

same date and place with clearance). I found these papers in the schooner "Thornton" at the time of seizure, and then took possession of them.

Q. What was the list of arms and ammunition found aboard the schooner "Thornton" at the time of seizure? A. Four rifles, 6 shot-guns, 867 shot-gun cartridges, 420 rifle-gun cartridges, 108 lbs. powder, 1 keg powder partly filled, 2 bags bullets, 11 bags buck-shot, 5 boxes wads, 3½ boxes primers.

Q. What has become of these arms and ammunition? A. They were delivered to the United States Marshal at Sitka, and are now in his custody.

JOHN U. RHODES, *Lieutenant,*
United States Revenue Marine.

Subscribed and sworn to before me this 8th day of September, A. D. 1886, after having been read over by me to the deponent.

(Seal.) ANDREW T. LEWIS, *Clerk,*
United States District Court.

JOHN U. RHODES, being duly sworn, deposes and says:—

Q. State your name, age and occupation? A. John U. Rhodes, Lieutenant United States Revenue Marine, at present on duty on the United States Revenue steamer "Corwin," and over the age of 21 years.

Q. State what nautical instruments, if any, were seized on the schooner "Thornton" except such as are included in her general inventory? A. One chronometer, No. 1,374, made by Kessels, and one octant.

Q. What has become of this property? A. I turned it over to the United States Marshal at Sitka, and it is now in his custody.

JOHN U. RHODES.

Subscribed and sworn to before me this 9th day of September, A. D. 1886, after having been read over by me to deponent.

(Seal.) ANDREW T. LEWIS, *Clerk,*
United States District Court.

J. H. DOUGLAS, being duly sworn, deposes and says:—

Q. State your name, age, and occupation? A. J. H. Douglas, am over the age of 21 years, am a pilot in the Revenue Marine Service of the United States, and have been so for the seven years last past. I am now and on the 1st August, 1886, was pilot on the revenue steamer "Corwin."

Q. State what occurred on the last-named day in connection with the schooner "Thornton"? A. We sighted a boat on our port bow and soon after saw another boat, steamed to the first boat and ordered her to come alongside, which she did. The name "Steamer Thornton" was on the stern of the boat. There were two or three men in the boat with arms, and six or eight dead fur seal, which had the appearance of having been lately killed. I asked the men what luck they had. One of them replied, "We have six or eight, but not as good as some days." We took possession of the boat and contents by order of Captain Abbey. We then picked up the second boat, finding it engaged in the same business, then we sighted a schooner drifting without sail or steam, which proved to be the steam-schooner "Thornton." On coming up with her, she was seized by order of Captain Abbey, and taken in tow. We then picked up two more boats belonging to the "Thornton," having dead fur seal on board. This was in Behring Sea, about 65 miles south-east from St. George's Island, and about 500 or 600 miles to the eastward of the western boundary line of Alaska Territory.

Q. State what experience you have had in the fur sealing business, and your knowledge of the habits of the fur seal?—A. I have been cruising for more than fifteen years off and on in Alaskan waters, always as an officer or pilot, and have visited the Pribiloff Islands, St. Paul and St. George, several hundred times, and am perfectly familiar with the sealing business as conducted on those islands, and understand the migrating habits of the fur seals. From about the first May to about the first