

and a boat from the British cruiser sent out. Shortly afterwards the Varig and Koraitz got under way and sailed out of the harbor. The crew of the English warship cheerfully then as they went out to fight. When the Russians were four miles out the Japanese threw a shot across their bows, but they did not stop. The Japanese lay between the islands, ten miles out, blocking the entrance to the harbor. The Varig turned her broadside at 11.55 a.m., then turned at right angles and steamed a short distance westward as if to make the shot, but suddenly turned east and veered the enemy her other broadside. The Japanese continued firing until 12.22, when the Varig was seen on fire near the stern. The Japanese followed almost to the entrance of the harbor, firing at the Varig, which had a heavy list port and was evidently in a sinking condition. The Koraitz was apparently untouched. The Varig lost thirty men and ten officers killed and forty-two wounded. Count Muro was killed the bridge. About six hundred shots were fired, but the firing was not accurate. The Varig was hit in only six places. One shot which struck her the water line amidships wrecked one of her engines. When the Russians anchored off the entrance to the harbor the British cruiser Talbot sent four shells out to her with a doctor and nurse. The United States gunboat Ashburg also sent three boats with medical aid. The Koraitz was abandoned at 6 p.m., her crew going on board the Talbot, and at 3.57 p.m. she blew up with a terrible explosion. The Varig was abandoned soon afterwards, her officers deeming the ship hopeless. Her dead were on board. The crew of the Varig went on the Talbot, the Elba and the Ashburg. The Varig buried until 6 p.m., a frequent explosion, as the ship ignited her ammunition. When the Russians eventually went on board the steamship. A Russian officer told the captain the Vicksburg that he had come ashore for one night only. The Japanese casualties are not known, but it is rumored that one torpedo boat destroyer was sunk during the action.

#### ATTACK ON PORT ARTHUR.

Details of Tuesday's Bombardment by the Japanese Squadron—The Russian Losses.

Petersburg, Feb. 15.—The first official account of the battle at Port Arthur of Tuesday last has been given in a telegram dated Port Arthur, February 9th. It is as follows:

At half-past eleven o'clock this morning a Japanese squadron of 15 ships began the bombardment of Port Arthur. The Japanese squadron consisted of four battleships, four cruisers, and seven torpedo boats. The Japanese ships were fired at by the Russian batteries, and the battle lasted forty minutes.

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#### LAST WEEK'S FIGHTS.

Damage to Russian Warships Port Arthur Defended on Ports For Protection.

Seofo, Feb. 15.—The steamer Koraitz, arriving from Port Arthur, reports that eleven Russian ships were struck in Monday's and Tuesday's engagements.

The battleship Sebastopol has a hole just above the water line, a useless in rough weather. The cruiser Novik has a hole in her port side.

The battleship Retvizan is in the harbor and her bottom has fallen. The cruiser Pallada was torpedoed in the engine room.

The battleship Carvetich, which was torpedoed, has been docked in the harbor and has been taken into the harbor for protection on her which have been reinforced.

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THE TOWN AND HARBOR OF VLADIVOSTOK.

The Great Russian Seaport and Terminus of the Trans-Siberian Railway—The Headquarters of Admiral Alexieff, the Russian Viceroy of the Far East.

Wenchow. She was allowed to sail February 14th. It is stated that the European residents of Port Arthur have been reassured, but that the Chinese are making frantic efforts to get away.

Reports of Russian victories are, it is said, being circulated to buoy up the hopes of the residents. It is apparent that the Russians have, for the present, decided not to use their fleet, but depend on the land forces. Eleven ships are, it is stated, to be repaired before they can take the aggressive on sea.

The captain of the Wenchow reports that he was held at Port Arthur until all the Japanese in the vicinity were gathered and placed aboard. Japanese were brought from points as far away as Harbin. A few Japanese are left in Manchuria. The refugees left their homes and stores, in many cases losing thousands of dollars. Several Japanese have been arrested on charges of having in their possession maps and charts. Refugees who go to Japan can give the government valuable information.

A reliable report says that three Russian torpedo boats have been sunk by guns from the forts. They were mistaken for Japanese vessels.

#### CONTRADICTION.

Russian Warships Sighted in Tangu Strait After Being Reported Destroyed.

New York, Feb. 15.—Official confirmation is given in Tokyo, according to a cablegram to the World, of the report that three of the four Russian warships from Vladivostok which entered Tangu strait to attack Hakodate, were blown up by mines the night of February 13th, while attempting to pass the strait.

A cablegram from London says that later advice is that four Russian warships have been sighted in Tangu strait since the report went out that three of the cruisers had been sunk or disabled.

#### VLADIVOSTOK FLEET.

Russian Warships Are Cruising in Sea of Japan.

Tokio, Feb. 13.—The Russian Vladivostok squadron is still in sight, cruising in the sea of Japan. A report to the effect that Matsuyama had been bombed by the Russian squadron is an untruth.

#### ORDERED FROM PORT ARTHUR.

Foreigners Leave the City—Daly Deserted—Why Ships Were Seized.

Ying Kow, Feb. 14.—The administrative authorities have not notified the American or British consuls of the release of the neutral ships which had been seized. Both consuls had asked for explanations.

The civil administration of Port Arthur has intimated that Viceroy Alexieff will not recognize the consul in matters relating to Port Arthur and Manchuria. In answer to the British government for an explanation of the seizure of the neutral ships at Port Arthur, Viceroy Alexieff replied that vessels were detained because they had Japanese on board.

The shots fired at the British steamer Fuying by the Russian guardship at Port Arthur as the Fuying was leaving that port last Tuesday were, the Viceroy says, due to a mistake on the part of the officers of the guardship.

The Russians are seizing supplies at Newchwang and the Chinese are alarmed and are closing their ports and preventing their possessions under foreign protection.

The Russian residents of Newchwang, fearing that the army will be unable to protect them and their property, are depositing their treasure under the jurisdiction of foreign flags.

In consequence of the attack by the Japanese upon Port Arthur, Viceroy Alexieff has ordered all foreigners and civilians out of that place. The families of the Russian officers in Manchuria are being sent to Russia, and this is causing great pressure upon the railway. Daly was the first place to be deserted. Those non-combatants and civilians have abandoned all their property at Port Arthur and Dalny.

The Russians freely admit their unpreparedness for the Japanese attack to have been a terrible blunder. Only half the ships were in line of battle and their officers were ashore celebrating the anniversary of Viceroy Alexieff's birthday.

A stirring episode was the re-entrance into the harbor of the warship Carvetich and Novik after the fight. They

came in under their own steam with bands playing and men cheering. Throughout the afternoon and night of February 9th wounded men were being removed to shore.

#### THE ARMY'S ADVANCE.

May Be Delayed Until the Operations of Japan's Navy Are Complete.

Tokio, Feb. 13.—The Vladivostok squadron has not been reported to-day. It is unknown whether the squadron returned to Vladivostok, or effected a passage into the Pacific.

An unverified report says a foreign warship was seen off Maifu naval station. The Japanese are not specially concerned over the naval situation, as they feel confident that they will soon dominate the sea. There is no fear of the Russians intercepting the Kaishan and the Nishin and preventing a junction with the Port Arthur squadron. The Russians possess no naval bases except those at Port Arthur and Vladivostok, and the latter may freeze up and bar the route of the squadrons.

Despite Russia's assurance minimizing the damage sustained by Admiral Togo's attack last Tuesday at Port Arthur, the Japanese are certain that the Port Arthur fleet was severely crippled.

Admiral Togo's fleet was not severely damaged and was capable of fighting another battle immediately afterwards. The battleship Fuji was the most seriously damaged. Withdrawals for repairs from the Japanese fleet will not materially reduce its fighting strength.

The date of the forward movement of the main body of the Japanese army has not been disclosed, but it probably will be deferred until after the completion of naval operations.

Publication of the numbers of soldiers at the points of mobilization is still forbidden. The mobilization is progressing with surprising celerity and without confusion. This shows a remarkable mastery of detail.

The main railways are cancelling or cancelling schedules, and devoting every energy to facilitate the movement of the troops. The reserves are assembling and occupying the garrisons vacated by the regulars, and this movement is progressing with the precision of a drilled army. All are immensely eager to take the field.

Subscriptions have been opened for the first hundred million yen war bonds. The subscription will close on March 15th. It is anticipated that the issue will be over subscribed many times.

The country is preparing for a long war, and seems capable of sustaining itself financially for two years. She possesses vast military and naval stores, and excellent home credit. Her soldiers and sailors are ready to give their services free if necessary.

#### QUESTION OF NEUTRALITY.

Important Statement by British Foreign Under-Secretary Regarding Newchwang.

London, Feb. 15.—Home Secretary Aker-Douglas, confirming the Associated Press dispatches, announced in the House of Commons to-day that the British government not only had not been approached with a suggestion that it should consent to the Russian Black Sea fleet passing out through the Dardanelles, but there was no reason whatever for supposing Russia contemplated such a violation of her treaty obligations to the European powers.

The British government was taking steps to secure an arrangement for the neutrality of Newchwang during the war, the foreign under-secretary, Lord Percy, replied that the government did not consider it to be practicable to neutralize any territory in actual occupation of either of the belligerents still under control of foreign powers.

#### LAND FORCES DEMORALIZED.

Russians Trying to Watch the Whole of the Coast—Ill-treatment of Japanese.

Newchwang, Feb. 14.—About fifty Japanese men, on their way to Tientsin, were arrested at Tai Hsi Chou on February 12th by their women, and arrested in Tientsin. The American consul, Henry B. Miller, procured the release of the women, but Viceroy Alexieff ordered their arrest and transportation. Viceroy Alexieff and his Japanese and Chinese governors are ordered to maintain neutrality and to preserve order

based his action on assurances the Russians gave the Japanese consul that they would be protected and permitted to leave when they desired.

There are numerous Japanese complaints of Russian ill-treatment. One report says that 400 refugees from Harbin and elsewhere, who arrived at Mukden on February 10th, were arrested and that many of them were severely beaten and detained until they purchased their release. When they were liberated the Japanese were sent in open trucks to Tai Hsi Chou, where they were again maltreated and sent to Port Arthur. Some of their women were sent to Newchwang.

Consul Miller took the women under his protection and sent them to Shan Hai Kwan.

Mr. Miller protested to the administration against the cruel treatment of the Japanese refugees by Russian soldiers, and requested a census of all Japanese deported to Port Arthur. The consul himself was menaced by a Cossack without provocation, and the officer commanding at Newchwang expressed his regrets, and promised to severely punish the Cossack. The civil administrator promised to afford better protection to the refugees.

Independent naval officers say the Russian fleet, under Admiral Rozhanski, damaged in the first naval battle off Port Arthur, cannot be repaired in time to decide the command of the sea. They also say the Russian land forces are demoralized. They are trying to switch the entire coast. The constant telegraphic interruptions threaten to complete the isolation of the war zone except

merchants and foreign property. The Pekin authorities are especially warned against the spread of evil rumors. The importance of protecting legations and consulates is emphasized and disturbers of the peace are threatened with punishment. Grave offenders will be sentenced to immediate deportation.

A separate edict condemning the order who memorialized the throne against the court's flight says: "War exists between Japan and Russia, not Japan and China. Moreover, Pekin and its vicinity are tranquil. Why, then, should the court leave?"

#### NEUTRALITY PROCLAMATION.

An Extra of Provincial Gazette Issued To-Day Giving Information to Citizens.

An extra of the Provincial Gazette is being issued to-day containing the neutrality proclamation for Canada. It is as follows:

His Excellency the Governor-General has received a telegram from the Right Honorable Secretary of State for the Colonies directing attention to His Majesty's proclamation of neutrality in the occasion of the war between Japan and Russia. The text of the proclamation has not yet come to hand in the meantime His Excellency the Governor-General hereby charges all commands all subjects of His Majesty within the Dominion of Canada to observe strict neutrality in and during the aforesaid war.

At high tide, 4 o'clock Sunday morning, the steamer Tees was pulled from the rocks at the southern extremity of Trial Island and towed to quarantine for inspection and fumigation. Her passengers and crew will be held pending the receipt of advice from Port Simpson reporting the character of the case of sickness landed there.

The steamer was ashore about 26 hours. Capt. Troup, who personally superintended the salving operations, from the time he arrived at the scene of the accident, allowed no time to pass. It was important to get the ship removed from the dangerous position before an easterly or southeasterly gale completed the work of destruction. Tackle was obtained from the B. C. Salvage Company, Beginalt, when it was found that the tug Lorne's services were futile alone. The Tees was made as light forward as possible, and at two o'clock of Monday morning the tug Pioneer, Princess Beatrice and Lorne were all on hand to lend assistance. Three 13-inch hawsers were attached, and with a main pull together the Tees slid from her rocky bed.

It required a tremendous strain. This may be inferred from the fact that the morning on Saturday parted a big 16-inch hawser in an effort to haul the ship astern, and that when a new Manila line had been attached with the power of the Kestral, and the Tees refused to move a fraction of an inch. The Maude had brought jacks and other paraphernalia for the second attempt. When the tide fell it was seen that the ship rested on the rocks for more than half her length forward.

Skids were placed under the bow and everything cleared away for action. In the morning Capt. Troup had come to the city and about 1 o'clock returned to the wreck with the three steamers mentioned. Their lines were attached, and shortly afterwards a long hard pull astern commenced. It looked for a time as if the effort was also going to be a failure. When the full power of the combined ship, hope of success was beginning to wane, finally the Lorne sheered off at almost right angles to the Tees. This was the crowning move, and the Tees, under the strain, and the hardest of the work was over.

Nothing is definitely known now of the extent of the ship's injuries. This will not be ascertained until the steamer has been hauled out for repairs, which will be just so soon as she can come in from William Head. She is not leaking, but it is believed her cutter bottom is badly broken.

Up till noon to-day Capt. Troup had not received Capt. Hughes's report on the cause of the accident. Owing to the condition of small port no one was allowed aboard. The Earl was on hand throughout the time the vessel rested on the rocks to keep guard over the craft. On Saturday afternoon Dr. Fagan, provincial health officer, visited the steamer, going out from here on the Maude, and in company with Dr. Watt, the quarantine officer, made an inspection of the crew and passengers. As a result the latter were sent to William Head. Dr. Fagan says that he is not yet sure that the sickness reported is that of small

pox, but he must hold the ship and all her passengers until he hears from Port Simpson. He expected to get this information by mail last night, but being disappointed, looks now for it to-day. The Tees, however, will not be held, except for fumigation. As for the crew and passengers, Dr. Fagan will go out to William Head to-day and make another examination to see who he will, if necessary, have to detain.

The passenger who contracted the sickness on the up voyage of the Tees was a lady. She and her husband had come to Vancouver from Seattle ten days previous to embarking for Port Simpson, and she developed sickness the first day out from the Terminal City. She was landed at Port Simpson, and it was thought her sickness there was smallpox. For this reason other passengers were not allowed to land at Port Simpson, and the steamer was ordered to quarantine. The passengers are: P. F. Tweedy, H. Thompson, H. T. Logan, J. B. Brown, F. M. Meade, F. D. Chisholm, J. Howden, George Mackenzie, D. Macdonald, P. Macdonald, E. G. Johnson, Thos. Pascoe, B. S. MacTavish, John Mathers. Second class, three Indians, one Japanese with wife and child, two Chinamen.

Capt. Hughes was ill on the up passage, but not disabled altogether. It was his watch aboard when the steamer struck, but so far as can be learned he was not at the wheel at the time of the accident. The captain is one of the most skillful navigators in the employ of the C. P. R. To date he has a long unbroken record of success, and regret is generally expressed that the mishap occurred.

Captain Hughes was communicated with from the Times office over the telephone about noon to-day, and from him it was learned that the passenger illness, supposedly from smallpox, was Mrs. White. The captain says he had no knowledge that the case was smallpox on the passage north.

Regarding the cause of the accident Capt. Hughes says humorously that the island got in the way of the ship. Second Officer Powell was at the wheel, and had suddenly changed the course, thus making the mistake. Ten minutes before the ship struck the captain was on the bridge, and the steamer was then, he stated, running on the proper course. Since the above was written Dr. Fagan has received a letter from the north giving particulars of the sickness. The passenger came from Seattle and was six days in Vancouver, which port she left on the 2nd inst. She felt ill the first day out, and the second day a rash appeared. She had taken one meal at the common table. On arrival at Port Simpson Mr. Flewinn, government agent, and Dr. Kerwin, a resident physician, were called to see the lady. The latter pronounced the sickness to be smallpox, and placed the woman in a tent, afterwards removing her to an isolation hospital, where she is now improving. The stateroom aboard which the lady occupied was at once locked, and is being thoroughly fumigated with the rest of the ship. In the meantime steps have been taken by Dr. Fagan to prevent the spread of the disease, and the provincial health officer has been notified to keep a watch on those passengers who landed from the Tees on the steamer's upper trip. Dr. Wilson, of Beaufort, and Dr. Large, of Bella Bella, have also been requested to be on the lookout.

#### CONTRABAND OF WAR.

The local steamship office of the C. P. R. is in receipt of no further instructions respecting the shipment of breadstuffs and foodstuffs from this port to Japan.

It is expected that the Japanese will be able to take the aggressive on sea. The captain of the Wenchow reports that he was held at Port Arthur until all the Japanese in the vicinity were gathered and placed aboard. Japanese were brought from points as far away as Harbin. A few Japanese are left in Manchuria. The refugees left their homes and stores, in many cases losing thousands of dollars. Several Japanese have been arrested on charges of having in their possession maps and charts. Refugees who go to Japan can give the government valuable information.

A reliable report says that three Russian torpedo boats have been sunk by guns from the forts. They were mistaken for Japanese vessels.

#### BOUNDARY MINES.

Last Week's Shipments Amounted to Over Fifteen Thousand Tons.

Phoenix, Feb. 13.—The Boundary mines ore shipments for the week bring the total for 1904 over the 100,000 mark. Severe snowstorms nearly all this week have kept the C. P. R. office busy endeavoring to keep traffic open, and they have been generally successful, although the tonnage is somewhat smaller. The Atholstan made the largest ore shipment since the general, Sauter, hauler, 10,500 tons; Mother Lode, to Greenwood smelter, 3,040 tons; Emma, to Granby smelter, 485 tons; Senator, to Granby smelter, 244 tons; Oro Donoro, to Granby smelter, 870 tons; Atholstan Jackpot, to Granby and Greenwood smelter, 625 tons; total for the week, 15,884 tons; total for the year to date 100,480 tons.

This week the Granby smelter treated 13,440 tons of ore, making a total of 77,088 tons this year.

#### STOLE SILVER INGOTS.

Two Boys Arrested While Digging Up Their Treasure on Shore of Lake Michigan.

Chicago, Feb. 13.—The Inter-Ocean states to-day: While digging for their stolen treasure on the shore of Lake Michigan, Henry Germar, 15 years old, and Geo. Jensen, 16 years old, have been arrested by South Chicago police for stealing 1,000 pounds of silver bullion from the National Smelting & Refining Co. A foot below the surface seven ingots of silver, each weighing 100 pounds, were found. Confronted with this evidence the boys confessed that they had broken into the strong room, and that they had stolen ten ingots in all, but had sold three of them.

#### ANOTHER MAIL ROBBERY.

Package Abstracted From Sack at Winnipeg—Contents Not Known.

Winnipeg, Feb. 12.—The postal authorities have another robbery case on their hands. Last Sunday while a pile of mail was lying in a car from the East pending transmission to the Pacific express, one of the sacks was cut open and a package abstracted. Just what this package contained is not known. It may or may not be valuable. The only going clerk on Sunday discovered the robbery, and promptly notified the authorities here, and an investigation was at once instituted.

#### MONKEY BRAND SOAP cleans kitchen utensils, steel, iron and tinware, knives and forks, and all kinds of cutlery.

A quasi epidemic of typhoid fever exists in Watertown, N. Y. Local health officials state there are between 1,500 and 2,000 cases in the city and two public hospitals are crowded to overflowing.

#### THE PROGRESS OF WORK AT DALNY.

Chinese Workmen Excavating For the Foundation of the New Buildings to Be Erected at This Terminus.

by dispatch boats. Admiral Alexieff has forbidden ships to enter any of the ports of the Liao Tung peninsula. It is understood that his object is to carry out the defenses of the harbors, which hitherto have been neglected. Foreigners are not permitted to move without military permits. The foreign missions at Mukden, apprehending a Chinese outbreak, are sending the missionaries with families away. There are about 2,000 Russian troops now at Newchwang.

Attention is also directed to the requirements of the Foreign Enlistment Act, and the rules laid thereon. All British subjects are warned against any transgression of the same.

The following rules are hereby declared to be in force forthwith: Rule A.—No ship of war of either belligerent may use the British water for place of resort for war-like purposes or equipment, or may leave British waters until twenty-four (24) hours after a ship of either belligerent, whether a ship of war or a merchant ship.

Rule B.—Every such ship of war shall be required to put to sea within twenty-four (24) hours after entrance, unless in event of stress of weather necessary for repairs or provisions, in which case it must leave as soon as possible, and certainly within twenty-four (24) hours of completion of repairs.

Rule C.—Subject to Rule A, and time must be extended accordingly. No supplies to be allowed beyond supplies and subsistence for crew necessary for immediate use.

#### SITUATION IN MANCHURIA.

Grave Condition of Affairs Reported—Missionaries Fleeing to Newchwang.

Pekin, Feb. 15.—The edict issued by the government of China declaring its neutrality in the Russo-Japanese difficulty, announced that war between these countries has broken out and says that seeing these nations are friendly to China, she must declare her neutrality. Viceroy and governors are ordered to maintain neutrality and to preserve order

## TEES AFLOAT AND AT WILLIAM HEAD

### HAULED FROM ROCKS SUNDAY MORNING

Course of Steamer Had Been Changed, Accounting for Accident—The Repairs to Egeria.

(From Saturday's Daily.)

A double misfortune has befallen the steamer Tees, of the C. P. R. fleet. When returning to Victoria from northern British Columbia ports last night she struck on the southeastern end of Trial Island, and at the time of writing is still fast. As there has been little communication with the shore from the vessel, the cause of the accident has not been learned. From the position of the ship it would seem that the steamer struck when going about full speed, for at noon to-day there was fore and aft inclination of between two and three feet. She appears, however, to be taking in no water, a fact doubtless attributable to the false bottom which she possesses.

The unfortunate condition of the steamer is aggravated by there having been a case of smallpox aboard. One of the male passengers from Vancouver, who debarked at Port Simpson, is said to have contracted the disease, and for this reason the Tees did not call at the Terminal City on her way south, but was coming direct to port, on stoppages having been made en route south, except at Union.

Word was brought to the city of the stranding of the ship by the steamer Kestral early this morning. She was on her way to the Terminal City when her attention was attracted to the Tees, and, on her return to port with the information, Capt. Troup was at once notified, and in turn the quarantine officer, Messrs. Bullen, of Esquimalt, and Capt. Cutler, of the tug Lorne, as also the captain of the Dominion steamer Kestral, the vessel named proceeded to the scene of the misfortune as soon as steam could be got up. Capt. Troup went out on the Lorne, and later the quarantine steamer Kestral was sent to the stranded ship, in addition to the Maude, of the B. C. Salvage Company, which left Esquimalt about 5 o'clock.

About 10 o'clock the tug Lorne attached a 14-inch hawser to the Tees and pulled astern, but without any success, the latter refusing to stir. The Lorne twice parted the huge line, and the attempt to float the ship had thereafter to be temporarily abandoned until further preparation for the work could be made. The Maude was sent back to Esquimalt for the purpose necessary, and it is expected that if nothing can be done this afternoon everything will be in readiness by the time of high water, about 3 o'clock to-morrow morning. The tide will then be about two inches higher than it was this morning.

The ship struck, so far as can be learned, about 1.30 o'clock, and there was a most high water. She lies right angles with the shore line, and will be quite safe unless a southeasterly gale arises, in which event she would be in a bad position.

When the Maude returned to the vessel this afternoon she had Dr. Fagan, the provincial health officer, aboard, who, with Dr. Watt, will make an examination of the passengers and crew. Of the former there are said to be 29 all told.

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