

BRIEF LOCALS

Cleanings of City and Provincial News in a Condensed Form.

Five days' delayed Eastern mail was brought over by the Chamer last evening.

Mr. W. J. Stevenson, of the Dominion, has presented the British Columbia Protestant Orphans' Home with the sum of \$21.

Mr. Justice Drake, yesterday afternoon gave judgment for \$121.25 and \$30 costs to the plaintiff in the case of Fred Klein against the sealing schooner Minnie.

The ploughing match under the auspices of the Vancouver Island Ploughing Association, which had to be postponed on account of the frost, will be held next Saturday at Swan Lake. A meeting of the association will be held on Friday evening at the Clarence hotel to complete arrangements.

Ald. Humphrey gives notice that at the next meeting of the council he will ask leave to introduce a formal by-law respecting the municipal election of 1897. Ald. Partridge also has a notice on the bulletin board. He will ask leave to introduce a by-law amending the bicycle by-law.

At a meeting in Vancouver it was decided that the Citizens' Association, the Board of Trade and the citizens of Vancouver should co-operate in a banquet to honor Messrs. Davis and Blah. A public meeting is to be held under the auspices of the Vancouver Young Liberals, at which the visiting ministers, the Hon. F. Peters and Messrs. Maxwell and Morrison, are expected to speak.

The funeral of the late Victor Jensen, which took place yesterday afternoon, was largely attended by members of the Masonic order and others. The services at the Christian Church were conducted by Rev. Canon Beauland. There were many beautiful floral offerings from sympathizing friends. The pallbearers were: Messrs. H. L. Salmon, Edward Brazg, B. W. Murray, A. Walkley, J. Blackwood and P. Gordon.

Assistant General Freight Agent Fulton, of the Northern Pacific railway, has sent out the following announcement: "S. and N. advises us that commencing December 10 they will handle freight through to Rossland without breaking bulk." This means that Mr. Corbin's Red Mountain railway is just about completed. For some time past freight has been delivered from Spokane near the O.K. mine, four miles or so from Rossland, but now the trestles have been built, allowing the road to reach the town. Freight will be delivered over the Northern Pacific from coast points to Rossland without breaking bulk.

John Meyers, a fireman on the steamer Rossie, was sentenced to ten months at McNeill's by Judge Hanford at Seattle yesterday. Meyers was arrested recently by Inspector Loftus as he was leaving the steamer in Seattle. He had been on the steamer for some time under the name of John A. Ford, of Winnipeg, the company's western superintendent. They have just completed an extensive tour through the Kootenay district. The company's trade there is rapidly increasing. Several new agents have been appointed, amongst them being Mr. F. M. O'Brien, of Kaslo.

On Saturday evening the following ladies and gentlemen entertained at Carey Castle: Mr. Justice and Mrs. King, Mr. Justice and Mrs. Putnam, Hon. L. Davies, Hon. F. Peters, Hon. C. E. and Mrs. Pooley, Hon. Victor and Mrs. Stanley, Mrs. Croft, Mrs. Cochrane, Miss Allison, Miss Pooley, the Misses Pemberton, Mr. Anderson, the Hon. Don M. Dickinson, Mr. A. W. Vowell and Captain Richardson (private secretary).

The Fifth Regiment G. A. are preparing for a big entertainment to be given at the end of this month, on the evenings of December 29 and 30, at the drill hall. The Misses Wiebling, the charming entertainers, who are not unknown to Victoria audiences, have been engaged for the occasion, and the band will endeavor to surpass themselves. A temporary stage will be erected and seating accommodation made for 1,500 people. The price of the entertainments will be placed within the reach of everybody.

A special from New Westminster, received this afternoon, gives the pleasing information that the Yosemite left there at 1:40 with all the delayed mails on board.

A meeting of the trustees of the Carlisle Packing & Canning Company was held on Saturday evening. The resignation of the old trustee board was received and accepted. Mr. H. A. Mann was then elected president and Mr. J. Holland secretary.

E. G. Van Houten and wife, of Nanaimo, are at the Driard. Until Saturday morning Mrs. Van Houten was Miss Essie Keddy, daughter of William Keddy, of the Black Diamond city. Mr. Van Houten is one of Nanaimo's best known citizens, being a member of the firm of E. Fimbury & Co., druggists.

Totangh, a Jap, was brought before Police Magistrate Macrae this morning charged with being found drunk on the C. P. N. wharf, where it seems he was making a small disturbance, as it took three officers to bring him to the lock-up. He was convicted and fined \$5 or in default of payment to be imprisoned for 10 days.

As the outcome of a row on Yates street on Friday evening last, Edward Dunn was summoned to appear before Police Magistrate Macrae this morning. The complainant and the witnesses were all there when the court opened this morning, but Dunn did not appear. A warrant was accordingly issued for his arrest. Shortly after an officer had walked in and was promptly arrested by virtue of the warrant. Dunn will appear in court this afternoon.

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evening. The programme, which was an interesting one, included songs by the Misses May Wolf, Penick, Clarke and Gracie King, and Messrs. Frank Sell and J. Pilling; also club swinging by Mr. Hill. Refreshments were served by the ladies and dancing to the music of Wolf's orchestra closed an enjoyable evening.

Lulla Wall, the daughter of Mr. John Wall, died at the family residence, Princess avenue, this morning. The deceased was twenty years of age. The funeral will be held from the family residence at 9:30 to-morrow morning.

A dispatch from Hon. L. H. Davies, sent from Spokane, and received this morning, stated that the ministers had arrived there and would be in Seattle at noon to-day where they expected the Quatra to meet them. They will probably arrive here some time to-night.

The funeral of the late John Moar took place at 2:30 this afternoon from No. 7 Cameron street and later from the First Presbyterian church where the services were conducted by Rev. A. B. Winchester. There was a large attendance including the members of the A. O. U. W., to which the deceased belonged. The pallbearers were Messrs. James Platt, John Robertson, James Woods, J. D. Mile, W. McCormick and James Russell.

The shareholders of the Omnica Consolidated Hydraulic Co., Ltd., of which Mr. William Munzie is president and J. T. Bethune secretary, met last evening. Mr. T. B. Hall was in the chair and Captain C. N. Black, the company's manager, read his report, which was unanimously adopted. Captain Black's report was along the lines of the interview already published in the Times.

The evidence for the defence in the trial of the sealing schooner Aurora, which was concluded last evening, was to the effect that no guns were used by the men of the schooner. Robert S. Horton, of the Hudson's Bay Company, a furrier of thirty-six years' experience, stated that the four skins in question had been speared, and that the holes supposed to be shot holes, were made by the gaff. Mr. Justice Drake did not wish to hear Mr. Helmecken for the defence. He said it was simply a case of suspicion and that there was no evidence upon which he could convict. He therefore dismissed the charge against the schooner. His Lordship, however, would take time to consider the counter claim for damages.

The Philharmonic Hall, Fort street, will be thoroughly renovated and reopened for public meetings, socials, dances and theatrical performances.

Nearly six hundred people attended the band concert at the drill hall on Saturday evening. The programme of music was played in the hands of excellent manner. Exhibitions of field gun drill and sword exercise were also given under the direction of Company Sergt.-Major Wilson and Corporal Nevin.

Among the guests at the Driard are General Manager W. Stout of the Dominion Express Company, whose headquarters are in Toronto, and Mr. J. Ford, of Winnipeg, the company's western superintendent. They have just completed an extensive tour through the Kootenay district. The company's trade there is rapidly increasing. Several new agents have been appointed, amongst them being Mr. F. M. O'Brien, of Kaslo.

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for the colonies, bearing the date of 1852: "Official dispatches from Victoria fully bear out the reports of gold." The Hudson's Bay company have also found some in Queen Charlotte's Island. If the imperial government are wise they will lay hands on part of that for themselves. But I hope they will have worked through the Hudson's Bay Company, which will increase our profits."

The ladies of the Conversazione Committee of the Reformed Episcopal Church will hold the first of the many Christmas entertainments which are held annually. They have arranged an excellent programme for the evening of the 18th. In the afternoon a sale of work will be held.

A social and dance, for which a large number of invitations have been issued, will be given by the Companions of the Forest on Wednesday evening after the regular meeting. A ball will be given by the same order on the 28th.

Mr. Justice Drake to-day delivered judgments in the admiralty cases of the schooners Ainoko, Beatrice, Viva and Aurora, charged with violating the Behring Sea Award Act. The first three schooners were found guilty of sealing within the prohibited zone and ordered confiscated unless each paid a fine of \$400 within thirty days. The action against the Aurora was dismissed with costs, but the learned judge refused to allow the counter claim for damages.

The man-of-war Wild Swan reached Esquimalt yesterday morning after a lengthy cruise in the South American Sea. She called at San Diego on her way north and from there was telegraphed the only particulars she learned of the rebellion in Chili. The injuries to the Wild Swan in the South were not so serious as at first reported. She will enter the dry dock as soon as the Warimoo leaves there, unless she gives way to the Norwegian steamer Eva, which needs to dock in order to have her bottom scraped.

Hon. Mr. Justice Walkem this morning gave judgment on the application of the defence in Harris vs. Dunsmuir, for a non-suit on the application of the plaintiff for judgment on the jury's finding. His lordship dismissed the application for a non-suit, on the ground that there was evidence that could not be withdrawn from the jury, and allowed the plaintiff's application for judgment on the amount of some \$19,000, awarded by the jury. P. Duff for plaintiff; Hon. C. E. Pooley, Q.C. for defendant.

At the last regular meeting of Sidley Royal True Blue Lodge, No. 76, the following officers were elected for the ensuing term: Mrs. Samuel Brethour, W. M.; Mrs. William Richardson, D. M.; James J. White, recording-secretary; Mrs. James J. White, financial secretary; Miss Lizzie Brethour, treasurer; Miss Gertie Brethour, chaplain; Mrs. Henry Brethour, Dir. of Cer.; Mrs. William Armstrong, Inside Tyler; William Richardson, Outside Tyler; William Richardson, Warden; Hon. C. E. Pooley, Brethour, William Armstrong and Edwin Johns, Sr., committee.

THE COMMISSION.

Further Evidence in Regard to Vessel Values.

A. J. Bechtel was the first witness called at the Behring Sea Claims Commission this morning. He gave evidence as to the mortgages he took of shares in the Caroleina from William Munzie. Acting as attorney for Captain Ogilvie, he had put in the personal claim for Ogilvie. During the years 1886, 1887, 1888 and 1889 he had no interest in any sealing vessel. On cross-examination by Mr. Dickinson witness said that in 1892 he had become a British subject, and previous to that he was an American citizen.

John J. Robinson, shipwright and ship carpenter, was next called and questioned by Mr. Bechtel. He testified that he lengthened the Caroleina, which he valued at about \$5,000. He did work to the amount of \$900. To Mr. Lansing, on cross-examination, he said he had never built a sealing schooner.

Henry Ferdinand Seward, captain of the Dora Seward, was next called and examined by Mr. Peters. He commenced sealing in 1887 and was engaged by Hall Gossel and Co., for whom he had made purchases of seals, sealers and sealers, which were sailed around the Horn to Victoria. The Ocean Belle, bought in Larenburg, N. S., in 1890, cost, when landed here, \$8,000. His experience was that it was cheapest to go there and get a good vessel and sealers, than to buy the Hcn. When an owner landed a schooner he certainly would not have sold for the price it cost him. In 1891 it cost \$11,000 to build the Victoria, of 175 tons register. He considered, although he did not know the Caroleina, that a schooner of 32 tons, such as the Caroleina, is reported to have been, was worth in 1887 \$4,000. The cost of provisioning a schooner for 22 men for a cruise of 10 to 15 months was about \$200, or \$100 per man, and of the ammunition about \$350.

To Mr. Dickinson witness said for a voyage of only about five months he would expend only about half as much as for a 10-months' voyage. In his experience he had paid from \$20 to \$40 for canoes.

To Mr. Peters he said that in Nova Scotia vessels built of hardwood were considered better than those built of eastern pine, but he considered that Douglas fir, of which the Caroleina was built, was just as good as hardwood.

William Turpel, shipbuilder, of Victoria, was then called and examined by Mr. Bodwell. He learned the business in Nova Scotia and had been here 18 years. The Douglas fir he considered the best wood he ever used for building. In 1880 he built the sealing schooner Orestas Belle, of 57 tons, on a contract of \$6,700, and that money, in 1891 he built the Sadie Turpel, of 58 tons register, and fitted for sealing. She cost \$13,000. In 1886 the cost of building was higher than now, as material and labor both cost more money then. If the Caroleina were such as she is reported to have been she would have been worth \$4,000 or \$4,500 in 1886.

TOWORK WITH LORNE

Three New Tugs to be Secured to Assist the Victoria Tug Boat, Lorne.

Norwegian Steamer Florida Arrives from Japan With Smallpox on Board.

Number of Sailing Vessels Arrive in Roads—Warrimoo to go in Drydock.

Before many weeks Victoria and Puget Sound will probably witness one of those tugboat wars that sometimes add spice to shipping circles. On the one side will be the Puget Sound Tug Boat Company, who in the past controlled the greater portion of the towage business and whose only competitor was the Victoria tug Lorne, and on the other side will be R. Dunsmuir & Sons, the owners of the Lorne. During this season, which has been one of the busiest on record, the Lorne has been working without a hitch, and as a result scarcely a day passed but what she had a vessel in tow. Messrs. Robert Ward & Co., who are agents for the Lorne, secured some weeks ago the tug Astoria and operated her from the American side. But they are not yet satisfied. They have decided to secure three new tugs, two for the American side and one to work on this side with the Lorne. If the Astoria is to be one of the three new machinery will be placed in her and she will be made a strictly first class tug. Robert Ward & Co. are already negotiating for the other tugs. When these are secured they will be unhampered by shipping regulations on either side, as the two American tugs can handle all the Puget Sound towage that is offered, while the Lorne and her associates will not only tow from the Cape but from one British port to another. In this respect the Puget Sound Company will be handicapped, as all their tugs being American are prevented by the Shipping Act from towing between two British ports.

The quarantine officers at William Head have had a busy time of it since Saturday last. Their first experience was with fever, and yesterday morning a steamer entered there with two cases of smallpox on board. On Saturday the German bark Khorsan, arrived in Royal Roads, and on Sunday, as soon as the quarantine steamer Earle returned, the captain reported that two of his crew died five days out of port from fever. The voyage lasted 60 days, but the disease did not spread. The ship will be fumigated at Esquimalt, however. Shortly afterwards the Norwegian steamer Eva, 1923 tons register, entered the Roads, and Captain Hansen, her master, reported that he was without a bill of health. He explained that he had left Manila in ballast and called at Katsuhima, in North Japan. There were no authorities there, and he was forced to come away without a bill of health. The Eva was ordered to quarantine and was thoroughly fumigated. She is here for orders, and what was worse, was flying the yellow flag. The doctor found that there were two cases of smallpox on board, and the steamer was ordered to quarantine, where she and the crew must remain for some time. The Evra is well known here. She loaded lumber at Vancouver for Cape Town last year, but on her way there encountered such a terrific storm that she was forced to make Yokohama for repairs. She is also seeking a charter. Both Captains Hansen are accompanied by their wives.

It is the unexpected which usually happens among vessels as well as among men. The C. P. N. Co's steamer Naudee braved man a storm on the West Coast of Vancouver Island without a mishap, but she went to the bottom alongside the C. P. N. wharf. Saturday afternoon she returned from Comox with a cargo of coal and entered the slip alongside the Kingston's dock. During Saturday night one of the valves was left open and the water poured in. She crept over to one side and the water rushing in from the top forced her to the bottom. A powerful pump was secured and at low tide most of the water was taken out of her, when the pump refused to work and she filled again with high tide. The pump was put in working order again and the Maude will probably be raised after low tide to-night. The greater portion of her cargo of coal was taken out of her last evening.

Saturday night the British bark Rollo, Captain Thomas, arrived in the royal roads from Leta. When close to Race Rocks the tug Tyce with a ship in tow spoke the Rollo, giving her orders to proceed to Portland, but the wind and tide being unfavorable, she could not get out again, so came to royal roads. She will leave for Portland as soon as a tug is available.

The four masted bark Lyderhorn arrived in Esquimalt from San Francisco on Saturday night. She will probably load lumber.

THE SEAL COMMISSION.

Further Evidence Relating to Schooners at To-day's Sitting.

The Behring Sea Commission met this morning at 10:30, but not being able to proceed an adjournment was made until 1:45 o'clock this afternoon. Hon. Mr. Peters read a quantity of correspondence and extracts from the log of the United States revenue cutter Corwin and the report of the Governor of Alaska re seizures in 1887-87. Collector of Customs Milne submitted a list of the vessels suitable for sealing in 1888-87 registered at Victoria.

Captain J. D. Warren under examination by Sir Charles Hibbert. Tupper told of the vessels he had to do with and had built which were engaged in sealing in Behring Sea during 1886. The Carolina he thought to be worth about \$4,000. With the exception of the schooner Mary Ellen he did not think the British Columbian sealing schooners went into Behring Sea before 1886. The sealing business greatly increased about that time, and several schooners were brought from outside ports and registered at Victoria.

SPORTING INTELLIGENCE.

Events of Interest in the Amateur and Professional Field.

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Table with columns: Name, Score, Hcp, Result. Includes Mrs. Harvey Combe, Miss Harvey, Miss Porter, Miss S. Pennock, Mrs. Marquis.

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FOOTBALL.

REGIMENT V. NAVY. On Saturday the Rugby Fifteen representing the Fifth Regiment defeated a team from the Navy, the score being six points to three. Hon. Victor Stanley refereed the game in his usually satisfactory manner, and footballers regret his near departure for the Old Country.

The Y. M. C. A. Association team won its match with Victoria college at Beacon Hill on Saturday, the score being 3 to 2. At a meeting of the British Columbia Intermediate Football Association, held in the Y. M. C. A. rooms Saturday night, it was decided to refuse the Columbian admission to the association owing to the objection made by the Northfield team.

WINTER TOURNAMENT.

The Victoria Chess Club's winter tournament is now being played, Mr. T. Piper acting as umpire. The following is the classification of the players in the tournament: W. Chapman, first class. Major B. Williams, second class. B. J. Perry, third class. Captain Michell, Captain Clarke, A. Gomonson, P. T. Johnston, R. H. Johnston and Molyneux St. John, fourth class. B. Goward, T. Lawrie, L. G. Fullager and C. A. Lombard, fifth class.

The first class gives to the second K. B. Pava and moves to the third, Knight to the fourth, Rook, to the fifth, Bishop and King.

P. A. O'Farrell, Spokane, Paul Gaston, R. W. Armstrong and J. A. Smith, Rossland, are in the city. They are registered at the Driard.

A BUSY LIFE ENDED

Mr. Gustav Leiser, One of Victoria's Energetic Business Men, is Dead.

Illness Contracted While Advocating the Interests of Victoria.

KOOTENAY'S WEALTH. An Eminent French Engineer's Favorable Opinion.

Among those at present at the Driard are Mr. E. M. Du Marais, an eminent French mining engineer, and Mr. E. P. Enders. The French government having heard of the wealth of Kootenay requested Mr. Du Marais to make a thorough examination of the district, so that they could be in a position to advise French capitalists as to whether or not Kootenay would be a safe field for investment. During his stay in Kootenay Mr. Du Marais studied carefully its formation, visiting over thirty mines.

To a Times reporter he stated this morning that the district is a most promising one and that his report would not be unfavorable. Like every other mining region, there was good and bad in Kootenay, but with the exercise of care it is an excellent field for investment. He had visited the mines of Montana, Utah and Colorado, but saw there nothing richer than he had seen in Kootenay. Of course it was difficult to make comparisons as Kootenay is practically undeveloped, but the ore is there in paying quantities.

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