From THE DAILY COLONIST, May 12. THE CHTY

MR JUSTICE DRAKE veeterday dismissed ith costs the cases of Harvey vs. West-dister and Sutor vs. Westminster.

MR. F. S. ROPER, Provincial in gious diseases among animals, yester-caused the destruction and oremation of mable horse belonging to Mr. W. H. 100n, of Foul Bay road. The animal had suffering from glanders.

cht Rev. Bishop Lemmens preached hursday evening at St. Mary's church, nipeg, to a large and interested congress. He left the Manitoba capital yeary for home, and is expected to arrive either Monday or Tuesday.

Apropos to a paragraph in the Times, that Hon. Mr. Davie had "returned in his special car last night," etc, it may be stated that he did not return on Thursday night, nor did he come back by a "special." The Premier was, on the contrary, a passenger by the regular train. This shows how correct the Times is in many of its announcements, particularly those of a political character.

Mr. Parsons, a property owner in Victoria district, yesterday applied to Mr. Justice Drake, by his counsei Mr. Thornton Fell, for an injunction to restrain the Victoria & Sidney Railway Company from trespassing upon his lands; the alleged invasion by the railway company is upon a road which applicant contends was opened up by him through his own lots. The injunction was granted, with liberty to the railway company to move for its discharge upon giving the usual notice.

THE visit made by the city officials to the THE visit made by the city officials to the Darcey island legaretto yesterday reveals the death of another of the lepers. He did a few weeks ago and the remains were interred alongside the grave of the other unfortunates whose life terminated under similar circumstances. Only two of the little colony, which now numbers six, are able to work, and their industry is most creditable, for they have under cultivation a plot of land which would be the envy of almost any of the local gardeners.

Interesting civil, and perhaps also other proceedings are promised by a resident of Victoria West in connection with the disappearance a few weeks ago of a valuable horse of which he was the proud possessor. The animal was last seen grazing peacefully by the roadside; then he was not to be found, even when the aid of the police and an advertisement had been enlisted. It is now asserted that the horse had its leg broken by a kick from a neighbor's charger, and the neighbor thereupon gave orders for its destruction and burial, which orders were executed with military alacrity and thoroughness.

WILLIAM S. SMITH was yesterday formally committed for trial for unlawfully removing a surveyor's landmark from its position, contrary to the statue in this behalf. The case will be heard at the Spring assizes, opening on the 29th instant, and in the meantime the accused is admitted to bail in the sum of \$1,000. his own recognizance of \$500, and one surety of the same amount. The case originated in a property dispute, the particulars of which, however, the magistrate declined to hear; the evidence, he ruled, must be confined to the criminal charge laid.

A NUMBER of pleasure loving citizens took advantage of the first train over the Victoria & Sidney railroad to attend the annual ball of the North and South Sannich Agricultural Association, held last night. The train left Tolmie avenue about 7 c'clock in the evening, making the run in good shape. The ball was a very successful affair, and ranks well with past similar ones held by this association. The weather

tractions in Victoria West last evening.

It was, no doubt, through the popularity of the society that the entertainment was so well attended, and the society was careful inselecting an exceptionally good programme.

In carrying it out the ladies of the Common the Maska run.

Capt D. B. Jackson has stated that he would have a boat on the Victoria run as the since ladge assisted them very materially. In carrying it out the ladies of the Companion lodge assisted them very materially. The programme was: Selection, orohestra; song, Mr. Wilks; solo, Miss Martin; recitation, Mrs. Wilks; tableau, Cave Brothers; recitation, A. Simple; song, Mr. Simple; song, Mr. Wilks; and soarf drill by ladies of Companion lodge. After refreshments had been served dancing was indulged in during the remaining part of the evening.

THE following extract is made by permisfrom a private letter received yesterday from a private letter received yesterday from Ainsworth and bearing date of May 6:
"You will, I am sure, be glad to learn that the concentrator at the 'No. 1' mine is a success, and that Mesers. Carber and Clarke are satisfied with it, which speaks for itself. are satisfied with it, which speaks for itself. So far they have only been experimenting upon the ore, and it saves about all the valuable portion of it. About 25 tons of concentrates have been saved, which average 400 ounces of silver to the ton, and some of them run up to 750 ounces. As this is the result of the rubbish and the cleaning up of the workings, they do not yet know what proportion of concentrates the good ore will yield. It is expected to run about 1 ton to 3. The road to the mine is in bad condition, and they are unable to haul supplies up or ore down. They will therefore be obliged to shut down for a time.

NEARLY every teacher of the city and many of the High school pupils—the teachers of a few years hence—were present yesterday, at the monthly meeting of the Victoria teachers' association. The question drawer was the first feature of the programme, Mr. Paul presiding over this department. The questions were practical and touched on many different points. Who but a brave man would undertake to answer such queries as "What constitutes unprofesgramme, Mr. Paul presiding over this department. The questions were practical and touched on many different points. Who but a brave man would undertake to answer such queries as "What constitutes unprofessional conduct in a teacher?" "How can we teach pupils lately from Eggland to place properly their h's?" "Should a woman who does the same work as man be paid for her services at the same work as man be paid for her services at the same rate?" "Should a principal transfer pupils in mid-term from ome grade to a corresponding greate, because if the gramme of the steamer Vancouver and the steamer Vancouver and the steamer for work, and would be of little use after a principal transfer pupils in mid-term from ome grade to a corresponding greate, because if the steamer vancouver and the steamer vancouver and the steamer for work, and would be of little use after a principal transfer pupils in mid-term from ome grade to a corresponding greate, because if the steamer vancouver and the steamer vancouver and the steamer for work, and would be of little use after a principal transfer pupils in mid-term from ome grade to a corresponding greate, because it is claimed resulted from a collision last summer in Plumper's Paus between the two was to have it loaded with hose, and the greeners at a state of the sealers of the sealing the transfer pupils and clearly and so much to the general antisaction of the teachers that a hearty and sannimous vote of thanks was tendered him for his kindly and impartial way of presenting the questions. The general discussion did not lack animation. The question of sex assertes brought those most directly interested to their feet. Almost every one had comething to say on the religious instruction question and the steamer variable moments of the sealing regulations by the two states the summer in Plumper's principal transfer pupils and the steamer various the sealers the same variable moments of the sealing regulations by the two states the sealers the standard of the sealing regulations by the

not well be improved upon. After the question drawer, Mc. Russell read a short and interesting paper on grammer, which was discussed by Mesare. Tait, Rose McNeill and Miss Lawson. The meeting then adjoining

FAIRALL'S hall on the Esquimalt road, the come of an entertainment in aid of St. saviour's church, Victoria West, was filled astevening with an audience who thoroughly onjoyed the bill of fair provided for the occasion. aloyed the bill of fair provided for the ob-saion. The programme was done ample ustice to, being "catchy" and maintaining he interest throughout. A substantial sum was realized towards advancing the object or which the entertainment was given.

GOSSIP OF THE DOCKS.

New Regulations in Regard to Vic-toria and Esquimalt Harbors— Steamers Go Slow.

Captain Perry of the "Warrimoo" Replaced by First Officer Arundel.

A special dispatch to the Colonist from Ottawa says that the following important charges have been made in the harbor regulations: "Steam vessels using the ports of Victoria and Esquimalt shall be required to go slow and if necessary stop their engines altogether when near places where sub-marine works are being operated. Any neglect of this precaution will render the vessel liable for any damage that may occur. A portion of Esquimalt harbor known as Constance cove, and situated eastward of a line drawn between Duntz head and Ashe head, is designated a man of war anchorage, and such portion of the harbor shall be; until otherwise ordered, set apart for the use of Her Majesty's ships, it being understood that access to cover shall at all times be allowed to vessels desiring to make use of the graving dock situated there, and to vessels requiring to proceed to the different wharves situated on the shores of Constance cove."

CHANGES ON THE "WARRIMOO"

On arriving in Vancouver with the steamer Warrimoo, Captain Perry received a letter from the management to hand over the steamer to the charge of Mr. Arundel, the first officer—that the company did not require his services any longer. Captain Perry states that he has had no trouble with the management and does not understand his dismissal. His numerous friends met at the Hotel Vancouver shortly after the news became known and expressed their regrets in the following address: "It is with much surprise and regret that we hear you are no longer to continue in command of the Warrimoo, and have no hesitation in saying that it would be hard to find a more courteous, considerate and capable commander. Many of us have travelled on all the leading lines of steamships, and we are usen imonely of the opinion that we have never received better attention and have no hoard the Warrimoo, and we sincerely trust that it will not be long till you are in no board the Warrimoo, and we sincerely trust that it will not be long till you are in pommand of another ship."

De known as "The Orange Cheb, and next united to link, and intend giving some entertainments during the summer and next winter, Mr. A. McAfee being president. They intend giving a ball on May 23 in Philharmonio hall. A district Orange lodge meeting of Vancouver Island will be held here on May 25.

LOYAL Dauntless lodge, C.O.O.F. held their last regular meeting Tuesday, when mittee appointed by Fernwood lodge and to report at the next regular meeting. D.D. G. M. Dwyer conferred the "purple degree" on Bro. L. D. Cummings.

Dr. KIMBALL, of New York, D. H. Gillman, of Seattle, and Professor Dewlax, who have been to Barclay Sound, examining the tron and marble deposits there, returned to Victoria on the steamer Coquitlam yesterday here were to be a seamanship and general management than on board the Warrimoo, and we sincerely trust that it will not be long till you are in pommand of another ship."

THE "IDAHO" PURCHASED. CHANGES ON THE "WARRINGO"

THE "IDAHO" PURCHASED. held by this association. The weather proving all that could be desired added materially to the pleasure and comfort of the visitors. The various committees had their work well in hand and the comfort of all guests was made the matter of careful and successful solicitation.

The weather Steamer Idaho, which has been plying on the Whatcom route, has been sold by Capt. Bronfield, and by a second transfer becomes the property of the new Northwest-of inspection over the line. The train left commission to give the actual cost of the work. The Chief Justice remarked that no contractors of the Viscolar and successful solicitation.

The engineers and contractors of the Victoria & Sidney Railroad entertained synumber of in the House.

Wancouver, May 12—(Special.)—The regular Saturday night meeting took place at the central committee rooms of the government supporters. A crowd filled the large room and blocked the arrect. An additional contractors of the Viscolar and contractors of the Winter of in the House.

The House.

The engineers and contractors of the Viscolar and contract may be put on the run to Victoria or left on soon as business would warrant it, which may mean the Idaho or some other steamer. The Idaho is a side-wheeler, with independent engines, like the Schome.—P. I.

THE " SHELBY " REPORTED. An Indian who arrived in from Dodge's Cove yesterday morning reports the steam schooner Shelby, a Siwash sealer and another sealing schooner as being there three weeks ago. The Shelby then had only 20 skins, and had left for the North only 20 skins, and had left for the North with others of the fleet less fortunate than herself. She has had considerable trouble with her Indian crew. They all deserted at Dodge's Cove, and being unable to obtain another full crew of seven canoes the vessel had to be content with securing three. The weather has been very unsettled and unfavorable for sealing operations.

CAPT, SIEWARD AGAIN HEARD FROM. CAPT. SIEWARD AGAIN HEARD PROM.
Capt. Sieward's second letter to R. P. Rithet & Co., Ltd., was received yesterday. It was dated at Yakutal Island, May 1, but does not give the Mascotte's catch. Capt. Sieward says that he had had but eight days of good sealing weather since leaving here, and in some of the heavy gales he had had two cances smashed. He reports the C. D. Rand with 50 skins, the Katherine with 61, and the American schooner Alice with 13, prior to his date of writing

NEWS OF THE "LOUIS OLSEN." A dispatch from San Francisco yesterday states that the steam schooner Louis Olsen, last heard from at Hakodate, had a catch of 638 seals. The latest advices tend to confirm the report that the Mascotte, of San Francisco, was the sealer the dismantled hull of which was observed by the sealers floating about bottom up.

From THE DAILY COLONIET, May 13. Trend (oner

THE British Columbia sugar refinery ARGUMENT on the application for a new trial of the suit of Wolley v. Lowenberg, Harris & Co. has been adjourned for one

REV. JOSEPH SLATTERY is to deliver his first fecture in British Columbia at Philharmonic hall next Thursday evening, his subject being "Why I Left the Roman Catholic Priesthood."

ALD. DWYER has given notice of a by law which he will present to the meeting of the City Council to-morrow, for the regulation of the Victoria water works, the guidance of the employes of this branch of the public service, and the collection of water rates.

THE following donations were received at the Old Men's Home during April: Mr. Shakespeare, papers; a friend, papers; Geo. Smith, buns; Geo. Jay, seede; Carlo Bossi, eggs, one turkey; F. Partridge, papers; Mrs. Woodward, rhubarb; D. E. Campbell, clothing and arm chair.

THE Trades and Labor Council at their last regular meeting discussed the question of Chinese labor on local clothing manufacturers, and directed the secretary to communicate with the authorities of the union more particularly interested, recommending concerned action on their part.

THE announcement was made in court yesterday that the Divisional Court will hereafter sit only once a week to hear appeals, and the members of the profession are to be notified accordingly. The day chosen for the weekly sitting is Friday, and the rule goes into effect on the 18th of this month.

The committee of the City Council to whom were referred the petitions for and against the compulsory closing of barber shops, tobacconists establishments, etc., on the Sunday, have agreed to disagree, and announce that the decision of the matter will in all probability be left to a vote of the citizens.

A WELL attended parade of No. 1 company, B.C.G.A., took place yesterday afternoon for the purpose of performing the regulation target practice at Clover Point range. The wind as usual was very trouble-some, and the scores even of the best shots were low. The parade was in charge of Lieut. McConnan.

Some of the members of the Orange association in this city have formed a club to be known as "The Orange Amateur Dramatic Club," and intend giving some entertainments during the summer and next winter, Mr. A. McAfee being president. They intend giving a ball on May 23 in Philharmonic hall. A district Orange lodge meeting of Vancouver Island will be held here on May 25.

THE engineers and contractors of the Vic which the various structures have been finher present route. It is known that the ished. After a short time spent in inspectcompany bargained for the Rosalie, but that ing the present terminus of the road, the

The monster cannery at Steveston is now nearly completed, and the new Hincholiffe cannery at Port Guichon ready for business. Quite a number of fish are being caught at the present time; in fact the run of spring the the average of the state of the average.

THE people of St. Mark's church, Boleekine road, held a meeting in the school
house last evening to discuss congregational affairs and church policy, with special reference
to the departure of Rev. Mr. Arden and the
appointment of his auccessor. Some very
radical speeches were made, and it was
urged that the Bishop be requested to give
immediate attention to the grievances of the
congregation Mr. Thomas Caulbeck presided over last night's meeting and the
speakers were Messrs. J. W. Webb, Thomas
Turner, C. Printer, John Godson, John Ruesell and Joseph Hughes, the latter a member of the present church committee,
Messrs. John Godson, Thomas Caulbeck,
William Graham and J. W. Webb were
named as a committee to draft resolutions named as a committee to draft resolution for presentation to a subsequent meetin next Wednesday evening, and then to the

TWENTY FOUR of the sixty new flags for the sealing fleet will be sent to Sitks. Alassa, on the City of Topeka, which sails for the North to-day. According to arrangements H M.S. Hyaointh will call there for them for the purpose of distributing them to the different schooners. The remainder of the flags will be forwarded to Yokoham for the schooners on the Japanese coast.

Some idea of what can be accomplished with native woods may be obtained by seeing the beautiful mautel now on exhibition in the window of Jacob Sehl's furniture wareroom. It is made of British Columbia maple, is highly polished, and equal in every respect to any that could have been made with imported wood. The mantel stands ten feet high, and was designed by Architect Tiarks for the drawing room of Mr. Bryden's new residence, Esquimalt road. Mr. Bryden deserves credit for giving preference to native wood, and Mr. Sehl and his foreman, Mr. Hansen, for the workmanlike manner in which the design has been carried out; the polishing, which was done by Dick Ryan, is not the least commendable part of the work.

MR JUSTICE DRAKE yesterday morning delivered judgment in the County Court cases brought by creditors of Green, Worlock & Co.'s bank, in which garnishee summonses were served upon various debtors of the bank. The case of Morrow, Holland & Co. vs. Green, Worlock & Co. was dismissed with costs, on the ground that the garnishee issued was directed to a firm in its firm name, and was therefore absolutely void. In this case Mr. Robert Cassidy appeared for the plaintiffs and Mr. Thornton Fell for the bank. All the other actions were also disnk. All the other actions were also dis-issed, but without costs, as there was no missed, but without costs, as there was no irregularity in the proceedings, and the whole question involved was one of pure law. His Lordship, in a written judgment, decided that the garnishee proceedings before judgment simply operated in the way of an injunction, and in respect to a deed of assignment for the benefit of creditors did not constitute a prior claim.

PRESIDENT VAN HORNE of the C.P.R. arrived over by the Mainland steamer yeaterday evening, accompanied by the following party: Messrs. T. G. Shaughnessy, vice-president; Col. Sir Casimir Gzowski, Toronto; Thos. Skinner, London, England; R. Jaffrey, Toronto; A. A. Allan, of the Allan steamship line, Montreal; G. B. Hopkins, New York: L. R. Erskine, London, England; C. C. Chipman, Chief Commissioner of the Hudson's Bay Co., Winnipeg; L. Govett, London, England; P. A. Petersen, Chief Engineer C.P.R., Montreal; Graham Drinkwater, Montreal; G. A. Macdonald, Montreal; H. Abbott, General Superintendent Pacific division, Vancouver, and J. P. Geddes. They are staying at the Driard. Mr. Van Horne stated last night that he is merely on the annual trip of in-PRESIDENT VAN HORNE of the C.P.R that he is merely on the annual trip of in-spection over the line of the C.P.R., and has nothing of public interest to communi-cate at present. Speaking of the prospects of the Northwest, he remarked that though it was pretty early to form much of an opinion, the farming outlook in Manitoba and the Territories is at present very favorable. The party leaves on Tuesday for the East.

MINISTERIAL SUPPORTERS.

Rousing Meeting in Vancouver-Of What the Opposition Is Made Up.

Mr. Cotton's Political Inconsistency Good Business Men Wanted

large room and blocked the street. An ad- the road would be what the company had to penheimer, demonstrating that the Nation alist platform was unworkable. The speakers were Mesars. McQueen, McLagan, Tat-

low and Anderson. All the speakers brought out some good points.

Mr. McQueen said the opposition were made up of several factions, and if returned to power and tied together like Kilkenny cats nothing would be left of them in two

dutte a number of 18th are being caught at the present time; in fact the run of spring salmon will be quite up to the average. Stargeon are also plantiful. The steamer Edgar is the only regular passenger steamer plying on the lower Fraser at present, the Transfer running up the river from New Westminster. The Hinoholiffe cannery at Port Guichon covers 30,000 square feet and took 200,000 shingles for its roof. Although the season has been very wet and backward, the farmers are trying to make up for lost time by rushing their plewing. There are also a number of acres being planted to hops, with every chance of the Delta becoming a very important hop section.

The people of St. Mark's church, Boleskine road, held a meeting in the school house last evening to discusseongregational affairs and church policy, with special refereace to the departure of Rev. Mr. Arden and the appointment of his successor. Some very

Mr. McLagan said those who supported the opposition were supporting the party that did all it could to prevent the C.P.R. oming to Vancouver, and had always worked against the interests of the city.

Mr. Tatlow said Mr. Cotton in Dominion pointies was a loyal Conservative and supporter of the National Policy in British Columbia, which, however, in his case stood for "Nationalist Platform," and this proved his inconsistency. He was willing to throw aside principle and catch at any straw in the attempt to save himself, as the Nationalist platform was radical in terms and communistic in principle—strange actions these for an ultra Tory. He did not think any intelligent man in the labor party would vote for the Nationalist platform.

Mr. Anderson said there was too much

form.

Mr. Anderson said there was too much politics and too little business in the Provincial Legislature. The electors wanted good business men in the house who had been able to look after their own business well. They wanted the dry dook and the university. It was their right, and they should send men there that would and could secure these things for them.

BRAMPTON, May 12 -Alexander E. Scott. ex-judge of Peel county, died this morning after a long illness. The deceased was a county judge in 1867, and filled that position until March of the present year, when

MONTREAL, May 12 — Fifty-four hundred and twenty-two head of cattle were shipped from here during the week to Great Britali

MONTREAL, May 12 -Steamship Escalor MONTREAL, May 12 — Steamship Recatoms arrived this morning with 30,000 boxes of fruit from the Mediterranean. The sale of the Fremona's cargo commenced this morning. Lemons sold as low as thirty cents.

TOPONTO, May 12.—Last night a number of men of the Northwest force who took part in the fight at Batoche, gathered together to celebrate the anniversary of that occasion, which was entirely informal and was an extremely enjoyable one.

TORONTO, May 12.—Burns' office and Miles' saw works and planing mills, on Dundas street, were burned to-day. Loss \$25, 000, partially insured.

F. J. Carrel, well known to mine operators in Kaslo and the Slocan district, was found dead in bed in his room in the Spokane club on Tuesday morning last. He had died of beart disease.

THE ROYAL COMMISSION.

Mr. Beaven Concludes His Statement of the Case.

The Premier Makes an Exhaustive Explanation of the Government's Position.

The Royal Commission on the Nakusp & Slocan railway matter re-opened yesterday at 2 o'clock, when Hon. Mr. Beaven resumed his speech begun on Thursday. He first reterred to the Order-in-Council authorizing the Minister of Finance to guarantee the bonds of the Nakuap & Slocan up to the exten; of \$25,000 a mile at 4 per cent., but not to exceed in all the sum of \$925,000 for the whole length of the road. By the railway aid act these bonds were only to be issued in form approved by the Lieutenant-Governor-in-Council as the work of construction progressed (section 4) or if it was decided to dispose of all the bonds the purchase money and proceeds of the bonds should be retained by the Government and should be retained by the Government and paid out by certificate as provided by the act. Instead of this the Government authorized the Minister of Finance to endorse interest and principal for the whole of the \$25,000 a mile. They thus went to the utmost limit although the act provided that in the event of the road costing less than \$25,000 a mile the lesser amount only should have its interest guaranteed. It would be seen by referring to the report of Engineer have its interest guaranteed. It would be seen by referring to the report of Engineer Duchesnay of the C.P.R. that the estimated cost averaged for the thirty-eight miles \$15,216 a mile, and Mr. Abbout of the C.P.R. considered that a fair price, but that possibly 15 per cent. should be added for contingencies, thus bringing the amount up to \$17,500 a mile. By the indenture between the Nekusp & Slocan and the Inland Construction & Development Co., the latter contracted to build the line for \$18,250 a mile. Yet the government guaranteed the bonds up to \$25,000 a mile. Of course, it had been said in justification of this policy that it would cost less to get the money to build the road if both interest and principal were guaranteed. That of course was a question of policy more than anything money to build the road if both interest and principal were guaranteed. That of course was a question of policy more than anything else. He wished, however, to next refer to the contract between the Nakusp & Slocan Railway and the Inland Construction and Development Co. Mr. Duchesnay's estimate was \$15,216 a mile, while the agreement with the government was estimated upon the basis: from Nakusp to Slocan lake, \$14,350 per mile; Slocan lake to Wilson creek, \$16,000 a mile; and Wilson creek to forks of Carpenter creek, \$25,000 a mile, the government agreeing to pay 90 per cent. of the value on this basis as the work progressed. The contract of the Nakusp & Slocan with the Development Co. agreed to pay the contractors 90 per cent. on exactly the same sum—a very peculiar feature, he argued, as it meant that the government were practically finding all the money for the work. Then when contracts were called for by the company, the contractors were obliged to put up a check for \$112,000 until the completion of the contract, so that this \$112,000, which was to be deposited with the province, formed part of the \$118,000 until the completion of the Contract, so that this \$12,000, which was to be deposited with the province, formed part of the \$118,000 until the company had to find as security in lieu of the Dominion subsidy. Consequently the company virtually made the contractors put up a security for them. This being an onerous obligation, the contractors naturally must tender for a larger sum than would otherwise be required to complete the work. By none of the estimates of contractors or of the engineer, Mr. Beaven maintained, could the road cost \$925,000. He would suggest that the subcontractors be called by the Commission to give the actual cost of the work.

The Chief Justice remarked that no con-

Continuing, Hon. Mr. Beaven thought that he had established the course this mat-ter had taken up to the time of the passing of the statute by the legislature last session. He maintained that though there were three railways which the government had decided to aid by the railway aid act the Nakusp & Slocan was singled out and the Government in aiding it departed from the principles of the act in its favor and although the legislature subsequently ratified their action, the government had no right to act as they did before consulting that body.

The Chief Justice pointed out that constitutional governments not unfrequently do acts involving great responsibility and then come before parliament for indemnification. Mr. Justice Burbidge said that the mater was one no doubt for explanation.

Hon. Mr. Beaven proceeded that the government had selected this one company and put them in a position to get the money to build their road. Why was this road so and put them in a position to get the money to build their road. Why was this road so favored? The Kaslo & Slocan railway, as far as he knew, goes into the same section of the country, though developing different parts of it. Why was one company favored over the other? It was the first time in the history of the province that such a departure had been made, and was a matter which demanded most careful consideration. The whole of the business of getting for the company the money to do the work had been done by the government, principally by the Attorney-General, and that was certainly a matter that required more than ordinary explanation. He proceeded, as he had on Thursday, to take exception to the government not having made an appropriation when the house was in session for the carrying on of the Commission, for counsel and witness fees; and, referring to Mr. Forster, said it would have been unfair for that gentleman to be expected to come before the Commission and employ counsel. He would be at a disadvantage should he appear otherwise, arguing against trained lawyers

The Chief Justice—What we want is not the money in the stand of a nature prejudicial to the public interest; be it therefore respect to said island of a nature prejudicial to the public interest; be it therefore respect to said island of a nature prejudicial to the public interest; be it therefore respect to said island of a nature prejudicial to the public interest; be it therefore respect to said island of a nature prejudicial to the public interest; be it therefore respect to said island of a nature prejudicial to the public interest; be it therefore respect to said island of a nature prejudicial to the public interest; be it therefore respect to said island of a nature prejudicial to the public interest; be it therefore respect to said island of a nature prejudicial to the public interest; be it therefore respect to said island of a nature prejudicial to the public interest; be it therefore respect to said island of a nature prejudicial to wyers The Chief Justice—What we want is not

Hon. Mr. Beaven went on to say that in other royal commissions provision had been made for expenses; but it had not been done in this particular case.

Hon. Mr. Davie explsined that a special warrant had been passed placing ample funds at the disposal of the Commission for all the expenses necessary.

Hon. Mr. Beaven having concluded his the form of the government, as they are leading the house. That is a matter of form.

Hon. Mr. Davie—Quite so. Proceeding, he remarked that they were told that some-

aibly suggest some witnesses though he was not sure that he would do so.

Hon Mr. Davie on rising stated that he would like to ask Hon. Mr. Beaven a few questions as to certain statements made in the house.

"I should like," said Mr. Davie, "to ask him whether he did not, when the bill was before the house of assembly for the purpose of guaranteeing \$25,000 per mile, say that he expected 'that the guarantee would come up to the limit of the amount as it had invariably done on previous occasions?"

Mr. Justice Burbidge remarked that he hardly saw the utility of the question, as the only matter of fact brought up in Hon. Mr. Beaven's statement was as to the location of the Kaslo & Slocan and the Nakusp & Slocan

railways.

Hon. Mr. Davie replied to the effect that he wished to ask some questions showing that while Hon. Mr. Beaven took exception to the amount of the present guarantee he had himself favored guaranteeity of Victoria for \$20,000 a mile and at 5 per cent. He had a great many questions to ask Hon. Mr. Beaven that were very pertinent to the present case.

Mr. Justice Burbidge remarked that Mr.

Beaven might be sworn and questioned

later.
The Commission then took a recess of

The Commission then took a recess of ten minutes, after which
Hon. Mr. Davie opened his statement.
He proposed, in the first place, to answer the statements, or rather arguments, used by Mr. Beaven and afterwards to tender himself as a witness to answer any questions that might be put to him. He proposed first of all to answer the arguments just adduced, and claimed the right of going into some matters that had been brought up by Hon. Mr. Beaven. He would without travelling over any unnecessary ground refer to the constitution of the Commission and the action of the house and the government in the matter, and show that there ment in the matter, and show that there was nothing different in promoting this inwas nothing different in promoting this in-quiry than in other previous cases. They had been told that the Attorney General and leader of the government had framed the whole indictment in the matter. The motion introduced by him in the house had covered exactly the same ground as that brought in by Hon. Mr. Beaven.

Mr. Justice Burbidge, touching upon the two resolutions referred to, remarked that though that moved by Mr. Beaven had in it two things not in the resolution passed by the house, namely, whether the government had exceeded the Railway Ald Act and who were the persons interested in the townsite of Three Forks, the resolution appointing the Commission opened as wide a field of inquiry as did the other.

Hon. Mr. Davie continued that the resolu tion passed went into the matter as fully and even more so than the other, and demanded the fullest investigation in so far as any charge of corruption could be urged. The the government were guilty of acts of cor-ruption—that was what was meant. Hon. Mr. Beaven had stated from his place in the house that it looked as if some subtle in-fluence was at work in the matter. That was the language made use of, and it was as a result of these attacks that the govern-ment had asked that a Commission be ap-pointed. As to the statement that the leg-islature had been asked to ratify any action of the government is considered. islature had been asked to ratify any action of the government in exceeding the authority of the act, that was simply an attempt to drag a red herring across the trail to keep the public from seeing the true point at issue. What the government had done in the matter was in the true interest of the country. As to the townsite of Three Forks there was nothing to prevent the Commission, under the extensive powers given it, from going fully into the question. If it was desired, every member of the government might be put into the witness box, and Hon. Mr. Beaven could ask them any question he Mr. Beaven could ask them any question he wished and they would be quite ready to answer. It had been said that there was

Commission. There was a similar Commission appointed in 1874 Hon. Mr. Beaven objected to this being alluded to.

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something quite unusual in appointing this

The Chief Justice remarked that what they had to inquire into was not the Commission but whether the government were actuated by corrupt motives in pushing the bill through the house.

Mr. Justice Burbidge assured Hon. Mr. Beaven that any statement Mr. Davie made he (Mr. Beaven) would be given a chance to

eoly to afterwards.

Hon. Mr. Davie explained that his object Hon. Mr. Davie explained that he object in alluding to the Commission of 1874, was to answer the charge that he had in the present case drafted his own indictment, and he desired to show a good precedent for and he desired to show a good precedent for and he desired to show a good precedent for and he desired to show a good precedent for an object. the government itself moving on to inquire into charges against it.

On the 20th of February, 1874, Mr. Robon the 20th of February, 1874, Mr. Robson moved, seconded by Mr. Smithe, that "Whereas, certain statements have appeared in the public newspapers connecting the names of members of the late government and of the present government, with proceedings of a questionable character in relation to Texada island, in the

Walken moved, seconded by Hon. Mr. Beaven, that:

"Whereas, the hon. the member for Nanamo has stated in his place in this house, that he was credibly informed that prominent members of the late and present government were in a ring to acquire possession of Texada Island, in a maoner prejudicial to the integrate of the public he it therefore The Chief Justice—What we want is not so much argument as facts.

Mr. Justice Burbidge said that Mr. Forster would not have been at a disadvantage by having lawyers opposing him. The Commission, it might be taken for granted, would see to that, and would insure the witnesses being properly examined.

Hon. Mr. Beaven—I am sure he would get fair play.

Mr. Justice Burbidge—He would get sasistance as well.

Hon. Mr. Beaven went on to say that in other royal commissions provision had been himself for the way these things shall proceed.

remarks.

The Chief Justice asked if he had any witnesses.

Hon. Mr. Beaven replied that he was not appearing as a prosecutor, but might pos-

the present case. The Hon. Mr. Beaven ack there was no special func Commission in 1874, but in of the house showed that a for a Commission then. Hon. Mr. Davis replied t throw any light on the sub simply answering one question He had shown conclusively ernment in its present action the precedent of twenty your Hon Mr. Beaven himself were the government. As to experiment had power to make for special purposes. A bill have been introduced last

have been introduced last purpose, but the enpply bit passed the house. What the wanted, however, was that the should be thrown on the matuap & Slocan, and he would in to the Commission a ful speech he had already made of showing exactly what was the position in the matter. He his explanation, practically lines as in his speech of last was as follows: was as follows: The Nakusp and Slocan Ra was one of the enterprises inclu way Act of last session, with Spence's Bridge and the Chilli Under section 2 of that act, it were empowered to guarantee

were empowered to guarantee an amount sufficient to build road, but not to exceed \$25,00 section 6 limited the umount of to "interest on \$925,000, or to company of the said railway entere might be the smaller sum." passed the house without division as had also the Shuswap and On antee Act at a previous experience. antee Act at a previous sess of last session followed closely of the act respecting the Shuswa Railway. The public accoun house last year showed the cost road to have reached the limit, mile, within a fractional sum—as ment had then guaranteed intere at four per cent. Practically, the were authorized last year to do the three roads, i.e., the Nak the Nicola & Spence's Bridge, a the Nicola & Spence's Bridge, a wack road, as with the Shuswa gan, in 1890—with the variation the case of the Chilliwack road, cipality was to pay one-half. Shouse rose last year, the Execuenterprises up, and conceiving Slocan road to be the most urgen ment took steps to enquire fully and, taking advantage of the assibe had public business to trans Davie) had gone to the spot, an take long to convince him of the ance to the country of immediate of the road, to preserve the Kowhich otherwise would be div south, and lost to British Colprojected road would give access projected road would give access greatest mining regions of the wo of which, without the road, wou into the adjoining republic. country is situated from twenty to to the westward of the Kootenay way between Kaslo and Nakusp present time the ore being taker Slocan is carried to Kaslo and the Nelson & Fort Sheppard. The desirability of prompt con a commencement made at once, lished—the question arose ho What was the cost of the road the money to be found? Fortun-valuable aid at hand to solve bot

valuable aid at hand to solve bot From a gentleman who happened ling in Kootenay, connected with strongest financial houses in Locame convinced of the undesirabili interest guaranteed bonds. The looked upon as a desirable invecould only be sold at a heavy discowere injurious to a country sor begging as they did—just as a pror with an endorser being hawked a injure the credit of all parties to with this class of bonds, which no much to take. Interest guaran much to take. Interest guaran can, in fact, only be sold at just su would give the investor margin st of the interest and discount to for fund which would make good the the time the loan expires. The Sidney Railway bonds—endorsed ernment and the city of Victoriain point, for with a five per cen they were considered well sold a If the interest had been 4 per cen case under consideration, they wou have brought no more than 75, a not that, particularly in hard tim \$925,000 of Nakusp & Slocan bo be sold at that price, the discour cent. would have amounted to \$ sacrifice which could not be just company could afford this wast government certainly ought not—s apparent that some other method of must be adopted. To have allowed ject to remain over for a year to ol legislation, would have been as i more so, than to make the sacrific not only on account of the delay, the additional time would meantir given to divert the trade, and as is when a market is once lost it is matter to recover it. Vast quanti awaiting shipment, and mines wai road to develop their wealth—th would not have justified the governm ing; the people were impatient for the ment of this country, and the only we British Columbia will benefit by the its development is by this road. To certained by bills of quantities and measurements are the measurements. measurements exactly what the recost, would have meant a year's del the country would not have tole more than they would have con waiting another year's time to consultature in the matter of floating be Mr. Davie) went to Montreal, an Horne ascertained from his engine spot what the probable cost of co would be, what the C. P. R., with would be, what the C. P. R., with ties which they had at hand, could the road for, and that cost was \$17,500 per mile. He, Mr. Davi upon Mr. Van Horne to build the h did not care to undertake it. However, that his engineers would sthe construction, and that the complease the line, paying 40 per cent. O receipts as a rental. He, Mr. Da arranged with the Nakus and Sleep arranged with the Nakusp and Sloca Company to build the Joad, and Davie) then concluded an agreement the Pacific Company and the Na

Slocan, which is now before the hot which the C. P. R. superintend the

tion and agree to operate the line for under a penalty of \$50 per day. The Company pressed for the cost of equivel, which the government would I

authorized under the act to allow matter was concluded for the cost of tion only. The company had to p sum of \$118,400, being the amor Dominion subsidy in cash. To have road by interest guaranteed bonds, w required all of the bonds—for unde

company were to have "the cos

cost of construction at \$17,500 per thirty-seven miles, the length of the miles, amounted to \$647,000. Add the discount of bonds, which would I

enterprise." Placing ther