GLENORA NEWS.

VOL. I. GLENORA, B. C., SEPTEMBER 9, 1898. No. 17.

THE NEW GOLD FIELD.

Latest Advices From Pine Creek Prove it Good.

IT IS IN BRITISH COLUMBIA.

Gold Washing Suspended on the Klondike—Great rush to Pine Creek.

Pine Creek is now the Mecca of the gold-seekers, and the Klondike's "nose is out of joint." Latest despatches from Skagway, dated August 18th say that Capt. W. H. T. Olive, Manager of the Bennett Lake and Klondike Navigation Company, operating the steamers Ora, Nora and Flora, was one of the first men to get into the Atlan Lake gold district, and he has several fine properties, that is, properties that are considered by all the prospectors to be fine. He believes that the Atlan Lake region is all right, and expresses the belief that much gold will be taken out of the region.

"I have made two trips into the gold region of Atlan Lake, and the last time I was there was just five days ago," said the Captain. "I should judge there was a thousand men in the region. We carried about three hundred and forty on our boats, and I believe that three times as many more went down the river in small boats. About 100 small boats loaded with prospectors have gone down to the new diggings, and they are still leaving Bennett. On our boats we charged $30 each way, the distance being 140 miles. The Nora has been leaving for the gold fields each alternate 36 hours, and on each trip has been carrying quite a number of men."

Captain Olive was one of the first men to enter the Atlan Lake region, about two weeks ago. Major Strickland told him about the strike, and he left immediately with the result that he got in on the ground floor on Pine Creek. Major Strickland was made aware of the discovery by the appearance of Fritz Miller, Juneau, who went to him with his location notices to have them recorded. Major Strickland told Captain Olive immediately, and the Captain thus had information first hand and early in the game. Captain Olive is authority for the statement that 1,000 claims have already been staked out along Pine Creek and about 750 along Spruce Creek. A creek of no name a little further away is also being prospected, and the Captain believes that the news of another strike is liable to reach Skagway almost any day. He says that the bench claims along Pine Creek appear as good as the river bed. "Gold is strewn all over that country," said he, "and it is decidedly a gold bearing region."

ANOTHER MAN'S STORY.

A letter received in Victoria the other day from Mr. G. H. Martin, the special correspondent of the San Francisco Chronicle at Juneau, telling of the big gold discoveries in Northern British Columbia. In a private note accompanying the story, Mr. Martin says:

"I have made it absolutely conservative as far as figures and facts are concerned. It promises to be a very big thing." Here is the story as told by Mr. Martin:

"Four dollars to the pan at bed rock and bed rock but five to six feet below the surface; no frozen muck; no swamp. Such is the latest tale in brief from the banks of Atlan Lake. Old prospectors of Alaska are shaking their heads after the manner of Chinese mandarins their 'I told you so's, are well taken, as for once the broad theorists, who have predicted a continuation of the Klondike region southerly to the Cassiar and Cariboo, always selected the Atlan Lake region as the scene of a big strike and the strike has come. The new region is realy a Juneau enterprise—a Juneau man located the little creek, which is now the objective point of thousands and as a result of his policy Juneau men own many claims.

First authentic news of the fact that dirt running from $2 to $6 had been struck at five feet down, reached Skagway on the last day of July, and the rush set in that cleaned the town, men and women joining in the mad rush for claims. Barney Levy was one of the original crowd of Skagway rushers, and no doubt has secured a claim of some sort. Mr. Joshua Holland of this city also sent in men to represent him, and will be among the original claim holders. H. G. Dalby writes to his father in this city that he made up his mind to go—and went—just as soon as Policeman French came to Skagway, and he saw for himself the $1,200 in yellow treasure that illustrated the story of the new creek as it was told on the 8th of this month.

A PIONEER GONE.

George P. Pritchett Passes Away Thursday Morning.

Early Thursday morning Sept. 7th, there passed away Glenora's oldest resident, Mr. George P. Pritchett. The old timers will miss him most—the men who roughed it with him in early days, and sat round the cabin fires on the long winter nights. "George's" death solemnized our town. Stores and hotels closed their doors, and the population, men and women, turned out to pay their last tribute of respect to the memory of an old friend. Telegraph was well represented by Mr. Hyland and others of the earlier days who stood by the grave, their hearts stirred by memories of long ago. Mr. Pritchett was born in Virginia; spent the earlier part of his mature life in New Jersey, went to California in the early days, was for some time in Cariboo, and came here with a pack train in 1874. He lived at first on a ranch eight miles down the river but has lived in Glenora, sometimes its only resident, for sixteen years. He had passed the allotted span and was 73 years of age at the time of his death. "No straighter or more upright man ever came to Cassiar than George P. Pritchett," said one who had known him for almost a quarter of a century.

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HE HAS KEPT IT VERY QUIET

A Vancouverite Discovers Placer Ground and Quartz.

THE HARDSHIPS OF THE TRAIL.

After Enduring Many Trials Have Struck What They Think Is Rich Ground.

P. H. Golden, a former Vancouverite, who went up the Stikine river some time ago, is now at Glenora. He and a companion named Story have built a store house, while John Larsen is out prospecting, he having sold his restaurant at Telegraph Creek.

News received from Mr. Golden today is to the effect that he has struck placer ground and quartz, but he has been keeping the matter quiet around Glenora until he prospects further. He has little doubt but what it will pay. The country is a hard one and many have returned. "Some of the Hudson's Bay Co's post people," says Mr. Golden, have been living on fish and cariboo meat all summer."

In going up the Stikine the Golden party lost their outfit about 12 miles from Glenora. The team dropped through the ice and was drowned in five seconds. Being caught in this fix they had a hard time.

Mr. Golden says the reports about gold being found near Glenora and at Teslin Lake are lies.—Province.

MONO REPAIRED.

This Boat Will Make Weekly Trips Between Wrangel and Glenora.

The staunch little steamer Mono, that was so unfortunately wrecked while on her way to St. Michael, has been repaired and placed on the Wrangel-Glenora run. She was bought in by her captain and builder, Captain Armstrong, who is a well known river captain, who knew the worth of his boat. She is of light draught and will be able to make the run up the Stickine much later than the heavier boats. She will make weekly trips between Wrangel and Glenora until the close of navigation.

NOTICE.

The Hudson's Bay Company offer for sale the following animals, with equipment complete, at present employed for the Dominion Government upon the Military Transport between Glenora and Teslin Lake. The animals will be ready for delivery about 1st September next:

165 pack horses and equipment (more or less).

85 mules and equipment (more or less).

8 heavy draft horses and harness.

2 wagons (Bain).

Tenders will be received at Hudson's Bay Company's Office at Glenora for the whole or any portion of the above.

R. H. HALL,
Manager.

GLENORA NEWS

An "All-Canadian Route" newspaper published at Glenora, B. C., at least once each week, and oftener if possible.

BY GLENORA NEWS CO.

Glenora is the metropolis of the Cassiar District, is practically the head of navigation on the Stikine and is the "warmest" town north of the 49th parallel. The NEWS is the only newspaper in Glenora, [or in the Cassiar district, for that matter] and is published 800 miles north of all other newspapers in British Columbia.

The aim of the NEWS is to advance the interests of the All-Canadian route to the Klondike, to labor for the trade of the Canadian Klondike for the merchants of Canada, and to reap for its publishers the reward their hustling ability earns.

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Advertising rate, $3 per inch per month, flat. No discounts and no special positions.

FRIDAY, SEPTEMBER 9, 1898.

ANOTHER GOLD FIELD.

If the reports from northern British Columbia of important discoveries of rich placer gold deposits are accurate—and there seems good reason for believing that they are—another valuable addition has been made to the known mineral resources of the Province. At present there is some uncertainty as to whether part of the new field is not beyond the boundary of the Province and until more authentic information is received, the exact situation will not be known. The boundary line in that region has never been positively defined, although its locality is approximately known.

Mr. Ogilvie, the new Commissioner of the Yukon, who is now leaving for Dawson to assume the position to which he has been appointed, had an interview with the Provincial Government in Victoria on Thursday last and has promised to furnish it with reliable information in regard to the matter as soon as he reaches the vicinity and has obtained reports from his officials who are in that locality. By sending out a special messenger to the coast this report is likely to reach Victoria within three weeks, and meanwhile the Provincial Government is taking steps to meet the new conditions which the discovery has created.—News-Advertiser.

MUCH complaint is heard in Victoria with respect to the failure of Messrs. Mackenzie & Mann to construct the Teslin lake railway. The effect of this, in the opinion of the merchants on the coast, will be that the trade of the Klondike will be diverted from Canadian to American channels. The ground for this assertion is that a rival railway has been started and is about completed from one of the American ports to navigable water. This road, when completed, will represent private enteprise, and the senate of Canada is being roundly condemned for blocking the policy of the Laurier government in heavily subsidizing the construction of the Teslin lake railway. To the people who were anxious that the Canadian road should be built it does not occur that any blame attaches for the non-performance of the work save to the members of the senate. They appear to lose sight of the fact that it is possible for people to build railways in Canada without heavy subsidies. Had the promoters of the Teslin lake railway been as enterprising as the promoters of the rival American road, and been content to build their railway for the traffic that the country offered, there would not have been the suffering and hardship at Glenora that there has been during the past few years. The present unfortunate state of affairs is the effect of a system which recognized that every man who evolved a railway scheme should help himself out of the public exchequer. —Nelson Tribune.

REVENUES FROM THE YUKON.

Exclusive of Royalty Have Reached Over $200,000.

The revenue of the Yukon district, exclusive of royalty, which was said some time ago to have reached over $200,000, amounts to $331,817. From timber due on the Yukon there was received $43,911; dredging leases, $133,005, and mining fees, $145,263. The Government obtained practically nothing from liquor permits, the actual receipts being $940, as against $3,160 during the previous year. The Government of the North West Territories, acting under authority which it has to control the traffic in liquor, took advantage of the opportunity to secure the revenue from this source and before the Yukon was detached from its jurisdiction, and that is why the return from the permits is so insignificant. The net increase in the Yukon receipts over last year is $325,956. The income from the issue of free miners' certificates was $116,243. Mining revenue, not included in the Yukon, amounts to $10,264, as against $3,162 in 1897, an increase of $7,102.

DUTIES AT THE PASSES.

The duties collected by the Canadian Customs officers at the summit of the White and Chilkoot passes upon the foreign outfits entering the Yukon district during the fiscal year just closed amounted to about a quarter of a million. Averaging the duty at 25 per cent. this means that fully a million dollars' worth of supplies were taken in over these routes during the year in which the duty was paid. Taking into consideration the fact that a considerable portion of the outfits, such as blankets, clothing, utensils, provisions for the trip, etc., are admitted free, the goods brought in must have amounted to fully $2,000,000.

STUCK IN THE YUKON.

Steamer Governor Stoneman Abandoned at Circle City.

C. A. Brown, of Manitoba, who arrived in Vancouver from Dawson last week, says that the river steamer Governor Stoneman was unable to get down the Yukon and was abandoned at Circle City. She drew five feet of water. The Estelle Young, a dredger belonging to parties from Poraland, Or., had quit work. Her machinery could not penetrate the clay at the bottom of the river.

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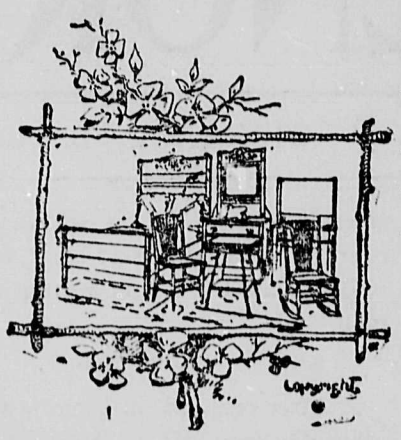

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PROMPT SHIPMENT.

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STEAMERS
"ISLANDER,"
"DANUBE,"
"PRINCESS LOUISE"
"TEES"

Leave Victoria and Vancouver regularly for Wrangle, issuing through tickets and bills of lading to Glenora. For freight and passage apply at office, Wharf Street., Victoria.

6m JOHN IRVING, MANAGER.

LOCAL MENTION.

Govt. Agt. Porter was in town Saturday.

W. F. Thompson, editor of the NEWS, is expected home this week from Teslin, Selkirk and Dawson.

Mr. and Mrs. Rufinot, lately arrived from Ashcroft, left on the Monte Cristo Monday morning for Skagway.

FOR SALE—A good saddle or pack horse with riding saddle, bridle, and blanket. Will sell cheap. Enquire at NEWS office.

The Mono came in Wednesday morning. This is her first trip since her repairs. She left again Thursday on her return to Wrangel.

P. Burns, who bought out the Saunders store at this place, sold the same to the Hudson's Bay Co., who are busy taking over the stock.

The Strathcona came in Monday afternoon. Her damages in the recent accident were not so great as first reported. She had five sacks of mail.

Mr. and Mrs. Jeffries left Monday morning for Teslin. Mr. Jeffries goes to butcher some beef cattle that have been taken in. They expect to return and spend the winter in Glenora.

The Monte Cristo came in Saturday loaded with freight and passengers for this place and Telegraph. To complete her contracts already made she will be compelled to make at least six more trips.

While enroute to the Klondike last week Commissioner Ogilvie stated that after looking into the matter he found that the Atlan lake strikes are on the British Columbia side of the border line.

L. T. Hall left Thursday morning for Teslin to take charge of the Hudson's Bay Co's store at that place. Mr. Hall has been in the Glenora store all summer and is an agreeable gentleman and will make friends wherever he goes.

T. J. Holt, of Mackenzie, Mann & Co., arrived in Glenora Saturday on the Monte Cristo and left Monday morning, accompanied by Dominick Burns, for Teslin. He goes to bring in the crews of trail-makers for his company. The trail is now completed. They expect to be gone fifteen days.

P. H. Harkin, of Marshfield, Wis., Edwin H. Jones and Charles Jones, of Pheasant Forks, N. W. T., arrived in Glenora Thursday from the Ashcroft trail. They left Kamloops on May 11 being all that time on the road. They had a large outfit and had no suffering from lack of food, but say that the trail is something terrible. The young men stood the trip well and were in the best of spirits, and intend going on into the Klondike.

Mr. John Hyland has brought from Telegraph Creek the effects of Edward O'Brien, the unfortunate man who was killed by a falling rock as he was paddling up the Stikine in a canoe. The accident occurred two months ago, but it was not until recently that O'Brien's body was found in a log jam 30 miles below the scene of the accident. Mr. Hyland has telegraphed the news to O'Brien's relatives in Nova Scotia.—News-Advertiser.

The Strathcona returned Tuesday evening having reached the Casca which was on an up trip and had ran on a rock. The freight from the Casca was transferred to the Strathcona which brought it back to Glenora. The accident was not serious but necessitated a return to Wrangel.

The gold discoveries on the border of British Columbia and the North West Territories have naturally attracted the land hunters. Thus A. E. Ironmonger Sola, of Klondike fame, has given notice in the B. C. "Gazette" that he will apply to the Chief Commissioner of Lands and Works to purchase 160 acres, more or less, of land on the north bank of the mouth of Atlinto River. Mr. Norman W. F. Rant wants to purchase 160 acres on the east shore of Atlin Lake.

The Bennett Lake and Klondike Navigation Company, Limited, is authorised to carry on business within the Province. The head office is 23, Leadenhall Street, London, England. The capital of the company is £75,000. The head office in the Province is 39, Government Street, Victoria, and Francis Mawson Rattenbury, is the attorney. The Company has been established to construct, and work steamers, rail or tram roads in the Dominion of Canada, to facilitate access to Dawson or elsewhere in the Klondike, and to obtain an act or acts of Parliament of the Dominion to build a railway from the north end of Marsh Lake to Hootalinqua River, and a railway on either side of White Horse Rapids and Miles Canyon, and to obtain any land grants, concessions, and rights connected therewith.

W. PELLEW-HARVEY, F. C. S.

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LOTS IN GLENORA.

The Cassiar Central Railway Co. is now offering to sell building sites and town lots to the inhabitants of Glenora. Prices and liberal terms may be obtained by immediate application to the company at its office in Glenora. Special inducements to bona fide settlers, or those who undertake to build at once. The company is leading water to its lands for the benefit of settlers and pack trains.

CASSIAR CENTRAL RAILWAY COMPANY.
EDWARD D. SELF, Manager.

STR. "ELWOOD."
(C. C. Ry. Co.)

This steamer is making regular trips between Wrangel and Glenora. Passengers, freight, lumber and animals will be unloaded at the town now being built at the Terminal of the Cassiar Central Railway or at the old Townsite of Glenora. Freight and goods will be stored by the company for the convenience of the public at reasonable rates.

EDWARD D. SELF, Manager C. C. Ry. Co.

CHURCH NOTES.

Services of the Church of England will be held in the church tent adjoining Callbreath's barn every Sunday as follows: Holy Communion, 7 a. m.; Matins, 10:30 a. m.; Evensong, 7:30 p. m. REV. B. APPLEYARD, S. P. G. Missionary,

Presbyterian services will be held every Sunday at Glenora and Telegraph Creek by Rev. John Pringle.

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Rates from $2.50 per day.

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160 Cordova St., Vancouver.

Clothing, Hats, Caps and Men's Furnishings; also a large stock of special Klondike Clothing kept on hand. Price lists furnished on application. Mail orders promptly attended to.....

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VICTORIAS FIRST CLASS
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YUKON MAIL POSTS.

Winter Storms to be Robbed of Their Terror.

Dawson and the Klondike gold fields have, says a Seattle report, taken several strides nearer civilization this Summer and never again will the treacherous bars of the lower river in Summer or the miles of ice and snow in Winter be able to prevent communication with the outside world. Lines of powerful little river steamers running in relays between the rapids on the upper river have solved the question for the season that water runs in the great North West. Before the snow flies again the banks of the Yukon from Lake Bennett to St. Michael will be studded with a continuous chain of roadhouses and mail posts.

The river boats that are now operating on the upper river are distributing material for building the posts and provisions to stock them at points thirty miles apart, from Bennett to Dawson. On the lower river the little steamer, May West, is doing a like service. A big band of Esquimau dogs and numbers of reindeer have been purchased in Siberia, and the steamer, Del Norte, is now transferring them to Alaska. Some fifty Laplanders and their families have hired out to the Government contract holders to man the posts on the American banks of the river, and on the Canadian side Mounted Policemen or whites employed for the purpose will be on duty.

The river boats were found a necessity for quick travel to Dawson and have passed the experimental stage Their owners have made a mint of money in the short time their boats have been operating. The Government mail contract, for which $80,000 a year is paid, and the Canadian mail contracts, representing nearly as much have resulted in establishing a line of posts for Winter travel. There are two lines of steamers now in operation.

A Canadian company has a fleet of four vessels, the Ora, Nora, Flora and Dora. They have running connections with the steamer Willie Irving. The Upper Yukon Company has two steamers, the Goddard and the Kilbourne. The river boats of each line are run in relays. From Lake Bennett to the head of White Horse Rapids is covered by one fleet of boats, and from White Horse to Dawson the run is made without a portage. All the boats on the lower half of the run have shot the dangerous White Horse Rapids. On every trip they have to traverse Rink Rapids and on the return are roped through.

According to the engineer of one of the little steamers which recently visited Seattle this is a very exciting operation. The distance through White Horse Rapids and the swift water above is about five miles, and the boats make it in fifteen minutes. He tells of his experiences on the Ora, which was the first boat to get through. He was down in the engine-room, which on the little river boats is a few feet below the water line. All around him on the inside were the plunging rods of her complicated machinery. Outside the water was foaming, swirling and tumbling around until it seemed that the boat would fill at any moment.

At the entrance to the canyon the river takes a sudden turn and the boats that go through bump against one of the rocky sides of the canyon. Unless the Captain straightens her out immediately she is doomed. In the case of the Ora the straightening process was successfully carried out and the exciting run commenced.

The signal bell in the engine-room was constantly jingling. "Full speed ahead!" would be counted out by the strokes of the bell, and before the echo had died away the order would come to stop her. The signal "Back full speed" would ring out and then the entire line of signals in constantly changing order. The poor engineer collapsed at the end of the run, and the Captain had hard work to persuade him to continue the trip.

The river boats have carried a large number of passengers at $175 for the trip. It is estimated that the four Canadian boats have taken in over $200,000 from passengers and freight in the last two months. It cost $100,000 to put the boats on the river. It is now possible to make the trip to Dawson in nine days. It has been made from New York in fourteen days. One woman was landed in Dawson twenty-eight days from the time she left her home in London, England.

Before last Winter it was considered an impossibility to make the trip out from the Klondike with any degree of safety in the dead of Winter. Many men came out last year over the ice for the purpose of selling claims or because they were short of supplies. They tramped for days over the trackless river surface, followed by dog teams, for which they had paid, in many instances, several thousand dollars. All but one or two made the trip out, but with great hardship.

During the coming Winter semi-monthly mails must come over the entire course of the river, and it would be obviously impossible to make the trip if last years' conditions were unchanged. With provisions and sleeping stations thirty miles apart, the trip will be an easy one and can be made very quickly. All a man would have to start out with from Dawson would be a pocket full of provisions for his lunch. By night he would reach the first station above. Thirty miles a day is easily traveled especially without a pack. Not even blankets will have to be carried, for sleeping accommodations will be provided at every station.

The mails will be carried on the lower river by reindeer teams and on the upper river by dogs. The carriers will work only between two or three stations, and their lot will be an easy one, compared to that of the mail carriers of former years, who, in starting out, always bid their friends good-bye as if for the last time.

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CRYSTALLIZED EGG is simply a fresh shelled egg, with water extracted, reduced in bulk and weight. You add two tablespoonsful of water to one of Crystallized Egg, and you have a fresh egg with all the nourishment and original substances retained. 48 pure eggs in each pound can. No broken or bad eggs. No shells. No Waste. No heavy freight or pack Charges to pay.

LA MONT'S is the only pure and genuine Crystallized Egg in the world. Been in use over 30 years, and guaranteed to keep in any climate. Put up in square, screw top tins, with red and blue label. Ask your dealer for LaMont's. If he should not have it, you can always get it by ordering from the agents for Canada.

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