

Busy Edmonton.

Edmonton, Alta., March 1.—The task assigned to your special correspondent is indeed a hard one, viz., to chronicle events in the neighborhood of Edmonton; for the town is so full of life and bustle, with every man so busy on his own affairs. How rare this is in the world? That no sooner does one approach him, with a view to ascertain special news or interesting matter than with a brief apology, the individual rushes off to what he doubtless considers more important duties.

The hotels are crammed to their utmost limit, and the rates, though still reasonable, have in some instances been raised at them as well as boarding houses. Tents are pitched and hundreds are now on the road, and in the various camps formed on the outskirts. The weather is magnificent in the day, though cold at night; it is feared that a break-up of the snow is imminent and this will materially affect the prospects of those who have only just started. Several large parties left on Sunday and more departed to-day. Every form of transport is being used, from the heavy sleigh, light bob-sleigh, to fat sledge and dogs; in fact there is no possible scheme conceivable which will not meet with some supporters. A very prominent party is one provided with bright red sleighs with a blue covered top which is intended to be used as a boat when necessary. Another outfit carries a boat in sections, one contained within the other. Another party are said to be provided with tent and other articles made of aluminum. With regard to the tent, your correspondent cannot speak from personal knowledge, but he would warn rich prospectors who seek to lighten their weight by using articles made of this costly material, that they should not purchase cups, spoons, etc., as the heat is retained so long as to make them practically useless. Camp kettles (four in a nest) and other cooking utensils are made and should be very valuable where heat is to be retained for a considerable period.

With reference to the uses of this town for outfitting purposes by intending explorers, I need only say that everything necessary is obtainable with patience and at comparatively small extra expense, when one considers that freight charges have to be added; but the run has been so great on the hardware and corn trades that, although orders were given some time since, there is some difficulty in supplying certain articles. It is only justice to the tradesmen and merchants of Edmonton, to say that the fault does not apparently lie with them, but rather to delay in arrival. Oats are fetching as much as 34 cents a bushel from this cause. Horses are pretty plentiful, running from \$25 to \$45 per head, but very few indeed of these have been broken in, and the consequence is that many a camp is the scene of much excitement; whilst it is no uncommon sight to see a horse, or pair, dashing through the street, followed by a bevy of curiously attired men using language not always of the choicest.

Major Helpman and the remainder of his party were yesterday morning at 11 o'clock two miles north of St. Albert, all going well; at four o'clock they were again reported as appearing in very good condition, although a minor fatality had occurred in

which one of the subordinates had received an injury to the eye. Surely after such a run of bad luck the turn of the tide must arrive shortly, and they deserve at least bon voyage. Another unfortunate party, the Chatworthy, which has been broken up through disagreements, have appointed a receiver who will sell the stores, which cannot be amicably divided, by auction in the course of a few days.

It is to be regretted that certain prospectors have so little regard for suffering as to take their wives with them. One lady left here to-day, and the best wish for her sake, is that the pair may have the sense to follow the example of one man who left with two ladies not long since, but speedily retraced his steps. The roads are said to be very bad indeed, two men who left on Saturday with the object of travelling express to the banks of the Pelly, found it impossible to make headway through the snow with dog teams, so one returned, whilst the other continued northwards towards Peace River Crossing.

Enterprise is prominent everywhere here; varying from a man who bought up three casks of eggs in the roadway and immediately sold them at a good profit to a large store, to the great amusement of a select body of friends, to the enterprise shown by the N. W. Trading Co. and Peterborough Canoe Co., who are sending forty men with two steam launches and twenty-four canoes up the Mackenzie, via Athabasca and Fort McPherson. This party is supposed to leave on the 15th April. Probably the largest party leaving to-day has been the "Dead Sure" who tracked off well, although the start was delayed by one animal managing to leave the contents of its sledge on the roadway. The exodus of "Klondikers" is fairly afoot, and it only remains for those who seek the bubble "gold" to carefully consider the question where to go? for though the term of "Klondiker" is used to denote anyone going north of Edmonton, very few propose, or expect, to go so far as Dawson City. Next, they should consider the dangers and difficulties in the way and whether their health, and previous training, are such as to permit of a reasonable hope of enduring the undoubted hardships of climate, extremes of heat and cold, with the probability of insufficient supplies of food, and the absolute certainty, that not one in fifty will do more than make the journey sufficiently remunerative to recoup them for the labor and expense incurred. It is a serious problem and one which I am convinced is lost sight of in the majority of cases; for very few out of the scores I have talked to, know even the most elementary principles of geology or mineralogy but rely on "luck" or, in other words, in locating on the next available claim that may be vacant, where gold is said to have been found by parties on the ground.

It will be impossible to stem the rush I know, but it is the duty of the press to warn all those who are not able to bear the strain physically; as well as to find means for a thorough equipment, that they are simply joining in what may become another mad rush, culminating in disaster to themselves, and ruin to family and friends in many instances.

Winnipeg, Calgary and Edmonton are engaged in rivalry as to outfitting; but I am unable to particularize one as being far in advance of the other.

C. H. STEWART WADE.

B.C. Boards Resolve.

Victoria, March 2.—At a largely attended public meeting here last night the following resolutions were moved by G. A. Kirk, president of the Victoria board of trade, seconded by W. T. Stien, secretary Vancouver board of trade, was passed unanimously. These preliminaries being settled, Mr. Geo. A. Kirk, president of the British Columbia board of trade, moved the first resolution. He did not need to make any long speech upon the subject, he said, because the resolution was self-explanatory and contained his sentiments. The resolution reads: Whereas the discovery of gold in the Canadian Yukon has resulted in an unexpected rush of miners to that country, and will, in all probability, continue for years to come; and whereas the trade attendant to this influx of population amounts to many millions of dollars per annum; and whereas, it is at present impracticable to reach the gold bearing region without passing through Alaskan territory; and whereas the United States government's customs and coasting regulations interfere with and harass the trade of our Canadian merchants, which trade reasonably belongs to the Dominion of Canada; and whereas a fair share of the northern trade can be secured to Canada by the opening up of an all-Canadian route, such as a railway from a port in British Columbia to connect with the Stikine-Teslin railway; and whereas the building of such a line would open up for settlement the northern portion of British Columbia, which contains agricultural, grazing and rich mineral lands sufficient to sustain a very large population, and which would be particularly suitable for the thousands of miners returning from the country further north; and whereas the northern trade will be very valuable for all time, and will be removed beyond the sphere of foreign competition by the building of the aforesaid railway; therefore, be it resolved that the Dominion and provincial governments be urged to grant such assistance as may be necessary to secure the construction of a railroad from a British Columbia port to the Stikine river simultaneously with that between the Stikine river and Teslin lake.

Resolved, further, that a copy of this resolution be telegraphed to the hon. minister of railways at Ottawa and copies mailed to all the ministers and to the representatives of British Columbia, and a copy be forwarded to the honorable, the premier of British Columbia.

The second of this resolution was Mr. W. T. Stien, secretary of the Vancouver board of trade. He calculated at the rate of trade now being done there was \$24,000,000 being lost to British Columbia yearly. The importance of the immediate construction of this line was enlarged upon by all the speakers, and the consensus of opinion was that the government should allow no considerations to delay the immediate consummation of their plans to this end.

Lucas, Steel & Bristol, of Hamilton, Ontario, have been sending out a useful railway map of Ontario, a copy of which has reached The Commercial.