

[FROM THE DAILY COLONIST, FEBRUARY 22.]

RACING FOR RICHES.

ANXIOUS Treasure Hunters Waiting for the Opening of the Colville Reservation.

Great Rush Anticipated So Soon as President Cleveland Gives the Word.

(From the Spokane Spokesman-Review.)

The town of Marcus, which for the past half century has been a struggling frontier trading post, with less than 100 inhabitants, at present numbers several hundred anxious men impatiently awaiting the opening of the Colville Indian reservation to explore for the precious metals that abound in the mountain fastnesses of that great region, that numbers almost as many acres as the State of Rhode Island. Marcus is the mecca of the prospector and mining man, for from this point that much of the travel diverges northward to northern Colville reservation and Boundary creek, B. C. points. Within the past three months there have been five or six hundred notices filed for record in the auditor's office at Colville, representing many claims located on the ceded portion of the Colville reserve. A few of these claims are located in the vicinity of Northport, but a vast majority are in the rich mineral region along Kettle river between Marcus and the international boundary line.

There are notices of record claiming gold, silver, copper, cinnabar, iron, mica and coal, and many of the other minerals are represented. If one-tenth part of evidence vouchsafed by the mineral locations is true, there are untold millions of undeveloped wealth in sight. Mining men here believe that the excitement over the opening of the Colville reservation has hardly commenced. People are coming from all over the state in order to get in on the ground floor. Many will no doubt be disappointed, and will have to take the second story or perhaps get still further up.

It is said that a syndicate, of which A. B. Coleman, a well-known lawyer of Port Townsend, is at the head, has had prospectors out for several months, and that they have made a number of locations, of which Mr. Coleman is now going to take formal possession. There are understood to be three syndicates that have been operating in the same way, and that all of their discoveries have been located and the locations filed in the usual way. All these locations will now be made over again in order to make sure. In cases where claims are jumped before they can be relocated the original locators will fight the jumpers in the courts on the ground of prior location.

There are a number of men on the ground who have made arrangements for receiving the news as quickly as possible after the signing of the bill. Every species of river craft—aside from steam vessels—will be pressed into service. The covered land is covered with snow, so that prospecting for the present is almost out of the question. Those who have discoveries already in view and know where the ground is and what is in it will reap a reward. Many others will reap a whirlwind of disappointment, to say nothing of the hardships and distress that will follow in the wake of the rush. However, there are certainly some great mines over there, if any part of what is said is the truth about them.

Hundreds of men are continuing to arrive at Marcus, together with tons of baggage, in the shape of grub boxes, rolls of blankets, packages of shovels, picks, hammers and other utensils too numerous to mention. Many have come from the surrounding country, and the camp fires among the pine groves along the river for two miles, reminds one that an army is in camp. The hotels and boarding houses are taxed to their fullness, and extra accommodations of that character are not to be had at any price.

"There have been some rich discoveries made on the reservation within the past three years," said a mining man. "I have seen rock from there which a man could pound out \$10 a day. It is useless for a man at Vancouver to look for gold there. The snow is deep and travelling will not be particularly good. There are good placer diggings there, so I am told."

Rossland, Feb. 20.—The telegram concerning mineral land entry on the Colville reserve has been the means of creating a genuine stampede from this place for the reservation. Already at least 70 men, among them most experienced prospectors in the Kootenai country, have crossed the line.

BOARD OF TRADE.

The council of the board of trade met yesterday morning at 10 o'clock. Present: D. B. Ker, president; and Messrs. Leiser, E. Chapin, Pearson, Leiser, Ellis, Templeman and Scalle. A letter was read from F. W. Henrich, secretary, Winnipeg, urging the sending of delegates from Victoria to a convention on immigration to be held in Winnipeg on the 27th and 28th of the present month.

Messrs. Scalle and Templeman thought the board should be represented, and the former suggested that the travelling correspondent of the Province, who would be there at the time of the meeting, should be appointed the province's representative. If a vote of \$25 towards his expenses were made he would act as such at the meeting. After considerable discussion in which it was pointed out by the president and secretary that the board was without present funds, a motion was passed authorizing the president to interview a delegate to represent the province, and another authorizing the president to incur the \$25 expenditure in appointing Mr. Dean to represent the board.

The following report of the committee on trade with the Yukon was then read:

To the President and Council of the British Columbia Board of Trade.
GENTLEMEN:—Your special committee beg to report an interview with the Province Government in reference to a shorter trade route into the Yukon country. Printed copies of our report and map, were presented, and our recommendations to open up a trail over the White pass and to open

ate steamers on Lebarge lake and the Yukon river were fully discussed. It being pointed out that the pass is in disputed territory the assistance recommended in opening up a trail was not pressed; we did, however, urge that steamers be placed on the river and lake mentioned this season, and we are pleased to state that the government appears disposed toward aiding the recommendation, and to this end we were requested to furnish the following information: We find that navigation on the river in favorable seasons is possible between May 5 and October 15; and on the lake between June 1 and October 31.

It is expected the steamers could make the round trips between Lebarge lake, near White pass, and Forty Mile creek in 16 or 18 days, and that the time will be reduced when arrangements are made for the supply of fuel; consequently under favorable conditions it might be possible to make nine round trips in one season.

We are of the opinion that a company could be formed to build and operate the steamers, provided the provincial government would aid the enterprise by granting a bonus of say \$2,500, payable annually for five years, provided the stipulations attached thereto are not too stringent.

We recommend that such a company should have the privilege of running on the Taku route, whenever it may appear to their advantage to do so.

Respectfully submitted, this 21st day of February, 1896.

G. L. MILNE, Chairman.

Dr. Milne pointed out the important trade that was slipping away from Victoria by lack of communication with the Yukon and Alaska, and that it could be secured by British Columbia. Mr. Ellis, while advocating government aid as suggested, thought that the Victoria merchants should put in practice the saying that "The Lord helps those who help themselves." Merchants in other cities on the coast had taken the question into their own hands and were doing the trade which rightly belonged to this province, while the Victoria merchants are awaiting the grand-motherly support of the government.

He then moved, seconded by Mr. Davies: "That the Provincial government be respectfully urged to grant a subsidy of \$2,500 yearly for a term of five years to any company that will place a good and sufficient steamer service for passengers and freight on the upper waters of the Yukon river and operate the same during the winter for transcontinental traffic."

A letter was read from the secretary of the St. John, N.B. board of trade, calling attention to the advantages of St. John as a winter port for transcontinental traffic. Letters were received from Hon. E. G. Prior, controller of inland revenue, in reference to the B. C. Board of Trade's resolutions calling attention to the United States schooners are fishing in Canadian waters and also to the necessity of the Dominion government putting a stop to smuggling. Hon. Mr. Prior stated that he and Mr. Thomas Earle, M.P., had taken the matter up and hoped to have some arrangement effected whereby the Quadra will be employed in putting a stop to the unlawful operations complained of. A letter from Hon. John Costigan, minister of marine and fisheries, was enclosed stating that he would have the matter inquired into with a view of seeing what could be done.

Mr. Leiser referred to the anomalous state of affairs in the matter of mail service with Alaska and Alaska. Mail or Victoria merchants was carried to Port Townsend, although the Alaska steamers called at Victoria and had to be sent there for the return trip although the steamers made this a last port of call on the way north. It was a serious inconvenience and loss to the business men of Victoria. He moved that the attention of the Postmaster-General and others interested be called to the question, with the request that arrangements be made whereby the mails would be delivered promptly. This was passed unanimously.

After some matters of minor importance had been passed upon by the council adjourned.

THE CITY.

The mining plant and rolling stock of the Jordan mine is to be sold en bloc in the auction rooms of Messrs. H. Cutler & Co., in this city, on Thursday, Feb. 27, under a chattel mortgage.

The memorandum of association of the Vancouver Jockey Club Co., Ltd., with principal place of business at Vancouver and a capital stock of \$25,000, is published in this week's Gazette. The trustees are Chas. J. Loewen, James A. Fullerton and John G. Woods of Vancouver.

Notice is given in the B. C. Gazette of the memorandum of association of the "Consolidated Alberni Gold Mining Co., Ltd." with a capital stock of \$500,000. The principal place of business is Victoria and the trustees are James Dunsmuir, B. H. John, and Henry Saunders of Victoria and David Oppenheimer of Vancouver.

An interview was yesterday accorded the delegates of the Yukon Indian delegation who came to Victoria to plead for potatoes. Mr. A. W. Vowell, superintendent of Indian affairs, listening attentively to their tale of woe, but advising them to strictly obey the law. The Indians will now appeal to the courts for a determination of the constitutionality of the prohibition of the "gift feast" by the Indian act.

The Sir William Wallace Society held their usual weekly meeting last night. Chief Mackie presided. Mr. E. B. Paul read a paper on "Scottish Inventors," mentioning John Napier, the inventor of logarithms; James Watt, Henry Bell, who first introduced steamboating into Europe, five years before Robert Fulton, a Scotsman, placed the first steamboat on the Hudson; Sir James Simpson, M.D., the discoverer of chloroform; Dr. Lister, Prof. Graham Bell, of telephone fame; and Prof. Dewar, who succeeded in liquefying air.

This fine copper figure of Captain Vancouver is now in position on top of the great dome of the parliament buildings. The figure itself is 7 feet 6 inches high, or 10 feet to the top of the staff of the flag he holds in his hand. Resplendent in a gilding of gold-leaf the glittering figure of the great discoverer makes a fitting object to crown the capitol buildings. He stands 127 feet above the ground on the roof of the cupola, and the appearance will be more effective when the dome of the parliament buildings is completed, as the cupola is placed in position.

SLOUGH CREEK MINES. NEXT DOOR TO DEATH.

Rich Strike Made by Chinamen in the Bench Above Nelson Creek.

The Slough Creek Co. Hard at Work—Serious Illness of Wm. Morrison.

Mr. Wm. Adams, M.P.P. for Cariboo, received a letter last evening from Mr. John Peebles, of Stanley, in which it was stated that Chinamen had made a very rich strike in the bench above Nelson Creek. Mr. Peebles also stated that the Slough Creek Mining Co. were at work night and day in the tunnel which they are driving towards the bedrock at the mouth of Nelson Creek. The open winter prevented the prosecution of this work until some time last month, but Manager Hopp expects shortly to have it completed and make a clean-up.

The many friends of Mr. William Morrison, of Morrison & Adams, of the 134-Mile House, will be grieved to learn of the serious illness of that well known pioneer.

Freight is moving slowly up the Cariboo road owing to the absence of good sleighing, the last snow being almost gone. An epidemic of distemper also prevails among the horses. Mr. Robert McLeese, ex-M.P.P. for the Cariboo, writes from Soda Creek that advices have been received from London that a syndicate there has taken over the Hixon Creek quartz mine.

SHIPS AND SHIPPING.

Cruise of the Cutter "Corwin" in Search of the Lost "Cadzow Forest."

Lumber Wreckage Found—Three Schooners Fitting Out for the Alaskan Trade.

Early yesterday morning the U.S. cutter Corwin, Capt. Munger, which left days ago called here for Capt. Christensen, the pilot, before starting on a cruise along the West coast of Vancouver Island in search of the missing ship Cadzow Forest, returned to port, having neither seen nor found traces of the lost vessel. It was not, however, because the search was not thorough that the cutter's expedition was not successful, for every inlet or cove on the whole coast was examined, and had not this been done the Wanderer's crew would not have been found. Capt. Christensen in speaking of his trip said yesterday: "The Corwin left here on the 12th inst. for the coast of Alaska at 8:30 a.m. the next day. We lay there for two days, during which time it rained and blew from the south. On Friday morning the steamer called at the harbor of the cutter continued her voyage to Friendly Cove, Nootka, arriving at 3 p.m. There the schooner Sancy Lass and Ainoka were met waiting for their crews. On Sunday morning the Corwin passed inside Nootka and all through Newchallat sound, the schooner Favorite, Kate and Venture being spoken en route. The next morning at daylight the steamer proceeded along to the westward inside the straits to Moody harbor at 2:30 p.m., and it was then sent ashore, and for miles searched the beach but found no sign of wreckage. The vessel then steamed around Cape Scott to Quatsino and anchored in Winter harbor at 2:30 p.m., and it was then the news of the Wanderer was received. Capt. Christensen speaks very highly of Capt. Munger, who, he says, did everything in his power for the Wanderer's men."

NORTHERN TRAFFIC.
There are three schooners now fitting out for Cook inlet from Seattle that will get away some time during March. The Lizzie B., Wenomah and Stella Erland. The thirty-two ton schooner Lizzie B. expects to sail on March 5. She will have twenty-five passengers, who will be allowed 600 pounds of baggage each. The fare is \$50. Resurrection creek, which is the name of the main sound, at the head of Cook inlet, will be the destination of the schooner. Resurrection creek is a sort of headquarters in that part of the country, and a small settlement has grown up at that point. The new schooner Wenomah will leave about March 20. The Stella Erland's sailing date is yet not fixed, though it will probably be some time in March. Steamer Mexico was to arrive at Seattle yesterday and to leave for Juneau and Douglas island to-day, at 9 o'clock in the morning. She has a good cargo of general merchandise from San Francisco that will go through to Alaska.

A VERY pleasant session of the Women of the World was held last evening, the business being disposed of very quickly, and an excellent concert program being afterwards presented. Dr. Lewis Hall acted as chairman, and the programme presented was as follows: Instrumental trio, the Hall Brothers; recitation, Miss Ure song, Mr. F. Sell; address, Dr. L. Hall; club singing, Miss Wolff; recitation, Mr. A. Sample; vocal trio, Miss Richardson and others; recitation, Mr. W. H. Hendon; song, Miss Wolff; and song, Mr. J. G. Brown.

JAMES MANSON, a banker of Strathroy, Ontario, who was a brother of the late Phineas Manson, and uncle of Phineas Manson, late of the Victoria fire department, died at his home recently after a short illness.

The Sealer "Wanderer" Wrecked Near Cape Scott and Is Dashed to Pieces.

Her Crew's Thrilling Experience Before Being Rescued by the U. S. Cutter "Corwin."

Fragments scattered far and wide along the West Coast in the vicinity of Cape Scott, tell of the wreck of the little Victoria sealing schooner Wanderer, which in command of Capt. H. Parson's left here on a spring cruise on the 21st of last month, intending to call at Nootka for her Indians before starting operations. Her crew, five men in all, are fortunately safe, but their escape from danger, their trying experiences from the day the Wanderer was pounded to pieces on the rocks until the time of their fortunate rescue by the U.S. revenue cutter Corwin are matters of a most interesting nature. Captain Parson's official statement to the Collector of Customs of the loss of his well known little craft conveys a brief, but very comprehensive, account of the disaster; it is as follows: "I beg to report to you the total loss of the schooner Wanderer, of this port—official number 64139. The vessel was owned by the collector of customs here on the 17th of January and sailed on the 21st of that month for Nootka with a crew of five men as follows: Master, Harry Parsons; mate, Wm. Keefe; cook, Julius Myers; and Seaman Frank Rapper and Frank Wilks. On leaving here we met head winds in the Straits and anchored in Beechy bay on the night of the 21st in company with the schooner Sancy Lass. The following morning we made sail and after proceeding some distance down the Straits met wind ahead and returned to anchor in Sooke harbor with the schooner May Bell. Leaving anchorage on the morning of the 23rd, we went down the straits with a northeast wind, and meeting an easterly gale off Barclay Sound drove to under short canvas. During the night we carried away the foremast. We made sail next morning and stood for Hesquiat Point, speaking the schooner Sancy Lass. The weather being very thick we had to stand out to sea. At 11 p.m. the wind increased to a gale from the southeast. The rudder head carried away and the storm try sail blew to pieces. Still laying to we drifted until Tuesday the 28th, when we sighted Scott islands. The wind veered to the westward that night and until daylight of the following morning, when it shifted to the south-east at 11 a.m. I tried to make Quatsino, but was unable to do so, the rudder head and gaff being gone. I then headed for St. Joseph's Bay and came to an anchor at 3:30 p.m. Wm. Keefe, the mate, was killed by a gunshot wound from the southeast, with a heavy sea running. At 7:30 p.m. the anchors being down, the chains parted and the wind then drove her on the rocks, carrying away the stern. We were obliged to take to the boat to make a landing, and in so doing the boat capsized, and all hands were washed ashore. In taking to the boat we saved nothing except what was on the boat at the time. I tried to make Quatsino, but was unable to do so, the rudder head and gaff being gone. 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