

A Second Daniel Defoe

An Englishman's Experiences as a Prisoner on Vancouver Island.

Some Ancient History--The Nootka Indians a Century Ago.

(Written for the Times by E. O. S. Scholefield.)

To those who are unfamiliar with the history of this portion of the Pacific coast perhaps it may scarcely seem possible that a place now regarded as of such little importance as Nootka Sound was at one time the most famous spot of Northwest America. It was the centre of a lucrative fur trade, which, in the earlier years of the present century, was actively carried on in this region. More than once it has figured prominently in diplomatic correspondence and for many years was a bone of contention between England and Spain. The action of Don Estevan Martinez, of the Spanish navy, in taking possession of the Sound, and, in the name of His Catholic Majesty, seizing the British vessels then at anchor there, called forth vigorous protests from the British government of the day. This high-handed action took place in the year 1789. After a keen diplomatic discussion the convention of Nootka was arranged, and, as a result, the Sound was made over to Great Britain. Peculiarly enough after the settlement of this vexed question as to the ownership of the Sound the latter power evinced little further interest in the place, and very little attention has since been paid to it, except, perhaps, as a rendezvous of the adventurers trading into the waters of the Northwest Pacific.

The coast adjacent to Nootka Sound was discovered in 1785 by Juan Perez, commander of the Spanish frigate Santiago, who named his anchorage Port San Lorenzo. Captain Cook a few years later visited the inlet itself and called it King George Sound, subsequently changing the name to Nootka.

It is an interesting fact that the first vessel ever constructed in the country north of California was launched at Nootka in 1789. This vessel, appropriately named the Northwest America, was built by John Meares, the author of the celebrated memorial on the Nootka affair. The Spaniards during their occupancy erected a fort at Nootka, the remains of which may be seen at the present day. But it is as the scene of outrageous indignities visited upon the unsuspecting traders who visited their shores to barter for the valuable fur of the sea otter, that Nootka Sound is chiefly known. The most barbarous of these took place one day in March 1803, when the ship Boston was captured by the Indians and the whole crew, with but two exceptions, massacred. For the history of this affair we are indebted to one John R. Jewitt, the survivor of the Boston, who escaped by the most accident of fortune to be held as a slave by his savage captors for a period of nearly three years. Jewitt, after his release, published his experiences in a small volume entitled "The Adventures and Sufferings of John R. Jewitt, only Survivor of the Ship Boston, during a Captivity of nearly three years among the Savages of Nootka Sound."

In the simple and unpretending narrative of this forgotten worthy we have a full account of the voyage of the Boston with its disastrous ending and a most interesting description of the manners and customs of the primitive folk among whom he lived for so many weary months. The author was a native of Boston, in Lincolnshire, where he was born in 1788. His father, Edward Jewitt, was by trade a blacksmith and a man of some substance. It was his desire to give his son a liberal education with a view to entering one of the learned professions. Young Jewitt, however, who showed little inclination towards learning, finally obtained consent to enter, as an apprentice to a blacksmith shop. Shortly after this Edward Jewitt moved with his family to Hull, a large shipping centre, where his son John, in following his vocation, met many seafaring men, among others made the acquaintance of Captain Salter of the American ship Boston. This vessel was preparing for a trading voyage to the Northwest coast of America. Captain Salter desiring the services of an armourer offered to take the young man in that capacity. He for his part was only too eager to embrace the opportunity to travel thus presented; and, though his father endeavored to dissuade him, when the Boston sailed from the Downs on September 3rd, 1802, John Jewitt was borne on the ship's books as blacksmith and armourer to the expedition. It is unnecessary to dwell upon the tedious voyage round the Horn. Let it suffice that on March 12th, 1803, after an uneventful but pleasant journey, the vessel made Nootka Sound, where she was securely moored within a short distance of the beach. Shortly after her arrival the Boston was visited by the Indian Chief Maquinna, who welcomed Captain Salter and his crew to the country. Jewitt was much impressed by the appearance of Maquinna, probably more particularly so as this chief was the first savage with whom he had ever come in contact. He is described as a man of dignified demeanour, about six feet in height, and well proportioned. His features were generally good and distinguished by a large Roman nose—a feature not usually observed among the aborigines of Vancouver Island. On the occasion of his first visit, which probably was a state affair, Maquinna was bedaubed with red paint in such a manner that it was difficult to determine the exact hue of his complexion. His eyebrows were painting black and his long, dark hair, well anointed with oil, was powdered with some kind of white down that gave him a peculiar and fantastic air. He was attired in a magnificent robe of fur of fish sea otter which was held about his middle by a broad belt

of native cloth. This belt was covered with various devices and painted in several colors. Jewitt affirms that this dress "was by no means unbecomingly, on the contrary, had an air of savage magnificence."

It was this chief who planned and carried into effect the treacherous attack on the Boston. Through an unfortunate lack of diplomacy on the part of Captain Salter Maquinna was converted into an enemy when by a little careful treatment he might have been made, in all probability, a very useful friend and ally. Maquinna, having taken umbrage at some action of the captain that he considered derogatory to his dignity, planned revenge. Having enticed many of the men from the Boston under the pretext of escorting them to good fishing grounds, Maquinna, with a number of his subjects, boarded the vessel and at a given signal a fierce and sudden attack was made on the defenceless crew, who, taken completely by surprise, were quickly overpowered and despatched. Meanwhile the Indians on shore had disposed of the fishing party in a similar manner. Thus out of a crew of twenty-seven all told only two were saved—Jewitt, the author of the narrative, and one Thompson, who was interested in and the crime of the century, yes, the crime of ages, should be exploited." Tears came to her eyes, she clasped her hands over her knees, and then quickly returned them to place a small lace embroidered handkerchief to her wet lashes.

"I have worked too hard," she continued. "I have overtaxed myself in studying the trial at Rennes. Then, too, I am elaborating plans for a home for animals to cost \$1,000,000 and it is more than my mind is able to accomplish. At times everything seems a blank to me. Yes, it is true, as my friends say, that I pawned my bicycle for five cents, and that I have wandered away from home," and she was conducted from the witness chair.

The young woman is highly educated, and was accompanied by several friends, and was consigned to the asylum at Kanaka.

Gold, Furs and Salmon

Steamer Danube Returns to Port From Skagway and the North.

Brings a Budget of Late News of the Klondike District.

Steamer Danube reached port last evening with 58 passengers and a valuable cargo. She had over \$150,000 in gold from the Klondike, \$21,000 worth of furs loaded at Wrangell, and 6,000 cases of British Columbia salmon. Probably the richest of her passengers was A. F. Standing, who, with his wife, brought out \$114,000. There were two other elaborate plans for a home for animals to cost \$1,000,000 and it is more than my mind is able to accomplish. At times everything seems a blank to me. Yes, it is true, as my friends say, that I pawned my bicycle for five cents, and that I have wandered away from home," and she was conducted from the witness chair.

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News From the Sealers

The Mary Taylor Returns From Behring Sea--First of the Fleet

Seals Are Plentiful--Reports From a Number of the Schooners.

The first of the Behring sea sealing fleet has returned to port. The schooner Mary Taylor, Capt. Todd, sailed into the harbor this morning after a good run from the Behring sea. She left the sea on September 3rd, and came through Unimak Pass on September 4th. The catch was a very light one, 54 in all, making her total catch for the season 210; a catch that will scarcely pay her expenses, and she is naturally disappointed that the season has been so light. The Mary Taylor has done since she began sealing. Seamen superstitions, and they sometimes take vessels as "spoiled," and very often the superstitions of the crew acts up to what might be expected of her in the way of hard luck.

In the spring season she lost a boat's crew, composed of Messrs. Peter Hansen, John Martin and a Jap, off the coast; her sister schooner, the Diana, sustained a similar loss, and the other vessel of her name, the Pioneer, is lost with all on board, not a trace having been heard of her since she sailed through Unimak Pass on September 27 last for Victoria. The Mary Taylor has been absent from here since last March, for she did not return from her coast cruise; her catch of 107 skins being landed at Skidegate.

Before she reached Behring sea six of her hunters deserted, Martin's two, Zachariah Payne, Henry Tache and two others, ran away from the schooner at Pirate's Cove in southeastern Alaskan waters, intending to reach Unga, and from there work their way to Cape Nome. Another hunter deserted at Oonalaska with intentions of joining some of the vessels bound to Cape Nome. Out of the 22 men taken from here the Mary Taylor had 13 left.

A number of the Victoria sealing fleet were spoken in the sea by the Mary Taylor, and although it was then early in the season, all expected big catches. Before she reached Behring sea, nothing had been heard by Capt. Todd of any mishaps. The storm reported by the Laurada to have done so much damage in Behring sea on August 21st was news to Capt. Todd, and he said, "they are to be expected there."

He had heard of no seizures and nothing of any takes of branded skins. There were no marked skins in those taken by the Taylor. The schooners reported by the Mary Taylor were as follows: The Victoria, on August 25th, with 770 skins; the Hartzel, Capt. Fahey, at the same time, with 650 skins; the Ariettes, on August 11th, with 478; the Dora Stewart, on the same day, with 475; and the Alonka, on the 12th, with 411. The Beatrice was seen on August 8th with 175, and the City of San Diego with 270. The Penelope was spoken on August 4th, with 28.

A number of other vessels were reported by the schooners spoken, and, although Capt. Todd could not remember the catches, he said all were doing well. The weather experienced this season has been comparatively good. It was not very rough, but poor lowering weather.

DAWSON NOTES.

Late News From the Klondike Capital—A Ledger Discovered.

Wood is growing scarce and is worth \$35 per cord. John Clark and Jen Jensen have discovered a 600-foot ledge of free milling quartz, three miles from Dawson, that assays \$25 per ton. The property has been bought for \$100,000 for sixty days.

Chief Allen, of the Dawson fire department, has resigned his position. Harry Ash's sluice boxes on Bonanza creek were robbed of \$1,000 recently.

Governor Roosevelt, while at his country home, takes recreation after the manner of Gladstone, and has become an expert at falling trees.

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IN A LONELY GRAVE. Lie the Remains of the Late A. D. Stewart.

There arrived on Monday from the Hamilton region, Mr. R. Harris, of Hamilton, Ont., who started with a party of Hamiltonians for the Klondike last year, leaving Athabasca Landing on May 10, 1888. They went by way of the Mackenzie and led to the Stewart. The rest of the party got over, but Mr. Harris, while driving back on the Upper Peel had the misfortune to have his feet frozen, which rendered necessary the amputation of a portion of one of his feet. He was not able to go on and wintered at Windermere, where he was treated by Dr. Stewart, who eventually saw him back to the Peel on his way out by the Skimmer, Cresswell, Tolman, and T. Leg on their way up. It was with these men that Mr. A. D. Stewart, ex-mayor of Hamilton, set out for the Yukon, and they reported his death to Mr. Harris. It appeared that the Stewart party wintered on an island at the mouth of Beaver river, a constituent of the Peace, about 100 miles up the Peel from Fort Macpherson. During the winter Mr. Stewart took sick with smallpox, and died, but which Mr. Harris thinks is blackleg, and from this he died March 13, 1889. His companions buried him in a wooden box of Beaver river and the grave, which Mr. Harris visited, is marked by a bank head-board on which is carved:

SALMON IN CARIBOO. Inspection of Upper Waters of Quesnelle River.

The idea of any connection between far-off Cariboo and the salmon industry of the coast does not naturally occur to a casual observer. Nevertheless so important is the connection that the special representative of the Dominion department of marine, Mr. W. W. Stumbles, has found it necessary to make the long stage trip to Quesnelle Forks for the purpose of investigation, his special mission on the coast this summer having been principally to look into all the conditions surrounding the salmon industry, and all the influences affecting the propagation of the fish.

Mr. Stumbles has just returned to Vancouver from his trip to Cariboo, where he examined the Quesnelle river above the forks so as to provide for the continuous passage of the salmon which come all the many hundreds of miles up the Fraser and Quesnelle rivers into Quesnelle lake, and finally reaching the head-waters of Keithley and many other rivers. It is an astounding fact that the water and travel inland such an incredible distance, impelled by unerring instinct.

From the forks of Quesnelle up the south fork to Quesnelle Forks is over seven miles, and for all this distance the river is, at this season, dried up entirely by the great dam of the Golden River, which has been completed by the Dominion government, and which is built across the whole volume of water and diverts it into a flume through which it is conveyed to the gravels of the bed of the river. This company gets their water for hydraulic mining from a right bank and the bed of the river for seven miles. The only water escaping into the river was the overflow from the flume, which backed up the bed of the stream to the lake, the salmon thus prevented from reaching the lake and upper waters flowing into it. This will now be remedied by having a fish slide or flume built in the dam.

Mr. Stumbles also inspected the workings of the Cariboo Hydraulic Co., on the left bank below the sluicing done by the tailings from the sluicing done by their great monitor did not choke the bed of the river. This company gets their water for hydraulic mining from a right bank and the bed of the river for seven miles. The only water escaping into the river was the overflow from the flume, which backed up the bed of the stream to the lake, the salmon thus prevented from reaching the lake and upper waters flowing into it. This will now be remedied by having a fish slide or flume built in the dam.

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Mr. Stumbles, who leaves shortly for Ottawa, his mission being practically ended, has been most thorough and painstaking in his efforts to obtain a grasp of the salmon industry as a mercantile interest of importance, leaving out altogether the scientific study of the fish, which may in the past have had too much prominence, to the neglect of the business end of the salmon question.

On his way east Mr. Stumbles will probably stop off at one or two places on the upper Fraser to look over possible locations for the new fish hatchery to be established—Vancouver Province.

\$1.50 per annum

VOL. 19.

Britain the Tr

Text of Mr Chamberlain's Letter to the Emperor.

Imperial Government Up New Program.

London, Sept. 25.—The Colonist Chamberlain, Secretary of State for the Colonies, dated September 14, 1899, in his letter to the Emperor.

The object of this letter is to inform you of the views of the British government in view of the Emperor's proposals regarding the South African Republic.

The Emperor's proposals regarding the South African Republic are of a nature which cannot be admitted, and which are not in accordance with the principles of the British Empire.

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J. R. BOOTH, Sault Ste. Marie, Ontario.

NOTICE.

A general meeting of the Islands' Agricultural and Fruit Growers' Association will be held at the Hall, Salt Spring, on Saturday, Oct. 7, at 11 a. m. To elect new officers, and transact any other business.

JOEL A. BROADWELL, Secretary.

WANTED

We will pay \$1200 a week salary to either a man or woman to copy out the same as follows: The Midland Monthly Magazine for the month of January, 1899. It is now in its sixth year and is the only Magazine of this kind published in the British Empire. A handsome premium is given to each subscriber. Send 10 cents for a copy of the Midland Monthly Magazine to the Twelfth Century Publishing Co., St. Louis, Mo.

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