Roberts Kitchener Mines

ompany Organized to Develop Properties on Mount Richard.

Operations Will Begin Early in the New Year.

Weart, barrister and solicitor, ouver, has perfected the organi- nd registration of the Roberts- er Mines, Limited, capital $1,- in one million shares of $1 The company has been organ- Vancouver and Victoria, with ct of acquiring and developing l Roberts, Lord Kitchener and neral claims on Mount Richards. d office of the company will be ria, where permanent offices will ed immediately.

ord Roberts claim is one of the omising prospects in Victoria division, as has been proved by lopment work done on the pro- 1900 and 1901. This consisted ft 105 feet deep, with crosscuts 0 and 100 foot levels, both of isclosed large bodies of rich per ore, assays of which ran 52 to $48 per ton, principally in nd showing a large percentage metal.

ssessment work on the Lord r claim has proved the existence ge body of exceptionally rich ld ore, which encourages the t will develop into a very valperty.

ition to the mining claims, the ng adjoining all the buildings and y of the Lord Roberts mine, nsists of a steam hoist, steam acksmithing outfit and bunk d other buildings, so that work gun without any delay in waitworking plant.

operties of the Roberts-Kitchen- are situated within one and a s of the Crofton smelter, and a position that ore can be direct to the smelter ore bins rial tramway, thus affording a nomical method of handling, as from the workings will be de- o the smelter with one operagravitation. Another important l connection with these properin the fact that the ore conufficient percentage of silica to self-fluxing, a property miss- e Mount Sicker ores, and which heir treatment much more cost-

e intention of the company to e services of John McInnes, known mining manager, who so lly opened the Tyee and other

ed number of shares of the combe placed on the local market the new year, sufficient only to working capital, and with this velopment the mines should be ppers within a few months.

CADE POWER PLANT.

Mining, Development and y Co. Takes Over Property.

ruction faces the English comch owns a seventh interest in ic power plant at Cascade, B. Dominion Mining, Development Company, as it is called, will ed by the Dominion Trust Company, with a capital of $375,000, as- o shillings a share.

ecent meeting in London the pointed out that a 10 per dend could be expected soon stock in the Kettle River comning the Cascade power plant. pany has spent nearly $500,- rnessing 6,000 to 7,000 horse making electric power to run dary mines. The plant is now ion.

minion company owns 1-17 of al of the Queen Bess mine, in n. Reports show that a richgalena has been opened. st important asset of the Dompany is a half interest in the ke company.

ASLO ORE SHIPMENTS.

ments of ore through Kaslo for week were as follows:

	Tons.
Nelson	65
ar to Everett	62
Boy to Everett	64½
o Nelson	42
lola, Kansas	25
nce to Nelson	33½
o Frisco	21½
y to Nelson	21½
elson	21
	336

ount of ore shipped by months for is:

	Tons.
	1,725
	1,868
	1,660½
	926
	763
	1,696
	1,082½
	1,178
	977½
nd November	2,313
to date	578
to date	15,294

ount shipped during the same t year.

	Tons.
	857½
	899
	872
	684
	496½
	549
	1,568
	1,634½
	977½
	1,975½
	1,349
	11,920½

ARTE IS SARCASTIC.

ree-Trade Liberals Are Doing For Canada.

rte writes in La Patrie:

woods and forests are in the passing in alarming proportions hands of the proprietors of paper mills in the United

nevolently allow the export of to the United States, where nufactured into pulp and into the very great advantage of neighbors on the other side of They close their doors upon stead of putting up a gate or fence, we boast of the en- of our trade. The surest our national future is shipped without duty to the United

joice therein; we show ourlighted, charmed.

is really something to rejoice make us lay back with joy. wood brings us in from $3.50 cord. In the United States, is transformed into paper, it w line of from $20 to $25. n ore will doubtless follow the l.

port about $30,000,000 worth ach year.

per tariff would allow us to ure a very large proportion of and to employ thousands of to keep in Canada millions of

ears that it is better that it otherwise.

ny closes our grains out of ts. We open wide to her the

ur country.

Majesty the Kaiser does not atue to us on the public square he will fail in the first of his

Wreck of the Elingamite

(Continued From Page Two.)

GETTING ASHORE.

"As there was no anchor in the boat, I told the men that they would have to go ashore and get stones for the purpose, and that they could go to the fire, and that I would stay in the boat. Two sailors stopped with me, and we lay down without any covering, I having given all my clothing but my coat and pants away to the women and children. We were continually taking cramps during the night, and had only a little to drink. During the night, which was very foggy and raining, the wind abated, and the sea came right in on us in shelter.

RIDING OUT THE GALE.

"I then knew that the boats that we had left on the other island would be smashed, so we made an endeavor to save mine. We rode the gale out all right, and in the morning the wind decreased, and the weather changing a little I dropped the boat in shore, and sent the men with me on shore, telling them to go and tell all hands to catch all the goats and rabbits on the island for provisions, and that I would wait for them till 4 o'clock. I told all the able hands that had been on the raft, and who had landed on the island, to come in my boat, as my men were all knocked up. My idea was to go back with what food we found to the women and shift them to where we were on the Big King. During the morning the weather cleared, and I think it was the first that the raft party had seen of the other island or the people on the ledge right facing them.

VESSELS IN SIGHT.

"I heard some of the men shouting, and could see a sailing vessel in the distance. I sent other men on shore, and told them to go to the camp, and to set fire to all on the island that would burn. I had seen another vessel already go past. In the afternoon I saw some smoke approaching the part of the island that we were under, and I gradually recognized a yellow funnel steamer, which came in close. The steamer took off a party from another part of the island, after some difficulty. I believe all had to swim out or be pulled aboard by a rope.

TO DIE ON THE ROCKS.

"The steamer then came down to where my boat was lying, and I informed the captain that a fireman had gone ashore to die on the rocks. Se he transferred fresh men from the Zealandia into my boat, and we went down to see if the man was alive. I backed the boat in as close as I dared to the rocks, and we all shouted, and could get no reply.

"One of the Zealandia's men then swam through the surf, and took a line ashore. He found the fireman on the rocks pretty well prostrated, and, placing the line around him, assisted him to the breakers' edge, when he was pulled on board.

ON BOARD THE ZEALANDIA.

"We then boarded the Zealandia, and I informed Captain Wyllie that there were 70 people down on another island, a number being women and children and most likely in a dying condition. I told him that it was no use searching further on the Big King, as I was sure that there were no more people alive there, and if so they could assist. He immediately proceeded to the spot where the women were left, losing no time. I went ashore with a boat's crew, and took all the people off to the Zealandia. As I surmised, I found that the two boats left on the island were smashed in the night before. I found that no deaths had occurred, but the women were very hysterical, and some in a very bad way.

EMBARKING THE SURVIVORS.

"After embarking the people with great difficulty the steamer proceeded on her way. The captain, officers, passengers, and crew treated the survivors right royally, and provided us with necessary clothing, which must have been at great inconvenience to themselves. I offered to show Capt. Wyllie where the vessel struck, and he deemed it advisable to go down before dark, in case anyone else was thereabouts. We proceeded to the spot, and could find no traces of the vessel or people.

"When I left the ship she looked as if she would last all day, but I was told that she settled in 20 minutes. None of the boats containing compasses, and we were all placed under a disadvantage, as the fog was one of the densest I have experienced for years."

THE CONDUCT OF THE FOREIGNERS.

Captain Reid strongly condemned the conduct of the Austrian passengers aboard, stating that they refused to assist in any way, while the womenfolk worked all the time, baling out the boats with their boots. He says that the men were pulling from 4 a. m. till 6 p. m. on Monday, and they knew that to give in meant death.

TRAGEDY OF THE RAFT.

Another phase in the sea tragedy of the Elingamite has been made known—a terrible story of suffering and death, with nothing to relieve its horror save the noble endurance of some of those who were actors in its scenes.

When H. M. S. Penguin, which had gone to seek survivors was about 60 miles Northeast of the Three Kings, the bottom boards of a boat and other wreckage were seen in the water. Shortly afterwards one of the men stationed at the masthead sang out that a raft was in sight.

At seven minutes past four the steamer was alongside the raft, and it was seen that several of its occupants were alive. The sailors on board gave three cheers at the sight, and the men on board the raft gave an answering cheer.

Only one man was standing on the raft. The rest were kneeling down, and the remainder were crouched in sitting positions. The men and the raft were taken on board. The men were in a very feeble condition, and some of them were too dazed to give intelligible answers to questions.

Some of the men stated that some hours before they were rescued they saw a steamer approach, and that a boat had been lowered from it, and men come near them, but did not pick them up. Others said that they had certainly seen a steamer, but did not mention the fact of a boat being lowered.

SURVIVOR'S STORY.

Steven R. Neil, one of those on this raft, gave a detailed narrative of his terrible privations. He said:

"There were 19 of us upon the raft, over which the waves were breaking. We were half submerged. The other raft—which had left the vessel earlier—was above water. Its deck was dry, the cylinders appeared to be built higher, and it was not so crowded. We called to this raft, and asked the men upon it to find room among them for the forecabin stewardess. Whether they thought there was a danger of swamping if they approached too close I don't know, but they did not take the poor woman. Some time later this raft came nearer, and three of our men jumped out to her, and were taken aboard. The jolly boat then came along, with the purser, Mr. Fred. Chambers—to whom I had been introduced—in command. I could see at a glance that there was not too much room in the boat for those that were there, but we called out and asked if it were possible for them to take one or two from us. One of them remarked that the boat was leaking, and I learned that the purser had been ordered by the captain to make as quickly as possible for the lee side of the island, and find a place where they could camp.

A TERRIBLE DISCOVERY.

"After the first excitement was over we made an examination of our craft, and found that we were in a worse predicament than we had supposed. There was a water keg on the raft, and we had looked upon it as full. It did not as a matter of fact, contain a single drop of water. We had two sculls, but only one rowlock, which left us with only one scull to propel us. Within a few minutes, Danielson, who was a quartermaster on the Elingamite, improvised a rope rowlock. Using both oars we then struggled to get to leeward of the island, but the current was too strong for us, and we realized that we were at the mercy of the winds and waves. Plenty of fruit in cases was at the time floating amongst the wreckage, with which the sea was covered. Not expecting any such dreadful experiences as we were doomed to pass through, we did not make any great effort to secure the fruit, and it was by good fortune more than anything else that one of our number picked up two small apples. Instead of getting to the lee of the island we gradually drifted out into the ocean, and in the heavy fog that prevailed it was not long before we lost sight of everything.

HELPING ONE ANOTHER.

"At night the sea became choppy; it became very cold, too, and the fireman, the second steward, and the forecabin stewardess, being very poorly clad for such weather, suffered greatly from exposure. We did our best to keep each other warm. I had the fireman's head pressed to my breast the whole of two nights. The exposure we were subjected to was undoubtedly most severe and trying. All night long we looked for lights, hoping to see a fire on the island, and little thinking that we were drifting far out to sea. By morning we had drifted out for probably 20 miles. When we looked around us at daybreak there was only the open sea around, and the sky overhead.

SELECTION OF A SKIPPER.

"It was, I think, about seven or half-past seven o'clock on Sunday evening that we decided to appoint one of our number commander. There were 16 of us, you will remember, three, as I have already said, having joined the party on the other raft. We were unanimous in our selection of Mr. Wetherilt, and he at once took up the role of skipper. The new commander was given the two apples that had been picked up. These apples, I may say, were divided each into 16 parts, and we had one part apiece. The sixteenth part of a small apple is not much, but I munched the rind of mine several times over. I don't mind telling you. There was no water and no more eatables, and we had to go from Sunday night until Monday night before we got our next sixteenth of an apple each.

THE FIRST DEATH.

"Dickson, one of the men who had been selected by the Auckland Electric Tramways company to take up a position as driver, was the first man to die. He was an old friend of mine in Sydney and I was horror-struck to find about 9 o'clock on Monday night, that he was dead. We agreed to let the body remain on the raft until morning, hoping to make land and give it decent burial. But when morning came there was no land in sight, and our troubles were accumulating. Two more of our little band lay dead alongside Dickson. The exposure had been too much for them. When we found that three of our number were dead, and that there were already signs of putrefaction, we decided to put the bodies overboard, and did so. I have Dickson's watch, knife, an some small trinkets with me, besides articles belonging to some of the others. The survivors bore up wonderfully well considering all the circumstances. We were hungry and terribly thirsty, but hope never quite deserted us.

SHARKS AND ALBATROSSES.

"From time to time we became aware that sharks were following us, but whether the bodies which we committed to the deep went straight down or were eaten by these monsters we could not tell. We could never bring ourselves to gaze back for fear of seeing something horrible. Albatrosses, too, followed us in great numbers. Several times we endeavored to kill an albatross for food, but never succeeded. Our sufferings throughout Tuesday were very great, and one or two of our number insisted on drinking salt water. The consequences of such a mad act were pointed out to them, but they seemed to be losing their reason. It was, too, maddening to gaze around on water extending upon all sides as far as the eye could reach, and know that one might perish of thirst amid it all. As the day wore on our miseries became more and more acute. The steward had only recently got over a serious illness, typhoid, I believe, and he was in a weak state to begin with. Poor fellow. He bore up pluckily, but his chances were all too small. Indeed, he became almost a lunatic.

A MIRAGE.

"We were a crew of starving men. It was an awful plight that we were in. Almost too awful to think of. We were troubled with illusions. Land, green and sloping, invitingly down to sea, would come before us. Alas! it was always an unreality. The currents seemed to be carrying us in a circle. We could make no headway against the currents with the sculls. Nevertheless, the commander, Mr. Wetherilt, the fireman, Danielson, the quartermaster, and others, who shared the rowing, stuck manfully to their posts. The heroism they displayed was extraordinary. It was, as far as my memory serves me, on the Tuesday night that we saw the flashlight of what seemed to be a lighthouse, on the left-hand side of the raft. Mr. Wetherilt said we had better make for it, and we tried. Struggle as we might, however, we could make no headway against the powerful currents and the choppy sea, which washed over the craft every second. Whilst pulling we broke the rope rowlock, and this had to be repeatedly repaired. When we looked up again towards the light we found we were no nearer than at the start. Just then a scream went up from the crew. We could see the masthead light of a steamer bearing down on us.

THE SHIP THAT FAILED.

"A prayer of thankfulness went up to God from each one of us. We prayed as only men who were in deadly peril can pray. Apparently the steamer heard us. She came to a full stop—our hearts beat fast with excitement—and lowered a boat. There was a light in the bows of the boat, and we watched it with anxious eyes. The big ship seemed to anchor there whilst the boat made an almost bee-line in our direction. Our salvation appeared to be at hand. We stood up and screamed in order to attract attention. 'Ship ahoy!' we cried. 'Help us for God's sake! We are starving.' Our voices sounded strange even to ourselves, as the cries went tremulously over the waters. We had no means of exhibiting a signal. The boat came, to all appearances, within 100 yards or 200 yards of us. It could not have been further away. Then the boat seemed to be encircling us. Her lights approached nearer to the first light we had seen. Then it became lost for a while and seemed to be returning to the ship. Our screams become frantic, but the were not heard, and "God help us," we cried, as the boat disappeared and we lost sight altogether of the ship. Probbed of the hope of immediate rescue we prayed that the ship might lie by until morning, and with the first streak of dawn our agonized eyes searched the sea for a sight of her. But all we could see was the smoke of a vessel about 10 miles off. It was a heart-breaking moment.

MUIRHEADS TRAGIC FATE.

"One very pathetic death was that of Muirhead, a comrade, who was on his way to Auckland to take up a position as driver under the Electric Tramways Company. Muirhead became very ill. I cheered him up as well as I knew how, reminding him of his friends and his good old mother out in New South Wales, and bidding him bear up for their sakes. Muirhead promised to keep up a brave heart, and on Tuesday night he said, 'It's all right, old boy. We'll be saved yet.' He lay down alongside of me, and we fell asleep. Presently I was awakened by a kind of monotone. I listened and made out the words to be, 'I'm gone, I'm gone, I'm gone; good-bye, I'm gone!' Raising myself into a sitting position, I gazed around, and there, a few yards from the raft, was Muirhead floating on his back with his hands lifted upwards, singing, 'Good-bye, good-bye.' Snatching my lifebelt from under my head, I threw it to Muirhead, shouting to him, 'For God's sake, catch this, man!' The poor fellow, who seemed to be unconscious of what was going on around him, touched the lifebelt with his hand and pushed it away from him. A man who was watching the sad scene with me, then threw another lifebelt to Muirhead, asking him to catch hold of it, but this he served in the same way. The last we saw of the poor fellow was when he was thus floating away from us, singing his mournful good-bye. The moonlight was shining on his upturned face, and he never ceased his monotone. Never shall I forget the scene.

MADNESS AND DEATH.

"Men were driven mad by dipping their heads into the sea and drinking. I put my own escape down largely to the fact that on the Monday night I put a threepenny bit into my mouth. The coin never left my mouth until I reached the Penguin on Thursday. I swallowed a handkerchief in small pieces during the voyage. Had it not been for the cold I believe I should have attempted to do the same with my shirt. We were continually drenched by the sea, and this served to keep us moist, and allay to some extent the pangs of thirst. From the time of the wreck until we were rescued I never knew what it was to have a dry thing on. Ellis, second saloon steward, went out of his mind. Four times we had to pull his head out of the water, and on each occasion he must have swallowed some of the water. He grew worse, and finally died in my arms. We committed his body to the ocean. During Wednesday night some of the men jumped overboard and were drowned.

THE FATE OF MRS. McGUIRK.

"Mrs. McGuirk, the forecabin stewardess, bore up bravely till towards the last. Part of her outer clothing she had divided amongst the poor fellows who were worst clad, and in every way she displayed great endurance and a heroic spirit. She finally died from sheer exhaustion, and was placed in her watery grave.

H. M. S. PENGUIN APPEARS.

"By Thursday we had drifted a long way out to sea, and the prospects of being picked up were becoming more and more remote. All Thursday morning we were drifting about, with imaginary land ever in sight. We have since learned that so far from being near land, we were 63 miles away from it, with no possible chance of ever reaching it, apart from being picked up by a boat. A little after noon we sighted the smoke of a steamer about 9 or 10 miles away. As far as we could make out the steamer was heading in our direction. We were a crew of praying men—penitent sinners every one of us—and we prayed with all the fervency we were capable of that we might be saved. Once or twice fate seemed to be deciding against us. The ship appeared to be vanishing. Looking up again a little later, I caught a nearer glimpse of the vessel, and thought at the time it was a wool-clipper. One of our number fastened his shirt—a white garment—to one of the sculls, and hoisted it as a flag. We shouted, too with what little lung power we had left, although we knew we could not be heard at so great a distance. Our feelings when the ship steamer nearer and nearer until she was level with us, and we saw her put out a boat, can hardly be described.

HEARTY BRITISH CHEERS.

"We were saved! Our terrible privations were at an end! Hearty British cheers reached our ears as the boat neared us, and we responded as well as we were able. If our cheers were not very loud it was because we were so weak from exposure and starvation; at least, our hearts were filled with gratitude. Most of us managed to struggle to our feet when the whaleboat came alongside, and, with the assistance of the sailors, we got aboard her. Out of 16 of us that left the scene of the wreck only eight were left. We were at once supplied with nourishing food, and quickly transfred to the warship, where we received every comfort and attention. Had we been with our parents and wives we could not have been more tenderly looked after.

THE CAPTAIN'S CHART.

"The captain of the Penguin has since shown me a chart which he used when searching for the missing, and it is as interesting a thing as you could look at. He very kindly pointed out to me the course he followed, indicating where he crossed the track of the Clansman. His great experience as a navigator enabled him to calculate to a nicety the current we were in, and he followed it. To my mind he displayed simply marvelous seamanship, and it is from my heart I say: 'Hurrah for the British navy!' He tracked us over the pathless sea with the astuteness a bloodhound follows a path on shore, and when he had rescued us he gave us a welcome that was both hearty and homely—I might even say fatherly. God bless him, for a gallant sailor and true gentleman! And when I speak thus warmly I know I am but voicing the sentiments of all the survivors from the raft."

SILVERTOWN AT HONOLULU

Cable From the United States Has Reached the Hawaiian Islands.

Last night the cable steamer Silvertown finished her work of laying the first section of the new Pacific cable to Honolulu—a private message giving the information that the work was complete and Honolulu was no longer several days from the civilized world. The Silvertown has been laying the long cable at the rate of eight knots on hour. On Monday morning her line of cable crossed the Bamfield creek-Fanning island cable lying on the bottom, 16,110 feet below the surface of the Pacific. Down there three miles under the ocean the United States cable gently laid across the British cable at a distance of about 1,400 nautical miles from San Francisco. The British cable is also a new enterprise. That part crossed by the United States cable has pens to be the longest submarine cable reach in the world, a span of about 3,400 miles from Vancouver Island in British Columbia, South-southwestward to Fanning island, thence by another submarine reach to the Fiji islands, then to Norfolk island and then to Brisbane, in the province of Queensland, the great Northeastern part of Australia. That British cable was only finished a few weeks ago.

The United States cable to Honolulu and thence to Midway island, Guam island and Manila, and finally up to Shanghai, in China, will be the longest in the world. From San Francisco the United States cable route to Honolulu is a direct diagonal line to the Southwest. There are no curves or detours. The bottom depths and formations are all indicated on the Government chart. About 50 miles out from San Francisco the depth is 7,000 feet. But within 50 miles of Honolulu the depth is 18,000 feet. Down the first slope from the Cliff House beach for 20 or 30 miles the bottom is rather hard and stony. Then for hundreds of miles there is muddy bottom of varying consistency to a distance of about 1,480 nautical miles from San Francisco, and there rough lava is mixed with the mud. Right over that lava bottom is where the Silvertown was yesterday noon. But from there on almost to the very Honolulu beach the bottom is mud. Different sneatings over the cable were made purposely for the character of the bottom at certain distances along the route. Where the bottom is rocky the cable is re-enforced with more wrappings and sheaths of steel wire.

The general deep-sea part of the cable is just an even inch thick. At the very middle is a copper wire the bigness of the lead in a drafting pencil, and about this central wire are ten other copper wires the size of the lead in a small lead pencil. These 11 copper wires form the conductor through which the electric current passes. Then there is a layer of compound, then a layer of gutta percha, then another of compound, till there are six layers in all, making the "core" of the cable a part a third of an inch thick. That is the cable. All added after that is simply to protect the core. Nevt there is a sheathing an eigth of an inch think of tarred twine, then a spiral sheating of 18 steel wires, the size of ordinary telephone wires, and then an eighth of an inch more tarred twine. Such is the complete deep-sea part of the cable. The shore section that has to come up over the rocky slopes and stand the chafing of shore tides is re-enforced with more tarred twine and bigger steel wires, till the cable measures two and a half inches through.

The deep sea part of the cable costs about $1,100 a mile, the gutta percha being the most expensive element in its composition, as there are about 300 pounds of gutta percha to the mile and it costs something like $2 a pound.

Dallas Road Foreshore

Steps Will Be Taken to Check Encroachment of the Sea.

Streets, Bridges and Sewer Committee Will Recommend Contract.

An attempt is to be made by the city to see if Dallas road can be protected from the encroachments of the sea by utilizing the idea advanced by Mr. Laird; and it was practically decided at a meeting of the Streets, Sewers and Bridges committee yesterday afternoon to give Mr. Laird a contract for the placing in position of about 200 feet of the defence work he proposes.

There were present His Worship Mayor Hayward in the chair, and Ald. Kinsman, Cameron, McCandless, Williams, Worthington, Grahame, Vincent and Yates.

At the invitation of the Mayor, Mr. William Laird explained in detail his proposal to protect the foreshore along Dallas road from the encroachments of the sea. Before proceeding to do so, Mr. Laird asked if the present council were in a position to make the necessary appropriation for the work. He had been told that the council were not in a position to do anything.

The Mayor replied that the present board could not vote away the money of the incoming council. They could not let a contract for the whole work, as funds were not available.

Mr. Laird said he had been watching the foreshore along Dallas road pretty closely, and was certain that the council must make haste in the matter if the work was to be done at all economically.

Mayor Hayward replied that the council was thoroughly impressed with the necessity of the work being done, and had only been prevented from acting in the matter before this owing to the lack of funds.

Mr. Laird said he did not think that if the matter was allowed to stand for a year that the plan he proposed could effectually be used. Mr. Laird, by the use of a blackboard, explained to the council how the tides were washing the banks away. It was clear to his mind that the removal from the beach of the drift wood and gravel had materially assisted the sea in the work of destruction. Another portion of the bank was soft clay; and it was the water striking this and washing it away which resulted in the bank falling. He proposed to remedy this by utilizing a modification of the system of groins. He would put lines of logs along the beach, the logs being kept in place by piles. With brush behind the logs, firmly secured in place, it would be impossible for the wash of the sea to carry away any portion of the bank. The shingle carried in over the logs could not get out when the billows retreated, and, consequently, the bank would be being constantly built up.

The council was disposed to give Mr. Laird an opportunity of illustrating the efficacy of his plan for protecting the foreshore, and thought it desirable to have about 200 feet of work done as a test. Before a final decision is reached in the matter, a committee of the council, with Mr. Topp and Mr. Laird, will visit the foreshore, when the latter will further explain his plan.

THE BLOCKADE.

British and German Ships Guard Venezuelan Coast.

Port of Spain, Dec. 21.—The blockade of Venezuelan ports was begun with an effective force at midnight last night. The British have the cruisers Indefatigable, Alert and Tribune, the special service steamer Columbine and the torpedo boat destroyer Rocket along the coast. The cruiser Ariadne, the flagship of Vice-Admiral Douglas, is here and will remain. All the British operations will be directed from Trinidad.

The cruiser Vineta, the German flagship, left here this morning for La Guayra to reinforce the German cruisers Gazelle, Panther and Falke and the training ship Stosch. The Charlotte, another training ship, has left here for St. Lucia, her presence on the blockade apparently being unnecessary.

It is reported here that Mr. Haggard, British minister to Venezuela, has said that Great Britain acted only after great provocation and that the whole world must approve of what she did. The climax to Anglo-Venezuelan relations was reached when a Venezuelan gunboat captured a British merchantman on the high seas, shipped her crew and valuables and landed them at Margarita island. Then Great Britain determined to act. Mr. Haggard and the German representative, Herr von Pitgrim-Galtazz, are said to have left Caracas secretly in fear that they might have been held as hostages by President Castro.

The United States battleships Kearsarge and Alabama arrived here this afternoon. Their appearance provoked considerable comment on shore, but when Admiral Higginson called upon the acting governor of Trinidad and the commander of the British ships, he took occasion to explain that the visit to this port of the United States men-of-war was part of the winter trip of the squadron. As the United States vessels entered the harbor the Charlotte saluted Admiral Higginson's fleet, a courtesy which was also extended by the British ships. The salutes were returned.

The Kearsarge and Alabama are anchored outside the British warships, which are guarding four Venezuelan vessels, none of which flies either the British or Venezuelan flag. The Restaurador, which was captured from Venezuela by the Germans, flies the German flag, and is used by them for a despatch boat.

Port of Spain, Trinidad, Dec. 20.—The British sloop-of-war Fantome, which was sent to command the entrance to the Orinoco, is hard aground near Barrancas, on the left bank of that river, and 120 miles Southwest of Trinidad. The Fantome left this port on December 9, to command the Orinoco, and open it to foreign vessels, in spite of President Castro's proclaimed blockade. News was not received of her until advices reached here today of her stranding near Barrancas. Assistance has been rendered her, but up to the present it has not been possible to float her. Steamers will leave this afternoon with further assistance, and if their attempts fail, the Fantome will probably remain aground for some months.

KLONDIKE MINING CO.

Arrests in Paris and Jean Delamar's Papers Seized.

Paris, Dec. 24.—The police of this city have seized the papers of Jean Delamar, manager of the Klondike Mining Co. He is suspected of irregular proceedings. The company is a Paris concern, and all the parties interested are Frenchmen. Three arrests have been made. Mr. Delamar claims that the mines are being worked, and that they yield $12,000 a month.

EXILES TO RETURN.

Promise of Temporary Tranquility in Hayti.

Kingston, Jam., Dec. 24.—Large numbers of Haytien exiles are preparing to return to Hayti under the amnesty decree, which it is expected shortly will be issued. The leaders who fought for Firmin believe a period of peace will follow General Nord's election to the Presidency. Advices from Hayti say there is no fear of further rising, but that the Government employees are clamoring for their salaries, which they have not received for some months.

MISSING VESSELS.

Newfoundland Steamer Fails to Find Them.

St. John's, Nfld., Dec. 24.—The steamer Magnificent returned here today from her search for three schooners, which have been missing since the gales. The crew of one schooner was landed yesterday at Boulogne. The Magnificent failed to find the crews of the other vessels. It is believed that they foundered and that 14 persons have been drowned.

THE HUMBERTS.

Paris, Dec. 22.—The formalities in the matter of the extradition of the members of the Humbert family, who were arrested in Madrid last Saturday, and of escorting them back to the scene of their former triumph, are proceeding rapidly. The public awaits with interest most intense the return to Paris of the famous fugitives. Not since France was shaken by the Dreyfus affair has the country been so profoundly moved as it is by the developments in this case. For the moment the Venezuelan trouble has become entirely obscured and French newspapers are devoting all their energies to elaborate presentations of the celebrated case. Some papers assert that the arrest of the Humberts is only a prelude to more sensational developments which involve personages in the foremost rank of the political, judicial and royal world.

It is said the Dreyfus case will be again dragged before the public, and that will be a renewal of the animosities of anti-Semitic discussion. Deputy Gauthier has taken the initiative in asserting that the relatives of Dreyfus are among the heaviest creditors of the Humberts, and that this alleged fact exercised an important influence in the highest government quarters during the Dreyfus trial. Veiled allusions have been made to some of the men most prominent in public life, some newspapers even going so far as to name those alleged to figure directly or indirectly in the affair, and public opinion is intensely wrought up over the expected developments. M. Hennion, sub-chief of the Detective Department today formulated plans for the return of the Humbert's party to Paris. A number of the best men in the department have been detailed to conduct the fugitives across the frontier. Elaborate precautions have been taken to prevent their escape, and guard against the possibility of any member of the family committing suicide. The legal battle promises to be conducted by a number of leading advocates. A preliminary motion was made this afternoon on behalf of Mme. Humbert's daughter, asking for her provisional release and commital to the custody of her grandmother. Pending the determination of extradition this motion was refused by the court.

ORO DENORO TO BE WORKED

King Mining Company Takes Hold of this Promising Property.

Phoenix, Dec. 18.—(Special Correspondence.)—Since the accident at the Cascade power house last week, which power had been used but a few days as an auxiliary at the Granby smelter, but two furnaces have been in operation at those reduction works, consequently reducing the ore output temporarily from this camp to the two furnace capacity, viz., from 650 to 750 tons daily. However, the damage at Cascade was not as serious as at first reported, and by building a temporary frame wall, to take the place of the brick wall washed away, the power has already been turned on again. It is being tested today and tomorrow, or Saturday at the latest, the two furnaces which have been idle for a week will be in blast again, and the shipment rate from the Granby mines here will again be 1,500 tons daily. The force at the mines has not been materially reduced, the men being kept busy at other work on the properties.

From information recently received here, in all probability the Oro Denoro, one of the prophet properties in Summit camp, located on the Phoenix branch of the C. P. R., about seven miles from here, will be operated soon after the first of January. An extraordinary meeting of the King Mining Co., Ltd., owning the Oro Denoro, was recently held, at which propositions to buy, lease, or bond were to be considered. It is now stated that an option was given to bond a minority interest in the company to Smith Curtis and A. McNish, of Rossland, who are shareholders, the former being the secretary of the owning corporation. Mr. Curtis has always had a high opinion of the Oro Denoro, and believes it can be made profitable.

The Oro Denoro has not been worked for about three years, owing to the company being short of funds. The company was formed some four years ago, and development was carried on for a time, with results said to be encouraging, several good bodies of ore having been opened. The railway runs directly over the property, and shortly after the street was laid that far the mine discontinued operations. At that time the cost of freight and smelter treatment was something like $7 or $8 per ton, while now the cost of both will be not to exceed $3 or $4 per ton, if treated at Boundary smelters. The property is equipped with an air compressor and hoist, and several hundred feet of work has been done so far. It is located close to the Emma mine which is shipping daily.

Labor Candidates.—The committee in charge of organized labor's ticket in the municipal elections met in Labor hall last night. Mr. John Hall was present and tendered his resignation as a candidate for the South Ward. A committee was appointed to arrange a series of meetings, the first of which will be held in Labor hall on Tuesday evening next.

Amur Returns From North

Brings Further Details of Indian Murders in Yukon District.

Moana Reaches Port From the Antipodes---Tees From Naas and Ports.

With little spruce trees at her masthead and standing like a Christmas tree in her bow, the steamer Amur, Capt. J. Gosse, reached port yesterday afternoon from Skagway. She brought but three passengers from the North, all of whom landed at Vancouver. The travel on the Northern trails is light, the stages having few passengers. The stage which left Dawson on the 17th made the fastest trip to White Horse of this winter, making the run in five days and an hour. The weather is very cold in the interior, the thermometer registering 65 below.

Skagway papers received by the Amur contain a despatch from Dawson confirming the news of the murder of a trader and some Salmon river Indians by Pelly Indians. The Pelly Indians had some trouble with the Salmon river tribe, and the former attacked them as a result of this. The Salmon river people were coming out with furs when they reached Pelly, where they met a band of the natives of that district, who yelled at them—the shouting being the first warning of attack—and then fired their guns into the approaching Indians, killing several on the spot, and several others were caught and murdered by the Pelly tribesmen. A small number escaped.

When the news of the massacre of the Salmon river Indians was carried home by the escaped Indians, the klootchmen and children were at once sent to the nearest Mounted Police post at Tantalus, near the Yukon crossing, for safety. When the frightened Indians arrived at the police post, the officers at once began an inquiry and learned that the reported attack was true, and later reports were received from other Indians that a trader had been murdered and his store looted on November 30, or December 1, by the Pelly tribe. The store had been burnt after the murder of the trader, and another man who lived at the store had been wounded, but managed to escape, and fled to the forest, where it was feared that he would die, as he was badly wounded and unprepared to withstand the cold. The band of Pelly Indians who are on the rampage are said to be over a hundred strong, and have been working themselves into a fury by libations of whiskey and in dancing. A detachment of Mounted Police has left Dawson en route to the scene.

Seven hundred and forty-five persons charged with various offences were convicted in the Dawson Police court during the year ending November 30. One hundred and thirty were dismissed. The record is good for the police. The city is patrolled exclusively by the Northwest Mounted Police. A detachment of fourteen men of the territorial division handles the town. The Northwest Mounted Police are all lithe, athletic young men, and while acknowledged the best frontier police in the world, are held by some of their admirers to be fully as efficient as city officers.

The F. X. Halder concession in the Gravel Lake country, East of Dawson, will be canceled and thrown open for location by individual miners January 8. It is five miles long and two wide. It has been held of late by the consolidated Klondike Goldfields Company, which allowed it to lapse. No rich strikes are known to have been made within its limits.

MOANA ARRIVES.

Steamer Moana, Capt. Carey, reached port last night from Sydney via Brisbane, Suva and Honolulu, and left for Vancouver at 5 a.m. The Moana left Sydney on December 1 and Brisbane on the 3rd. She sailed from that port on the 4th and on the 8th reached Suva from which port she sailed next day and reached Honolulu on the morning of the 17th, and after a stay of nine hours, she left for Victoria. The trip was a fair one, until about four days ago, when heavy head winds were experienced with very heavy seas, but no water came on the decks of the liner, which was flying light. The cargo of the Moana was made up as follows: 75 cases jam, 200 boxes butter, 10 bales cocoanut oil, 180 cases meats, 10 cases soups, 61 packages rope, 12 cases pine apple, 105 bales skins, 175 bales flax and sundry packages merchandise.

The steamer had a light list of passengers, amongst whom were Mr., Mrs. and Miss Burnett, who left Vancouver some time ago on the schooner Laurel, and have been cruising among the South Sea islands. Other passengers were: First saloon—Mr. and Mrs. S. W. D'Arcy Irvine, Mrs. Walker and son, Rev. G. Savile, Messrs. Jas. Sharp Todhunter, W. R. Dorsey, Guy Owens. Second saloon—Mr. and Mrs. S. S. Hoenighans, Miss K. A. Haynes, Miss E. Rhae, Miss A. Wold, Mrs. W. W. Carlyle, Messrs. T. F. Cahill, L. H. Perdrian, Thomas Horne, F. T. Turk, James A. Logan, W. E. Johnstone, Steenge—Mrs. B. Mulqueeney, Messrs. J. Flanagan, C. W. Carr, S. T. Carr, W. Parker, H. Mann, J. Hardy, F. L. Condy, K. Strachan, F. Reeves, H. Grant, T. Nordfeldt, J. Robb, M. Ahrendsen, T. Campbell, E. M. Stone, C. Plunket, G. Read.

THE LAUREL'S CRUISE.

Frank Burnett Returns by the Steamer Moana.

Frank Burnett and Mrs. and Miss Burnett, who have been cruising through the South Pacific in the schooner Laurel, 84 tons, tell of several incidents of the voyage. The Laurel left Vancouver on the 21st January last, and visited Fanning Island, Rahahanga, Manihiki, Penryhn and Christmas islands. She also touched at Washington Island, and then went on to the Gilbert group and Suva.

On 6th August, when South of Baker Island, a small speck was seen on the horizon. For some days the ship had been passing trunks of trees and other vegetation floating by, so it was a miracle the little boat, as it proved to be, was noticed. As soon as it was discovered what it was, the schooner was brought up to the wind and the boat picked up. It was a small half-decked cutter of about 30 feet in length, and its occupants were a white trader named Wilson and two natives. They were at once taken on board and attended to. Their story was that Wilson had set sail from Nonouti, one of the Gilberts, two weeks previously, to go to a neighboring island. He got out of sight of land, and thought the current was taking him to the West of the group, whereas, as a matter of fact, the current was setting to the East, so that he was beating for the American continent instead of for the islands. When the Laurel sighted him the food supply was reduced to three cocoanuts.