

## SERVICES OF THE SHERIFF CALLED

### COMMISSIONER WANTED

#### MR. CURTIS REMOVED

### Breeze Blew Over and Drastic Measures

#### Were Not Taken—E. & N.

#### Deficit.

(From Tuesday's Daily.)

The session of the royal commission yesterday afternoon was brief. The commission said it had no desire to interfere with the business of the country, and if the presence of the Premier was required at the legislature, or Mr. Curtis desired to go, he would adjourn.

Mr. Dunsinuir remained that so long as the commission remained in the city, and he thought the inquiry could be continued.

Mr. Baird, of Speed Bros., then informed the commission that the lady who found Mr. Baird's papers was not the British Pacific, but a third running north and south through the interior to the Yukon. He had also called the Coast-Kootenay and Comox and Cape Scott, but said nothing about the Butte Inlet and Yellowhead road. Mr. Curtis then said that he wished the last paragraph of Mr. Dunsinuir's letter to General Hubbard admitted. It referred to an option on the E. & N. railway and the mines, etc.

Mr. Dunsinuir—It has nothing to do with the E. & N. road.

Mr. Curtis—How long is the option for? Mr. Dunsinuir—It is none of your business. It has nothing to do with Mackenzie & Mann.

Mr. Curtis also drew the commission's attention to the fact that during the morning session Mr. Dunsinuir had been pointed in his evidence by Mr. Cassidy and Mr. Prentice.

The commissioner said he hadn't noticed it.

As a telephone message then came that Mr. Dunsinuir was wanted in the House, the commission was adjourned until this morning at 10 o'clock.

### TO-DAY'S PROCEEDINGS.

The commission resumed its sittings at 10 o'clock this morning, with Mr. Dunsinuir on the witness stand.

Mr. Curtis again urged that the whole of the letter to General Hubbard should go in.

Mr. Dunsinuir showed the commission a letter from General Hubbard to prove that the last paragraph in his letter to the general had nothing to do with the railway negotiations. The paragraph was a reference to an option which Mr. Dunsinuir had secured on all of General Hubbard's and his associates' interests in the E. & N. and coal mines.

Mr. Dunsinuir then said that he didn't know anything about the value of the land in the interior. It was worth what could be got for it.

Mr. Curtis then said that he had no business to give it away unless they knew.

Mr. Dunsinuir said the land might be worth one, two, three or even five dollars an acre. He could see what Mr. Curtis was getting at. He couldn't give a more definite word than that \$500 an acre. The E. & N. had a land grant of nearly 2,000,000 acres. They had sold a little over 300,000 acres. It was none of Mr. Curtis's business what the E. & N. got for it. He wouldn't tell whether for \$5 or \$100 an acre.

Mr. Curtis then said that he had not an average of \$5 an acre for it. He would expect \$1 an acre for the balance of the E. & N. grant. The Canadian Northern stood now it was valued.

Mr. Curtis pressed Mr. Dunsinuir for an expression of opinion as to the value of the Canadian Northern, but he wouldn't say anything further than that it might be worth from \$1 to \$5 an acre when the railway is built.

The commissioner said he would adjourn at 10 o'clock to-morrow, but before he did Mr. Prentice produced the warrant authorizing the arrest of Mr. Dunsinuir. The cheque was made out in favor of Mr. Wells and the amount was charged to the Fraser river bridge appropriation.

Mr. Dunsinuir was again in the witness stand. He was asked to read the letter to General Hubbard. He said it was a letter to General Hubbard and he had been prepared to either build to Seymour Narrows and give them running-powers over the railway, or sell them the E. & N. railway. He said he had been prepared to do either, but he had been prevented by Mackenzie & Mann. He said he had been prepared to do either, but he had been prevented by Mackenzie & Mann.

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good faith and proceeded under the most adverse circumstances in reference to the production of papers necessary in proving his charges. He had already proved the charge that the government had employed the solicitor of Mackenzie & Mann. He was marshalling his evidence to prove his charges against Mr. Dunsinuir, and unless he was allowed to proceed the responsibility would rest with the commission.

During a long discussion, in which the commissioner, Mr. Cassidy, Mr. Curtis and Mr. Dunsinuir took part at different intervals, and which afforded considerable entertainment to the large audience, Mr. Curtis continued his cross-examination. He read from Mr. Dunsinuir's letter to the public and to Sir Wilfrid Laurier, which were distributed as late as February 16th of this year, and in which Mr. Dunsinuir expressed his opposition to land grants, his intention of standing by the policy laid down in the Loan bill of last year, and the absurdity of expecting the province to wait for the E. & N. company until it secured Dominion government aid. He asked Mr. Dunsinuir why this policy had been so completely changed in making the contract with Mackenzie & Mann.

The answer was: "It is none of your business." Mr. Cassidy frequently objected to Mr. Curtis's line of questions and discussions followed.

Mr. Curtis also read from Mr. Dunsinuir's pastorate, to show that he (Mr. Dunsinuir) was not a man of straw, but was not the British Pacific, but a third running north and south through the interior to the Yukon. He had also called the Coast-Kootenay and Comox and Cape Scott, but said nothing about the Butte Inlet and Yellowhead road. Mr. Curtis then said that he wished the last paragraph of Mr. Dunsinuir's letter to General Hubbard admitted. It referred to an option on the E. & N. railway and the mines, etc.

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that he couldn't go on, on account of obstruction. He said that the members of the House on both sides were marvelling at the conduct of the investigation.

Mr. Curtis then started into cross-examination. Mr. Dunsinuir in reference to the "contract." He asked him if he had put any clauses in the contract that were in the Loan bill in regard to the control of rates, right of purchase after twenty years and the return of two per cent. to the province.

Mr. Dunsinuir replied that it was none of his business, and that he was not going to answer any more of that kind of questions. His views might change with those of the public.

Mr. Curtis—Would your policy change in your personal interests?

The Commissioner—That is the first fair question you have asked to-day.

Mr. Curtis—I think, Mr. Commissioner, that your language to me is unjustifiable. The Commissioner—I am going to keep politics out of this investigation.

Mr. Cassidy again objected to Mr. Curtis's line of questions because they were political. He thought the commission should make a ruling.

The commissioner said he did not care to do anything that might be construed as treating any party with special favor.

Mr. Cassidy—Are you presiding or is Mr. Curtis?

The commissioner said there was a great deal of feeling in the matter and warmth was shown on both sides.

The commissioner then told Mr. Dunsinuir that he needn't answer any more questions asked by Mr. Curtis, because they were not relevant to the investigation. A long discussion followed, Mr. Curtis insisting upon being allowed to ask Mr. Dunsinuir questions pertaining to the inquiry, and the commissioner and Mr. Cassidy objecting to his line of questions.

Mr. Curtis retorted that Mr. Cassidy was getting anxious, because he couldn't get Mr. Curtis. Mr. Curtis was getting near the truth.

The commissioner, addressing Mr. Curtis, said that he would ask him to leave the room if he continued in that way.

After some further discussion, Mr. Curtis again turned his attention to the witness. Mr. Dunsinuir shouted that he wouldn't answer Mr. Curtis's questions, and getting up from the witness box told the commissioner that he wouldn't stay there any longer, but he sat down at the request of the commissioner.

Mr. Curtis—You made your own trial. Mr. Curtis—I am meeting you there.

Mr. Dunsinuir—If he raises my temper a little more, I'll insult him. I won't be made a fool of.

Mr. Cassidy—You made your own trial. Mr. Cassidy—I'll stop the commission if this goes on. You (addressing Mr. Cassidy) are as bad as any one.

Mr. Curtis then began where he had left off. Mr. Dunsinuir said the two per cent. safeguard was not the contract.

Mr. Curtis—Are there any other safeguards?

Mr. Dunsinuir—Read the contract and see.

Mr. Curtis—Why did you leave them out?

Mr. Dunsinuir—None of your business. The Commissioner—A matter of public policy.

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making the negotiations. He believed that the building of the Canadian Northern would be an immense benefit to Vancouver Island and incidentally to the whole of British Columbia. Mr. Dunsinuir, but he didn't negotiate to sell the E. & N. railway.

Mr. Curtis pointed out that express condition was made in the draft contract that the E. & N. railway had to be used by the Canadian Northern to get to Victoria.

Mr. Dunsinuir—Yes, but what was the price? It was put there to make Victoria believe that Victoria would be the terminus.

Mr. Curtis—Why did you want them to believe that? To carry the election?

Mr. Dunsinuir—The election might have figured in it. Mr. Dunsinuir said he had no contract unless they made Victoria the terminus. Mackenzie & Mann had said they would be well to let the cause they wanted to go to Fort Simpson he wouldn't entertain it. That showed how much interest he took in Victoria.

Mr. Curtis—And incidentally the E. & N. How much of the E. & N. do you own?

Mr. Dunsinuir—I own one half and the Pacific Improvement Company the other half.

Continuing, Mr. Dunsinuir said he had a half interest in the Wellington Colliery Company, owning all the coal mines he was interested in. He didn't think they would be sold to the Canadian Northern railway. The latter would have coal on their own land grant. He had the whole interest in the R. D. Wilfrid Laurier to the Coast-Kootenay and Comox and Cape Scott.

Mr. Curtis produced the book books of the Dunsinuir government to show that by returns sent to the department of railways by the E. & N. Railway Company, it was shown that the total gross income for the past ten years was \$1,300,000 less than the gross expenditure.

Mr. Dunsinuir said he had put up half his loss and would increase the value of the capital stock of the company had been increased each year to meet these losses.

Mr. Dunsinuir—How did you know that this stock was issued?

Mr. Curtis—Well, you see I know more about the case than you expected.

Mr. Dunsinuir—Well, we did issue stock to meet our losses. The stock was issued as paid up.

Mr. Curtis asked some more questions about the issue of stock and losses of the railway. The commissioner said that Mr. Curtis was ignorant of book-keeping, which brought the remark, "You'll find out if you ever have accounts with me that I am a good book-keeper."

Mr. Curtis then read figures to show that since 1890 the E. & N. had been making losses yearly from \$100,000 to \$200,000, and the only year that showed profit was 1896, when the balance in favor of revenue account was only \$5,000. Also that the E. & N. had to dig up \$850,000 in that time to meet the losses, and under the arrangements with Mackenzie & Mann he would have got \$300,000 in interest and \$250,000 in cash, within three years.

Mr. Dunsinuir claimed that the E. & N. was now likely to pay.

Mr. Curtis—If the Canadian Northern built and ran the railway, it would be a man can't have property and be Premier.

Mr. Curtis—No, but I told you last year that you would grant to the government, and vote your own railway a subsidy, or mix up your business with that of the country.

Mr. Curtis then asked him if he had ever read the constitution, and how strict it was in matters of this kind?

Mr. Dunsinuir—Everything I have done has been done openly.

Mr. Curtis—That doesn't make it less the wrong.

Mr. Dunsinuir—Then you think I shouldn't be Premier?

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