reaching the children with the result that many of them became somewhat afraid to go to school at all, and an undefined feeling of dread increased among them as the day approached. This week the ridiculous story has been one of the leading topics of conversation throughout the city, and it began to grate on the nerves of even those people who had laughed it to scorn when first heard. When the children assembled this morning the effect of the silly yarn was visible throughout the school, but more especially in the two rooms at the top of the building.

The top storey rooms were practically empty this morning and the attendance in the remainder of the building was reduced by about three-fifths. The irate teachers are anxious to meet the party responsible for the scare.

The Mexican maguey tree furnishes a needle and thread all ready for use. At the tip of each leaf is a slender thorn—needle that must be carefully drawn from its sheath. It slowly unwinds a strong, smooth fibre capable of being drawn out to a great length.

Preparing For Grim Struggle

General Kuropatkin Reports Increasing Pressure From Kuroki's Forces.

Japanese Ambush Many Patrols of Cossacks and Cause Some Losses.

St. Petersburg, June 23.—General Kuropatkin's latest official despatch does not carry the military situation further than the advices of the Associated Press have already indicated, save that it shows the Japanese to be active north of Fengwangcheng. The movement in this direction is interpreted both as a threat to detain as many Russians as possible in the northern part of Liaoyang peninsula and as a protection of the Japanese flank against a counter move on the part of General Kuropatkin in case the opposing armies should become seriously engaged in the vicinity of Haicheng. Emperor Nicholas has received the following despatch from General Kuropatkin under date of June 21st: "A Japanese army from Kaichau is gradually advancing northward.

"General Kuroki's advance from Siuyen has been suspended evidently to effect an alignment of the two armies.

"The strength of the enemy's vanguard is approximately a division and several squadrons of cavalry and the Siuyen force of nine squadrons supported by a strong column of infantry toward the south. The enemy's position on June 19th and 21st extended within seven miles southward to Senuchen along a line from the sea to the mountains and difficult district east of the railway. The enemy's advance lines are being strongly held by infantry and a screen of cavalry. The passes and defiles in the mountains east of the railway are also vigilantly guarded. A movement of strong Japanese mounted patrols with infantry support was noted June 20th from 5 o'clock in the afternoon onwards. We had no losses in the firing which ensued, while the Japanese had several killed and wounded. An increase in the Japanese forces has been noticed south of Vanfiapudze and near the villages of Manziapudze, Vaediapudze and Khakaiel. Reinforcements are also reaching the Japanese at the farthest point of the road between Siuyen and Takuchi, Paianauou and Siakhotau.

"The Japanese are creating field fortifications on the road from Siuyen to Kaichau. The enemy's outposts have occupied the pass between Pangraebi and Faichang on the northern road nine and a half miles east of Siaotan and the Japan pass, seven and a half miles south of Siaoatang.

"On June 19th two Cossacks were wounded by Chinese ruffians. The Japanese have fortified Kundiansian, mounting eighteen guns with a strong screen. The enemy has occupied the village of Sandhal, twenty-five miles northeast of Saimatsze, and is firmly entrenched.

The captain of the British steamer Allington, captured by the Russian Vladivostock squadron with contraband coal on board, deposed before the prize court today that twelve other British steamers are loading coal at Muroran, Japan, from which point the Allanton sailed for Singapore, according to her claim.

Liaoyang, June 23.—The leading detachments of General Oku's army have occupied Senucheng and Japanese scouts have appeared in the vicinity of Kaichou. Constant skirmishes are in progress between them and the Cossacks who are observing the movements of the enemy. General Kuroki's army has appeared on the road leading westward from Siuyen and in the neighboring valleys. The success of the Japanese plan would mean that Korea would lose its value as a base, New Chwang then being available for this purpose. The movement of the Japanese troops are facilitated by the cessation of the rains and hot weather, during set in which has dried the roads. Another Cossack detachment has fallen into an ambush of Japanese infantry, losing a number of men wounded.

LAKE STEAMER'S TROUBLE.

Cleveland, O., June 23.—The steamer F. H. Prince, Captain Spea, from Ogdenburg, N. Y., bound for Chicago, struck a sunken crib while outside of Cleveland harbor today, and a large hole was stove in her bow; the boat ran for a local island to avoid sinking. The Prince is of the Rutland line of boats. The vessel is still in the water and is being assisted by divers. She carries a miscellaneous cargo of freight, part of which was 600 tons of rubber goods and a consignment of bolts.

AGAIN BOMBARD PORT ARTHUR FORTS

Japanese Flotilla Cruises Along Coast And Exchanges Fire With Batteries.

Chicago, Ill., June 23.—A special to the Daily News from Chefoo says: "A reconnaissance of the approach to Port Arthur was made yesterday by a Japanese flotilla of three destroyers and four torpedo boats, which ran in from the east about noon and cruised along the whole bluff, coming out past Laotiehshan promontory. As the flotilla steamed along it was heavily engaged with the forts, but apparently suffered no damage, although a signal mast on one of the torpedo boats was knocked out of shape as if struck by a shell. The operation was backed at some distance by two cruisers, one of which appeared to be the Yakuma, while an auxiliary cruiser, an old San Francisco liner, the Nippon, or a sister ship, acted as scout in the rear. Shortly afterward a heavy fire began on the land side, lasting intermittently until dusk."

INTERESTING LIBEL SUIT.

A libel suit of more than usual interest was filed in the United States District court yesterday by W. J. Elliott, captain of the fireboat Snoqualmie, against the steel four-masted British bark Simla, of 2,274 tons gross, valued at $150,000, which was nearly destroyed by fire on March 7 last while at the docks of the Port Blakeley Mill Company at Port Blakeley. The libel is brought by Elliott for and on behalf of himself and the crew of the tug H. Schultz, G. C. Spaulding, F. D. Jackson, Walter Wallace, Charles Zigliest, M. J. Welsh and Frank Weir, and Ralph Cook, chief of the Seattle fire department, and the case will doubtless arouse much interest among the legal fraternity, inasmuch as, if the libel is successful, it will establish a precedent in the inauguration of salvage claims against vessels.

On the date above mentioned the bark was lying at the dock with her hold nearly filled with lumber and a large quantity stored away on deck. At an early hour in the morning fire was discovered in the hold, and, after considerable effort to subdue the flames with a solitary line of hose stored on board the ship, the superintendent of the Port Blakeley mill telephoned Chief Cook and requested assistance from the local department. The claim is $15,000.

SATURDAY'S BARGAIN
HUNTLEY & PALMER'S
HOUSEHOLD MIXED BISCUITS
10c lb.
Ashley Strawberries, Large Box, 20c.
DIXI H. ROSS & CO.,
The Independent Cash Grocers.

Mid-Summer Clubbing Offer
SEMI-WEEKLY COLONIST
....AND....
FAMILY HERALD and WEEKLY STAR
for the balance of 1904, for ..... 50c for the two papers

IN order to secure new names at a time of the year when business is always quiet, The Colonist offers as a premium to new subscribers The Family Herald and Weekly Star absolutely free for the next six months. Send 50c to The Colonist, (Subscription Department), Victoria, B. C., and receive

The Semi-Weekly Colonist and Family Herald and Weekly Star until 31st Dec., 1904.

Send your subscription TODAY and have the full benefit of this offer.

THE COLONIST
VICTORIA, B.C.

NOTICE TO CONTRACTORS.

SEALED TENDERS, indorsed "Tender for Schoolhouse," will be received by the undersigned up to noon of Saturday, the 25th June, 1904, for the erection and completion of a one-room frame schoolhouse at Isabella Point, South Salt Spring Island.

Plans, specification, form of tender, bond and contract may be seen on and after the 17th June, 1904, at the office of W. J. L. Hamilton, Esq., South Salt Spring Island, and at the Lands and Works Department, Victoria.

Tenders will not be considered unless made upon the printed forms supplied for the purpose, and the agreement to execute a bond appended to the form of tender is duly signed by the contractor himself and two responsible sureties, residents of the Province, in the penal sum of $150, for the faithful performance of the work.

The lowest or any tender not necessarily accepted.

W. S. GORE,
Deputy Commissioner of Lands & Works.
Lands and Works Department,
Victoria, B. C., 14th June, 1904.

NOTICE.

Notice is hereby given, 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a 30-year lease of the following described lands for the purpose of stripping hemlock bark and cutting and carrying away the timber therefrom: Commencing at a post on the right bank of Nahmint river, about 1 mile from mouth, thence 80 chains east, 80 chains north, 80 chains west, 20 chains south, 40 chains north, 160 chains west, 120 chains north, 80 chains west, 40 chains north, 160 chains west, 40 chains north, 80 chains west, 80 chains south, 80 chains east, 120 chains south, 80 chains east, 40 chains south, 80 chains east, 80 chains south, 80 chains east, 20 chains north to point of commencement. Also commencing at a post on Dunsmuir Point at the Boundary Line of the E. & N. Railway Belt, on Alberni Canal, on the west side, thence 160 chains northwesterly along the line; thence 40 chains southwest; thence 160 chains southeasterly to Alberni Canal, thence northerly along the shore to point of commencement.

FRASER RIVER TANNERY, LTD.

B.C. STEAM DYE WORKS.
141 Yates Street, Victoria.
Ladies' and Gents' Garments and Household Furnishings cleaned, dyed or pressed equal to new.

NOTICE.

I hereby give notice that sixty days after date, I intend to make application to the Chief Commissioner of Lands and Works for permission to purchase the following described land situated on Kalen Island, Tucks Inlet:

Commencing at a post marked L. M.'s N.W. corner, situated close to the boundary line of the Indian Reserve on Kalen Island, about 80 chains from the northern shore line of Kalen Island, running south 20 chains, thence east 80 chains, thence north 20 chains, thence west 80 chains to place of commencement, containing 160 acres more or less.

L. MORROW,
Per C.
Dated Kalen Island, 22rd April, 1904.

NOTICE.

I hereby give notice that sixty days after date I intend to make application to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the following described land, situated on Kalen Island, Tucks Inlet: Commencing at a post marked John A. MacIntosh's N. E. corner, thence running south 80 chains, thence west 40 chains, thence north 80 chains, thence east 40 chains to place of commencement, containing 320 acres more or less.

JOHN A. MacINTOSH.
Kalen Island, B. C., April 23rd, 1904.

NOTICE.

Take notice that sixty days after date I will make application to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the following described land situated on Kalen Island commencing at a post near the boundary line of the Indian Reserve on Kalen Island marked L. M. C., northwest corner said stake being situated about 80 chains from the northern shore line of Kalen 80 chains, thence north 20 chains, thence west 80 chains back to the place of commencement, containing 160 acres, more or less.

L. M. CLIFFORD.
Kalen Island, April 12, 1904.
(Per J. C.)

In the Matter of the Estate of John Lundeen, Deceased, and in the matter of the Official Administrator's Act.

Notice is hereby given that by an order of the Supreme Court of British Columbia, made by the Honorable Mr. Justice Drake, dated the 20th day of May, 1904, the undersigned, was appointed the administrator of all and singular, the goods, chattels and credits of the above-named deceased. All creditors of the estate of the said deceased are required on or before the 30th day of June, 1904, to send particulars of their claims to me duly verified, and all parties indebted to the said estate are required to pay such indebtedness to me forthwith.

Dated at Victoria, B. C., the 15th day of June, 1904.

WILLIAM MONTEITH,
Official Administrator.

NOTICE TO CONTRACTORS.

SEALED TENDERS, indorsed "Tender for Schoolhouse," will be received by the undersigned up to noon of Tuesday, the 5th day of July, 1904, for the erection and completion of a one-room frame schoolhouse at Port Essington.

Plans, specifications, form of tender and contract may be seen on and after the 20th June, 1904, at the offices of the Government Agent, Port Simpson, of H. E. Kirby, Esq., Secretary of the School Board, Port Essington, and at the Lands and Works Department, Victoria, B. C.

Tenders will not be considered unless made upon the printed forms supplied for the purpose, and the agreement to execute a bond appended to the form of tender is duly signed by the contractor himself and two responsible sureties, residents of the Province, in the penal sum of $250.00, for the faithful performance of the work.

The lowest or any tender not necessarily accepted.

W. S. GORE.
Deputy Commissioner of Lands & Works.
Lands and Works Department,
Victoria, B. C., 11th June, 1904.

WEAK MEN CURED.

Our Modern Treatment has completely revolutionized the older methods. We want to introduce it into every country. We want EVERY WEAK OR UNDEVELOPED MAN to write for our profusely illustrated, copyrighted book No. 21. It fully explains our most REMARKABLE and SUCCESSFUL HOME TREATMENT; sent SECURELY SEALED FREE.

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HEALTH APPLIANCE CO.
6 O'FARREL STREET.
SAN FRANCISCO, CALIFORNIA, U. S. A.

IN THE MATTER of the companies' Winding Up Act, 1898, and Amendments thereto

and

IN THE MATTER of the Canadian Development Company, Limited.

The Canadian Development Company, Limited, having gone into voluntary liquidation pursuant to the above named act, and having appointed Mr. W. Broderick-Cloete, of London, England, their liquidator, notice is hereby given that the creditors of the above named Company and all others having claims against the said Company, having its Head Office in the City of Victoria, Province of British Columbia, are on or before the first day of October, 1904, to send by post, (prepaid) to Bodwell & Lawson, Solicitors, for the said Liquidator, at their office, No. 2 Broughton street, Victoria, B. C., their Christian and surnames, addresses and description, the full particulars verified by oath of their claims and the nature and amount of securities, if any, held by them, and the specified value of such securities, or in default thereof they will be peremptorily excluded from the benefits of said Winding Up.

Dated at the City of Victoria, the first day of June, 1904.

W. BRODERICK-CLOETE,
Liquidator.

New Theory

In a paper entitled "Lobar Pneumonia a Secondary Disease, Preventable and Controllable by Physical and Dietetic Methods," which he read at a recent meeting of the Clinical Society of the School of Physical Therapeutics, Dr. Morris W. Brinkmann of New York advanced a theory as to the origin of pneumonia, and advocated treatment therefor radically different from the usual theories and treatments. The paper will be published in Germany and the United States next month in two medical journals.

The theory in brief is that pneumonia is directly due to disorders of the abdominal organs, which cause undue upward pressure of the diaphragm and consequently result in impeded respiration. The cure of the resulting pneumonia, according to Dr. Brinkmann, depends upon restoring the affected abdominal organs to normal conditions.

In support of his contention Dr. Brinkman points to his experience in dealing with pneumonia along the lines suggested in his treatment, and he declares that by the methods advocated by him he has succeeded in reducing a high mortality rate to nothing.

Dr. Brinkmann's theory of pneumonia is stated thus:

"The associated conditions noted in acute lobar pneumonia were great distension of either stomach or intestines, or both together, with or without enlargement of the liver or spleen or both. The importance of these conditions will be seen in considering the etiology of pneumonia, after studying the anatomical and physiological arrangement of the respiratory apparatus.

"The lungs are limited in their movements in all directions by certain boundaries. Any obstacle to full expansion of the lung is an abnormal state of the respiratory as well as to the circulatory mechanism.

"The variation in the cubic capacity of the chest produced by the rotation and elevation of the chest is not as great a factor as the variation which can be produced by the action of the diaphragm. The diaphragm is also the roof of the abdomen.

"When, therefore, the roof of the abdomen is pressed upward, the floor of the chest is also pressed upward. Whether this displacement produces changes in the respiration we shall at once be able to determine.

"The amount of air which the average adult inspires is 28 cubic inches per respiration, and this is done, we will assume, 20 times a minute, or 560 cubic inches are breathed per minute. If for any cause the ability to take in air is reduced, the necessity for it is not removed and the individual adapts himself by varying the rate of breathing.

"Thus if 7 cubic inches per respiration are deficient, this is equivalent to one-quarter of the air taken in during the inspiratory effort. In order to make up this deficiency he respires one-quarter more times than under normal conditions, so that he now breathes 25 times per minute. In other words the individual can compensate for his deficiency by increasing the number of respirations.

"The limit of compensation is, however, reached when the individual can no longer make a sufficient number of respirations to overcome the deficiency in cubic inches per respiration.

"The air entering the lungs at each inspiration and leaving with each expiration, the so-called tidal air, is in excess of the residual air, which is the air remaining in the lungs in excess of this, called the reserve and residual air.

"The difficulty in breathing is approximately developed as follows: When the capacity of the throat is so reduced that the tidal air no longer can be held, the reserve air must do full duty, necessitating labored respiration. Upon still greater deficiency of air capacity through lack of space, the residual air is mechanically forced out, and gasping respiration results.

"When the capacity of the chest is so reduced that the necessary amount of residual air is encroached upon, the pneumonia support for the long structures is removed to the same extent, and the conditions necessary for the proper inflation of the lungs are removed, as is also the support of the great mass of blood vessels carrying the blood from the right side of the heart through the lungs to the left side of the heart.

"Respiration is carried on, therefore, under difficulties proportionate to the displacement of the diaphragm upward from simple increase of frequency per minute to finally a feeble, shallow, rapid gasp. Up to this point we have not taken up the subject of the inflammatory exudate.

"Let us now consider how the material found in the air cells in pneumonia reaches these minute spaces.

"As the blood vessels subdivide they form passageways of minute calibre having walls of great tenuity. These connections of the final minute branches of the pulmonary blood vesels, the so-called capillaries, are arranged around the exceedingly thin walls of the air

LEWIS ETZEL.

Niu-Chwang, June 18.—Lewis Etzel, correspondent of the London Daily Telegraph, was killed while on a junk between Schwantaitze and Erdicko by some Chinese soldiers on another vessel who were searching for pirates. The jun