

S. TROUBLE

Emperor Signor Great Brit- tany.

Accordingly Emperor's Edict.

Influence Again Emperor's Edict.

The recent dra- in the Chinese em- ble shock to the fan. Not only in abroad the Queen is interpreted as British policy and as on the part of the Emperor's Edict.

It is the mission of the Japanese states- the purpose of at- an offensive and between Japan and straw which roused and, enabled the Emperor's Edict.

Li Hung Chuan, that the Chinese in- in the war with Japanese as inferior any thing Japan- willed fact.

From the Euro- that political re- stitute of the power, and the rea- in lead to a be- tween the United tain and Japan, re- sulting in favor of

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TOPLINER IN TROUBLE

The Otto Is Understood to Have Been Seized With Her Catch.

H. M. S. Amphion Returns From Behring Sea—The Season's Difficulties.

To be to-pliner of the fleet is a honor to which every sailing skipper sailing out of the port naturally aspires. There are times, however, when the position is not to be envied, and if all reports are true, the Otto (Gooz master) has fallen upon one of these times when she was back to Victoria under seizure by H. M. S. Amphion, together with the 770 skins aboard her decks.

The warship herself returned to Esquimaux Sunday afternoon, and while every officer is dunned as an offender in regard to the matter, merely verifying the fact that a seizure was made, yesterday was not very old when the seals they had secured were in possession of the new crew.

The Otto, which is an 85-ton craft with an all-white hunting crew, is alleged to have been sealing within prescribed territory, neglecting the warning of the warship at the first boarding, on August 26, and having 770 skins salted away at the second call, on the 10th of the present month.

Her excuse will probably be the rough weather, which even the Amphion found extremely trying, and that the seals were in great measure for the low general average of the catches, there having been few days when the boats could be lowered and the seals then being both scarce and wild.

To still further increase the obstacles to success, several of the whistles had taken possession of the sea, banishing the seals or scattering them. At the Phylot islands Captain Finnie, of the Amphion, found a much diminished seal herd, the branding operations of Professor Jordan and other whalers in conjunction with the driving experiments, having led the big averages from the islands although some eight or ten thousand seals had been marked with the irons this summer.

The catches of the sealing fleet as reported by the just returned warship are as below:

Table with 2 columns: Date and Catch. Includes entries for Ainoka-Aug-12, Able M. Deering-Aug-25, Barrie C. W. -Aug-26, City of San Diego-Sept. 9, Diana-Aug-12, etc.

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ROYAL COMMISSION.

Evidence Given Before Chief Justice McCall on the Parliament Buildings Inquiry.

Several Witnesses Examined and the Hearing Adjourned Till This Afternoon.

The taking of evidence was begun yesterday before Mr. Justice McCall, sitting as sole commissioner to inquire into the payment of \$30,000 and \$34,418 under contracts entered into with Frederick Adams and Richard Drake respectively in connection with the construction of the new parliament buildings, and into the circumstances connected with the submission to arbitration of differences between Messrs. Baker, McGregor and Jeeves, arising out of the contract with Adams. The proceedings were held in the Full court room, Mr. A. L. Belyea appearing for the Crown. A number of witnesses were examined, but no one appeared for any of the other parties and not many spectators were in the court room.

Mr. W. S. Gore, deputy commissioner of lands and works, the first witness examined, produced a number of documents to be used as exhibits. These included the original tender and contract for mason's work with Frederick Adams, dated December 18, 1887, and the contract with Richard Drake signed December 18, 1887, for the plastering and the specifications and other papers connected with the two contracts, including a copy of F. M. Rattenbury, architect to the government, dated December 31, 1887.

There were also produced government orders of February 1, 1888, for the payment of \$30,000 to the estate of F. Adams, and the vouchers dated July 6, 1888, for the payment to Richard Drake of \$34,418.77, with the statements attached as to the complete report himself on the contract. The copy of the order in relation to the arbitration of the claim of Messrs. Baker, McGregor and Jeeves, and dated June 29, was among the papers produced. Mr. Gore stated that the total amount of the Adams contract was for \$380,000, and that the Drake contract was for \$508,311 being for various purposes, which the government were to make, such as for marble and 8 cents for curbing stone making a reduction of \$74,508.31 although bringing in the contract for \$380,000. Explaining the items Mr. Gore said the marble referred to was subsequently ordered by the Crown independent of the contract, the value of bonds was because the contractor much represented it would cost him so much for bonds that he was obliged to accept a reduction of \$15,000 in lieu. The architect had power to deduct from the contract for the plaster and picket a number of simi- lar instances.

A letter was then produced in reference to the \$30,000 paid to the Adams estate. This was from Drive Jackson & Helmeke, acting for the Adams estate, enclosing a copy of the contract of McGregor and Jeeves, dated January 29, 1888, saying no claim for ex- tra was made until August 29, 1888, when the claim for \$30,000 for their claim of \$49,000. The voucher for this payment was also produced as well as an order-in-law dated February 1, 1888, authorizing the payment of \$30,000 to be made of the \$30,000. He had first had knowledge of the voucher when it was presented to him by the contractor, and this was done in a number of instances, such as the heating apparatus which was valued at \$19,000 and contract for plaster for \$19,000. The contractor was for the architect to 2 clock.

Mr. Belyea promised to see to this and the inquiry was adjourned till to-day at 2 o'clock.

SHOULD BE INSPECTED.

Such is the Opinion of a Coroner's Jury Regarding Engines.

As was expected, the coroner's jury selected to inquire into the cause of the death of Peter Grice, killed through the breaking of the fly-wheel of the engine of a wood-sawing machine, of which he was the operator, found that the machinery was in a defective condition, and recommended that, in order to avoid such accidents in the future, all such engines be inspected, and none but competent engineers be allowed to run them.

The only evidence given in the in- quest was that of the two Chinese assistants who were on duty at the time of the accident. The Chinamen told the story as it appeared in the Col- onist on Sunday. The governor had slipped off the wheel, and the Chinamen to shut the steam off, and at the same time placed a block of wood across the fly-wheel to stop it, the re- sult being the breaking of the wheel. There was no evidence as to the alleged faulty construction of the wheel, several of the jury were experts declaring, after examination of the pieces, that there had been no flaws. The verdict was as follows: "We, the jury empanelled to inquire into the cause of the death of Peter Grice, find that the deceased came by his death through the breaking of the fly-wheel of a steam sawing machine, caused in the first place by the slipping off of the operator's belt, which was not tied and unwisely for the purpose, and afterwards, in order to check the increased velocity of the engine, the deceased made a short piece of wood, which slipped between the rim of the fly-wheel and the frame of the wagon, which, acting as a wedge, broke the fly-wheel, and caused the death of the deceased."

We consider that such machines, if permitted to be run on the streets, ought to be under inspection, and that the men em- ployed to run them ought to pass an examination by the coroner, and that the jury consisted of Messrs. D. Cartmel, J. Orr, John Weston, L. Hafer, W. Jones, H. Townsend and Peter Hansen.

SALOONS MUST CLOSE.

Such is the Opinion of the Local Government Respecting the Plebis- cite Day.

The saloon-keepers of British Columbia must be governed on Thursday next, when the voting on the prohibition plebis- cite is to be taken, by the regulations governing on days of Dominion elections. It means that they must close for the 24 hours from midnight on Wednesday until midnight on Thursday. Such is the opinion of the provincial government, which slipped between the rim of the fly-wheel and the frame of the wagon, which, acting as a wedge, broke the fly-wheel, and caused the death of the deceased.

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WISERY ON THE TRAIL

Travellers Overland From Edmon- ton to Klondike in Really Desperate Position.

Unable to Get Through or Get Back Before Winter Closes Them In.

Provincial Government Take Action With Respect to Hardships on Ashcroft Trail.

When Commissioner Herchmer of the Northwest Mounted Police arrived at Regina from Kootenay it was found he had caught typhoid fever and he is lying in a very weak state at his residence at the barracks. Mrs. Herchmer, who was on a visit to her daughter at Fort Steele has been sent for.

The Ontario election petition against Mr. McLaughlin, Conservative member for Stormont, came up at Osgoode hall yesterday, and was dismissed, no evi- dence being offered as the case had been "saw off."

Hon. Joseph Martin reached Montreal yesterday, and will proceed to Quebec. The Attorney-General of British Columbia said he had some special mat- ters to attend to and would only be in Quebec a couple of days.

General Lord Seymour, commander of the British forces in North America, arrived at Montreal yesterday en route for the Pacific Coast, where he goes to inspect the new land defences. Gen. Sey- mour had not been in Montreal for 37 years, but was brigadier major here in 1821.

A Useful Folder.—The Pacific Coast steamship company has just issued a new folder containing the routes of the com- pany's time tables, includes several splendid maps. There is one map of the coast from Victoria to San Diego, showing all the points and cities for some distance inland. Then there is a map, on a smaller scale, showing the coast from Behring sea to Mexico, one of the British Columbia and Southern Alaska coast, including Vancouver and other islands, and the entire coast of the Gulf of Georgia, Puget Sound, San Francisco bay, Los Angeles and other places.

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MR. OGILVIE AT DAWSON

The New Commissioner Reaches His Headquarters—Specific Complaints Filed.

Prominent Pioneers of the Yukon Reach the "Outside"—Pine Creek's Prospects.

Although the upper Yukon is still unattractive from Dawson to the lakes, those who purpose spending the winter in civilization are hurrying out before the frost closes the gateways. The steamer City of Topeka, calling here Sunday night, was in consequence loaded down with returning miners and investors, more than 200 of whom had just come out from Dawson by the Columbian and Flora, with perhaps half a million in treasure all told.

Some had left the Klondike capital as late as the 5th instant, and from these it is learned that Commissioner Ogilvie arrived safely at his new headquarters on the 5th, and will lose no time in initiating an investigation of the existing un- satisfactory conditions. He had not been in Dawson 24 hours before specific charges were laid before him of malad- ministration in the office of Gold Commissioner Fawcett. It is thought by some at least of Sunday night's arrivals that the implicated officials will be sus- pended pending the inquiry, as this morning the majority of the returning partner, S. F. Beisford, of New York, the owner of Dawson being a sick man and on his way East for the winter. He will also endeavor to form an East- ern company to build and operate two steamships on the lower river, Victoria yards to have the construction contract and the vessels to be run in connection with the new commercial company Mr. Ludue forms this summer in opposition to the Alaska Commercial Co. and the North America Trading & Transport Co.

Among those coming out by the last river steamers to take passage down by the Topeka were Joseph Ludue and his partner, S. F. Beisford, of New York, the owner of Dawson being a sick man and on his way East for the winter. He will also endeavor to form an East- ern company to build and operate two steamships on the lower river, Victoria yards to have the construction contract and the vessels to be run in connection with the new commercial company Mr. Ludue forms this summer in opposition to the Alaska Commercial Co. and the North America Trading & Transport Co.

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TOSSED BY A TYPHOON.

The Northern Pacific Steamship City of Columbia Battles With the Elements.

Driven Into Shallow Water But Escapes Uninjured—To Wreck the Boscowitz.

Few ships have weathered a mightier typhoon than that which the Northern Pacific steamship City of Columbia, which arrived here yesterday morning, experienced on the coast of China. The Empress of India, which reached Victoria early last week, got a snail of the storm, but the City of Columbia was right in the centre of it when about 80 miles up the coast from Foochow to Yokohama. It came almost without warning, and came within an ace of sealing the ship's cabin, as well as that of those aboard. The order to make things secure had not been more than given when a tremendous sea struck the vessel. Soon the sea and sky appeared to meet, and instead of whitecaps, foam only appeared on the waters. The vessel pitched and rolled in the troughs of the mountainous waves, as though me- chanically she would founder. To steer a course was out of the question; to heave to, or to anchor, was an impossibility, and the stokers abandoning their work, steam could not be kept up in the following 24 hours. The vessel was all washed up on the water, and the frightened crew and passengers were beginning to think seriously of their former lives and make good resolutions for the future, while the Chinese burned incense sticks. Capt. Gow and his officers, however, were not to be daunted. The vessel was steamed up to the anchor cables parted, consternation was depicted on every face, and the barometer dropped to 27.80 in a remarkably short space of time. Just as the most critical time came, when the ship would, had the high winds abated, have been dashed ashore, there came a sudden lull, and the storm was over. Capt. Gow in relating his experiences, says he had never seen anything like it, and he has been in storms the world over. In the same storm the steamer Cowrie had also a very narrow escape, and the vessel was blown to 27.80 in a remarkably short space of time. Just as the most critical time came, when the ship would, had the high winds abated, have been dashed ashore, there came a sudden lull, and the storm was over. Capt. Gow in relating his experiences, says he had never seen anything like it, and he has been in storms the