

The Comparative Synoptical Chart Co. are increasing their capital stock from \$30,000 to \$50,000.

Hon. T. MAYNE DALY, now a resident of Rossland, is the latest addition to the ranks of British Columbia's notaries public.

R. D. MCGIBSON, Q.C., of Montreal has been appointed a commissioner for taking affidavits for the courts of British Columbia.

The funeral of the late Victor Jensen takes place this afternoon at 2 from the Boomerang hotel, Court alley, and half an hour later from Christ church cathedral.

Five hundred and twenty householders have qualified as voters for the approaching municipal elections, in comparison with 459 last year.

At the residence of Mr. Edward Chance, First street, Rev. W. Leslie Clay last evening united in marriage Mr. John Cowan, of Alexander, and Mrs. Maggie Smith, of Nanaimo.

The British Columbia Coal, Petroleum and Mineral Co., Ltd., hold a special meeting of shareholders at their offices here on the 4th of January, to consider a proposition for the sale of all the company's assets.

JOHN CAMP, of Saanich, was arraigned before Indian Agent Lomas and Mr. H. O. Wellburn, J. P. at Duncan, on Monday last, for supplying liquor to Indians. Mr. Lindley Grease appeared for the defence, and after a long hearing an acquittal was recorded.

The following promotions have been announced in No. 3 Company of the 5th Regiment C. A. To be Company Sergeant-Major, Sergeant J. R. Northcott, vice Whiteside, resigned; to be sergeants, Corporal W. P. Winsby, vice Northcott, promoted; and Corporal T. P. Patton, vice Jennings, resigned. The date of battalion parade called for the 10th, has been changed to Tuesday next, the 8th inst., at 8:15 p.m.

The ladies of the Reformed Episcopal church are nothing if not sociable, and this trait of theirs was pleasantly exemplified at one of their periodical conversations last evening, the scene of which was Gypseyway, the home of Mrs. A. A. Green. The event was well patronized, and with merry company, plenty of song and stir the affair passed into history as one of the most successful and happy gatherings on record.

Those who frequently share the hospitality of the Daughters of England were a unit in their appreciation of last evening's entertainment, it being one of the year under the auspices of the society. There were a goodly number present, testifying in a satisfactory manner to the growth of the society's popularity since the inaugural social of 1890. Songs were given by Mr. Frank Sehl, little May Wolff, Mr. Pilling, Miss Penketh, Miss Clarke and Miss Gracie King, these, with a club swinging exhibition by Mr. Hill, completing the enjoyable programme. Refreshments followed, and then dancing to the music of the Wolff orchestra.

The Kootenay country promises to be well supplied with water and light very shortly, for already there are no fewer than fourteen companies in the field seeking incorporation by private bill to cater to the Kootenayans in this particular. Among the latest are A. M. Johnson and others, who propose to establish an electric power, heating and lighting company in West Kootenay; a company represented by Mr. Phillips, Wootton & Barnard, who aim to supply power and light to certain towns in Yale and in West Kootenay, and C. W. McAnn and his associates, who intend furnishing power and light to Kaslo City. As in all other respects, the lighting outlook is bright for Kootenay.

The mortal remains of the late Mrs. Isabella Jones were yesterday afternoon consigned by loving hands to their last resting place in Ross Bay cemetery, the services at the funeral being conducted by the Rev. J. W. C. F. A. M., and Robert Jones, and another uncommon feature of the funeral obsequies was that there was no removal of hats at the graveside. The bereaved family while showing all affection and respect for the dead, did not see that it was necessary or right to imperil the health of the living, hence the departure from established custom at the cemetery.

AFTER a long and vexatious delay to the citizens of the western suburb, the tramway will be running through without transfers on the Esquimalt line, crossing the Arm by means of the bridge at Point Ellice for the first time since the tragedy of last May. Yesterday afternoon an official test was made of the stability and carrying capacity of the temporary bridge—for all purposes but more especially tramway traffic—with the result that the structure was proved more than capable of supporting a load far in excess of anything that will ever be put upon it in the ordinary course of business. The experiments were conducted with an ordinary tramcar heavily freighted with iron and lead ballast, not the slightest variation or deflection of the bridge being noted by the instruments. There were present at the test Mayor Beaven and City Engineer Wilnot, the tramway officials and their engineers—Messrs. Keefe and Garden, so that it appears the point as to who should pronounce the bridge to be safe for car traffic was very well disposed of by a simultaneous agreement on the point.

#### STRIKING DOCKERS.

HAMBURG, Dec. 2.—The Employers' Association has written a long letter to Senator Hachman, justifying their refusal to arbitrate on the ground that the strikers are failing to receive foreign aid and are becoming weaker in their position while work at the port is being performed by a force of dockers who are continually arriving and who are glad to work for the wages offered. A patched up compromise, he says, would only lead to further disputes, for he adds: "It is not a fight about wages, but it is for supremacy." Finally, they object to arbitration by a court comprising one representative of the employers and four representatives of the strikers.

## THE "AURORA" IS FREE. BEHRING SEA CLAIMS. LIFE IN WONDERLAND.

Charge Against Her of Using Firearms in Behring Sea Dismissed.

Mr. Justice Drake Reserves the Question of the Schooner's Claim for Damages.

The charge brought against the sealing schooner Aurora in the Admiralty court, of using firearms in Behring sea, was dismissed yesterday by Mr. Justice Drake. The vessel, which is owned by Mr. Thomas Harold and commanded by Captain Thos. H. Brown, was seized in lat. 55° 44' 30" N., long. 172° 11' W., on August 10 last by Captain Roberts, of the U. S. revenue cutter Rush, on the alleged ground that of the 116 fur seal skins aboard, four had shot holes in them. The schooner was sent forthwith to Ounak and handed over to the British naval authorities. The present case was brought by the Crown, asking for the condemnation of the Aurora on the ground that at the time she was seized she was equipped with arms for the purpose of killing seal and had contrary to the Behring sea regulations killed four seal with firearms.

The defence on the other hand claimed that the holes in the four skins referred to were made by the gaff, and a counter claim was put in against Her Majesty for damage for illegal seizure and loss by reason of such seizure. Hon. C. E. Hooley, Q.C., appeared for the crown, and Mr. H. Dallas Helmecken, Q.C., for the defence. Commander Garforth, of H. M. S. Pheasant, stated in evidence that he gave the Aurora a search on the 10th of August, and that he found four seal skins on board, each of which he believed to have been shot by the Aurora. He examined the four skins on the day of the seizure, and that he believed the holes in them to be shot holes. Lieut. Daniels, navigating officer of the Rush, who boarded the Aurora at the time she was seized, said that he found the Aurora was carrying four seal skins on board, and that he believed the holes in them to be shot holes. Captain Brown had informed him the holes were made with a gaff.

Capt. C. Hooley, commander of the U. S. revenue patrol in Behring Sea was of opinion that the skins had been shot by Joseph Boscowitz, another witness, while forming the opinion that one of the skins had been shot said he had heard of cases where seal had been captured by spearing, and old shot holes had been found in the skins. The witness for the crown was C. B. Alexander, an employee of the United States Fish Commission, who while thinking the holes were produced by shot, admitted that his experience had been confined mostly to live seal or those freshly killed, and that it was hard to give a definite opinion on the matter. He had like Mr. Boscowitz, known of seal being speared with old shot holes in them.

Capt. Brown, of the Aurora, said that he had put the four skins aside because Lieut. Berry of the grant, had advised him at Atn on July 22 to keep separate any skins with gaff holes in them. No firearms had been used by anyone on board his vessel in Behring Sea. This testimony of the captain was borne out by George Brunley, John Brunley and E. Murray, hunters on the Aurora. Robert S. Horton, who has been a furrier for thirty-six years, was convinced that the skins had been speared, and that the holes were made by a gaff. This closed the evidence, and Mr. Justice Drake, without considering it necessary to hear the counsel for the defence, dismissed the charge against the schooner and declared the vessel discharged.

Hon. Mr. Hooley, for the Crown, maintained that, there having been a reasonable cause for the seizure, no costs or damages should be allowed to the schooner.

The court remarked that the matter would be considered and a decision delivered on the point later.

#### NEW MINING COMPANIES.

A total capitalization of \$14,425,075 is shown by the seventeen home and foreign companies registered during the past week to do business in British Columbia. Rossland, as usual of late, claims the majority of the incorporations, while the amounts of the capital stock of the respective concerns run all the way from \$75—at which the Tribby Mining Corporation, Foreign, is registered—to \$2,000,000. Appended is the list as contained in the official Gazette:

Abe Lincoln Gold Mining Co., Rossland	\$1,000,000
Blackwater Gold Mining Co., Vancouver	500,000
Bon Diable Gold Mining Co., Vernon	500,000
Cumberland Gold Mining Co., Rossland	75,000
Golden Drip Mining and Milling Co., Rossland	2,000,000
Hamilton and Rossland Gold Mining Co., Rossland	500,000
I. X. L. Gold Mining and Milling Co., Spokane, Wn.	1,000,000
Keough Gold and Copper Mining Co., Salt Lake City	200,000
Nest Egg and Firey Gold Mining Co., Victoria	1,000,000
Ottawa Gold Mining Co., Rossland	250,000
Ora-Plata Mining Co., Rossland	1,500,000
Roulette Mining and Milling Co., New Denver	1,000,000
Sophia Mountain Gold Mining Co., Rossland	1,000,000
Silver Star Gold Mining Co., Vernon	1,000,000
Tribby Mining Corporation, Buffalo, N.Y.	400,000
White Bear Gold Mining & M. Co., Spokane, Wn.	75
Zilior Gold Mining Co., Rossland	2,000,000

Mr. HENRY FRY, O. E., one of the best known residents of Duncan, is at present enjoying in Victoria the pleasures of a honeymoon. His bride was Miss Nellie Edgson, youngest daughter of Mr. Milton Edgson, of Rocklands, Maple Bay, to whom he was united at St. Peter's church, Quamichan, yesterday morning, Rev. J. A. Leakey performing the interesting ceremony.

Owner of the Carolina in the Witness Box Nearly All the Sitting.

Hon. Mr. Dickinson Goes Minutely Into Details in the Cross-Examination.

The examination of William Munie, owner of the schooner Carolina, was what occupied most of the sitting of the Behring sea claims commission yesterday. Hon. Mr. Dickinson in a stiff cross-examination of the witness went minutely into the various items of supplies claimed to have been on the schooner when she left Victoria, his intention apparently being to find out, if possible, if the amount of supplies was excessive for the crew of eleven men. The value of the vessel and her supplies footed up \$10,000, as shown by the vouchers of 1888.

Hon. Mr. Peters asking the witness as to the number of seals captured by other schooners during the season of 1887, Hon. Mr. Dickinson, for the United States, objected to this class of evidence being put in. He was prepared to argue, he said, that this class of damages would not be allowed either by international courts of arbitration or courts of justice.

Mr. Justices' remarks suggested that it might be better to leave the argument on the point until after all the testimony was in.

Hon. Mr. Dickinson was quite agreeable to this; he had only wanted to show that the United States objected to the future or estimated catch being accepted as a basis upon which to demand damages.

Hon. Mr. Peters remarked that the British counsel were prepared to meet the very large question raised in Hon. Mr. Dickinson's objection, but that for the better understanding of the subject it would be advisable first to get in all the evidence bearing on the question before arguing it.

Going through the items on the inventory made by the United States marshal at Sitka, one was called for the schooner's British ensign, which was described as "one of Munie's." "It may have been old," said the witness, smiling, "but it's a very good flag."

"I did not quite catch what that was," said Hon. Mr. Dickinson, looking up from a document he had been perusing.

Upon the item being again read he laughingly remarked: "We concede the flag may be old, but it certainly has never been poor."

Hon. Mr. Dickinson, in his cross-examination, having asked if A. J. Bechtel, who had a mortgage of \$1,000 on the schooner, was a United States citizen, Hon. Mr. Peters raised the objection that the question of citizenship was not one to be decided by the commission, and that at any rate this was not the way to prove if Mr. Bechtel was an American citizen or not.

Hon. Mr. Dickinson then withdrew his question, and the subject dropped. Mr. Munie's evidence being finished, Capt. J. H. Cox was examined by Mr. Bechtel, Q.C., for the British side, as to the approximate value of sealing schooners, the value of such vessels in 1888, his experience being confined to later years.

The commission sits again at half-past ten o'clock.

#### OMINECA CONSOLIDATED.

There was a meeting last evening of the shareholders of the Omineca Consolidated Hydraulic Company, Limited, which is Mr. William Munie, the president of the company, and the secretary, Mr. J. E. Bethune. The other directors of the company are Dr. G. L. Milne, Messrs. Thomas B. Moore and Capt. C. E. Clark.

When Mr. T. B. Hall took the chair last night there were about forty shareholders present, and Captain C. N. Black was called upon to read his report. He reported upon his report in general, and in particular emphasized these portions of it:

"Each location has been prospected by drifts and good pay found in them all; the capital of 25 cents per cubic yard to \$1.00 to the cubic yard. I intend to turn the water on next spring. I am prospecting by hand-slitting this season, and it paid over \$3.50 per day to the man."

"I have a monitor and one thousand inches of water, as the ground is easy to work, I expect to be able to move at least 800 cubic yards of gravel per day of ten hours. At the very lowest estimate of 25 cents per cubic yard, this would yield \$200 a day, and so on, as to be able to run for the twenty-four hours, the income would be greatly increased. Should you decide on taking water from the creek, where there is an unlimited supply, and start a number of monitors to work, you can imagine what the income might be, and as I think you can safely estimate the gravel at an average of 50 cents to the yard, you can see what may be realized from the property. In organizing this company, I favored capitalizing for the amount it would probably require to develop the mines, and not capitalizing for a large amount to speculate on."

Captain Black, in reply to a question, explained the proposed plan of operation for next season to the entire satisfaction of those present.

Questions were also asked about water rights and privileges, and it was explained that in this respect the company's position was absolute and undoubted.

The question of finance came up, and Mr. McGregor took occasion to congratulate the directors on their prudent and successful management. He said he was a believer in paying cash and taking grain. A long but extremely friendly discussion followed, after which it was resolved that Captain Black's report be adopted, and that the management of the company be heartily endorsed. Afterwards the meeting adjourned, and during the evening found expression in some very large purchases of Omineca Consolidated shares by gentlemen who are already heavily interested.

A Tacoma Lady Writes Conservatively On What Living Means in Circle City.

Cook's Inleters Finds Cook's Outlet—Founding of the First Alaskan Baptist Church.

Remote Alaskan ports having been visited on the trip, accounted for the steamship City of Topeka being several days behind schedule time when she arrived from the Northern wonderland at six last evening. Her decks were crowded with people, and although a number disembarked, only a few residents of this city, remained longer than the brief stay of the vessel in port. The Topeka brought out little freight for Victoria and only one sack of mail. The miners who went to Cook Inlet have nearly all found "Cook outlet" and have passed below.

It was interesting to note, says the Alaskan, the number who went "because I needed a vacation." Out of the estimated three thousand who were there, those who pretend to know say that about twenty-five or thirty made wages.

Concerning life on the upper Yukon during the past year, the following extracts from a letter written by a Tacoma lady at Circle City, and dated July 22, will be of interest: "Large stories told of the great amount of gold to be washed out here have proved unfounded. Alaska contains much gold, but as yet the country is undeveloped. Much prospecting has been done and many rich diggings discovered, but not enough to give employment to the many men coming here. Two-thirds or more go away disappointed. The trip to Circle City costs \$150 first-class, and \$105 steerage to leave the Yukon via boat down the river. Rain has fallen nearly all summer like the winter rains of Puget Sound. Circle City is quite a little town. There are only two or three frame houses, all built of hewn logs with moss between them. They are very comfortable. The winter weather is cold, but no winds blow. Last winter the thermometer registered over 70 degrees below zero, when outside work was impossible. Many miners and business men are doing well, but men who know say everything is overdone, even the labor supply."

"Wood sells at \$10 to \$12 a cord. Lumber commands \$145 a thousand feet and the market is short. One might think that it would pay to raft logs and wood down the river, but none but experienced loggers can do it. Wages are from \$5 to \$8 a day, but work is scarce. Meals are 75 cents each and board \$50 a month. Fresh meat is served only when a moose is brought in. Salmon are not plentiful this season, and none are here yet. They usually appear July 1. Nearly everything in the grocery line for sale here is canned. Ordinary canned goods bring from 50 to 75 cents a can. Prepared flatirons are 40 cents a pound and Irish potatoes, when they can be had, \$15 a bushel. Eggs are \$1.50 a dozen when in the market. Sugar is 25 cents a pound, flour \$4 a sack, butter \$1 a pound, tubs \$4 each, tin water buckets \$2, clothespins 25 cents a dozen.

"Circle City has three restaurants, four stores besides the Alaska Commercial Co.'s store, and several bakeries. Bread is 25 cents a loaf, or five for \$1. Pies are 50 cents each; doughnuts 50 cents a dozen; oil \$1 a gallon. Professional men include no ministers and three doctors. The city boasts of several laundries. The Yukon flats are 300 miles long. Circle City is 12 miles from the north end of the flats. The river is very wide and contains numerous islands. It is expected a mill will be built on one of the islands near the mouth of the river. The Wood Island Baptist church, the first Baptist church in Alaska, has been organized with a membership of six. The natives of Wood Island were not so successful this year as last in their catching of sea otter. The total number caught was not much more than half of last year's catch. Now the greater portion of the Wood Island families have gone to the mainland for winter hunting."

#### ON NAVAL DUTY.

The Oriental liner Monmouthshire, of the O. R. & N. service, left Yokohama on Monday inward bound, with a very valuable cargo, of which silk in transit East is an important factor. The ship's first port of call will be Portland, after visiting the Columbia she will come to Victoria, as a very large freight awaits her there. She will not, however, be the next O. R. & N. vessel in port, as the Altmore was scheduled to leave Portland yesterday, bound in this direction. She goes to Comox for coal, and will touch upon again calls at Victoria to land cargo. Having no freight space to spare she will not take on any cargo here.

#### TO THE WEST COAST.

H. M. S. Pheasant, with Rear-Admiral Palliser on board, left Esquimalt at one o'clock yesterday afternoon bound for the West Coast. The exact purpose of the expedition is not known. It will, according to unofficial statements, last nearly a fortnight and will include a visit to most of the important inlets on the coast, starting at Alberni. The Pheasant is a handier craft with which to make such a trip than the flag-ship, as she can go in much shallower water than the Imperieuse.

#### MARINE NOTES.

The wreck of the steam collier San Benito was sold in San Francisco yesterday as it lies. Captain T. P. H. White, law being the only bidder. He gave \$120 for all that he can save of a vessel worth \$300,000; and pay \$10 in addition for the 5,000 tons of coal forming the cargo on the Benito's last fatal voyage. Tug Lorne left for Departure Bay yesterday to tow out the coal laden ship. The tug will be back in port today for the British ship City of Delhi, which goes to the Hastings mill to load lumber for the West Coast (South America).

Emile Arton has withdrawn his appeal against his sentence to eight years' imprisonment.

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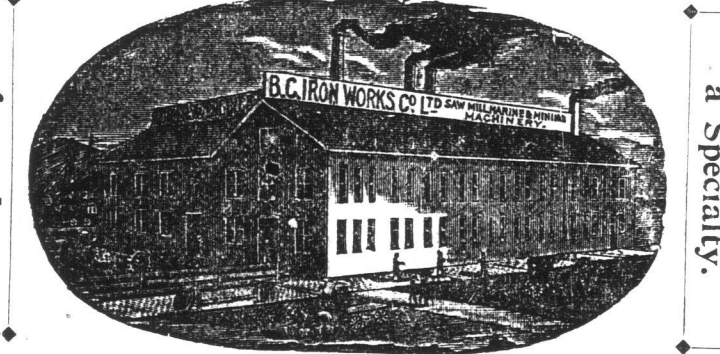
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