

# THE INQUIRY AT VICTORIA

VICTORIA, May 20.—The special committee tonight completed the examination of Shaughnessy, Oswald and Creelman, of the C. P. R. headquarters staff. Brown will be recalled tomorrow. The principal fact brought out was the admission by Shaughnessy that the C. P. R. would ask the Dominion government to disallow the bill cancelling the grants unless the legislature now saw fit, as he hoped it would, to restore the rights it had violated. Oswald stated that Wells on arriving in Montreal handed over the whole 25 grants to him and he placed them in a vault. The same evening Wells came back and asked to have two of them back, and Oswald refused. Wells returned in the morning with an order from Shaughnessy and got the grants.

Shaughnessy contended that whether the lands in question went to the C. & W. or to the B. C. Southern did not matter a twopenny bit to the people of British Columbia. So far as the transfer of the subsidy would have affected the validity of the claim of the Crown's Nest Coal company for ten thousand acres, he stated he would not have tolerated a breach of faith with the Crown's Nest people. He apologized to the committee for terming the measure passed by the legislature a repudiation of the relations of the C. P. R. with the Crown's Nest Coal company, he said, was friendly—a "sort of armed friendship," he added. He also said that the incorporation of the Pacific Coal company by officials of the C. P. R. was entirely distinct from any thought of using the C. & W. subsidy lands, and had never been considered in that connection.

The following is a C. P. R. press dispatch and should be read cum grano salis:

VICTORIA, May 20.—On the legislative committee reassembling this morning, Sir Thomas Shaughnessy was further cross-examined by Mr. McCaul. At the time of the incorporation of the Pacific Coal company in 1900, Mr. Brown was pressing the government for a title to blocks 4593 and 4594. Shortly afterwards the blocks were allotted to the B. C. S. railway.

In August, 1901, the allotment was changed to the C. & W. He considered this arrangement of more advantage to the C. P. R., as in case the C. N. C. company failed to carry out its agreement the possession of these lands would give the C. P. R. a stronger position.

The B. C. S. had earned a land grant, and the C. & W. had also earned a land grant. For reasons which he did not understand, the government changed the original grants. It may have been for political purposes, or it may have been at the request of parties interested, but the C. P. R. controlling both the B. C. S. and the C. & W., it did not matter at all to the people of B. C. to which company the lands were allotted. He considered that in any event the C. N. C. company was entitled to its 10,000 acres, and the C. P. R. was in honor bound to transfer such lands. Witness suggested the formation of the Pacific Coal company to provide facilities by which the C. P. R. might produce coal for its own purposes in different parts of Canada, so that the company might be independent for its coal supply of the Dominion Coal company and the C. N. C. Coal company. The incorporation of the Pacific Coal company and the negotiations regarding blocks 4593 and 4594 were coincident, but had no connection whatever.

It was never contemplated or thought of by the C. P. R. to float the Pacific Coal company for the purpose of utilizing the lands of the C. P. R. He did not recollect telling Mr. Wells that a company had been formed to operate on those lands.

G. McL. Brown was appointed by the C. P. R. to look after the company's interests in British Columbia. Witness and Mr. Wells had been friends for many years. He had perfect confidence in Mr. Wells at the time of his visit to Montreal on the business of the land grants.

He saw Mr. Wells on the evening of November 20, 1901, at his (witness's) office in Montreal. On the 21st Mr. Wells returned to the office to get a receipt for a number of patents which he had delivered, taking back the grants for blocks 4593 and 4594. He also presented a memorandum concerning the extension to Spencer's Bridge. It had since come to the knowledge of the witness that the grants for the two blocks, 4593 and 4594, were delivered to the company and were in the company's vault from November 20th to November 21st. Mr. Wells said the patents were in an envelope addressed to him, and asked permission to take them to that effect, that he objected to the government dealing with railway promoters who proposed building through southern Kootenay. The C. P. R. had spent millions in providing railways in the interior, roads which never had paid interest charges, and the company naturally felt aggrieved that the government and the legislature were continually threatening it with a line through to the coast to cut it out of the southern country. He had found, as a rule, that when the legislature granted some new railway charter the parties securing it would come to the C. P. R. with a proposal to sell out.

In answer to Mr. McCaul, Sir Thomas said he did not understand that Mr. Wells wished to take the grants back to Victoria. He understood Mr. Wells intended to remain east for some time.

Henry Campbell Oswald, sworn, stated that he was secretary of the C. & W. company and assistant to the secretary of the C. P. R. On November 20, 1901, Mr. Wells handed him certain orders in connection with 25 crown grants on the understanding that he would call next day for a receipt.

Witness placed the papers in the safe. A short time afterwards Mr. Wells called and asked for two crown grants. Witness declined to give them back. Next day Mr. Wells came back

and got the two grants in dispute. The original receipt covering 20 grants was destroyed and a new one made out for 15, with a foot-note stating that these grants were in partial satisfaction of the C. & W. claim. He told Sir Thomas Shaughnessy of the incident shortly before they left Montreal for Victoria. Twenty of the grants were to the C. & W. and five to the B. C. S. In answer to Mr. McCaul, witness said he did not ask Mr. Wells for a receipt for the two grants.

To Mr. McPhillips witness said the delivery of the crown grants by Mr. Wells was usual, as such documents were usually received by mail. He received them on behalf of the C. & W. railway company. It was Mr. Wells who proposed to come back for a receipt next day. Could not swear that the grants returned to Mr. Wells were for blocks 4593 and 4594. Did not examine the grants particularly. To Mr. McCaul witness stated that he got specific instructions to redeliver the two grants to Mr. Wells. Did not remember who gave the instruction.

A. R. Creelman, K. C., solicitor for the C. P. R., first had to do with the matter in dispute on November 20th, 1901, he was called into the president's room, where Mr. Wells and Sir Thomas witness stated that he got specific instructions to redeliver the two grants to Mr. Wells. Did not remember who gave the instruction.

A. R. Creelman, K. C., solicitor for the C. P. R., first had to do with the matter in dispute on November 20th, 1901, he was called into the president's room, where Mr. Wells and Sir Thomas witness stated that he got specific instructions to redeliver the two grants to Mr. Wells. Did not remember who gave the instruction.

He consulted the subsidy act and gave it as his opinion that it was more a matter of policy than a question of law. Mr. Wells said he would like to be quite clear on the point, and witness said he would give it further consideration. The president told Mr. Wells he had no objection to Mr. Wells keeping the grants for a few days. Thought Wells went to his room to further discuss the matter that afternoon. Next day, knowing that Mr. Wells was going to retain two of the patents, he drafted the foot note to the receipt to the effect that the grants were only accepted in partial settlement of the C. & W. land subsidy. He was not aware then that the patents had been in the vault all night, having been delivered on the previous day to Mr. Oswald. Mr. Wells asked if witness had any objection to discussing the matter of the grants with Mr. Greenshields, and he told him he did not consider it necessary. He was of opinion that a crown grant did not require actual delivery in order to convey title to the lands which it covered. He advised action to be taken against persons prospecting and staking claims on blocks 4593 and 4594. He considered this the simplest and most expeditious way of settling the question of the company's rights to an issue.

On cross-examination witness said he considered Mr. Wells' discussion of the legality of crown grants was idle, in view of the fact that they had been duly issued and practically delivered, and he intimated as much to Mr. Wells.

Counsel Duff spoke only for half an hour tonight, adjournment then being taken till morning.

The following have been appointed deputy immigration officers to carry out the immigration act: W. N. Bullock-Webster, Nelson; J. Wilson, Creston; J. H. McMillan, Fernie; W. J. Devitt, Trail; C. A. Dow, Wardner, R. L. Henderson, Michel; G. H. Aston, Golden; P. P. Morris, Cranbrook; J. E. Hoopon, Roseland.

John H. Fox, of Nelson, is appointed collector of revenue tax in Nelson assessment district.

The terms of settlement submitted by Dunsmuir, which were voted down at the miners' meeting yesterday at Ladysmith, were to the effect that all the men would be reinstated without discrimination, but that the men must secede from the federation. The ton was to be increased from 2240 to 2500 pounds, making a reduction in wages equivalent to 12 per cent, or he would pay each miner \$3 per day, the men to provide one helper while the company would provide the other. Dunsmuir's terms were to be granted to mine contractors in pillar work. The proposals were refused without a dissenting voice. It is believed that when the delegates lay the state of affairs before the convention which meets at Denver tomorrow, that body will grant the necessary relief for the distress that now exists at Ladysmith.

## THE EVIDENCE CONCLUDED

VICTORIA, May 21.—The evidence regarding the East Kootenay scandal is now all in, the committee tonight having completed this part of its work. Tomorrow counsel will address the committee and then the report will be formulated. Brown was re-examined today, as well as Prior and Dunsmuir.

Prior said he drove out with Prentice to tell Dunsmuir when he learned of Taylor's proposition to Wells. Prior said also that the government thought it was through Taylor's connection with Eberts that the company was gaining an advantage. He said bill 87 was never intended to convey these lands to the C. P. R., and he could not credit the fact that this was its effect when Oliver drew his attention to it. He asked Wells and Eberts for an explanation. The former said it was in compliance with the language of the subsidy act, and Eberts said it was a matter of policy. He was asked why he did not examine the act himself to see if these statements were true. Witness said significantly that if he could not trust his colleagues and had to examine every bill he would have time for nothing else.

Dunsmuir in his examination said the proposal to transfer the lands from the B. C. Southern to the C. & W. was made by Eberts, who said Brown wanted it. He also declared Eberts wrong when he testified that he did not know Wells was to see these terms. Eberts' report of the executive meeting with Eberts in Wells' room when the latter told them all of the matter.

Shortly after being told of Taylor's proposal in Montreal, Dunsmuir said he called Brown into Eberts' room and told them of the information he had received, and added: "I understand you (meaning Brown) and you (meaning Eberts) are in it." He then said: "See here, I won't allow this to go any further. I will cancel the grants." His information was that there were two members of the government in the deal. Both denied the imputation, but Dunsmuir said that with the turning of the grants from one company to another, and with Wells' story, he made up his mind there was something wrong. Brown's report of the executive meeting he declared all right, saying that if Brown had such a poor memory as he claimed to have on the witness stand he could never have recalled all that took place at said meeting.

Dunsmuir, concluding, said he never told Brown that the cancellation was due to political expediency, for, he said, "I would not care a bit whether the government was defeated or not. That cut no figure with me."

(By Associated Press.)

VICTORIA, May 21.—At the morning session of the legislative committee inquiry G. McL. Brown was examined, but little further information than that already published was elicited. Mr. Brown emphasized the fact that Commissioner Wells promised delivery of the crown grants up to the very day that they were canceled by Order-in-council.

There is a mystery surrounding bill

## FROM THE CAPITAL

ANOTHER PIECE OF GOVERNMENT JOBBERY DISCUSSED IN THE HOUSE.

EXTENSION COAL MINERS HAVE FURTHER TALK WITH DUNSMUIR.

VICTORIA, May 20.—The house sat for an hour this afternoon and then took an adjournment till the 27th. A feature of the sitting was the long delayed report of Judge Walkem on the Curtis charges of last year. Shortly, the commissioner finds that the subsidy was not excessive, and that the government is exonerated in the matter.

There was a debate over the Island Power company's reserve, and Wells admitted that the agreement only provided for 100 square miles, while the reserve was for 800. He said this would be rectified, and Premier Prior explained that the mistake was Deputy Commissioner Gore's.

Oliver's question re oil and coal licenses was not answered, Wells pleading for more time.

The Methodist conference concluded its work today, the final draft of the stationing committee being submitted. The members of that committee had a big task in reconciling the differences between Nelson, Rossland, Fernie and Nanaimo. The first draft sent Rev. Baer of Nanaimo to Fernie, and Rev. Robson to Nanaimo, but protests came from both places, as well as from the ministers. The final draft today shows the stations as follows: Nanaimo, A. M. Sanford; Nelson, W. W. Baer; Rossland, R. Forbes Silliman; Fernie, J. Robson.

The miners of Ladysmith are holding a meeting tonight to discuss the relations of the local miners with the Western Federation. The latter have sent a thousand dollars for relief, a little over two dollars per man per month. The miners may withdraw from the federation, particularly as Dunsmuir has promised to make a proposition to them tonight. The royal commissioners went up to Nanaimo today to take Samuel Robins' evidence and leave the field clear for an understanding being reached. The secretary of the miners' union said in his evidence that the men did not understand the constitution of the federation when they joined, and said they acted almost entirely on rumor.

C. P. R. EXPENDITURES. A New Issue of Stock by the Company Talked of.

The Canadian Pacific railway finds that vast expenditures are necessary to take up developing business. Stock exchanges are discussing the chances of either an increased dividend or a new issue of common stock. The best informed people on the "street" are inclined to think a stock issue the most likely of the two. While Canadian Pacific is virtually in a position to pay 6 per cent on its present issue, and there is every reason to believe that rate could be maintained, it is scarcely thought the policy of the company is tending that way at the present time. The west is developing so rapidly that the officials of the company are fully alive to the imperative call for increased mileage and general all-around improvements in the system. It is felt that \$20,000,000 more could be readily spent in the advancement of the road's interests, and there now seems every reason to believe that a stock issue, something approaching that amount, may shortly be announced. Recent rumors have mentioned \$25,000,000 as the probable amount of the issue, but it was pointed out in Montreal that an issue of \$16,000,000 would bring the common issue up to around \$40,000,000, and this being something like one share in five for present holders it seems more than likely that the new issue will approximate that amount.

## THE LEAD QUESTION

DOMINION GOVERNMENT IS ASKED FOR A BOUNTY OF \$15 PER TON.

THE PREMIER CONSULTS HIS FOLLOWERS AS TO THE GRAND TRUNK.

OTTAWA, May 21.—Sir Wilfrid Laurier met the Ontario Liberals and the Quebec Liberals in caucus yesterday. The premier first met his Ontario supporters, and afterwards his Quebec followers. The subject discussed is the aid to be given to the Grand Trunk Pacific railway. As there is no opposition to the charter, the only question is as to the amount of aid and what character it will take. The premier talked the matter over personally with his supporters, and frankly told them his own views. From what can be learned, Sir Wilfrid favors guaranteeing the bonds of the company and taking a first mortgage on the road. If any cash subsidy be granted it will be very small, and it is doubtful if there will be any. As for land grants, there will be none. That is out of the question. Some parties talked of the government building the road, but it is scarcely possible that will be done.

The question also of extending the road from Quebec to the Maritime province port was discussed, and this will be done if better arrangements cannot be made with the government roads.

Senator Templeman, with the British Columbia lead men, waited on Sir Richard Cartwright today and asked for a bounty of \$15 per ton on lead product. This is to assist the miner. There is now a bounty of \$5 per ton on refined lead. This goes to the smelters. The mines are now closed down, and \$15 per ton is required to enable them to be worked.

EDIFYING REFLECTIONS FROM GEORGE ADE.

Life is a Series of Relapses and Recoveries.

It is proper to enjoy the Cheaper Grades of Art, but they should not be formally indorsed.

The Longest Way Around is the Shortest Way to a University Degree.

An Associate Counsel should weigh at least 200 pounds.

Attend to the Remittances and Son will do the Rest.

The Queen of May is usually a Woman.

A Classic is never Safe Except in the Church Parlor.

A Friend who is very Near and Dear may in Time become as useless as a Relative.

Nothing ever happens at a Boarding House.

There is no Place like Home, and some Husbands are glad of it.

When Buncoing a Relative, always be sure that the Knock-out Drops are Regulation Strength.

Absence makes the Heart grow Foolish.

Bunker Hill has been Avenged, over and over.

If Summer came in the Spring there would be a lot of Gravel.

A COLUMBIA CRISIS.

WASHINGTON, May 23.—United States Minister Beaupre has cabled the state department from Bogota under date of May 19th that there has been a ministerial crisis in Colombia; that Fernandez, a member of the government, has retired and General Pinto, recently governor of the province of Caucau, will succeed him. The general state of things was satisfactory.

## THE WELL BREED GIRL.

Good breeding to be sure depends much on home and mother. It is said one's ancestors have a finger in it also. But the girl who hasn't ancestors needn't despair.

Nor need she whose family are not everything to be desired. It is nice, of course, to be born well bred. But one can achieve it. Here are some of the ways it can be done:

The well bred girl never fusses. She takes her hat, her gown, her success quite as a matter of course. She is quite unconscious of her veil or her pompadour, her jewels or her new shoes.

A pretty girl who is always admiringly spoken of as being "so well bred" was complimented on the pretty gown she was wearing. She was so entirely unconscious of it that she actually had to look down to see which one she had on.

The well bred girl never airs family differences or domestic upheavals. She never asks personal questions. If some sudden reversal of fortune comes she isn't always talking of her former circumstances.

Neither does she apologize for working for a living.

Her repose is not the quietness of weakness, but the calmness of strength. She is sure of herself, her family, her position, if she have not these, then of her own worthiness.

The best bred girl is a rest, a delight. We know she will never betray a confidence, pry into personal affairs, nor put us to a disadvantage before others.

C. P. R. EXPENDITURES. A New Issue of Stock by the Company Talked of.

The Canadian Pacific railway finds that vast expenditures are necessary to take up developing business. Stock exchanges are discussing the chances of either an increased dividend or a new issue of common stock. The best informed people on the "street" are inclined to think a stock issue the most likely of the two. While Canadian Pacific is virtually in a position to pay 6 per cent on its present issue, and there is every reason to believe that rate could be maintained, it is scarcely thought the policy of the company is tending that way at the present time. The west is developing so rapidly that the officials of the company are fully alive to the imperative call for increased mileage and general all-around improvements in the system. It is felt that \$20,000,000 more could be readily spent in the advancement of the road's interests, and there now seems every reason to believe that a stock issue, something approaching that amount, may shortly be announced. Recent rumors have mentioned \$25,000,000 as the probable amount of the issue, but it was pointed out in Montreal that an issue of \$16,000,000 would bring the common issue up to around \$40,000,000, and this being something like one share in five for present holders it seems more than likely that the new issue will approximate that amount.

Meanwhile reports from the east say the worst freight shortage in the history of Toronto exists at present; indeed, the congestion spreads over all Canada. In spite of the opening of navigation the railroads are unable to handle the business. There are estimated to be 2000 cars of freight in Toronto yards with the quantity daily increasing. The local shipments also are more than sufficient for the capacity of the rolling stock, and in addition the through business is something tremendous. Labor difficulties have contributed somewhat to this congestion, but the extraordinary prosperity of the country is largely responsible. The facilities of the well equipped railroad companies are absolutely inadequate; it is not wholly a rolling stock famine; the different systems are simply overwhelmed from one end to the other. What is true of Toronto, is true of every point along the line, and over in the United States the conditions are almost as bad. It is perishable freight first and then every shipper in his turn.

FASTER TIME TO CHICAGO. The North-Western Line Again Leads by Improving Train Service.

The North-Western Line has reduced the running time of their famous NORTH-WESTERN LIMITED between ST. PAUL and CHICAGO FIFTEEN FIVE MINUTES, now making the run in an even TWELVE HOURS. This is the FASTEST TIME scheduled for any of the Limited St. Paul-Chicago Trains, and General Passenger Agent Teasdale says it was put in effect merely to meet the demands of the constantly increasing patronage of this fine train for an earlier arrival in Chicago.

The train continues to leave the Union Depots in Minneapolis 8 p. m., St. Paul 8:30 p. m., but now arrives Chicago at 8:30 a. m., thus insuring connections with trains for the East and South.

In this connection it is also interesting to recall that the North-Western Line was the first to operate a train having the appointments and luxuries of the present day "Limited," that they also put in service the first Pullman Sleepers between Minneapolis, St. Paul and Chicago; the first Compartment Cars, the first Parlor Cars, the first Dining Cars, the first Observation Cafe Cars and the first Reclining Chair Cars. It is also noteworthy that the North-Western Line carry more passengers in and out of Minneapolis, St. Paul and Chicago than any other railroad.

ARSENAL BLOWN UP. Dastardly Work of Santo Domingo Revolutionists.

SANTO DOMINGO, May 22.—The arsenal at Santo Domingo was blown up yesterday by enemies of the government. General Frias was killed and twenty-one persons wounded. The troops are pursuing General Jose Alvarez, who is said to be the author of the explosion.

The gunboat Colon, which was conveying General Deschamps to Sanchez, has been lost off Cape Espada. Deschamps and four others saved themselves in a boat, but the remainder of the crew were lost. The situation is quiet there.

Justice grand jury and that he ask them to be taken to

NELSON, Ma  
lis, accused of  
in Rossland, oc  
yesterday and,  
who pleaded hi  
made a strong  
day, admitting  
ing that he in  
he could have  
desired, having  
Adams like a r  
fairly for a lon  
dict was "Guil  
tent to do grie  
tence was def  
penalty is thre  
(The Miner w  
an erroneous r  
ing that Willis  
and sentenced.  
The jury thro  
the Trail Chin  
they were set.  
The Morgan o  
J. A. Macdonal  
dress in open  
evidence would  
tification up to  
Rossland muni  
Clute's admini  
Walker was fo  
public clamor  
ministration. B  
Alderman Danie  
program comm  
declared that  
that Rev. Morg  
The prosecuti  
lication and res  
For the defe  
swore that Chi  
call a meeting  
appoint an a  
things. They  
Morgan, who is  
apiece a month  
go around. The  
general gambli  
pealed to Clute  
but was refused  
Dave Morgan,  
\$110. Six hotel  
tional, Strand,  
Hoffman and M  
to Dave Morg  
gambling. It  
squared by givi  
a card from e  
extra over the  
Hugh Hende  
same story as  
Butte purchas  
deal with the  
an ambassador,  
and Ingram as  
ambassador wh  
and the deal f  
gan told both  
about \$150 ap  
Court adjourn  
morrow at 10:30

NELSON, Ma  
case occupied t  
Crow objected  
fees, but the c  
told of his gam  
he had paid Al  
ing and painti  
the roulette wh  
later paid Pre  
though he did  
him quiet.  
Edward Ball  
national books  
ments.  
Harry Jones  
next witness.  
Morgan told hi  
from hotelkeep  
iel, Bonlites an  
ated McIntosh  
with Mayor C  
he followed C  
and saw him r  
on the street  
man. Clute h  
with his collea  
be modified, a  
them and said  
Dave Morgan  
half interest in  
not consent, a  
Walker about t  
the interest.  
cross-examinat  
his first story.  
talls of all the  
past Morgan  
the fund. He  
month for the  
with them dire  
a month.  
Police Chief  
books and show  
white gambler  
\$480, June \$500  
\$200 October  
center \$100.  
Messrs. Clut  
plicity all the  
Jones, Crow a  
the city was i  
financially, an  
to help raise  
The evidence  
sel and judge  
morrow.  
The grand  
to the judge  
garding the c  
nie, concluding  
a deplorable  
getic admini  
neighborhood  
to exist there  
element, larg  
This element  
defied the a  
overt acts o  
and riot, and  
a stricter and  
tion of the la  
tion and it  
your lordship  
emphatic wa  
lute necessity  
law at Ferni  
vinal police  
Ferne, or f  
government s  
lish a force  
\$2000.  
Mr. Justice  
grand jury  
and that he  
ask them to  
is taken to