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Oriental Tea Room.

The Semi-Weekly Colonist.

VOL. XLVIII., NO. 100 — VICTORIA, B. C., TUESDAY, DECEMBER 11, 1906. — FORTY-EIGHTH YEAR.

C. P. R. PLANS TO SAVE GAME ON THE ISLAND

Company Seeks Co-operation of Dominion and Provincial Governments in Establishing Large Preserves for Devotees of Rod and Gun

Effective game protection on Vancouver Island, especially that portion of it lying within the bounds of the E. & N. railway grant, is the next matter which the C. P. R. company intends dealing with. The officials in the first place, intend bringing pressure to bear upon the Dominion and provincial governments with the object in view of so amending the Game act as to make it possible to successfully conduct a campaign against those in the habit of shooting or fishing out of season. They contemplate, also, setting aside a large tract of the company's land on the Island as a reserve. To do this it would be necessary to obtain governmental endorsation but, those concerned believe, when the advantages of the proposal to the whole community are outlined no serious objection will be offered.

There are clauses in the provincial act in reference to shooting giving specific classes, such as miners, Indians and others, permission to kill game of any variety at any season of the year. This leaves a loop-hole which many "pot-hunters" take advantage of with the result that the birds are rapidly becoming scarcer, the prospect being that before long they will be altogether exterminated. It therefore, will be necessary that these provisions be changed or to some extent modified. But an even more vital point and one which, in late years, has led to the serious depredation of the trout which abound in the lakes and streams of the Island, is the misunderstanding existing between the provincial and federal authorities in respect to the jurisdiction over these waters. An endeavor will be made by the C. P. R. to overcome this difficulty so that legislation may be introduced under which it will be possible to prosecute any persons fishing at any other but the stated open seasons.

These are the initial steps which the C. P. R. company will have to take before being able to carry into effect the proposition of setting aside a reserve. This idea was broached some time ago and was opposed by many local sportsmen. It was claimed that, under any circumstances, the officials of that corporation had no power to point to any strip of property, whether or not it lay within their land grant, and say to the general public "you must not shoot thereon; if you do you will be considered poachers and treated as such." Before they could do this they would have to fence in the entire strip upon which it was their intention to forbid trespassing. As the major portion of the grant, particularly that lying within easy distance of Victoria or Nanaimo or any communities, was honeycombed with public roads and private acreage, the fencing of that belonging to them would be so expensive an undertaking as to render it out of the question. But this proves somewhat inaccurate. If the C. P. R. can induce the provincial government to see eye to eye with its policy, the former may lay aside a certain area within the E. & N. grant by means of special legislation and declare it a legitimate reserve.

"Would such a thing be in the best interests of Vancouver Island as a whole and Victoria in particular?" is a question which has been asked by members of the executive of the Victoria Development & Tourist association and members of the Vancouver Island Fish & Game club, both of which organizations are being asked to support the movement of the railway company. The answers to that query are varied but the consensus of opinion appears to be that such a reserve as suggested, providing its area was not extended too far and that it were located some distance from Victoria, and any other town of importance would be in the interests, rather than detrimental to the many local disciples of Nimrod. There are many arguments advanced in favor of the project. One of these is that, as there is no doubt that the game will be gradually driven away from this end of the island even with the most rigid enforcement of the law, it would be a good thing to allow the C. P. R. to preserve good hunting and fishing in at least one central locality. Then again, it is pointed out that were such an immense wild park, abounding with game, of all the native and imported varieties, set aside and maintained by the C.P.R. it would add immeasurably to the attractiveness of this section from the standpoint of the tourist. It would make it possible, also, for local hunters who might become dissatisfied with the sport to be obtained in public resorts, as well as the visitors, to go through what formalities are specified by the company to obtain permission to shoot or fish within the reserve area.

The situation is explained in detail in the appended official pronouncement by J. R. Dennis, C. P. R. land commissioner:

In dealing with the Esquimalt & Nanaimo land grant the Canadian Pacific Railway company has recognized the inadvisability of encouraging immigration to Vancouver Island until the land has been cleared of timber and prepared for the settler. Supplementary to this wise policy the company announces its intention of exercising a somewhat similar conservatism in regard to one of the minor but vastly important assets which it is called upon to conserve as owner of the E. & N. lands.

Vancouver Island has gained a world-wide reputation as a hunting and fishing resort. Its fame in this respect has been heralded abroad through government pamphlets and Tourist association booklets to such an extent that hunters and anglers by the hundred have journeyed from all parts of the world to share in the sport assured by the official publications. In a majority of cases the strangers have had no cause to regret their visit, game has been fairly plentiful if one went far enough afield in pursuit, but it is sorrowfully acknowledged by local sportsmen that the past few years have witnessed a serious diminution of game birds, animals and fishes, in the more accessible parts of the Island. The increase of population and the spread of settlement may account in a small measure for this state of affairs, but the principal cause of the scarcity of game can be summed up into two words—inadequate protection.

The Game act provides:

11. Nothing in this act shall be construed as prohibiting any resident farmer, or employee of such farmer, resident on the farm, and authorized by him, from killing at any time deer that are found pasturing within the cultivated fields of said farmer. 1902, c. 28, s. 2.

12. The provisions of this act shall not apply to Indians or resident farmers in unorganized districts of this province, who may kill deer killed for their own or their families' immediate use, for food only, and not for the purpose of sale or traffic; nor shall this act apply in unorganized districts to free miners actually engaged in placer mining or prospecting, or to surveying or engineering parties engaged in their duties, who may kill game for food, nor shall this act apply to the curator of the provincial museum, or his assistant, assistants, or agent (appointed by him in writing), while collecting specimens of natural history for the provincial museum:

(a) Unorganized districts under this section shall be and mean such portions of the province as the lieutenant-governor in-council may, by proclamation in two successive issues of the British Columbia Gazette, define as such:

(b) It shall be unlawful for Indians not residents of this province to kill game at any time of the year:

(c) It shall not be lawful for Indians to kill does or fawns from the first day of February until the first day of August. 1898, c. 24, s. 12; 1902, c. 28, s. 5; 1905, c. 25, s. 6.

Unfortunately for Vancouver Island it is an "unorganized district," and pot hunters under the guise of "free miners," are free to shoot game at all seasons; certain degenerate sportsmen, masquerading as farmers or "ranchers," take advantage of the law to slaughter bird and beast for the mere sensation of killing, and Indians, untrammelled by the act, prey upon every living creature in and out of season, encouraged in their lawlessness by unscrupulous whites who are always ready to buy the game and fish. It goes without saying that the legislature was sincere in framing the law and that the act is intended to prevent the illegal killing of game and fish, but the machinery for enforcing its provisions and bringing offenders to justice is far from being efficient. Mr. Bryan Williams, provincial game warden, is doing powers of the fact that good shooting and fishing might be had within a few miles of the city. Splendid in equipment as the Empress will be, it will require outside attractions to bring tourists to the city and keep them here for more than a cursory glance at the beauties of the surrounding scenery. A great many, perhaps the majority of "globe trotters" and tourists, are ardent sportsmen, always eager to ride their hobby where opportunity permits, and by catering to the taste of this class the company looks for a large share of patronage. It is therefore of immense importance, not only to the company but to every citizen of Victoria and every resident of the Island, that the fish and game should be protected. Men who can afford to travel thousands of miles to catch a salmon or secure an elk head are not wont to be sparing of their cash and every sportsman who visits Victoria is sure to put a considerable amount of money into circulation.

Mr. Dennis pointed out that the state of Maine, which has the efficient system of game protection, derived a revenue of $4,500,000 last year from tourists and sportsmen. New Brunswick and Nova Scotia, following the example set by their neighbor, are enjoying large and yearly increasing revenues from the same source, yet all three combined cannot offer the same variety of sport and grandeur and beauty of scenery as British Columbia. Norway and Sweden profit enormously from their salmon streams and Quebec derives a handsome revenue from the renting of fishing privilegs and with a large element in the community avowedly antagonistic to game protection, his efforts are constantly frustrated and will continue to be ineffectual until they are strongly and earnestly backed by public opinion. While a considerable class in every district continues to evade the law, or sets itself at defiance under cover of "rights," an army of game wardens will prove insufficient, and not until people come to look upon the game of the province as one of its important assets and revenue producers will the law be respected.

The Company's Proposal

The Canadian Pacific railway, fully alive to the importance of preserving the game and fish of Vancouver Island for purposes of legitimate sport and, knowing that at the present rate of indiscriminate slaughter the forests and streams would be depleted in a few years, will take immediate and vigorous action in enforcing the law. J. S. Dennis, assistant to the second vice-president, outlined the company's position and intentions for the Colonist as follows:

When the company decided to build the Empress hotel in Victoria, the executive had in mind the value and drawing all that is possible with the material at his command, but, in so vast a terri-

(Continued on Page Two.)

STORM DOES DAMAGE ON ISLAND AND MAINLAND

Nanaimo Property Owners Suffer Loss—Herring Fleet Out in Gale

EXPERIENCES ON FRASER RIVER

Boats Are Blown About and Damaged—A Serious Accident at Eburne

Nanaimo, B. C., Dec. 8.—(Special.)—A storm broke over this city shortly before midnight on Thursday and raged with cyclonic velocity for five hours. Old timers say it was the worst blow they have experienced in forty years. At one o'clock the gale reached a velocity of sixty-two miles an hour and continued with unabated fury until 4:30 a. m. when it passed to the eastward, leaving the horizon clear and sunny.

The damage done in the city will mean a loss of several thousand dollars. The Telephone company will be the heaviest loser.

The telegraph wires, north and south, were also broken, the city being shut off from outside communication for the day.

On Commercial street the front of Hill's jewelry store came down with a crash; a handsome window in the Wallace Street Methodist church, valued at $400, was smashed while a large two-story stable on Milton street and outhouses, sheds, trees, fences and sidewalks all over the city were destroyed.

Fears for Herring Fleet

No reports having been received from outside places, it is impossible to estimate the full extent of the damage, but judging from the force of the gale and the warning issued by the weather bureau at Victoria that the storm would involve the eastern portion of the coast, it would not be surprising within the next day or two to learn of many disasters to the herring fleet which left here Thursday. Out in the bay as far as can be ascertained, no serious damage was done.

Ship Casts Off Lines

The big steamer Marcelose loading 5,000 tons of coal for San Francisco was compelled to cast off her lines and steam out into the harbor. The wind blew so hard that the sailors had all they could do to remain on deck.

The Esquimalt & Nanaimo railway morning train which leaves Wellington at 7:55 and usually makes the run to here in fifteen minutes, did not arrive till 11:30. The crew had a strenuous experience, the train having to stop every few yards to remove trees which had fallen across the track.

Fierce on the Fraser

New Westminster, B. C., Dec. 8.—The wind storm of Thursday night was severely felt by shipping along the Fraser river, and the crews of a number of vessels had hair-raising experiences. At Steveston, the waves rolled in from the gulf mountains high, and it soon became apparent that the steamer Transfer, which was tied up there, would have to strike for another berth or be banged to pieces against the wharf. The captain therefore ordered the boat to be cast loose, and proceeded to make for Westham island. The old boat rolled and staggered about and the waves washed the deck throughout the trip. Some of the crew fell seasick, and from the captain down they were all very thankful when a safe place was found to tie up on the lee side of Westham island. During the trip across the river one of the boats was blown from the davits and landed on the opposite side of the vessel.

The Ramona was tied up at the Chilliwack landing stage when the worst of the squall struck it, and all lines except the head line were broken and the vessel was in danger of drifting from its moorings. Assistance was at hand, and a number of lines were thrown ashore and made fast.

The steamer Favorite was at Mission, when its heavy lifeboat was lifted up bodily, and thrown clear across the deck house into the Fraser, where it hung, half in and half out of the water, suspended by one line. The steamer was moved to the most sheltered spot available and rode out the storm without sustaining any damage.

Along the water front a number of fishing boats were stove in by being lifted up and banged against the wharves and landing stages.

Old timers along the river state that they never before saw such waves on the Fraser, and never experienced a worse wind here than that of Thursday night.

Throughout the city sign boards and fences were blown down, and a number of trees were spoiled by having their limbs torn off and broken.

Fatally Injured

An accident occurred at Eburne that may result fatally for G. E. Weston, J. Peter and W. J. Sprague, who were engaged in clearing land there, were asleep in their shack when the wind blew a tall fir tree across the roof of the little house, crushing it like an egg shell. Weston was pinned across a trunk. Peter was knocked to the floor. His collar bone was broken and probably his back, while Sprague was bruised in many places. The latter, however, was able to free himself, and securing an axe and a saw he set about releasing his comrades. He accomplished his task and a doctor was immediately called for as Peter was in a very bad way. The B. C. Electric company sent out a special car and the injured men were taken to a hospital in Vancouver. Slight hopes are held out for Peter's recovery.

SEEKS CONFIRMATION.

Otawa, Dec. 8.—(Special.)—The B. C. Electric company is seeking confirmation of two agreements with the C. P. R. under which it is to operate electric lines from Vancouver to Kitsilawo and from Vancouver to Stevenston.

LULL AT PORT MOODY.

Vancouver, B. C., Dec. 7.—There is a lull in the lumber business at Port Moody at the present time. The Emerson Lumber company and the Canadian Pacific Lumber company's plants are silent. The latter may reopen in a few weeks after the machinery has been overhauled. It is rumored that there is to be a complete change in the management of the business. The North Pacific Lumber company at Barnet has also closed down for the season.

SOCIALISTS ACTIVE.

Nanaimo, B. C., Dec. 8.—(Special.)—Following the nomination of J. H. Hawthornthwaite, M. P. P., for this constituency, local Socialists, announce that at the recent convention it was decided to place candidates in Newcastle, Saanich, Cowichan, Comox, and Alberni constituencies. According to those in the know, the local Socialist party is going to carry on a vigorous campaign at the next provincial elections. Advices from Alberni state that it is generally supposed that Mr. Cartwright will be the Socialistic candidate there.

BAZAAR AND SOCIAL

To Be Held in Semple's Hall on Thursday Next.

The bazaar and social evening to be held in Semple's hall, Victoria West, on Thursday, Dec. 13th, promises to be the event of the week. The bazaar will be opened at 2:45 p. m. by the Lord Bishop of Columbia. There will be not only useful articles but novelties in Xmas gifts, appropriately designed and of exquisite workmanship, only to be seen to be admired and find what is needed. For the young gentleman to give to his best girl beautifully decorated candy boxes will be provided and quantities of home-made candies to fill the boxes. The young ladies of St. Saviours have long been noted for the excellence in quality of these delicious sweets. Some most artistically made electric light shades have been kindly donated for this sale and it is suggested that any one wishing to obtain something especially pretty in this line, that they come early for they will be sure to sell on sight. For the children there will be dolls at all prices, lots of pretty things at five and ten cents and a fish pond by the junior guild. A small admission will be charged in the evening. The programme which is largely in the hands of the young ladies will consist of games, interspersed with songs and music. Both old and young are assured an enjoyable time. It is the earnest hope of all interested in the preparations for this bazaar that the social evening may not only prove a huge success but be a beginning of several of similar nature to take place during the winter.

WEST COAST NEGLECT IS A CRYING SCANDAL

President Mara, of Victoria Board of Trade, Scores Federal Authorities for Failure to Provide Life-Saving Facilities

"The importance of providing every possible facility for the saving of the lives of those shipwrecked on the west coast of Vancouver Island has been strikingly demonstrated this week in the narrow escape of the officers and crew of the castaway bark Coloma," remarked J. A. Mara, president of the Board of Trade yesterday. This was a question, in his opinion, of the utmost importance; it was of more vital consequence than the majority of Victorians seemed to realize. While it was only right that the Dominion government should be given credit for what had been done in the way of establishing new lighthouses and other such works, since the Valencia catastrophe had forcibly shown the necessity for some action, he thought the members of the federal administration were open to severe criticism for their hesitancy in carrying out other recommendations. He referred to the construction of a trail along the West coast and the establishment of a modern lifeboat station at Bamfield creek.

Renewed Agitation Required

Mr. Mara thought the time had come for those living on Vancouver Island to once more petition the federal authorities to do something to prevent, as far as possible, the continuance of the series of fatalities which heretofore had taken place annually on the West coast. It was true that it was a difficult, in fact, almost an impracticable undertaking, to make that rockbound seaboard at all safe for mariners at the stormy seasons of the year. But he thought that by the cutting of a first-class road and by the placing of a fairly fast motor boat at Bamfield, it would be possible to save many lives. At any rate it would be some satisfaction to know that insofar as it was humanly possible, everything had been done to provide for the rescue of those whose vessels were dismantled and lives placed in jeopardy of that exceedingly treacherous coast.

Lesson of the Valencia

Mentioning the ill-fated steamer Valencia, President Mara outlined the conditions under which that vessel had been thrown upon the rocks. She had lodged within a stone's throw of the beach and, he contended, it was an acknowledged fact that had the coast trail been more open and the appliances usually kept on hand at the up-to-date wrecking stations along the coast of England, been within reasonable distance, a line could have been tossed to the ship and the majority of the crew and passengers saved. That alone, President Mara thought, should have been sufficient to have moved the government to adopt an aggressive policy. But it hadn't. After a long delay some work had been done, such as the building of lighthouses on Green island, Trial island, Pine island, Lucy island and Pachena point. A fog horn, also, had been placed at Egg island. These undertakings, however were not altogether what was wanted. They were of a preventive character. What was needed was some method for saving shipwrecked people—the crew and passengers of vessels which had been placed beyond control as a result of the storms of the Pacific Northwest and which were drifting, or had already become wrecked upon some of the many rocks which marked the coast of this vicinity.

Where the Fault Lies

Credit, Mr. Mara acknowledged, was due Hon. Wm. Templeman, minister of inland revenue, for the efforts he had put forth to have the recommendations made by the Board of Trade, and which had been backed by similar ones from the city council, acted upon. The difficulty, in his mind had been with the minister of finance—the gentleman controlling the purse strings at Ottawa. He thought that both Hon. Mr. Templeman and the minister of marine were in favor of the building of a trail, the placing of a suitable lifeboat in this locality, and the carrying out of every other scheme likely to prove useful in the saving of life. Hon. Mr. Fielding, however, opposed the proposition. He pointed as justification for his disapproval to the report of Col. Anderson, the engineer of the department. This did not endorse the suggested trail because of its expense.

It was much to be regretted, President Mara continued, that when the Dominion government was annually boasting of a surplus approximating from $12,000,000 to $14,000,000 it was found so hard to vote a few thousands for the carrying out of such a work on the Pacific coast, while ships plying on the St. Lawrence river and along the coast of Nova Scotia were well protected, those waters being even better lighted than the streets of Victoria.

Protection on Atlantic

"That may be correct but isn't the shipping trade on the Atlantic coast much heavier than here?" queried the reporter.

President Mara agreed that there was Some foundation for such a question, but he added, the trade on this side was constantly increasing. Every year witnessed the arrival and departure of more coasting and ocean vessels at the ports of Victoria and Vancouver. The same state of affairs had been noted on the Sound. All boats coming to the latter cities had to pass the treacherous portion of seaboard in question. And then the storms here were more frequent and the coast more rugged and dangerous than on the Atlantic. That was saying a good deal, but it was correst and could not be gainsaid by any who had taken a trip along the western seaboard of Vancouver Island. If the Americans undertook the protection and the providing of lifesaving facilities for their part of the coast it was only right that the same should be done by the Canadian government for their portion of the coast line.

Too Much Red Tape

The Dominion government, Mr. Mara thought, had left itself open to severe criticism owing to their dilatoriness in reference to this very important matter. To an extent the recommendations of the different local organizations had been followed but the most particular points had been overlooked. The necessity for a lifesaving station with a properly propelled boat had been pointed out shortly after the wreck of the Valencia. Since then there had been other shipwrecks and more lives lost. It was a hard thing to say; but he thought that, in a measure, the Dominion government was responsible for these. Some effective scheme of rescue might have been carried out had there been a boat on hand and an easy trail running along the coast. But there were neither and consequently boats wrecked in that locality would inevitably drift on the rocks; and, as all acquainted with the coast knew, once a vessel reached that condition there, the chance for the crew or passengers was very slim indeed. It had only been a mere providential coincidence that the C. G. S. Quadra had happened to be nearby when Mrs. Paterson, after her plucky trip over the rough trail between Cape Beale and Bamfield, had reported that a disabled bark was drifting to destruction and carrying to a watery grave those unfortunates aboard. "Had the Quadra not been available, what would have happened?" he asked. It did not require much perspicuity to answer that question. Therefore the most recent West coast wreck emphasized the necessity for more adequate protection for the mariners plying on this coast and, he thought Victorians should arouse themselves to place the matter before the federal authorities in such a light that they could not help seeing that their petitioners were in earnest and that the matter was one which required immediate attention.

Victorians Too Apathetic

Mr. Mara thought that some of the blame for the delay in bringing this matter to an issue was to be laid at the doors of Victorians. They were too apathetic. For a few weeks or months after the Valencia wreck they had become excited; passed resolutions, and discussed the question of lifesaving stations, etc., with every enthusiasm and apparent determination. But there all efforts ceased. Once the reports and the resolutions had been sent to Ottawa the

(Continued on page two.)

BRAVE WOMAN SAVES SHIPWRECKED CREW

Hurries Through Storm and Over Rough Ground, and Despatches Quadra to Rescue of Captain and Nine Men of Bark Coloma

Bark Coloma, from Everett for San Diego with 613,000 feet of lumber, was totally wrecked in the heavy gale which blew at a velocity of 76 miles an hour off the Vancouver Island coast early Friday morning.

The crew of the steamer Quadra, informed by Mrs. Thomas Paterson of Cape Beale, of the vessel's plight, rescued Capt. Allison and nine men of the bark at noon Friday, and arrived at Esquimalt Friday night with the shipwrecked party.

The vessel was abandoned, with masts gone, bowsprit broken away, decks awash and seams opened so that the lumber cargo was floating from the hull. Had the Quadra not come to the rescue in the nick of time, all would have, without doubt, been drowned; and as it was, they had a very narrow escape from being lost with their vessel, now a hopeless derelict, drifting towards the rocks of the Vancouver Island coast near Cape Beale.

Mrs. Paterson a Heroine

Mrs. Thomas Paterson, wife of the lightkeeper at Cape Beale, proved herself a heroine in connection with the disaster. Yesterday morning about daylight she sighted the distressed bark, seemingly bearing toward the Sea Bird Islands, and she hurried over the four and a half miles of hard trail between Cape Beale light and the Bamfield Creek cable station, off which the Quadra was lying. The storm had disabled the telephone and telegraph wires, and the plight of the men seen in the vessel's rigging, where an upturned ensign signalled their desperate condition, impelled her to start out in the rain and wind on the long journey over rough ground to seek assistance for the unfortunates. Starting about daylight she reached Bamfield at 10 o'clock, after surmounting many difficulties.

The Quadra had steam up. The crew had been called in the night to stand by in case it was found necessary to prevent the anchor from dragging in the heavy gale; and Capt. Hackett got under way as soon as the message with which Mrs. Paterson had struggled so heroically over the trail, was given.

Quadra to the Rescue

"Close in to Cape Beale there's a ship going ashore with the crew in the rigging; she's not more than half a mile from shore," said Mrs. Paterson—and then orders were given hurriedly on board the Quadra. In ten minutes the government steamer was leaving her anchorage in Bamfield Creek.

As soon as Cape Beale was rounded the wreck was seen. She was further out than she had appeared to be from shore, being about two miles distant from the Sea Bird Islands, off Pachena bay—scene of the loss of the steamer Michigan and other wrecks—and but a short distance from where the Valencia was lost. The condition of the craft was pitiable. The mainmast had gone by the board, the bowsprit was gone, mizzen topmast and topgallant masts were gone, and what yards were left were "cock-billed" sorrowfully. The sails had been torn away and ragged remnants of canvas fluttered. A torn American flag was floating from the stump of the mizzen.

As the Quadra steamed at full speed toward the bark the crew were seen clustered on the poop, huddled under the shelter of a little deckhouse. The bow was open, the seams split so wide that lumber from the cargo was floating out, stick after stick. Bulwarks were gone, and the deck, from which the cargo had been washed away in the night, was flush with the high-running seas which surged over it and battered against the poop, throwing clouds of spray and spume over the shivering crew.

A Hopeless Derelict

The vessel was as hopeless a derelict as any of the Quadra's crew had seen. Her masts, held by the wire rigging, floated from the vessel like a huge sea-anchor, and she swung around and around as the big seas swept against her. Meanwhile the crew waited, hoping against hope; expectant of being dashed against the rocks of the Island coast with slim chance of reaching land alive.

They did not know as they shivered with the cold, drenched with every sea that swept over the vessel, unable to reach the food in the flooded cabins, that brave Mrs. Paterson had seen their plight in the early morning and had made the hard trip to send aid. They only knew a steamer was bearing down toward them—and they were safe when death had seemed so near.

A Thrilling Rescue

Second Officer McDonald and a boat's crew clambered into one of the Quadra's boats and as the steamer "hove to" off the derelict, they bent lustily to the oars and pulled from trough to crest of the long-rolling waves. A high sea was running, following the abatement of the gale of the early morning. With difficulty the Quadra's seamen brought their boat under the counter of the bark, and the shipwrecked men one by one clambered overside as opportunity came when the boat lifted on the waves. With difficulty the sailors fended their boat off the wreck, and cautious yet worried close enough to catch the ten men, as one by one they slid down a line fastened on the derelict's poop.

The rescued men, who were worn out, suffering from the privations endured since the gale struck their vessel at 2 a. m., were given dry clothes as soon as they arrived on board the Quadra, hot coffee and soup; and every care was taken of them.

Leaving the Coloma swinging round and round as the current set her toward Cape Beale—a derelict that would probably break to pieces before 24 hours had passed—the Quadra proceeded at once to Victoria, putting in to Esquimalt about 9 o'clock Friday night. The shipwrecked seamen remained on board asleep, being utterly fatigued after their strenuous morning on the storm-broken vessel.

Capt. Allison and the crew of the Coloma said that their vessel had been towed to sea on Thursday night with a full cargo, both in the hold and on deck, of lumber from Everett for San Diego. Soon after the tug let go on Thursday night Capt. Allison set his canvas to run before a fresh breeze. The bark had started to run when the wind freshened rapidly. Then, soon after midnight, the wind veered to the southwest, blowing with greater velocity. A full gale was soon on and Capt. Allison tried hard to "claw off" the Vancouver Island shore, whither his vessel was being drifted before the gale, but the canvas blew out of the gaskets. It was ribboned. A very high sea was running and the

(Continued on Page Two.)

INVADE REMOTE PARTS OF BRITISH COLUMBIA

Timber Prospectors Locate Many Claims in Unexplored Portions of Province, and Give Valuable Information to the Government.

British Columbia has been alive with mining prospectors, timber cruisers, and other explorers during the past year. The most remote regions of this vast province have been invaded by these men, most of whom were employed by wealthy companies and syndicates to obtain all possible information in reference to the natural resources of the country. Some were commissioned to look for the best timber limits procurable, and others to search for minerals with which almost all sections are known to abound. As a result of the knowledge which has been gleaned, numerous tracts have recently been pre-empted, and the revenue derived by the provincial government from the issuance of licenses is three times as large as that of the same period last year.

Surveyor-General McKay, of the Lands and Works Department, stated yesterday that the richest portions of the province were being located, and, in several instances, the locators had been able to tell the authorities of fertile agricultural lands, extensive stretches of splendid timber, and waterways and lakes which, until this year, have not been known to exist. The country was being discovered, and its latent resources laid bare to the eyes of the outside world, to a much greater extent than ever before. It was natural to reason that springing from this movement would be an era of development, a period during which the extent of the hidden wealth of the province would be strikingly demonstrated.

Capital Becoming Interested

From this movement, the Surveyor-General contended, it was evident that the magnificent timber of British Columbia was attracting world-wide attention. Lumber had to be obtained and outsiders engaged in the business were beginning to realize that it could be found in almost inexhaustible quantities in this section of Canada. Consequently there had been a rush to secure concessions. All summer cruisers had been out locating the best tracts, and several months ago they had commenced to arrive at the department to obtain licenses. These, in the natural course of events, had been marked upon the department's maps, the lines being drawn, not from the results of surveys, but from a knowledge of the districts in question supplied by the applicants. Thus they could not be considered absolutely accurate. But, the Surveyor-General added, the average cruiser was able to retain a remarkably correct idea of the country through which he traveled. The number of licenses issued in this way is so large that, in the words of Mr. McKay, "the map is plastered from Burrard Inlet to Portland Canal."

Timber in Interior

How it was intended to get the timber out of some of the interior sections, or even whether the establishmnt of industries was contemplated, the surveyor general could not state. It was not reasonable to believe, he said, that those who had applied and obtained pre-emptions would allow them to remain idle for long, in view of the fact that in order to retain their privileges they would be forced to contribute regularly to the provincial treasury. There could be no doubt that some, at any rate, of the areas for which licenses had been granted would be operated. Even if this only were done, it would mean the expenditure of considerable money within the confines of British Columbia—to say nothing of the incidental development of the natural resources which had for so long been lying dormant.

The rush, however, was not only for timber, but for coal and other minerals, principally the former. Large tracts of coal had been staked off and recorded in the Nicola, in the Bulkley valley and in the Telqua districts. These areas, according to the surveyor general, were all exceedingly rich in the mineral mentioned, it being estimated that the supply to be obtained at each section was almost illimitable. There were no immediate indications, he said, that it would be exploited but the only thing that prevented that was the lack of the means of transportation. Everything seemed to show that the interest of outside capital in British Columbia was being aroused, thus ensuring a marked advance in all lines throughout the province during the new few years.

Settlers Are Needed

Capital, however, was not all that was necessary for the building up of a comparatively new country. The desirable settler was needed equally as much and the government was not only taking steps towards procuring that class but making arrangements for their accommodation upon arrival. The exceedingly admirable system which had been adopted by the governments of the prairie provinces in the settlement of their country was too well known almost to necessitate description. There the country had been thoroughly surveyed and all the newcomer had to do was to make application to headquarters, point out the kind of land he wanted and in what location, and his desires would be complied with. In British Columbia, it was impossible to follow out such a scheme, however satisfactory it might have been found to work in the distribution of the vast areas of prairie lands east of the Rocky mountains. This province was so mountainous; it was so cut up by rivers large and small, by immense inlets cutting into the country along the seaboard for miles, that a thorough system of surveying was rendered impracticable. Even if that were not the case and doubtless the point would be contested—the expense attached to such an undertaking would be prohibitive.

Government Energetic

Under the circumstances, therefore, the government was doing the only thing possible. Last year a party in charge of J. H. Gray, had spent the summer months in the Bulkley valley. They had surveyed that section as well as could be done in that short space of time. As a result, it would be possible now for anyone desirous of taking up a homestead there to obtain a title to any section or area desired before leaving for the North. The surveyor general added that this work would probably be supplemented next year by similar work in the district to the south of the Bulkley. He understood from authentic information that it also comprised a large amount of most fertile agricultural land. If that was the case everything possible would be done to make it convenient for settlers to take up sections and also to obtain easy access to that region.