

HATZIC THE ONLY SEALER EXPECTED

OTHERS ASSENT HAVE GONE ACROSS PACIFIC

Returns of Fleet in Port Total Thirty-One Hundred and Seventy-Three Skins.

When the schooner Hatzic, Captain Daley, the only vessel of the coast sealing fleet which has still to return, arrives the complete returns for the season just ended will be available, at least so far as it will be possible to secure them until the fleet now on the Copper Island coast reaches home. Three or four of the fleet, including the Saucy Lass, Casco and South Bend, sailed for the Asiatic side after hunting on this coast, and their catches are not yet known. What luck the Hatzic has had can only be surmised. She has not been spoken by any of the ships during the season, although the skipper of the Casco sighted a vessel similar to her a month or so ago which might have been the absent sealer. She is now thought to be in one of the coast ports, having struck off by herself to the northward as the heavy winds which prevailed after she went to sea would take her despite all efforts in that direction. She is a vessel of 72 tons register, and carries a crew of 7 whites and 24 Indians. The Casco was reported with a catch of something like 250 skins. The sealing conditions of the past season have already been pretty fully described. The biggest catch, made by Captain Baker, of the Allie I. Algar, was caught a little to the northward of the Columbia river, but seals were scattered along the coast, and it was only when the weather set in. The misfortunes to the fleet have also been chronicled from time to time, and the different catches as now obtainable from the fleet in port are as follows: Ocean Rover, Capt. E. F. Robbins, with crew of 4 whites and 16 Indians, 169 skins.

Teresa, Capt. W. Byers, with 8 whites and 21 Indians, 127 skins.

Umbria, Capt. J. W. Peppitt, with 7 whites and 24 Indians, 322 skins.

Allie I. Algar, Capt. W. E. Baker, with 8 whites and 25 Indians, 324 skins.

Liddle, Capt. W. Delaney, with 8 whites and 21 Indians, 148 skins.

Vera, Capt. Frank Maher, with 19 whites, 33 skins.

Borealis, Capt. D. Martin, with 18 whites, 92 skins.

Beatrice, Capt. A. H. Olson, with 5 whites and 22 Indians, 137 skins.

Zillah May, Capt. Henry Balcan, with 6 whites and 21 Indians, 75 skins.

Victoria, Capt. S. H. Balcan, with 6 whites and 17 Indians, 143 skins.

Favorite, Capt. L. McLean, with 8 whites and 25 Indians, 78 skins.

Annie E. Paine, Capt. R. E. McNeill, with 7 whites and 23 Indians, 81 skins.

Enterprise, Capt. John Clark, with 7 whites and 20 Indians, 201 skins.

Aurora, Capt. Victor Gullin, with 5 whites and 16 Indians, 43 skins.

Carrie C. W. Capt. D. G. Macaulay, with 8 whites and 20 Indians, 85 skins.

Aristos, Capt. William Heater, with 6 whites and 24 Indians, 167 skins.

Diana, Capt. Albert St. Clair, with 6 whites and 19 Indians, 185 skins.

Ocean Bell, Capt. David McPhee, with 7 whites and 21 Indians, 83 skins.

Penelope, Capt. Geo. Heater, with 6 whites and 24 Indians, 190 skins.

Otto, Capt. Joseph F. Gosse, with 7 whites and 22 Indians, 120 skins.

C. D. Rand, Capt. Searle, with 6 whites and 20 Indians, 241 skins.

Anoka, Capt. A. McDougall, with 6 whites and 24 Indians, 204 skins.

Sadie Turpel, Capt. J. Mohrhouse, with 7 whites and 12 Indians, 93 skins.

The 23 schooners above mentioned the total catch is 3,173 skins, which as heretofore stated is the smallest in many years. Only three or four branded skins were taken during the year, and nearly all the pelts have already been forwarded to London.

The Viking left San Francisco on March 19th, under charter to the Union Fish Company, San Francisco, charterer of the vessel by letter from Captain C. Schmalz, master of the schooner Carlin, who was in Unga harbor when the vessel went ashore. According to his letter, the Viking was driven into the harbor by an easterly gale on April 10th. She was powerless to stem the tide, and struck on the reefs of the inner harbor, losing her shoe and rudder. When the tide rose, and the schooner was carried up on the beach, Captain Schmalz states that at low water the schooner lies dry on the sands. She is leaking badly, and is considered a total loss. Captain Schmalz says Captain Martinson mistook Unga harbor for Sand Point.

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were seven of them all told. Some said they dislike sailing under the Danish flag; others were afraid that the steamer's supply of having punishment was not ample for the voyage; but the true cause of their quitting is thus described by a member of the crew: "There were two brothers in the black-squad, Alex and Josef Novozov. At the time of their signing articles, they had no idea where the steamer's destination was to be. As soon as they learned that she was bound for Siberia, they made up their minds to quit, and started various rumors about which induced the others to quit with them. These brothers were escaped political exiles, and knew what Siberia was. They decided to go to Vladivostok, for fear of being recaptured. They had both been medical students at the Romanoff school of medicine in St. Petersburg, and had been indicted in some violent frolic shortly after the Czar's marriage. They were arrested, tried and convicted of intrigue, and with others were sent to Irkutsk to dig in the Siberian mines. They spent about two years there, when they made their escape and landed in Japan, after terrible hardships. They finally made their way to San Francisco. They are both intelligent, bright fellows, and are using every opportunity to learn the English language. This is the reason those men didn't want to go back to Siberia, and who can blame them?"

SHIPS IN ROYAL ROADS

This year has been one of many sailing arrivals from the Asiatic coast, principally from the ports of Shanghai and Hongkong. Carriers loading at different points of the world have found it advantageous to cross the Pacific after discharging cargo for homeward freights and coming to the Royal Roads are converted for either Sound or British Columbia loading. Two of this fleet are now in port, the German ship Ferdinand Fischer having arrived from Higo, Japan, on Saturday, and the British ship Derbridge, 28 days from Shanghai, having reached here yesterday. The latter's passage is a remarkably first one, and compares favorably with the voyages of some of the tramp liners which reach here from Moji with sugar. The Derbridge was to have come to British Columbia for salmon last year, but owing to having been damaged by a gale off the Azores had to return to Europe, where she was partially rebuilt. She is a heavy carrier, and as the present trip just ended indicates, is a fast sailor. The Ferdinand Fischer was 33 days in making the run from Higo. From the Roads she will proceed to Blakeley in tow of the Lorne to-day. Another of the sailing fleet in port, the Palmyra, is now on the Esquimalt marine railway, where quite extensive repairs have to be made on her. The ship Benjamin Sewall arrived at Fremantle from Moodyville with a large cargo of lumber on Tuesday last.

LAST OF THE ICE

Skagway activities of May 13th via the steamer Dolphin, state that the last of the ice went out of the Yukon on the preceding Sunday, May 11th. Word to that effect was received by wire at the

mund, returned from sea on Saturday afternoon with an injured seaman. The unfortunate fellow had his leg badly broken by a heavy sea which, catching him on deck, drove him against some of the ship's upper works with such violence as to break the bone and to leave it protruding through the flesh. The man was in great agony on arrival here, and was immediately taken to the hospital. The Wellington was on her way south with coal when the misfortune occurred, and though off Cape Flattery at the time Captain Selmund promptly turned about for port.

ALTAVELA CROSSED OFF

Several changes have been made in the quotations of vessels on the reinsurance lists. The Alexander Black, 178 days from Tacoma for Europe, has dropped from 15 to 10 per cent, and the same change was made in the Santa, 172 days out from the Fraser for London. The Norwegian bark Altavela, from Vancouver port for Ostend, has been crossed from the list, as she has been spoken at sea. The ship Senator, with lumber from Chemung for London—the vessel of many troubles on this coast—is said to have reached her destination on May 9th.

DEATH OF VETERAN ENGINEER OFFICER

Sketch of Late Col. Grant Who was on British Columbia Boundary Delimitation Survey.

The Royal Engineers Journal of May 1st contains an interesting biographical sketch of Col. J. M. Grant, R. E., a brief notice of whose demise appeared in the Times a few days since. It is as follows:

Another old servant of the state, good soldier, and warm, true friend has departed this life in Colonel John Marshall Grant, Royal Engineers, who died on 1st April, at Bournemouth, after some weeks' illness, of heart failure, in his 80th year, passing in his sleep. The third son of General Duncan Grant, Royal Artillery, John Grant was born at sea and passed some years of his early life at Gibraltar, where his father was C. R. A. He was commissioned in the corps in January, 1842; he served in the West Indies and Demerara from 1844 to 1851, three years of his service being spent as adjutant in St. Vincent; he was in Jamaica from 1852 to 1855 on return home he was employed in the London district and carried out many improvements in the barracks of the Household Troops under the commission on barracks, of which Mr. Sidney Herbert was president, and Captain Douglas Galtoun, R. E., secretary and working member. On the discovery of gold in British Columbia in 1858, the government took over

ing the road through in emulation of the civil labor were equally fresh in his knew him well, and when trouble was threatening at the diggings, Grant's appearance with a detachment of sappers was quite enough. The company of the corps was broken up in 1863; many of the men settled in the colony and prospered, some doing well both as to position and means. Captain Grant returned home in 1863 to Shorcliffe. He served on the general staff of the army at headquarters as A. Q. M. G. from 1866 to 1870. He commanded the R. E. companies at Chatham from 1870 to 1873; as C. R. E., Dover, to 1875, when he became D. A. G. of the corps at Horse Guards for five years till 1881; he then went to Woodstock as C. R. E., and was placed on the retired list 21st April, 1882, being one of the first officers who were hit by the introduction of the age clauses in the regulations.

Fond of his corps and proud of its work and traditions, Grant's preference lay strongly on the military side of its duties. He always held that its officers should be employed on the general staff

China. Captain Gordon Grant, R. E., is now in the field in South Africa. Colonel Grant's daughter Alice is well known in art circles for her devotion to and excellence in portrait painting.

GOVERNOR ROSS ARRIVES

Governor Ross, of the Yukon, arrived in Victoria yesterday from Ottawa, en route to Dawson City.

Speaking to *The Times* reporter this morning, the Governor said that he had no news to impart. "The estimates and the legislation passed by the Dominion parliament speak for themselves," he remarked. "And with regard to recent events in the Yukon, the *Times* is as well informed as I am. The Treadgold concession has been rearranged on a basis satisfactory to the miners, and affairs now seem to be going on as usual on the gold fields."

Governor Ross is staying with Mrs. McKay, at Beacon Hill, and intends leaving for the north on the 27th inst.

The six companies were put through their drill and manual exercises by the officers commanding, and by the company sergeants, after which the parade was dismissed.

By the time the individual inspection was concluded it was getting late, and as the weather showed no signs of improvement, the regiment was marched back to the drill hall, where the company drill inspection was concluded.

The officers attending the parade were, besides the staff already mentioned, Major Munro, commanding; Captain and Adjutant McConnan, Capt. A. W. Currie, No. 1 Company; Capt. Pemberton, No. 2 Company; Lieut. Langley, No. 3 Company; Capt. Hall, No. 4 Company; Lieut. Wilson, No. 5 Company; Capt. Drake, No. 6 Company.

The following was the parade state of the regiment:

Non-Com. Officers. Officers. Men. Tl.

No. 1 Co. 1 3 28 30

No. 2 Co. 1 3 19 23

No. 3 Co. 1 2 28 29

No. 4 Co. 2 2 34 38

No. 5 Co. 1 3 30 34

No. 6 Co. 1 3 30 34

C. O. and Staff. 5 6 11

Band. 1 19 20

Total. 12 23 184 219

Memek, King of Abyssinia, is now busy seeing to the laying down of telephones between his capital and different points of the Italian settlement of Erythra.

Service papers announce the marriage, on March 31st of one of the soldier sons of His Honor the Lieutenant-Governor of British Columbia, namely, Major Henri Gustave Goye de Lotbiniere.

The event took place on March 31st at St. Andrews, Newlands, South Africa, when Rev. Langford S. Browne celebrated the rites of matrimony between the officer named and Mildred Louise, eldest daughter of Charles Seymour Grenfell, of Elebank, Taplow, Bucks.

Major Goye has been employed on active service in South Africa since the outbreak of hostilities as deputy-assistant director of railways on the staff of that

other gallant Canadian, Sir Edouard Girouard, K. C. M. G. R. E. He is also in charge of the refuge camp at Johannesburg.

Colonel Grant married Emily, daughter of Alexander Cunningham, Esq., of the island of St. Vincent, who survives him. He leaves three sons and two daughters; his eldest son, Colonel Sueno Grant, R. E., was at the Plover Kotai, with Roberts under Aeneas Perkins; he now commands the Sappers at Bangalore.

Captain Arthur Grant, in the Indian Staff Corps, was at Manipur and Chitral with his regiment, 4th Ghorakhs, and in

and commands in full proportion, and this opinion he expressed in the highest quarters; therefore the developments of late memory; and just to the last. The Indian on the trail and the prospectors years were to him, as to all of us, a source of constant gratification.

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The sentiment expressed by an old friend and brother officer in a note to the writer—"Dear old Jack Grant, as he was always called, the nicest and most genial of men"—will be responded to by all who knew him.

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