

## SEALING RETURNS FOR YEAR ENDED

### DETAILED CATCH OF JUST ARRIVED FLEET

Total Small When Compared With That  
of Other Years—Only One Accident  
Has Been Reported.

Another year in the seal fishery industry, which under the old method of conducting the business would have proved financial disaster to the owner of many a vessel, has been brought to a close. The experiment of managing the business under the control of the union known as the Victoria Sealing Association has been tried, and found economically successful and advantageous in many other respects. For instance, it has been demonstrated that the company can save big money in taking their own risks in insuring the vessels of the fleet; that it is in a better position to market its fur than the individual owner, and in the matter of keeping informed as to the best sealing grounds can do so much more cheaply than any one sealer. In fact, as a company all the Northern Pacific hunting grounds can be searched every year, so that where one vessel fails another in other waters will succeed.

Thus, while the catch of the fleet this year will rank very small in comparison with the catches of other years, it will doubtless be found that after all expenses have been met the association will have a balance on the profit side. The association had thirty-six schooners out this year, and in addition there were three others hunting. Seven went to the Russian coast off of Copper and Behring islands, cruising first off the coast of Japan. Here, however, very small catches were obtained, the warm currents of that locality having overpowered their usual course to such an extent that seal could not be found within scores of miles of their former grounds. The poor luck of others of the fleet is accounted for by the fact that the season was not only on this coast in the spring, but in Behring sea. From the reports of the different vessels it would appear that there has been no diminution in the number of seal, although the captains are of the opinion that the seal have found new breeding grounds. This conclusion he arrived at from the millions of the valuable little animal he had seen in the Sea of Tartary.

One very pleasant feature about the operations of the fleet this year has been the almost entire immunity of the fleet from disaster. Only two men are missing of the many hundreds who went out, the lost ones being a couple of Indians from the schooner Geneva, who are believed to have been drowned. No year since the industry assumed its present dimensions has there been such a small loss.

The schooners C.D. Rand and Triumph have yet to arrive, and it is possible that their reported catches given below are right, however, the total catch will be 22,500, to which can be added five or six hundred as an Indian catch.

Last year the catch was 35,548 skins.

In 1899 the catch was 35,548 skins, also 23,600 skins, so that it will seem that this year's returns are very small.

This year's catch in detail is as follows:

Mary Taylor, Capt. Otto Buckholtz—Coast, 143; Asiatic waters, 365; total, 508.

Diana, Capt. St. Clair—Coast, 355; Behring Sea, 418; total, 773.

Anna, Capt. Cole—Coast, 352; total, 352.

Carlotta G. Cox, Capt. LeBlanc—Coast, 330; Asiatic waters, 415; total, 814.

Vera, Capt. Burns—Coast, 350; Asiatic waters, 265; total, 615.

Borealis, Capt. Munro—Coast, 79; total, 79.

Triumph, Capt. McPhee—Coast, 298; Behring Sea, 520; total, 818.

Aetides, Capt. W. Heister—Coast, 343; Behring Sea, 522; total, 865.

Viva, Capt. Robbins—Coast, 333; Behring Sea, 270; total, 583.

Otto, Capt. Goss—Coast, 208; Behring Sea, 822; total, 1,030.

Genova, Capt. Byers—Coast, 118; Behring Sea, 418; total, 536.

Penelope, Capt. George Heister—Coast, 443; Behring Sea, 519; total, 962.

Matrice, Capt. A. Olson—Coast, 204; Behring Sea, 225; total, 519.

Victoria, Capt. H. Balcan—Coast, 133; Behring Sea, 323; total, 456.

Cassio, Capt. Ryan—Coast, 227; Asiatic waters, 490; total, 726.

Flouring M. Smith, Capt. R. Balcan—Coast, 251; Behring Sea, 640; total, 891.

Albino, Capt. McDougal—Coast, 76; Behring Sea, 337; total, 413.

Allie I. Almar, Capt. Baker—Coast, 274; Behring Sea, 420; total, 694.

City of San Diego, Capt. Blackstaff—Coast, 301; Asiatic waters, 737; total, 1,038.

Amie E. Paint, Capt. McKie—Coast, 192; Behring Sea, 642; total, 834.

E. B. Marvin, Capt. Campbell—Coast, 259; Behring Sea, 489; total, 745.

Sally Turpel, Capt. Bishop—Coast, 157; Behring Sea, 190; total, 356.

Ida Eta, Capt. H. Hughes—Coast, 71; Behring Sea, 220; total, 300.

Theresa, Capt. Ferry—Coast, 94; total, 94.

Favorite, Capt. McLean—Coast, 161; Behring Sea, 306; total, 467.

Zillah May, Capt. H. Bulcam—Coast, 226; Behring Sea, 438; total, 664.

Director, Capt. J. Anderson—Coast, 363; Asiatic waters, 337; total, 900.

Libbie, Capt. C. Hackett—Coast, 157; total, 157.

Ocean Belle, Capt. Anderson—Coast, 150; total, 150.

Hattie, Capt. Daley—Coast, 110; total, 110.

C. D. Rand, Capt. Searle—Coast, 278; Behring Sea, 500; total, 776.

Oscar and Hattie, Capt. Lavender—Coast, 657; total, 657.

P. Lass, Capt. H. Brown—Coast, 670; Behring Sea, 28; total, 1,704.

Dora Seaward, Capt. O'Leary—Coast, 221; Behring Sea, 363; total, 684.

Carry C. W. Capt. Macaulay—Behring Sea, 555; total, 555.

Fawn, Capt. Gullin—Behring Sea, 304; total, 304.

Capit. Anderson—Coast, 182; Behring Sea, 332; total, 514.

Umbria, Capt. Hann—Coast, 307; Behring Sea, 534; total, 841.

R. I. Morse, Capt. George Cessford—Coast, 68; Behring Sea, 140; total, 217.

WRECKAGE SIGHTED.

When passing Clayquot on the return trip, completed last night, the officers of the steamer Queen City sighted the door of some vessel floating in the water, and the steamer was not stopped. The door looked as though it had belonged to a ship's cabin.

The Queen City reports that there has been much bad weather on the coast during the last few weeks. Strong southerly winds have prevailed almost incessantly, but, so far as known, there has been no shipping on the coast to suffer in consequence.

The schooner C. D. Rand and Triumph, the only vessels of the sealing fleet still out, were met in port. The former was at Quatsino with a catch of 550 skins, and the latter at Clayquot with 531 skins.

As a result of the bad weather setting in there has been a suspension of mining operations in several places along the coast. At Wreck Bay work on the placers has almost ceased for the winter.

At the Thistle mine, on the Alberni canal, the same effect has been produced. There were 135 men employed on this property a few weeks ago who have now been all paid off, and have gone elsewhere to look for occupation, thirty-five having taken passage on the Queen City for Victoria. Other passengers were D. H. Hayes and his father D. Hayes; A. P. Dodds, a commercial traveler for the Royal Soap Company; Miss Armstrong, Mrs. Fregon, Miss Feher, A. Donaldson, C. Nordstrom, A. Scott, Father Maurus, the priest in charge of the mission at Clayquot and F. S. Spain, who brought up from Clayquot a prisoner sentenced by Magistrate Dory and Grice to pay a fine of \$100 or three months in prison.

CHINESE ON EMPRESS.

Several hundred Chinese will sail on the R. M. S. Empress of Japan for the Orient to-night, if the big C. P. R. liner can make connections with the train from the East at the Terminal City to-day. Between seventy and eighty will embark from Victoria. The annual exodus commenced on the last outward trip of one of the white liners, and the eastern travel of Chinese will be kept up till the latter part of the month of December. As nearly every one is aware, the Chinese New Year comes off some time during the latter part of January, and many Mongolians are either now on their way to China or else making preparations for the voyage.

About one half of the Chinese taking passage on the Japan are from the eastern and middle states, and the rest are from points on the Pacific coast. A great many Chinese who have been working in the canneries during the season have made money, and will accordingly make the trip. The Japan will have a fair cargo.

Her saloon list of passengers will be as follows: Mr. Brennan, A. T. Steger, Mr. Koshin, R. S. Low, G. O. Brennan, T. W. Bolas, A. G. Ward, Mr. Rainey, W. F. Dick, M. Law, Rev. R. J. Caffold, Mr. and Mrs. Shofford, Mr. and Mrs. Egan, Mrs. J. B. Woods, M.D.; Madame Monard, Mrs. Paint, W. B. King, Mr. Morrison, Rev. and Mrs. E. B. Kennedy, L. Midwood, H. B. Thibault, S. F. Whitman, and Mrs. Kempson, Miss W. Norrie, Miss Norrie, Mr. and Mrs. Marston, Mr. and Mrs. R. W. Stinson, Mr. and Mrs. Hope and children, Mr. and Mrs. E. F. Claypool, Mrs. Acogson and son, Mr. R. Stuart Solomon, Mrs. J. T. Headland and child, Miss Brewster, Mrs. Cameron, Misses Cameron, Lieutenant W. T. Wilson, J. B. Smith, L. M. Roca, Mrs. R. S. Solomon, Miss Solomon, E. Popp, A. J. Carhill, Bishop Scott, Deacon Ransom, Miss Black, D. D. Black, Mrs. H. G. Sherbrooke, Miss S. Sherbrooke, Mrs. J. A. Minchard and wife, Mr. and Mrs. Meyer, C. W. Sherbrooke, Mr. Campbell, Mr. and Mrs. J. Bateman, Intermediate—Miss Shunz, Mr. Weber.

WHALES RETURN.

Two South Sea whaling barbs, the Alice Knowles and the Charles W. Morgan, have just returned to San Francisco. The catch of the Charles W. Morgan, Captain Earle, was exceptionally good, amounting to 1,700 barrels of sperm oil, 350 barrels of whale oil, worth in the neighborhood of \$650 a barrel, and over 5,000 pounds of bone, worth \$3 or \$4 a pound, says the San Francisco Chronicle. Leaving here on November 22nd last, the Morgan sailed to the Marquesas islands, cruising along the line, touching at Ebon islands, thence to the coast of Japan and the Okhotsk sea. Off Japan a large sperm whale crushed three of the boats, but none of the men were hurt. One of the boats was caught between the jaws of the whale and crushed into kindling wood, Third Mate Martin narrowly escaping death. The other men had jumped before the jaws came together.

It was the Morgan that aroused the ire of the Germans at Ponapi in the Caroline group, some of the crew having sold a few oil rifles to the natives last year. Captain Earle heard later that the Germans were waiting for him with a cannon, and on the cruise just ended the Morgan omitted calling at Ponapi. The Morgan reports having spoken the Gayhead on August 27th in the Okhotsk sea with 500 barrels of oil. The California was spoken on September 13th with 1,200 barrels of sperm oil and one right whale. The John and Winthrop was seen after leaving Okhotsk sea, but too far to speak.

KIDNAPPED A CREW.

"One of the most sensational and extraordinary cases of kidnapping in local maritime circles occurred on Sunday morning at Hoquiam," says an Aberdeen daily, which adds: "In the early hours of Sunday morning about 3 o'clock—a crowd, said to number ten men, quietly boarded the American schooner Defiance, which had cleared with a cargo of lumber for Suva, Fiji islands, and was lying in the stream awaiting the tug which was to tow her to sea. These men proceeded to the quarters of the

crow, said to be non-union sailors, and when the men awoke they found themselves surrounded by a grim-crowd of masked men, armed with revolvers and belaying pins. The invaders picked up the clothes belonging to the crew and then took the four sailors, one at a time, and put them in a fishing boat lying alongside.

"Silently and with muffled oars the fishing boat was rowed past Hoquiam, down the harbor and until a barren land spit near Oostwa was reached. Here the sailors and their belongings were put ashore and the fishing boat disappeared in the fog. One of the marooned men, Arthur Blake by name, made his way to the railway and took the train to Hoquiam, where the perplexed captain of the Defiance was informed of the whereabouts and plight of his men. The captain got a gasoline launch and proceeded down the bay, rescued his men and brought them back to Hoquiam. The sailors had recognized one of the kidnappers as Martin Knitt, a donkey engineer on the steamer A. E. Costes, and he was soon under arrest. He is charged with burglary and unlawful entry of the schooner Defiance, and his trial is now taking place at Hoquiam."

A THRILLING EPISODE.

A story of a thrilling episode in the voyage of the palatial steamer Queen when a short distance off the coast to the Straits, a few days ago, is now told, the authenticity of which, however, cannot be given. The steamer was returning from Nome with 490 passengers. According to an exchange, on Tuesday morning at 4 o'clock the vessel took to rolling dangerously, and for a time it seemed to the passengers as if the vessel would be swamped. The vessel over on the port side nearly beyond the point of returning, and just at this time a huge wave struck her amidships. Staterooms were demolished, the doors of the main saloon were smashed in, and tons of water penetrated to the dining-room and kitchen and all the lower cabins were flooded. To add to the general confusion, a fire was snapped, and caused a smoke in the saloon, and some of the more excitable passengers immediately set up a cry of fire, and for a moment it looked as if there would be a panic. Luckily the cause of the smoke was ascertained and explained. It is reported that the cause of all the trouble was that in changing watch at 4 a.m. the tiller was not properly transferred, and the ship lost her rudder for the moment.

GODDARD TOTAL LOSS.

Capt. Foster has just returned from Dawson, to which point he had piloted the two scows sent north from here by a Vancouver party last summer. The scows were taken from here to the mouth of the Yukon by the tug Pilot, from which point they were brought on to their destination by a couple of river steamers. The entire trip was made in 55 days, and without the slightest mishap. Capt. Foster states that the stern-wheel steamer Goddard, on which Capt. McDonald and four others were recently drowned, is now at the foot of La Barge a total wreck. An effort will be made to raise her. Two more bodies from the wreck have been found, and have been identified as those of the cook and deck hand of the steamer. Two of the owners, M. King and H. A. Munn, of this city, were at Cariboo Crossing. The lakes Capt. Foster reports are now almost deserted of steam craft. The Clara Monarch which was scheduled to leave White Horse on the 22nd would be the last steamer, it was expected, going down to Dawson before the close of navigation. The Nora, Flora, McCrimmon and Casca were all on their way down to the foot of La Barge as he came out on their way to winter quarters.

HALIBUT FISHING.

It is stated that the Pacific Fish & Cold Storage Company, of this city, have almost completed negotiations with the Pacific Navigation & Packing Company, of San Francisco for their steamer Golden Gate, says the Naimimo Free Press. This steamer is reported to be admirably adapted for halibut fishing in the Northern waters, and as soon as possible the steamer will be placed in this industry. The Naimimo company have made several satisfactory Eastern contracts for the purchase of both fresh and salted halibut.

Capt. Johnstone was in Victoria prior to going to San Francisco, and had looked over the steamer Corwin in the upper harbor with a view to purchase. The plans of his company have already been outlined in this paper, the announcement of the organization of the company having been published in the Times.

WILL TRANSFER TO NEW RUN.

The steamer Izumi Maru called here yesterday after a trip of 16 days' duration from the Orient. A cargo of 3,465 tons and a passenger list of one saloon and 48 Japanese travelers formed the load of the ship, all being destined for Tacoma and points beyond. This will probably be the last in voyage of the Izumi Maru, for on her return to the Orient it is stated that she will be placed on the Japan-Bombay route, the Shinano Maru, one of the Nippon Yusen Kaisha company's new liners, being scheduled to sail for Victoria in her stead at the beginning of the new year. She is to be followed by still another new ship of the line, the Iyo Maru, a vessel of enormous carrying capacity and fair speed.

MAKE A NOTE OF IT, when you are leaving home to buy "The D. & L." Menthol Plaster. It is guaranteed to cure the worst case of backache, headache, stiffness. Avoid everything said to be just as good. Get the genuine made by Davis & Lawrence Co., Ltd.

A VILLAGE BLACKSMITH SAVED HIS LITTLE SON'S LIFE.

Mr. H. H. Black, the well known village blacksmith at Grahamville, Sullivan Co., N. Y., says: "Our little son, five years old, has always been subject to croup, and so had have the attacks been that we have feared many times that he would die. We have had the doctor and used many medicines, but Chamberlain's Cough Remedy is now our sole reliance. It seems to dissolve the tough mucus, and by its frequent use does when the croupy symptoms appear we have found that the dreaded croup is cured before it gets settled." There is no danger in giving this remedy for it contains no opium or other injurious drug and may be given as confidently to a babe as to an adult. For sale by Henderson Bros., Wholesale Agents.

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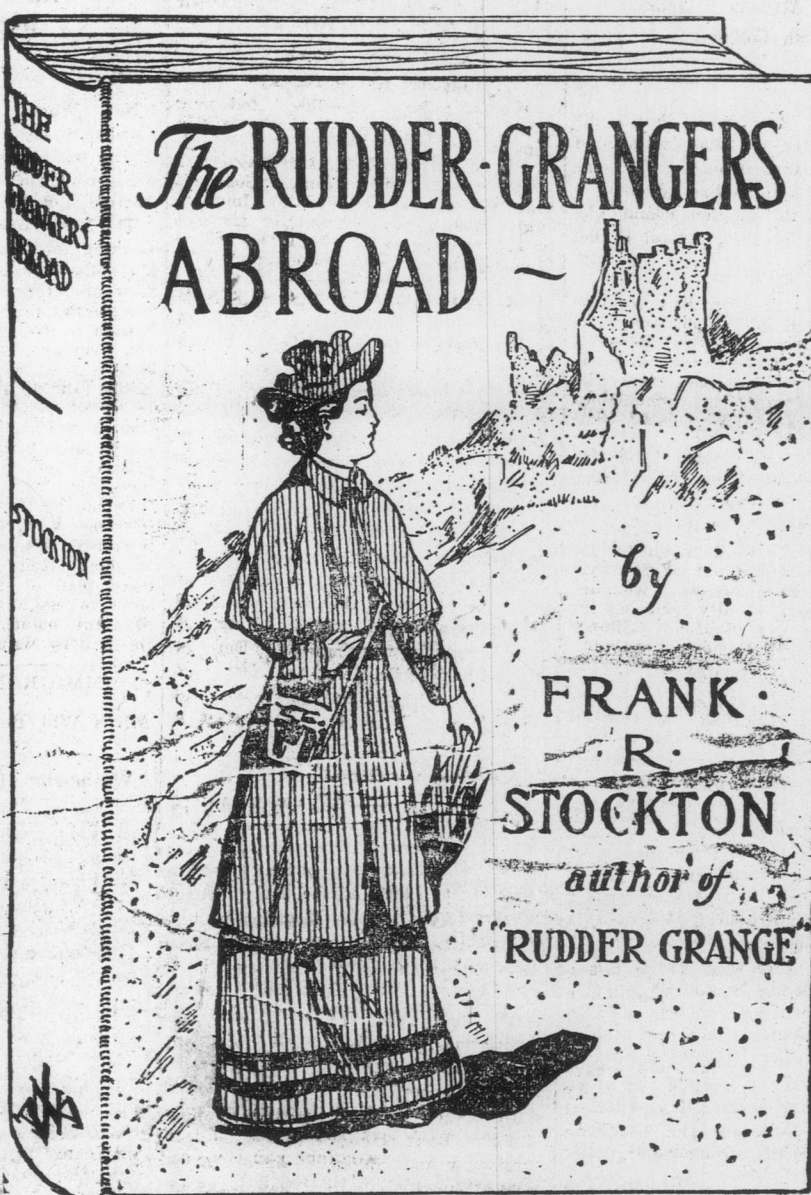
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