

Passing On Capt. C. N. Cox

Well Known and Popular Sealing Captain Dies Suddenly at His Home.

Death of Thomas Flewin One of the Pioneers of Fifty-Three.

(From Tuesday's Column.) Capt. Clarence N. Cox, one of the best known of the sealing captains and Yukon navigators, is dead.

In the prime of his life—he was but 38 years of age—death called him suddenly, and unannounced by sickness or pain, he slipped quietly over the bar into the port of all mariners, to there meet his pilot, at 7:15 a.m. on Sunday.

His death was a shock to a great many Victorians, who were widely known and many indeed were his friends, and not alone his countrymen.

It is eleven or twelve years ago since Capt. Clarence N. Cox left his home on the Nova Scotia coast, to come to Victoria with many other mariners, to follow the seal herds from the southern sealing grounds to the vicinity of the islands of St. George and St. Paul, and the far-away rookeries overseas on the Comandore and Kuril Islands to the north of Japan.

He was engaged in the shipping business on the Atlantic coast, and the late master of the schooner "Mollie Adams," now the E. B. Marlin, on his arrival here, eleven years ago, before the United States government, which the corporation which leases the seal islands, placed restrictions on pelagic sealing.

Every season he had his share of the pelts, in those waters, for he seemingly knew the path of the seal, and his hunters repaid their wages handsomely by year, and earned for their captain a record as a sealer.

He was never seized, although he hunted in the Behring sea during the days of the seizures, for which the United States government recently paid in coin. One time he was seized on the schooner E. B. Marlin, by the Bear, and when Capt. Cox's schooner had shown her way to the Behring sea, he went to warn other schooners of the proximity of the cutters. It was while he was thus engaged that he gave Capt. Brown and the crew of the schooner W. P. Hall a fright by a chase, the details of which have been told and retold in these columns.

It is hardly necessary to say that he was on August 5, that the E. B. Marlin, of which Capt. Cox was then in command, sighted the schooner W. P. Hall, and bore straight towards it, with those on board of the cutters. As the Marlin was bearing straight towards him through the Bear's line, he thought she looked big, and fearing that she might be a cutter under sail, he set all sail and fled.

It is a matter of fact that P. Hall, calling upon her to stop, talked, but the Hall gained right along, and finally Capt. Cox, taking in the humor of the situation, loaded his signal with a blank, and when the powder flashed, caused the crew of the Hall to fear that a cutter was being fired at, and the sailing, that the supposed cutter was gaining on them, they dove. Then the Marlin came alongside and the laugh was on the crew of the Hall.

In that year many seizures were made, and schooners were being taken to Victoria, but Capt. Clarence Cox kept clear from them, and returned to Victoria with his hold well filled, and the same in after seasons, and he was a fortunate sealer. Equally fortunate was he as a navigator of the Yukon, and while other steamers were being sunk on the sand bars, straining to free themselves, he was steering the Sibyl to water, and cleared the sand and steamed safely along to Dawson.

It was when he was master of the Sibyl, the steamer built by Mr. Reid in the upper harbor, which ran to the coast and the stormy Behring sea, to the upper Yukon via St. Michael, that he took His Excellency General Lord Minto and Lady Minto and staff to Dawson from White Horse, the pin with the monogram of the Governor-General which adorned the Captain's coat, being the gift of Lord Minto as a remembrance of that occasion.

Up to the day before his death he was preparing to take another steamer trip to Dawson through the open sea to St. Michael, past the stormy islands, where are housed the seal herds he had so often hunted, and up the great river to Dawson and White Horse, a steamer Casa, one of the steamers built for the Stikine service, and which for some time has been lying idle at the Star wharf in upper harbor, had been sold to Adair Bros. of Dawson, and Capt. Cox was to have taken her to her owners. This trip in itself is a daring one, for the frail craft is not built to withstand weather such as that of the northern seas. Although the mariners on this shore, the logs of those who have made this trip in the river steamers show that it is one of daring, therefore such a trip was one that the old mariner would choose, for he was daring almost to recklessness, and, in fact, was a true son of the sea. The influence that bound us so closely together will continue to bind us together in the chain and locket of brotherhood.

Signed on behalf of the bricklayers and their helpers at Work Point barracks, Esquimaux, B. C., June 1, 1901. Capt. Cox was born on the Nova Scotia coast in 1822, and followed the sea in deep water vessels until he came here and went into the sealing trade.

Catching A Rainbow Trout

With Rod and Reel in Upper Lakes of British Columbia.

Writing to the Colonist from Basque Ranche, Ashcroft, on May 27, Mr. Walter Langley, who is well known in Victoria, says: I send you an amateur photograph and a paper outline cutting of a very fine rainbow trout I caught in Pavilion lake on the 17th instant.

The fish weighed eight pounds after being killed, 22 pounds 4 ounces. He measured from tip of nose to center of tail, in direct line, 37 1/2 inches, girth 20 inches, width of tail 8 inches. He was pronounced by local experts and authorities, "rainbow trout." On the subject of the names of varieties of trout, I do not pretend to be a judge, but what I do know is that, he is exactly the same fish we have in the Thompson river, and that, he is rainbows, he most assuredly was one.

Another death, which although not unexpected, will cause some regret in the city, was that of Thomas Flewin, which occurred on Sunday evening. The deceased who had spent close upon half of his life in the sealing business, had been a member in good standing ever since he transferred his business to his son, Mr. Flewin, in 1892. He was a member of the Victoria Lodge No. 1, A. O. U. W., and Vancouver-Quadra Lodge No. 1, I. O. O. F., and had been a member in good standing ever since he transferred his business to his son, Mr. Flewin, in 1892.

While a man who never took an active part in the affairs of the community, he nevertheless took a keen interest in the advancement of his adopted city. He enjoyed the friendship of all the old-timers, among whom were his brothers, but in later years, except at the gatherings of the Pioneer society, he was not seen much in public.

Opinion of A United States Paper on The Situation. It appears by recent cable dispatches that the stories about the possible visit of former President Kruger, of the Transvaal, to the United States are set on foot by the press in London and Europe, who cannot make up their minds that all of the resources of diplomacy are exhausted, in the attempt to secure intervention in South Africa; and who still have a faint hope that should Kruger visit this country, he might induce our government to interfere.

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Mount Sicker Brenton Mines

New Company Incorporated to Develop Vancouver Island Mines.

Stating Under Favored Conditions That Should Insure Success.

The latest mining company incorporated and registered under the Companies Act of British Columbia, is the Mount Sicker and Brenton Mines, Limited, (non-personal liability) the prospects of which have just been published.

The company is capitalized at \$100,000, divided into 4,000 shares of 25 cents each, and there are offered for sale 1,250,000 non-assessable shares of treasury stock. Vendors and all other shares, taken with treasury stock, are of agreement-pooled for one year, or until \$100,000 is cash in the treasury.

The claims owned by the company, and which it is the intention to operate, are situated on Mount Sicker and Brenton, Vancouver Island, within 50 miles of the city of Vancouver, and the deep water harbor of Chemainus. They consist of the Susan, Copper Canyon, Victoria, and two fractions (the Copper Canyon group) the Yukon, the Anika, the May and the Star, all of which are crown granted and registered.

It is claimed by the promoters, and expert opinion fully bears out their contention, that the wonderfully rich ore ledges of the Lenora Lodes mine, traversed by the present Lenora workings, the outcroppings being easily accessible from the boundary of the Lenora claim straight through the Victoria, Copper Canyon and Susan. This fact alone gives the properties of the company importance and value, and makes them a mine at the outset, for the chances are 100 to 1 that their operations will be profitable from the very inception. Cross-cuts and tunnels have shown that the Lenora lodes can be tapped at 900 feet below the lower level of the present Lenora workings, an immense advantage, giving unlimited opportunity for backing and stopping, and minimizing the cost of getting out the ore. The properties are easily accessible, by wagon road from Duncan and Westholme, and the latter point by the Mount Sicker railway, over which it is proposed to ship ore for the present, and other shipping facilities have been secured, the company extending their standard gauge road, which will run within a few yards of the workings on the Copper Canyon.

The average assay obtained from surface rock from the Copper Canyon group is \$10.84, in copper, gold and silver. The average assay of rock taken from the tunnels and open cuts was \$58.43. Taking a medium and conservative estimate, the average value per ton would yield: Copper, \$14.50; gold-silver, \$5.50—total \$20. This, with the present Lenora workings, averaging \$20 per ton, would leave a net profit of \$8.25 per ton, and it is confidently expected that the value of the property, at least 100 tons a day within a year from date.

The company's object in putting the properties on the market is to develop the whole of their properties, to erect buildings and to improve the conditions for the miners, to utilize the splendid water power of the Chemainus river, which flows through the property, by installing a turbine for electric power and light production. Every dollar derived from the sale of stock will be expended on actual development work.

The officers of the company are: William A. Dier, Victoria, managing director; E. Peterson, Chemainus, superintendent; Pelley-Harvey, Bryant and Gilman, consulting engineers; Lewis R. Hill, Chemainus, secretary-treasurer; Frankers, Vancouver, British North American.

The board of directors are: W. A. Dier, Chemainus, managing director; E. Peterson, Chemainus, superintendent; Pelley-Harvey, Bryant and Gilman, consulting engineers; Lewis R. Hill, Chemainus, secretary-treasurer; Frankers, Vancouver, British North American.

Considerable development has been done on this property, and this is being actively prosecuted.

FOREIGN COAL SHIPMENTS. The following are the foreign coal shipments from Vancouver Island for the month ending the 31st May, 1901.

Table with columns: Date, Vessel, Destination, Tons. Lists various ships like the Tintina, San Mateo, Port Los Angeles, etc.

RAINBOW TROUT

Caught in Pavilion Lake, B. C., by Walter Langley. Weight, 22 lbs. 4 oz.; length, 37 1/2 inches.

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WATERWORKS DEAD-LOCK

Contractors Take Out Injunction Against the City of Nanaimo.

Nanaimo, June 1.—(Special.)—Several developments are expected from the latest deadlock in the waterworks purchase transaction.

The waterworks purchase transaction, which was completed by the Waterworks company, who took out an injunction against the city some time ago, has been settled, and the waterworks purchase transaction, which was completed by the Waterworks company, who took out an injunction against the city some time ago, has been settled.

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LAND REGISTRY ACT. In the Matter of the Application of the Honourable Monsieur William Tyrwhitt Drake for a Certificate of Indefeasible Title to Subdivisions Two, Three and Four of the Estate of the Late William Tyrwhitt Drake of the 9th day of June, A. D. 1861, unless in the meantime a valid objection thereto be made to me in writing by some person claiming an estate or interest therein or in some part thereof.

FARMERS ATTENTION. The Victoria Creamery will be ready to accept cream on and after MONDAY, JUNE 3rd. Patrons may obtain cans at the Creamery at cost prices.

The Victoria Creamery Association Limited. CAREY ROAD VICTORIA, B.C. Dealer in Harness, Saddles, Trunks, Valises, Curly Combs, Brushes, Whips, Blankets, Robes, Shawl Straps, Etc.

JOHN JAMESON & SONS, DUBLIN. WHISKEY. PLEASE SEE YOU GET WITH METAL CAPSULES. OFF ALL DEALERS. C. DAY & CO., LONDON.

DR. J. COLLIS BROWNE'S CHLORODYNE. Vice-Chancellor Sir W. Pate Wood stated publicly in court that Dr. J. Collis Browne was undoubtedly the inventor of Chlorodyne, and that the whole story of the defendant Freeman was literally untrue, and he regretted to say it had been so long a time since he had read the evidence.

APOLIOLASTILL. Superseding Bitter Apple, Pl. Cochia. Order of all Chemists, or post free for \$1.50 from BYANS & SONS, LTD., Via Martini, Pharmacia-Chemist.

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