

LEISERS LEAVE OUTER WHARF

Teucer Sailed Yesterday for Liverpool, Zealandia for the Antipodes and Umatilla for San Francisco

The steamer Teucer, Capt. Farwood, of the Blue Funnel line, left the outer wharf yesterday afternoon with a complete cargo, further shipments at Victoria being deferred. The P. M. S. Zealandia, Capt. J. D. S. Phillips, left for the Antipodes. The Blue Funnel liner Trian, which was expected to discharge her local cargo was delayed at Seattle and will arrive at the outer wharf this morning, and the Japanese steamer, Ocaro Maru, will reach quarantine from the Orient tonight, and will dock at the outer wharf tomorrow morning. The Umatilla, of the C. S. S. Co., left the outer wharf yesterday morning for San Francisco, and the steamer Queen is expected today from the south.

The Teucer will have a cargo of 105 Chinese passengers. Included in the big cargo was 3,500 barrels of whale oil sent by the C. N. P. Fisheries Company, to Glasgow, a large shipment of salt herrings from Nanaimo for the Orient, canned salmon for Liverpool and other ports. There were big shipments of machinery for Yokohama and Kobe, flour for Manila, and cotton for Chinese ports. Also aboard the Teucer were thirty cars of harvesting machinery, which will be discharged at Yokohama and transhipped to Vladivostok, from which port it will be sent to interior Russia, where there has been a great revival in farming. Nearly every vessel to the Orient in the last few months has taken large shipments of farming implements and harvesting machinery sent through this port to Russia.

The Zealandia, like the Teucer, was unable to accommodate the cargo offered, and 300 tons was left on the wharf when the Union Company's big liner left for the Antipodes. There were 260 passengers, including 85 in the saloon. Among the passengers were many Vancouver people, who are travelling for pleasure, one party consisting of Mr. and Mrs. J. W. Fordham, John, and Mrs. W. H. Barker, Mrs. C. J. Turkey and Mrs. J. Williams, and one party to Australia, India and South Africa. Another party, consisting of Mr. and Mrs. J. A. Redmond, Mr. R. P. McLeish and Miss McLeish, Mr. G. E. MacDonald and Mrs. D. Montgomery, and a party to Honolulu. There were also a number of residents from the Prairie cities en route to the Hawaiian Islands.

A bride-elect, Miss Rose Forbes, daughter of Capt. D. S. Forbes, marine surgeon for Balfour Guthrie & Co., left on the Zealandia for Sydney, where she will marry Capt. R. Montgomery, also a British ship. Chiltonford. Their acquaintance began some years ago when the barks Dunferline, with Capt. Montgomery in command, and Dunferline in charge of Capt. Forbes, sailed at Tacoma. The Chiltonford is now loading at Newcastle, N. S. W.

The Trian, which is to come to the outer wharf today, has 1,500 tons of general freight, 700 from the Orient, and the remainder from the United Kingdom, to discharge here.

DAIRMEN IN CONVENTION

(Continued from Page One)

Bros., \$15. Best junior herd—1. Jos. Thompson, \$50; 2. J. M. Steves, \$20; 3. A. C. Wells & Son, \$10. Swine, \$20; 4. Jos. Thompson, \$25; 5. A. C. Wells & Son, \$17.50.

Armstrong exhibition—No awards. At Victoria and New Westminster milking contests were held. Difficulty was experienced in securing perfectly impartial conditions owing to the vast differences existing between the animals to be milked, and on account of the limited time allowed for the contest.

Victoria exhibition—1. Walter Dickie, \$10; 2. P. N. Grimmer, \$5; 3. E. C. Smith, \$2.50.

New Westminster exhibition—1. Geo. Bryant, \$10; 2. Ed. Welbourn, \$5; 3. W. S. Dickie, \$2.50.

Importation of Breeds. The work of the association in assisting the importation and dispersion of a few breeds of stock throughout the province, has been continued with good results, and has been taken advantage of by many members. Since August, refunds were granted on the transportation charges of the following animals:

August 20, 1911—2nd owners and applicants for rebate, Scott and Walters, Glasgow, B. C., Ayshire bull, Bessies Kind of Beauty, 33591 C. N. E. Sire, Leansmook King of Beauty (imp) 5261 C. R. of P. test 18768; dam, Bessie, 10682. Calved October 16, 1910. Bred by A. C. Wells & Son, Sarnia.

August 9, 1911—2nd owners and applicants for rebate, Hayes Bros., New Denver, Ayshire cow, Deaconess of Avon, 33589 C. N. E. Sire, Stadacona Avon, 28716; dam, Deaconess, 19027. Ayshire cow, Ames Dewdrop, 21498 C. N. E. Sire, Dewdrops King of Beauty, 25445; dam, Annie Rooney of Eden, 30564; bred by A. C. Wells & Son, of Sarnia.

December 2, 1911—2nd owner and applicant for rebate, W. C. Calder, Revelstoke, Ayshire cow, Annie Rooney of Eden, Sire, Marquis of Deutonia, 18293; dam, Annie Rooney, 2317. Bred by A. C. Wells & Son, Sarnia.

November 1, 1911—2nd owner and applicant for rebate, W. Paterson, Koksilah, Holstein cow, Rosa Wayne, 2nd, 7156 C.H.P.B. Bought of Jas Erskine, Burnie.

December 15, 1911—4th owner and applicant for rebate, R. M. Halliday, Sandwick, Vancouver Island, Jersey bull, Merry Maidens Brigadier, C.N.E. 695—5049 J.A.C.C. Sire, Merry Maidens 3rd Son, 6076 J.A.C.C.; dam, Dairymans Dairy Queen, 19603 A.C.C. Calved December 15, 1907. Bred by H. Taylor, Oxfordville, N.S. 2nd owner, A. H. Menzies & Son, Pender Island.

Realizing the value of annual records to the industry, the association has offered a silver cup for the animal making the highest record based on cash values above the amount required for qualification in its particular section of the Dominion record of merit in British Columbia.

The directors are of the opinion that this feature is one of great importance and demands the attention of all who look for real progress being made by the dairy industry of the province.

The membership of the association has made a good increase during the past year and it is expected will continue to do so, as the efforts of the association towards the advancement of dairy prosperity secure the co-operation of all its members.

Treasurer's Report

In the treasurer's report it was shown that there was a balance at the bank of \$1,065.20. This report was also adopted.

The Hon. Price Ellison visited the convention in the morning and was at once called upon to address the members. He stated, however, that he would prefer to listen to their deliberations for a little before addressing them. After some of the preliminary business had been transacted he delivered a short address of welcome, in the course of which he said: "If we are to make the dairy industry a great agricultural country, and we all are, then we must have more agriculturists. That is a problem that the government has been thinking about. I have been referred to for a solution of the problem and I can tell you, gentlemen, that the task is not an easy one."

There are large numbers of people coming to the province to take up farming, but in many cases we find that they are men advanced in life. Some of them think that it is an easy proposition but I can assure them that they will have no picnic. British Columbia must have more people of the farming class. In order to make that possible the government is going to try and open up the country so that it will be easier for the settlers to make connections with the cities and other points. The man who has to go out into the backwoods cannot stand the strain long. The government of British Columbia has spent a vast sum of money in the making of good roads because they realize that good roads mean practically everything to the farmer. The farmers are not alone in the cry for better roads throughout the province. They have the strong backing of the motorists who insist that something more should be done at once toward making the country more passable than it is today. And in that connection I would just like to say that in this province it is a much more difficult task to make roads than it is in any of the other provinces of the Dominion on account of the nature of the country.

I do not suggest that that should be regarded as a barrier but I would just like to keep it in mind when you make suggestions upon the government for a wholesale appropriation for roads.

Would Help Dairymen

I can assure you gentlemen that we are doing our best to help the dairymen of the province as far as possible, but I should imagine from the looks of you that you do not require much assistance. We have placed a new man at the head of affairs in connection with the work of the department in the person of your secretary, Mr. Rive, and we are glad to know that he is doing good work. The great trouble of the department has been the getting of men who were qualified for the work and therefore we are all the more gratified to learn of the success of Mr. Rive. It was on account of the lack of properly qualified men in the country that made it impossible for me to appoint you live stock commissioner. The fact is, however, there is not a good live stock commissioner in Canada, and rather than make a bad appointment I have not made one at all. We are now negotiating with a Canadian gentleman at Washington who might be able to fill the bill if he will come. I wish to congratulate the association upon the success of its communications. I congratulate the members and hope that the losers will take heart of grace and do better next year. At the same time I may as well inform you that the department has in mind the idea of increasing your annual grant from \$2,500 to \$3,000. (Applause.) I am glad indeed to see that you have ordered four car loads of live stock from the east for the purpose of improving the stock of the province. That is a great work and I hope that as time goes on the practice will be followed to a greater extent until the farmers of the province are in a position to better their herds materially by the infusion of pure blood. The time has come now when we wish to do better along the lines of dairying. It is very important to the province because its development is now an integral part of the progress of the province. If there is anything I can do to assist your organization I shall always be very glad indeed to do it because I know that the department and the government are more than anxious to be of service to this deserving branch of agriculture." The hon. gentleman was accorded a hearty vote of thanks for his address.

The Premier's Speech

Premier McBride, in addressing the convention later said: "It has been my great fortune to welcome you here on behalf of the provincial government and to express to you the hope that your meetings will be productive of the very best results. I feel that there is no one in the province who understands even in an indifferent way the economic advantages of the country who does not recognize in our section of the Dominion of Canada the worth of the dairying industry. Dairying may be said to be the backbone of the credit that view and point to the fact that three millions worth of dairy produce had to be imported into the province last year in order to meet the demand of the consuming population, but I think that can be explained by the fact that there are large areas of land suitable for farming and dairying in particular which are inaccessible on account of the lack of transportation facilities. I think that with the increased transportation, and we expect that both in the way of railways and trunk roads, we will at last come into

our own in this connection, and that in addition to supplying all the demands of the local population we will become exporters of dairy produce to a very large extent. (Applause.) Statistics to which I have generally referred are sufficient in themselves to justify you and your colleagues, the provincial government and the public as well in exerting more strenuously in the future that has been done in the past every effort toward extending and improving the development of the industry in the province. I understand that the dairymen of the province together with the farmers are taking steps to introduce into the province an infusion of pure bred stock from the east for the purpose of improving the standard of the stock of the province. I think that that is a work to be commended and I am sure that it will meet with the approval and support of the department.

On Dairying

In regard to dairying particularly we know that it is as cheap to keep a good animal as a poor one. Let me mention to you with regard especially to the milk supplies that are required for our towns and cities that because of many reports to the government in late it was deemed advisable to appoint a commission whose principal duty would be the investigation of the conditions generally. (Applause.) Not that we would have you believe that we consider the dairymen of the province unsuitable for their work but rather would we have you believe that the matter is of importance all round and that through the agency of this commission we will be able to discover by what means not only the public will be benefited but the producer as well. We want the co-operation of your organization in this and other work because it is only by means that any progress in the industry can be made. It is not desired to strike at your investment. Far from it. What we want to do is to bring about a healthy condition in the community and realizing that that is of as great importance to your organization as it is to anyone else we ask your co-operation. Gentlemen, I understand that your membership is now over 200. I wish to congratulate you upon the fact and also upon the success that has attended your efforts in the past.

"Building Up a Dairy Herd," and "The City Milk Supply" were papers read by Prof. J. W. Mitchell, B. A., Manitoba Agricultural College; "Co-operation Among Dairymen" was described by Mr. J. W. Berry, Langley; "Production and the Show Ring" was discussed by Mr. H. Rive, the secretary; and "Cow Testing Association" was the subject spoken to by Messrs. H. Rive, V. B. Jensen, and Dr. Tolmie; and an instructive address on "Forage" was delivered by Dr. J. Withycombe, Oregon. All the addresses were marked with keen insight into the actual experience of dairy work and evoked the heartiest appreciation of the large audience.

The following office bearers were elected for the year. President, F. Bishop, vice president, J. J. Thomson; directors (for the islands) Messrs. W. Duncan, W. Paterson and G. H. Harris (for the lower mainland); Messrs. J. M. Steves, P. H. Moore and A. E. Wells; (for the upper mainland) Messrs. A. McQuarrie and P. Owens.

At the afternoon the Hon. Price Ellison presented the trophies and prizes won at the competitions.

WARM PRAISE FROM EARL GREY

(Continued from Page One)

litigations so soon as she is ready to claim the full responsibilities of Imperial manhood. She has already attached her loyalty to the crown and the British connection with roots too deep ever to be removed except by some sudden catastrophe. As far as possible, if it is true the United Kingdom cannot forever play along the part of the Empire, making for peace and righteousness throughout the world, it is equally true that Canada and the other dominions cannot develop strong free nationalities except under the sheltering protection of the British flag. I think I express the prevailing sentiment in Canada when I say that her people are united by only one desire to bring the Empire every assistance in their power with a view to enabling the crown to fulfill its mission in the world."

A striking phrase, and one which met with considerable applause, was used by Earl Grey in acknowledging the compliment of his election, when he said: "If it is I, it is I, and I, myself alone, it is also bestowed indirectly on the whole Dominion, which one day is destined to be the controlling portion of this great Empire."

NARROW ESCAPE FOR ITALIANS

(Continued from Page One)

that the object of their presence was to distract attention from others, who are believed to be Turkish officers, as they were in possession of arms, maps and a check for a large sum of money. Italian officers call attention to the fact that another Red Crescent expedition was at one time halted in Egypt by General Kitchener and sent back, as it was composed of belligerents.

Italy admits that France is fulfilling her duty admirably as a neutral power. The result of the conference has been reported to the French government, and so far the two countries have been animated by such a conciliatory spirit that a satisfactory solution is expected.

Italian Reverse Reported

LONDON, Jan. 25.—The Daily Express correspondent with the Turks reports an Italian reverse after a severe battle, which resulted from an attempt by the Italians to re-occupy Senaur an oasis about twelve miles west of Tripoli. Both sides suffered heavy losses. Sixty Italians dead were counted in the trenches. The date on which the despatch was sent was not given.

The big tunnel that Duncan Ross is building for the G. T. P. near Hazelton is in thick gum, and it will take 300,000 feet of lumber to timber it.

TERMINALS AT DUNCAN BAY

Railway Commission Approves Plans of E. & N. Railway to Build to Point Near Seymour Narrows

Telegrams from Ottawa yesterday announced the approval of plans submitted by the Esquimalt and Nanaimo Railway company for its extension up the east coast of Vancouver island from Union Bay to Duncan bay, the latter a point north of the Campbell river. Copies of these plans were yesterday filed with the provincial authorities and indicate the location of the line as well as the intention of the company to establish extensive terminals at Duncan Bay.

It is understood that a very early commencement of construction is contemplated by the company, the clearance of right-of-way and a beginning of the grading of the line being already in hand. Duncan Bay is situated in Discovery Passage, just south of Seymour Narrows and vessels awaiting the tide at the Narrows often anchor there and a half miles from Seymour Narrows. It is formed by a curve of the Vancouver island coast line southeast for half a mile from Orange Point and again to the northwest, and offers good anchorage in from 10 to 15 fathoms, with sand and shelled bottom. It is well sheltered from all but northwesterly winds. There is a dock with sand and mudflats at the head of the bay.

SAY KAMCHATKA RIVALS KLONDIKE

Steamer Rygia Brought News That Russian Explorers have Located Big Gold Deposits—Peking Officials Moving

The steamer Rygia, which reached the outer wharf yesterday from the Orient, brought news that some Russian mining engineers who have been doing some exploratory work in Kamchatka, have returned to Vladivostok, and report that Kamchatka will be the scene of the next world's gold excitement. Prof. Bogdanov, who has been making a geological survey of the island, has discovered areas where auriferous layers occur, and he says gold occurs in Kamchatka as freely, plentifully, and under identical circumstances with the Klondike. It may seem strange, he said, that gold should be found in volcanic layers on a small, isolated island, but he says that Kamchatka, but inspection of the auriferous strata shows that the gold is found in zones where the seashore formerly stretched.

News was brought by the steamer Rygia that the Peking authorities are seeking to have the United States authorities in China recognize the neutrality law in force against the United States, an American who went to Nanking with the new president, Dr. Sun Yat Sen, as chief of staff. "General" Lea claims the United States cannot interfere with him in his work. Sun Yat Sen is surrounded by many foreign consuls, having twenty Japanese consuls, one of them being Capt. Ota, a Japanese naval officer, who recently resigned following a series of lectures criticizing the Japanese admiral, and Dr. Nakamura, formerly professor of international law at the Peers school. Officers of the steamer Rygia brought news that the Peking authorities were planning an attack on Chefoo by land and sea, to begin an expedition against Peking. When the Rygia sailed 8,000 or more Imperial troops were on the coast, to defend the route to the capital. The first move, the rebels flag was preparing to convey the republican transports to the Shantung peninsula. The base of the rebel forces is now at Nanking, and reinforcements were being hurried there from the south. Daily trains were leaving Shanghai with Chinese troops brought north by steamer. Hundreds of cases of smallpox were being loaded at Shanghai in junk boats with munitions of war, to be towed to Nanking.

LOOK AT WALL STREET

Duke and Duchess of Connaught and Princess Patricia Visit New York Stock Exchange

NEW YORK, Jan. 24.—The Duke and Duchess of Connaught and the Princess Patricia visited the Wall Street district today. Where money kings come and go daily without ado, their royal highnesses found the way choked with advertising, cheering throngs. Ambassador Reid took the party in motor cars down to the Wall Street exchange, and they were met at the stock exchange by President R. H. Thomas. News of the visit had preceded their arrival, and a crowd of nearly 3,000 persons had gathered. When they entered the exchange the interest was so general that business was stopped for more than ten minutes. After being shown the operations on the floor the visitors departed. From the exchange the visitors were whirled up town for a visit to the Mills hotel, to see the home of a hundred of persons of small means, erected by the late D. O. Mills, father-in-law of Ambassador Reid. A luncheon at the Fifth Avenue residence of Mrs. Cornelius Vanderbilt, Jr., was the chief feature of the afternoon.

and tonight the party was entertained by Mr. and Mrs. Ogden Mills at a dinner and musicale. Fifty persons attended the dinner, and more than 200 came later for the musicale.

The Duke will leave for Washington tomorrow afternoon. In his absence the Duchess and Princess will attend the opera here tomorrow night.

Demand For Insurance

LONDON, Jan. 24.—The activity of Italian war vessels in the Mediterranean and Red Sea is causing increasing uneasiness in shipping and insurance circles. Several large insurances have been effected during the last two days at Lloyd's in this connection. A premium of five per cent was accepted to cover the risk of an outboard vessel on account of hostilities between France and Italy being feared. Although there is no apparent reason for such an occurrence, a premium of six per cent was paid on the risk of war between Great Britain and France and Germany within the next six months.

The Italian action in stopping steamers irrespective of their nationality and searching for Turkish officers and contraband is believed to be an evidence of the determination of the Italian government to put an end to Turkish resistance in Tripoli as speedily as possible. It is thought, however, that the Italian action may give rise to complications with those European powers whose shipping is put to inconvenience. So far no action has been announced by the British government in regard to the seizure by the Italians of a number of Turkish officers, including the famous Col. Riza Bey from the British steamer African in the Red Sea.

Given Two Years

VANCOUVER, Jan. 24.—Lee Joe, who is already serving several prison sentences for various offences, was before Judge McInnes yesterday on the charge of breaking into the home of J. M. Taggart and stealing two watches and chains. He pleaded guilty and was sentenced to two years, imprisonment to follow after the terms he is now serving have expired.

Conspirators in Serbia

BELGRADE, Serbia, Jan. 24.—The existence of a secret society known as the "Black Hand" has been discovered among the young officers of the Serbian army. The object is supposed to be anti-dynastic, and as a consequence of its discovery the crown prince has resigned his position as inspector-general of the army, which carries with it the duties of the commander-in-chief.

Mr. Bourassa's Views

MONTREAL, Jan. 24.—In Le Devoir tonight Mr. Henri Bourassa, the Nationalist chieftain, attacks the policy of the Federal government on the neuters question as shown by his attitude in the recent debate in the house of commons. While he admits that the government manoeuvre may have been clever for the time being, he prophesies trouble later, and accuses the administration of lack of decision and feeble tactics. Mr. Bourassa commends the stand taken by Sir Wilfrid Laurier.

Carmarthen Election

LONDON, Jan. 24.—The Carmarthen boroughs by-election, caused by the appointment of W. Llewellyn as recorder for Swansea, resulted in the election of Williams, Liberal, by a vote of 3816 to 2555 for Bond, Unionist.

OPEN NEW ROAD BY MAY FIRST

Mr. H. E. Beasley Says Cowichan Lake Branch of E. & N. Will be in Operation then—New Lumber Company

The Cowichan Lake branch of the E. & N. railway will be ready for operation about the first of May, it was announced yesterday by Mr. H. E. Beasley, superintendent of the company. This branch line, the construction of which followed an agreement with the Empire Lumber company, of New York, is 18 miles in length, running from a point on the main line of the E. & N. about five miles north of Duncan to the lake. Osborne bay, on the east coast of the island, where in all probability will be erected the mills of the lumber company, is linked up by another branch from the main line, three miles in length. Through the enterprise has been gone along with no blast of trumpets, yet the expenditure on the work has been very large, Mr. Beasley estimating that when completed and in operation the line will have represented an outlay of half a million dollars. The building of the railway is, however, merely preliminary to the introduction to the island of one of the most important lumbering enterprises on the entire coast.

The Empire Lumber Company, under which title the American Securities company, of New York intends to operate, some time ago acquired over five-thousand acres of the most valuable lands on the island—and this implies that the holdings are the most valuable of the size on the entire continent—and it is their announced intention to proceed with the lumbering industry on an immense scale. Some idea of the magnitude which their operations will attain is gained when it is stated that the building of 21 miles of standard gauge railway was undertaken by the C. P. R. as a prelude to the company commencing logging and manufacturing.

Speaking of the Alberni branch which was recently opened to traffic, Mr. Beasley said that the volume of business had been a gratifying amount of passenger travel already, and the indications were that as soon as the season opened there would be a great influx of holiday seekers and tourists. In this connection he mentioned that the chalet at Cameron lake has been completed and will shortly be in running order. The company intends to cut a

trail to the summit of Mount Arrow-smith and erect shelters there, and this, it is believed, will serve to attract tourists, as the view from the top of the mountain is held to be one of the most magnificent in the Canadian West.

The fine stretch of country between Alberni and Cameron lake is attracting many settlers since the line has been opened and especially is this the case in respect to the territory near McBride junction. As many countrymen are being received daily by the land office and the company, the outlook for a considerable addition to the farming population of Vancouver Island is considered excellent. The E. & N. company is now engaged in clearing the right of way on the extension from McBride junction to Union Bay; the right of way has already been cleared from Union Bay to Oyster River, on the projected northern line.

Much Timber Saved

SAN FRANCISCO, Jan. 22.—The "lightened organization" in the forestry service had saved the state \$2,000,000 feet of lumber during the year 1911, was pointed out today at the annual meeting of the foresters stationed in California. The lumber saved, which represents the difference between fire losses in 1910 and 1911, is valued at \$278,800. The figures covering the work of the foresters were contained in a report read by District Forester Coert today.

MINER KILLED

John Ross, Employed at Extension, Falls Under Car Wheels and is Badly Mangled

NANAIMO, Jan. 22.—While boarding the train leaving Extension Mines for Ladysmith at 3 o'clock this afternoon, John Ross, a miner aged 24, lost his footing, and slipped under the trucks of the rear car. His body was almost severed in two. The victim died four minutes after the accident.

Boy Killed by Car

SEATTLE, Jan. 23.—The touring car of E. C. Neufelder, president of the People's Savings Bank, today ran down and killed Clarence Bracken, 13 years old, on Second ave., near University street. Mr. Neufelder and his chauffeur were in the car. They went to the police station and told their story, which was that the car was not moving rapidly, but that it was rushed directly in front of the machine.

CHESAPEAKE'S SURVIVORS TELL OF PERILS

After Oil Steamer Burned They Spent Seven Days in Open Boats—Many of Chinese

The story of the burning of the oil steamer Chesapeake and the experiences of the survivors who were at mercy of wind and sea in open boats for seven days, is replete with incidents worthy of the pen of a novelist. The Chesapeake, a steamer of 4,521 tons register, owned by the Anglo-American Oil Company, bound from New York to Algiers, with a cargo of petroleum and benzine, was five days out in mid-Atlantic when it was noticed that some of the oil had escaped from the tanks. The mate and first engineer were investigating the matter when a terrific explosion occurred and the hatches were blown off. The burning sheet of flame accompanied the deafening report. The two officers were badly injured, and were taken to the wheel-house to have their injuries attended to. With such a terribly inflammable cargo the ship was soon blazing. Lengths of hose were run out to fight the flames, but in addition to the troubles caused by the fire the officers had to face a panic amongst the Chinese, of whom the crew and engine-room staff mainly consisted. The Chinese attempted to launch the boats, so Engineer Roots and the officers were compelled to stand over the men with their revolvers to keep them from doing this or from jumping overboard. It was only with the utmost difficulty, he states, that the Chinese engine-room hands and stokers could be prevailed upon to go below so as to keep a head of steam, and the sternest measures were necessary.

Fighting the Flames

For nine hours the fight with the flames was kept up, and many of the crew received injuries in the fire, the heat from which was awful. Orders were given to take to the boats at 9 o'clock at night, the officers realizing that there was no hope of saving the ship, and that to remain on board any longer would probably result in a serious loss of life. Engineer Roots and the third mate were in one boat with a number of Chinese, and shortly after they left the blazing Chesapeake the captain's boat, containing six officers and fifteen Chinese, had its rudder smashed, and Engineer Roots' boat got it in tow. There were two other boats, each containing a number of the crew, but these have not since been heard of, and it is feared that the occupants perished.

For seven days after abandoning the burning ship the engineers and the captain's boats kept company, endeavoring to get into the North Atlantic steamer track. They suffered many privations, the boats being only slightly provisioned. Their sustenance consisted of three biscuits and a little water daily, with a small quantity of preserved meat, "very judiciously served," as Engineer Roots expressed it. The supply of water was very short, and the party suffered greatly from thirst.

Mutinous Chinkamen

The Chinese, said the engineer, were sullen and would not work, but had to be kept at bay by the captain's gun. Once, as the water ration was being served out, however, they made a rush and seized the keg, but the Englishmen succeeded in "recovering it. The boat carried a red blanket at the mast as a distress signal to attract the attention of any ship that might be in the vicinity, and after seven days, during which 300 miles were traversed, they sighted the smoke of a steamer. For two hours they were in the greatest suspense as to whether their signal had been seen. Then it became clear that the steamer was bearing down upon them, and they celebrated their deliverance by drinking their remaining water supply to slake their raging thirst.

TO DEAL WITH TARIFF MATTERS

Hon. Mr. White Gives Notice of Promised Resolution to Provide for Appointment of Commission

OTTAWA, Jan. 23.—Hon. Mr. White has given notice of the tariff commission resolution. The commission is to consist of three members appointed by the government: (1) to make, under direction of the minister of finance and in respect of any goods produced in or imported into Canada, enquiry as to (a) price and cost of raw materials, which are added elsewhere, cost of transportation, thereof from place of production to place of use or consumption, (b) Cost of production in Canada and elsewhere, (c) Cost of transportation from place of production to place of use or consumption, whether in Canada or elsewhere, (d) Cost efficiency and conditions of labour in Canada and elsewhere, (e) Prices received by producers, manufacturers, wholesalers, retailers and other distributors in Canada and elsewhere, (f) All conditions and factors which affect or enter into the cost of production and price to consumers in Canada, (g) Generally all conditions affecting production, manufacture, cost and price in Canada as compared with other countries and to report to the Minister.

(2) To make inquiry into any other matter upon which the Minister desires information, in relation to any goods which if brought into Canada or produced in Canada are subject to or exempt from duties of customs and to report to the Minister. (3) To hold inquiries when empowered by governor-in-council. (4) To inquire into any other matter of thing in relation to trade or commerce of Canada, which the government-in-council sees fit to refer to the commission for inquiry and report. Full powers are to be conferred for the taking of evidence under oath, compelling attendance of witnesses, etc.

A secretary and other officials may be engaged, the salary of the chairman to be \$7,500 and other members \$7,000 and the Secretary's salary is not to exceed \$3,000.

FOUND DROWNED

Death of Mrs. Bittancourt of Salt Spring Island Inquired into by Coroner

SALT SPRING ISLAND, Jan. 24.—The adjourned inquest into the death of the late Mrs. E. J. Bittancourt, whose body was found in Vesuvius Bay on Jan. 23rd, was resumed at the Court house here last Friday. The coroner, J. T. Collins, presided, with the following as jurymen: A. J. Smith (foreman), N. Woods, H. Caldwell, W. Stevens, N. Wilson, W. Caldwell. Charles A. Curtis stated that he last saw Mrs. Bittancourt at about 4:30 p. m. on December 4th. She then appeared to be in good spirits. He stated that Mrs. Bittancourt had come to his house on November 29th and asked for lodging, saying that if it was not given her, she would go to the hotel and put an end to herself. She had stayed with him continuously until December 4th, the date of her mysterious disappearance. She was missed from the house early in the evening, and although a heavy rain was falling, he immediately proceeded to Vesuvius Bay, and made exhaustive inquiries there of her relatives and the nearby residents, but could find no trace of her.

Mr. Hutchinson said he found the body in Vesuvius Bay on the 8th of January, was floating about twelve feet from the shore. He immediately called Mr. Murray, who assisted him to recover the body. Mrs. Bittancourt had stayed at his house and he had seen her act strangely at times. He did not feel suspicious that anything was wrong when her disappearance was first reported, and therefore delayed notifying the police.

C. Baker gave evidence as to seeing deceased on Nov. 29th, when she appeared to be in her usual moody spirits. A. A. Langley said he helped Mr. Hutchinson recover the body on Jan. 8. Dr. A. Bush said that on examination he could find no marks or injuries on the body. It was impossible for him to say the cause of death owing to the decomposed state of the body. Witness said he had found the amount of \$70 on her person.

The evidence of Mrs. Hutchinson, who is ill, was read. It stated that Mrs. Bittancourt had come to her several times for lodging, but she was obliged to refuse, owing to lack of room. She said her mother had not been in a balanced state of mind for several years. A. R. Bittancourt gave evidence as to his exhaustion, and his search for Mrs. Bittancourt, previous to the arrival on the scene of P. C. O'Hara, by means of dragging and patrolling Vesuvius Bay with his launch. J. Sheppard swore