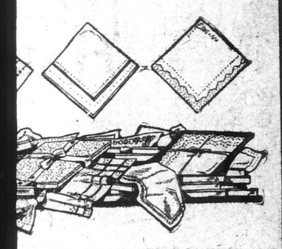
Tuesday, December 1909.



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ground on bean, 1 lb. tin ....25¢
COFFEE, 1 lb. tin 40c, 2 lb. tin 75¢
ED ICINGS, per pkt.....10¢
s. for .....25¢
R, per lb.....25¢
box $1.90, or 4 lbs. for .....25¢
OUSEHOLD FLOUR, the best flour
.....$2.00
APPLES, Spys or Wagner, per
.....$2.50
ATOES, 100 lb. sack.....90¢
D CHERRIES, per lb.....60¢
$1.00 per lb. elsewhere when we sell
STALIZED FRUIT, per box 35c
.....65¢
STED EGGS, per dozen .....35¢
EEF, 16 oz. bottle .....90¢
, 3 lbs. for .....25¢
MATOES, the finest packed, 2 large
.....25¢
ORN, Tartan Brand, per can....10¢
n .....15¢
RRIES, per lb.....15¢
IONDS OR WALNUTS, per lb. 40¢
UN BREAD FLOUR, per sk., $1.75
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PROVINCIAL HAPPENINGS

The Hume hotel at Nelson owned by W. C. Wells will be enlarged.

During the present year the building permits of Greenwood have almost reached the $100,000 mark.

William T. Ennis was killed by the premature discharge of a blast at the Mother Lode mine on Friday last.

The building of the railway between Keremeos and Princeton consumed 115,000 ties which cost 25 cents each.

Work upon the Westhom Island bridge in Delta district has been almost completed.

Two candidates for reeve have presented themselves in Salmon Arm, R. K. Scales and W. J. Kew.

R. A. Chester is the new manager of the branch of the B.N.A. in Greenwood in succession to H. F. Stow who is transferred to Rossland.

The British Columbia Copper company reports its production for the month of November as having reached $54,000 net for the month.

John Morrison formerly proprietor of the Kootenay hotel, Greenwood, was drowned recently in Elk Lake, Cobalt district, Ont.

Henry Clark, who broke into a school at Alice Siding near Nelson and broke up the furniture has been sentenced to six months for vagrancy.

Gunnysack Murphy is dead in Cranbrook from pneumonia. At one time he owned a group or claims in the Kootenay country near the Bayonne mine.

Stanley Dykes was committed for trial at Nelson on a charge of having knocked down Lena Flagg a nine year old girl and robbing her at a point a mile out of the city.

Work has commenced upon the demolition of the present schoohouse at Fernie, a temporary structure and the board of trade of that centre regard this as a victory. The board has been agitating for increased accommodation.

A special committee of the New Westminster Board of Trade is considering a proposal from the G. & J. Safety Blasting Powder company to establish a powder works on Tree island owned by the board at the mouth of the Coquitlam river.

Coquitlam Dam Case.

Tomorrow evening the statement of New Westminster's case against the Vancouver Power company with regard to the proposed heightening of the dam at Coquitlam as it was presented to the Dominion government, will be received by the city council. New Westminster claims that the heightening of the dam will injure its water supply in that the watre will be contaminated.

Fernie's Roads.

Twenty-seven miles of new road have been built in Fernie riding during the past year. A person can now drive from Fernie to Michel by fording the mouth of Michel Creek. A bridge will be built there next year. Next fall the automobile will be calling on its way prairieward from Cranbrook. One party has already signified his intention of putting in a public garage and automobile livery at Fernie.

Hunter to Appeal.

Herr Oberland the Bohemian big game hunter, has been granted the right of appeal by Justice Clement from a $150 fine recently imposed by magistrate W. H .Whimster of Fernie for violation of the game regulations. Oberlander says he holds a commission from the Austrian government to collect British Columbia fauna for public museums and has been granted a special permit by the provincial secretary. Application for this was made this year and while waiting Oberland went on a stroll through the woods with a gun in hand. He declares he did no shooting.

Vancouver Magistrate Leaves.

It is understood that a new police magistrate is soon to be appointed for Vancouver. Magistrate Williams left yesterday on a long trip to Europe and does not intend, it is said, to return to his old position. Temporarily, Mr. C. J. South, J. P., is occupying the police court bench. A deputation from the police force waited on Mr. Williams at his home, 1632 Burnaby street, and asked him to accept a handsome alligator leather suit case with sterling silver mountings as a token of the esteem in which he is held by the members of the police department.

Goes for Evidence.

City Prosecutor Kennedy of Vancouver left yesterday for the north to secure evidence against Elmer Olney, who is charged by some Chinamen with converting to his own use the money from cheques entrusted to him to deliver to parties in Vancouver. The Chinamen endorsed their cheques but Olney, it is charged, instead of delivering the cheques as agreed, cashed them himself and used the money. Considerable difficulty has been met by the provincial police in securing evidence, the Chinamen not apparently being willing to quit work up the coast and come here for the trial. To straighten out this matter is the object of Mr. Kennedy's proposed trip. It is claimed that Olney secured more than $200 from the Chinamen and has not accounted for a cent of this amount.

The Passing of the Kanaka.

There died on South Salt Spring on Monday last, 13th inst., William Naukin, better known as Likameen, at the ripe age of 96. He is the last of several Kanakas who settled on Salt Spring and the adjacent islands in the days of Sir James Douglas. He was amongst the number of the first Kanakas who arrived here from the Sandwich Islands in the employ of the Hudson's Bay Company. After some years he and others took up land on San Juan Island and resided there until San Juan was annexed by the United States, when under the advice of Sir James Douglas they sold out their farms and came to reside under the British flag. Naukin pre-empted part of Portland Island, where he resided until about three years ago, when he sold his property to Captain C. P. Wolley and purchased a ranch on Fulford Harbor. He was one man among many. Sincerely honest, kind-hearted and obliging, he won the respect of all who knew him or had any dealings with him in any way. He is generally regretted, being the last of a band of industrious settlers who worked hard in the early days of the colony and who contributed not a little in the opening up of the country. He leaves many children, grandchildren and great-grandchildren behind him to mourn his loss. He was buried in the picturesque Roman Catholic cemetery at the head of Fulford Harbor on Friday, his funeral being largely attended.

ORCHARD CONDITIONS IN B. C.

By W. J. L. Hamilton, South Salt Spring.

In December 1907, at the North Western Fruit Growers convention held in Vancouver, many valuable medals were awarded for high quality apples. After keen competition the expert judges employed awarded the cream of the prizes to fruit grown in British Columbia. This conclusively proves that we can grow as good apples as any in Hood River, Wenatchee, or any other district in Oregon or Washington that competed with us. Despite the fact, however, the Hood River fruit growers realized at that time $3.37 1-2 per box for their best fruit, whilst we had to be content with some $2.00 for our best, and that too, only after being put to great expense in storage accommodation, and great loss through the rotting of a certain percentage of the fruit thus stored.

The causes of this are not far to seek, and can certainly be remedied.

At Hood River the Fruit Packer's Union—gangs of expert packers and gardeners—visit the orchards and there, by the aid of modern appliances, grade and pack the fruit.

Consequently each box of No. 1 apples consists of perfect specimens only, of even size, and carefully wrapped in paper, perfectly packed so as to bear transportation without injury, and they have also the union label on the box, an indisputable guarantee of perfect quality, true to label.

Now take our conditions—each man frequently packs his own apples—a fatal mistake, as he probably knows little or nothing about how it is done. Also the temptation to slip in an odd apple of inferior grade is often too strong to be resisted, with the natural result that the fruit is by no means up to standard and consequently realizes only a low price. We have also a large number of small co-operative associations, all dumping their fruit on the market at once ,regardless of one another, consequently flooding the market and cutting prices still further. This is inevitable under present arrangements as lack of storage room compels them to sell out the stock as it arrives to prevent congestion of their warehouses.

They also have another antagonist in the wholesale fruit seller who has to compete against them, and in the commission agent. If however the co-operative associations sold only through these wholesale men all would work harmoniously.

All these forces antagonizing one another must be harmonized if we are to get the full price our fruit is worth, and the remedy I would suggest is this:

That a central organization be formed with full power to enforce the different local co-operative associations to regulate their sales so as not to flood the market at any time, and also to hold for top market prices.

To do this, cold storage at central points is necessary, to which the fruit once it is packed locally, should be consigned until high prices were reached. Throughout the apple markets of the world wholesale firms possessing adequate cold storage facilities could be appointed our agents and could keep the central association posted on current prices, and on the varieties and quantities it was safe to ship at once, and to them such shipments should be consigned. Adequate cold storage facilities being afforded by the transportation companies to ensure the fruit arriving in perfect condition.

At the local cold storage stations evaporating plants should be erected to evaporate all No. 3 grade fruit which is always sold at a loss without this method of enhancing its value, and all cull fruit at present a dead loss.

The economy thus efected would, with the saving effected in buying boxes by the million instead of in small lots, pay for the cost of running the whole business, whilst the enhanced value of the fruit would be all clear gain to the orchardists.

But no "Fruit Growers' Parliament" such as the above suggested central association would virtually be, would be powerful enough to rigidly inforce these laws, as local jealousies would frequently intervene, so to my mind the Provincial government is the proper body to take the matter up. They have power, no subordinate and (possibly rival) authority would possess, and they have also the capital to do it with. Besides they could handle dairy, poultry and farm produce by the same official, whilst this scheme would automatically regulate the present expensive and difficult spraying problem.

They could also establish a school to teach correct fruit grading and picking, the pupils from which could go out into the orchards of the province as foremen, and teach the children of the orchardists the art of packing and grading, and they could affix a provincial stamp on each box which would be an absolute guarantee of quality.

If a small valley like Hood River can sell their fruit at such advantage by inferior methods surely the vast fruit regions of the whole province of British Columbia thus handled under an honest government could realise values commensurate with the size of the undertaking.

END COMES SUDDENLY

King Leopold of Belgium Dies at an Early Hour This Morning

TOO WEAK TO RALLY FROM OPERATION

Doctors and Others Surprised By Fatal Turn of His Illness

BRUSSELS, Dec. 17.—King Leopold died at 2:35 o'clock this morning, his aged and wasted body being unable to stand the strain put upon it. The collapse occurred suddenly, and at a moment when the doctors seemingly had the greatest hope for his recovery. Throughout yesterday bulletins issued from the sick room indicated progressive improvement.

The public at large was satisfied that the King was on the road to recovery, but within the pavilion, where the King lay, there was a feeling of anxiety chiefly because of Leopold's great age. After a wakeful day, the patient was able to sleep for a brief period early in the evening, and the night passed quietly until two o'clock, when alarming symptoms appeared. Suddenly the King turned and called to Dr. Thiriar "I am suffocating." Dr. Depage was summoned and the two physicians did everything possible to prolong life without avail. The end came quickly, and after a spell of weakness he passed peacefully away.

Prince Albert arrived at the death-bed about twenty-five minutes later. He was accompanied by Princess Clementine. Albert kissed the dead King and left the chamber weeping.

Baron Coffinet, the King's secretary, started immediately for Brussels to notify the members of the royal family. As he was entering his motor car he exclaimed: "To think that only yesterday we were still full of confidence, and now the King is dead."

It appears that the doctors were totally unprepared for such a termination. It was a nun, acting as nurse, who first noticed the heavy breathing of the King. She called Dr. Thiriar to the bedside. Both doctors resorted to injections of morphine, but this had no effect.

Shortly after the end had come the ministers were notified, the first official to arrive being the royal chaplain. The ministers remained in the death chamber for a considerable time discussing the sudden death and matters of state.

ISLANDERS FAILED IN RUGBY MATCH

Spirit of Vancouver's Forwards Too Much For Victoria's Fifteen

VANCOUVER, Dec. 18.—Dashing work by the Vancouver forwards and beautiful play by Fyson and McLorg in the back division enabled the Vancouver rugby team to defeat Victoria by a score of nine points to three at Brockton Point. It was not until the second half that Vancouver showed any signs of brilliancy but in that period they packed and heeled well and the men behind scrum passed with judgment. To the work of Fyson and McLorg can victory be attributed.

At half time each team had scored three points. Heb. Gillespie got over with a try for Victoria and Owen Sawers equalized for Vancouver. In the interval Victoria slacked and Fyson and McLorg started a movement which ended in Gale giving Vancouver the lead. Later Thomas added three points from a penalty kick. The game encouraged Vancouver supporters to believe that the present team can give Berkeley a good game.

LADYSMITH BEAT VICTORIA WEST

LADYSMITH, Dec. 18.—Ladysmith defeated Victoria West by three goals to nil in the opening match of the series for the island championship at Ladysmith today. The score does not indicate the character of the play because the visitors put up an exceedingly plucky struggle and with a little luck should have had another goal, at least, to their credit. The closing minutes of the contest found Victoria bombarding the Ladysmith goal but they were unable to tally, the local defence standing the pressure in cool and effective style.

FRUIT LANDS CASE

Judgment in favor of J. Laing Stocks was given at the assizes in Nelson yesterday by Mr. Justice Murphy in the suit of Stocks versus the China Creek Lumber Company. The case has occupied the attention of the court for two and a half days, and even yet is not quite finished, as the judge has reserved his decision as to whether Mr. Laing Stocks is entitled to interest on the payments made on the land, and arguments on this point will be heard this morning.

Mr. Laing Stocks sued for the rescision of an agreement to purchase certain fruit lands from the China Creek Lumber Company for $15,250 and for the return of the amount of the purchase price, $9,750 already paid, on the ground that the water available for irrigation had been misrepresented.

Mining Department.

EDITED BY WILLIAM BLAKEMORE, M.I.M.E. MEMBER CANADIAN MINING INSTITUTE, GREENWELL GOLD MEDALIST NORTHUMBERLAND INSTITUTE OF MINING ENGINEERS 1904

As to Copper Mergers.

Interviewed at Phoenix this week, Mr. A. B. W. Hodges, local manager of the Granby Consolidated, denied the rumor which has appeared in the press that his company had made any overtures to acquire the properties of the British Columbia properties. Mr. Hodges pointed out that it was not, and never had been, the policy of the Granby to make overtures of such a description to another company, and that the first move in the matter, if move were to come, would be from the British Columbia Copper company. As to the probability of such an occurrence, Mr. Hodges declined to discuss the matter, stating that it was a subject for his directors.

There has been a good deal of newspaper rumor flyng about for some little time past concerning the possibility of such a merger as that alluded to above, but it may be stated definitely that, whatever the probabilities, no word of an authoritative character one way or the other has come from anyone in authority connected with either of the two big companies. That such a step is likely to be taken sooner or later may be assumed as pretty well certain, as it would be no more than the general trend now-a-days of large industrial financial enterprises, and it is not likely that its effect on the copper producing industry, so far as British Columbia is concerned, would be otherwise than beneficial; but until some announcement of such a policy is made by someone in authortiy, speculation on the matter is idle.

The same remarks apply to the reports that are also floating round with regard to the possible connection of the Granby company with the big copper trust, concerning which rumors Mr. Hodges was also questioned. He is reported to have stated that the Granby was not connected as far as he knew. He did not consider Granby a factor with the Guggenheims and other big interests of the copper world which propose to control production, but said that the company would be ready to co-operate with them for the betterment of copper metal prices.

Of this last statement there can be no doubt, as the interests of all the producing companies would lie in the same direction, whether combined in one big trust or not. But the big trust itself cannot yet be said to have been fully formed, nor, while such an organization is highly probable, is anything definitely known on the subject. One thing is certain, the steady increase in the production of copper in British Columbia is of necessity forcing her slowly, but none the less surely, to the front among the world's factors in the red metal market. With the present activity in railroad building, and the consequent opening up of the province, which means the placing within easy reach of the markets of numerous areas known to be very rich in copper, British Columbia's present position in this respect will acquire an enormously increased prominence and importance in the next four years. A necessary result of this will be her close connection with the huge and wealthy interests which control, or are struggling to control, the leading producing copper sources on this continent today—sources whose prominence is quite likely to be overshadowed in the very near future by the growing copper camps of British Columbia. There is no cause for alarm in the prospect, but rather for encouragement to those energetic pioneers who are now opening up various existing camps throughout the province, or seeking for new ones.

No New Lead Mines.

The Spokane Inland Observer, in a recent issue, draws attention to a somewhat remarkable fact in connection with the production of lead which is likely to materially advance the price of that metal in a very few years. The Observer remarks that, whilst stories of the discovery and development of new and rich copper mines are of almost daily occurrence—properties capable of producing the red metal at prices considerably lower than the lowest level reached during the last financial panic—it is a significant fact that there has not been a lead mine of the first-class found or developed in the United States for twenty years. Neither has there been any really great zinc property discovered during the same period. As a consequence the price of both lead and zinc is logically bound to go higher, and to remain at a high average thereafter, so long as the United States maintains a protective tariff, because, unlike copper, the domestic production of either metal is insufficient to supply the home market.

The fact thus drawn attention to is, possibly, relatively speaking, of even more importance to British Columbia than it is to the United States. A rise in the price of lead or zinc, or both, in the United States would, the tariff notwithstanding, make an immediate difference on this side of the boundary line, with a correspondingly heavy increase in development and production in the lead and zinc districts of the Kootenays—and, if recent discoveries and reports are any indication, those of the British Columbia coast. The situation and its developments should be carefully watched by British Columbia mining men.

The Bridge River District.

An important mining district, and one directly tributary to the coast, where its ores will be shipped and from whose markets it will draw its supplies, is the section near Lillooet, known as The Bridge River District. The construction of the Howe Sound, Pemberton Valley & Northern railway, some account of which was recently given in these columns, will, when completed to the town of Lillooet itself, do much to facilitate quick transportation; but the extension of roads and trails into the district is urgently needed and strong representations are being made towards that end by the miners and settlers of the section. The most pressing need in this direction is the construction of a wagon road from Seaton lake up Bridge river, which would at once place the most developed and best prospected part of the district in direct touch with the base of supplies, which have now to be taken in in limited quantities and at great expense by pack horses. A recent report on the section gives the following description of its mineral resources so far as known:

"Crossing Bridge river near its junction with the South Fork is a well-defined mineral-bearing dyke of silicious diorite, one to two miles in width, running northwest and southeast, and traceable for many miles on both sides of this river. Running through this dyke, and having the same strike and dip, are at least two distinct quartz ledges, traceable at intervals, where not covered with wash, for at least ten miles. Several other ledges at about right-angles to the above have been uncovered, and many more probably exist and await uncovering. An important feature of all the ledges in this particular belt is that they invariably carry values in free gold with more or less tellurides and tetrahedrite."

So facorably are those acquainted with this rich but little known section impressed with its mineral resources, that not even the difficulties of access and transport of supplies have sufficed to hinder them from undertaking such development and operations as has been possible, and it is a strong evidence of the wealth of the district that these operations have been carried on on a paying basis. Two examples of this may be specially mentioned, the first being the Lorne group, which, without any invested capital, and with no better machinery equipment than the primitive one of a home-made arrastra, has managed to pay its development expenses, wages for miners and management, and a regular small dividend for its owners.

The second instance is the Wayside group, which, though more recently discovered than the Lorne, is stated to have a most satisfactory showing. The owners, who are Cincinnati people, are at present confining themselves to a thorough development of the property before deciding upon the instalment of machinery. Up to the present this development has been all done on one of the three ledges on the property. The ledge in question is a well-defined vein three feet wide, and averages between $70 and $80 to the ton in free gold, besides some values in concentrates.

The rendering of so promising a district more easy of access is a matter of urgent importance, and, although it is well understood that the rapid growth of British Columbia is constantly giving rise to new and urgent calls upon the provincial treasury for those three most necessary items of roads, trails and bridges, yet there is good reason to hope that the coming session of the legislature will see something done in the way of an appropriation for the construction of the wagon road which is needed to bring this valuable mineral belt into closer touch with the outer world.

The Heroult Electric Furnace.

Mining men in Canada will be interested to know that the Heroult electric furnace, concerning which considerable has been heard in this country, is about to be used for the manufacture of tool and drill steel, shoes and dies, forging and steel castings, and also light steel rails of frim 14 to 20 lbs. per yard, by the Mexican Steel & Chemical Co., recently formed for the manufacture of steel, calcium carbide, and chemicals in the City of Mexico. The plant will be erected upon about 30 acres of land purchased by the company within the limits of the City of Mexico, upon which area its calcium carbide plant will also be erected. The capacity of the electric steel furnace will be 16 to 20 tons per day of steel ingots. Robert Turnbull, Canadian representative of the Heroult furnace, will design and build the steel plant.

Exports of Cobalt Minerals.

An interesting and little-known fact in connection with Canada's mineral exports is that the greater part of the cobalt used in the United States comes from the cobalt minerals contained in the silver ores of the famous mining camps of Cobalt, neither this metal nor nickel being produced in large quantities in the United States. For 1908 the United States imported from Cobalt 219,098 pounds of the mineral which gives the district its name, being a total value of $17,077.

TEES RETURNS FROM WEST COAST

Back from another trip from the West coast the steamer Tees is discharging whale oil for shipment to Glasgow by the steamer Bellerophon of the Blue Funnel line. The steamer brought 170 barrels of whale oil, refined at the west coast stations, where 6,000 bags of bone meal has been ground and awaits shipment. At Sombrio work has been delayed owing to the flumes being washed away during the recent floods. The Tees brought thirty passengers from the island coast. She will sail again for Quatsino Sound and way ports tomorrow night.

COUNTERFEITERS

Many Bogus Coins Circulated in Vancouver and Vicinity—Two Suspects Arrested

VANCOUVER, Dec. 18.—A gang of counterfeiters who have a plant either in this city or not far out have been at work for several days past and succeeded, it is said, in passing considerable bogus money here and in North Vancouver. Many reports of bogus silver coins have reached police headquarters and detectives are using every effort to get at the bottom of it.

On Thursday night Detectives McLeod and Thomson arrested F. W. Adams and Leo Thomson, on suspicion that they were either connected with the gang or knew something about it. Yesterday in police court the men were charged with vagrancy and their hearing remanded until next Monday so the officers may be given time to further investigate. The prisoners answer generally the descriptions of two men who passed counterfeit money but it has been impossible to positively identify either of them. Several people on whom the coins were passed have called at police headquarters to scrutinize the prisoners, who resemble in a way the suspected men but their identity cannot yet be established.

The men seemed to have confined their operations to hotel bars, entering places during the busy hour when the bartenders were serving a lot of customers and were not paying much attention to the money they changed. The coins are said to be counterfeits of American money.

Struck by Street Car.

TORONTO, Dec. 18.—While returning from devotional exercises at St. Francis Church last night, Brothers Michael and Matthew were struck by a street car at the corner of Arthur street and Euclid avenue. The former received injuries which caused his death before a doctor could be got to attend to him. Brother Matthew's injuries are slight.

FOG AT VANCOUVER DELAYS SHIPPING

Several Large Steamers Have Been Held at Mainland Port For Three Days

The dense fog which shut down on Vancouver on Wednesday last lifted yesterday. Shipping suffered at the Mainland port in consequence. The Princess Victoria crept out during the slight break in the fog-curtain and arrived here yesterday morning with her delayed passengers who expected to reach Victoria the previous evening, and the R. M. S. Empress of China started from her wharf at 8 a.m. during the temporary lifting of the smother to find the fog shut in about her before she reached the Narrows and the white liner came to an anchor in the fog-filled harbor. She made a start two hours later and reached the outer wharf yesterday afternoon. After embarking her local passengers she proceeded. She had a good cargo and many passengers including 450 Chinese in the steerage.

Steamer Stranded.

The fog, which was not experienced at all at this port, resulted in great disadvantage to shipping caught in Vancouver harbor and several large steamers have lost some days. But one accident is reported, the grounding of the steamer Cassiar. The Princess Charlotte grounded slightly when passing in on Thursday morning, but was not injured. The Cassiar went on a sandbar at the north side of the Narrows when inbound from Northern British Columbia ports. When the steamer stranded a boat was sent away to Prospect Point lighthouse and a telephone message to the Union Steamship Company brought the steamer Coutli to the scene. The passengers were transferred to her and brought to Vancouver. The Cassiar was soon floated and taken to Vancouver.

Apart from this the fog has seriously delayed shipping and today extends right across the Gulf of Georgia to Nanaimo. Yesterday it was clear outside Point Grey but today the fog came in. From Nanaimo reports state that the mist prevails all over the Gulf. From New Westminster comes the report that shipping on the Fraser river is delayed and shipping men are unanimous in saying that this is the worst fog in years.

Liners Delayed.

The big Blue Funnel liner Bellerophon, Capt. Bartlett, is still at her berth at Evans, Caleman & Evans dock with no prospect of sailing today. She was to have sailed on Wednesday night for Union for coal en route to the Orient and the Old Country via Puget Sound, but present indications are that it will be tomorrow before she will get away for the glass is still steady and a mill-train or a breeze springs up navigation will be impeded.

If the mails from England had been on time the Empress of China would have sailed on Wednesday afternoon, but the mail train did not arrive until midnight Thursday and by that time the fog had absolutely closed navigation for big vessels.

Out in English Bay the couple of hundred passengers on the Australian liner Aorangi had to make the best of their enforced stay for the liner reached Victoria from Sydney, via Suva and Honolulu Thursday morning and reached English Bay at 5 o'clock Thursday afternoon. Here she was forced to anchor and there she was held until yesterday morning. Mr. J. C. Irons, the agent for the Canadian-Australian line, met the Aorangi at Victoria and went up with her. On Friday morning he decided that an effort should be made to get the mails in and so a boat was lowered, a compass bearing taken and Mr. Irons started off from the liner to find the beach. He found it all right but it was away over on the Kitalano shore at the end of the car track. However, he managed to reach the city about 11 o'clock Friday morning and made arrangements for a tug to go out and bring the mails in.

Somewhere Also.

Somewhere in English Bay, too, was the Weir steamer Oceano, Capt. Davis, which left Seattle on Wednesday night for Vancouver to complete cargo for the Orient. She has a lot of salt fish to take on at Evans, Coleman & Evans' dock and some freight from the C. P. R. Capt. Davis got word ashore to Greer & Coyle, the agents, of his arrival in the bay. The Erna was also fogbound until yesterday morning.

The steamer Otter which was due to sail for Ladysmith and other island ports on Friday is still at her berth and the tugboat business is demoralized. The steamer Yucatan is fog-bound off Nanaimo, bound from Seattle to Alaska. The Princess May states by wireless that she left Ketchikan at 7 p.m. Friday night after being held for twelve hours by fog.

The Vancouver fog recalls that of four years ago when the Empress of China was held up for four days. Last year there was also a heavy fog about the same date. The Princess Royal, it will be remembered, ran into the Fukui Maru in the harbor ,and the Princess Victoria had a very narrow escape from running down the Transit. Since then the Harbor Master has ruled that no vessels shall remain in the stream in the fairway, and these dangers are obviated, but the British companies are taking no risks with their larger vessels, and shipping will be tied up until the fog is completely lifted.

BURGLARS WORK IN VANCOUVER

VANCOUVER, Dec. 18.—Safeblowers at work last night accomplished a lot of destruction, but received no reward. This morning for several minutes the telephone at police headquarters was kept busy by those whose property had been destroyed. The first report received was from the Structural Material Co., at 155 Front street west. When the office was opened this morning a perfect wreck met the gaze of the employees. The safe door was wide open, and its interior was warped and shattered. When the office was closed last night all of the money was taken from the safe and only some papers left. Fortunately these had not been destroyed. The force of the explosion wrecked the office furnishings.

Following this report came another from the British Columbia Wire and Nail works at Alexandra and Hawkes streets. This safe had been blown open, but like the first there had been no money in it. Several valuable papers were partially destroyed.

Fred Allen's feed store on Water street was also entered and this safe blown. The door had been left open, but it was necessary to blow open the inner door before the cracksmen could get at the valuables. There was not a cent of money, but, as in the case of the others, there were valuable papers, which were not taken.

In every case indications were that experts did the work and that nitro-glycerine had been used. The police have not the slightest clew to the perpetrators, but the entire force of detectives today is hard at work trying to find some clew to work on which may lead to the arrest of the desperate men who are responsible.

Great excitement prevailed around police headquarters this morning on account of the safeblowings. For several weeks past detectives have been apprehending every suspicious person who came to the city, but it seems that the yeggmen somehow seemed to escape the dragnet. Every suspicious-looking individual in town today who cannot give a good account of his presence here will likely be arrested on a vagrancy charge, the police hoping that among those they find will be the safe-crackers.

About a week ago the Canadian Pacific Railway company reported that 60 sticks of dynamite had been stolen from a small construction job they have under way. The detectives this morning are convinced this theft was perpetrated by the safeblowers. The nitro-glycerine obtained from these sticks of dynamite was probably that used on the safes last night. To extract this "juice," as cracksmen refer to nitro-glycerine, requires hours of patient and dangerous work. It is necessary to boil the sticks of dynamite over a slow fire, and great care must be exercised to keep the explosive from getting too hot. When the sticks are sufficiently boiled the nitro-glycerine comes out of the sticks and rises to the top of the water, where it is carefully skimmed off and placed in bottles, where it may be safely carried about so long as there is no great jar.

Only experts can do this work in safety, and that is the reason the detectives are of the opinion that a daring gang of expert safe-crackers now infest the city. Every effort is being made to effect a capture, and all exits from the city are being closely guarded.

In gaining entrance to the three places visited last night the yeggmen in every instance pried open the windows with burglars' "jimmies," a strong pointed steel rod which is carefully inserted under a window sash and then used as a lever.

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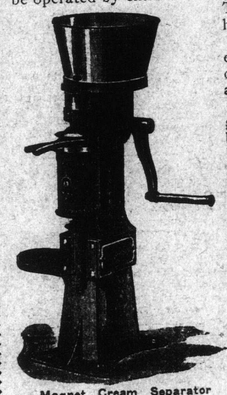
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