CONNORS AND SHIELDS GIVE THEIR EVIDENCE

Former Told of Leaving the Ship on Raft and of Trip to Turret

(From Wednesday's Daily.)

Two witnesses. Frank Connors, waiter on board the Valencia, and Thomas Shields, one of the seamen, gave evidence at yesterday afternoon' ession of the commission appointed by the Dominion government to inquire into the wreck of the San Francisco

Frank Connors stated that he knew nothing of the navigation of the ship from the time she left San Francisco He was a waiter.

Asked to give his story of the wreck witness told of the ship striking at about 12 o'clock. After the first shock he went among the passengers and assisted them to put on the preservers. Hearing the order, "All hands on deck," he went to his boat, No. 4, but found that it had already been lowered. While there he heard someone be low shout out, "throw over a line. This a man standing near did, but the person in the water shouted again that he couldn't hold on because "he was numb." Hearing this he reached over and managed to grasp the man and hoist him upon deck.

Witness then went below and, with the assistance of others, took all kinds of eatables, including cold roasts, preserves and a number of loaves of bread, from the pantry, and distributed them among the lady passengers in the form of sandwiches, while the gentlemen were invited to "step up and help themselves.'

Next morning hard tack, condensed milk and water were dispensed by the steward among those aboard.

He then told of the lines shot ashore. only one of which landed safely. A

Attempted to Swim Ashore but failed. Another effort was made by one of the assistant engineers, but that also proved futile. Finally the line broke, the drift wood from the ship washing against it and causing such friction that it soon parted.

That night the captain asked him to make some provision for the passengers. He pointed out that it would be cold and windy upon the upper deck, and that the women and children would need some shelter. But the latter refused to go below.

Witness told of sighting smoke early next morning, and finally of the appearance of the steamers Queen, Salvor and Czar, and the cheer that was set up by the passengers at the sight and their subsequent disappointment when it was realized that nothing could be

The rafts were then launched, and he formed one of the party which went on the first raft. He recounted his and upon Turret Island, Reaching there he said that he climbed in a tre on Wednesday night, thinking it better to do that then to remain upon the damp ground. While asleep he fell and then creeping on his hands and knees in the dark reached the shore and some time next day was discovered by the Salvor's boat and treated

Answering Capt. Gaudin, witness said that when he first came on deck all the boats had been launched. There was no panic that he knew of although he could hear all manner of exclamations coming from the water. such as "God Help Me," or "Oh, God, I'm drowning." Outside of this he didn't remember of any particular confusion. He couldn't say how many had taken up their positions in the rigging, but there were quite a number. The raft upon which he took passage had

Difficulty in Getting Away

from the ship, being dashed against her side on several occasions. He didn't know how the raft got away. It must have been carried by the cur rent. Ten men started out with him Four survived, three were found dead on the raft, and three disappeared during the trip. He didn't believe that any boat built would have been able to live anywhere near the wreck i the sea that was prevailing on Wednesday.

To C. H. Lugrin witness said that i would be impossible for him to estimate how long elapsed between the time the vessel struck and the boats were launched. Since joining the ship he had received no drill in connection with the small boats. There were notices posted all over the vessel outlining the stations of different members of the crew. No instructions were posted for the passengers. The lady passengers had been given an opportunity to take places on the rafts if they had so desired.

Answering to A. E. McPhillips witness said that he was an ordinary waiter on the steamer Valencia. He had a certain number of state-rooms to attend to, and had seen that the occupants were roused at the time of striking. All had been brought to the deck. When he went aboard the raft the sea was running heavily. The passengers had been invited to come, but declined, remarking that they might as well die there as by going aboard the raft. If the ladies had accepted the invitation they would probably have had to pass over a line from the ship. "Such a scheme was scarcely prac-

tical," commented counsel. This the commissioners remarked was irrelevant.

Mr. McPhillips wanted to ascertain on behalf of the provincial authorities whether any reasonable efforts were made to save life. Commissioner Gaudin didn't think

the witness was in a position to answer such a query. Replying to further cross-examina-

tion, witness said that he had seen no person break into the bar, had Noticed No Intoxication.

sengers, before he left the ship

Answering Capt. Gaudin, he stated existed much longer on Turrett Island. He was "all in" when discovered. To J. H. Lawson witness said that he nad given some passengers cork and

others tule preservers. In explanation, counsel addressing the commissioners, said he had asked the question because there was a rumor in circulation that the captain had ordered the use of cork belts alone. This report he believed was sufficiently checkmated by the reply of witness,

ne of those at the scene. Thos. Shields, one of the seamen of the Valencia, told of striking the rocks omewhere near 12 o'clock. He recounted obeying orders to lower poats to the saloon deck rail. About ten or twelve went in the boat, of which he was one of the crew. He saw The second mate was supposed to be in charge. He couldn't say whether he was there, because it was pretty dark. After lowering the boat t unhooked itself and swung clear of

Early next morning the captain asked whether the boatswain couldn't get ogether a volunteer crew to go ashore nd obtain assistance.

He then told in detail of getting way, stating that on one occasion hey pulled for fully five minutes without making any headway. Finally, however, they managed to make some headway. About 1 o'clock, after going along and failing to find a point where the surf was calm, they determined to take a chance, and were driven high and dry by the huge combers. Having landed they

Walked Along the Shore

and reached a place where a notice 'Three miles to Cape Beale," was read. They discovered a trail and walked until they reached the lighthouse. Although wanting to return to the wreck they were informed that such a thing was impossible. It was their belief that aid would be sent from Bam-

"From what you have said I presume it would have been impossible to and at Pachena Bay?" asked Captain

Witness couldn't say. He didn't think they had noticed the bay. At least if they had none had known its name. He knew of no boat, the falls of which were cut or broken. He joined the Valencia two or three days before she sailed. The boats, as far as he knew, were well equipped. The plug had been placed in No. 6 boat. There had been no such thing as intoxication. He didn't know what had transpired after he left the ship on 'uesday morning. He didn't think it vould be practical for any boat to make its way into the vessel from sea o render any assistance.

To Mr. Lugrin witness said he had ot heard any order from officers respecting the lowering of the boats. He left the ship on Tuesday morning. there had been other boats available then possibly some could have been utilized. At daylight on Tuesday mornng two men could be seen on the cliff unable to get up or down. These were he men he referred to when he said that his boat's crew had started off to aid those ashore. When the boats were lowered Capt. Johnson was on experiences in drifting past Cape Beale | the bridge and the first officer on the

Questioned by Mr. McPhillips, he tated that he reached Cape Beale on he afternoon of Tuesday, and imnediately telegraphed the news of the lisaster, the imminent peril of hose aboard being impressed upon Mr. and Mrs. Patterson, of the light-

gram had come to him as the superior officer of Mr. Patterson. It came in about 3 o'clock, as far as he could remember, and a reply had been dispatched as soon as arrangements for scue had been completed.

Mr. McPhillips insisted upon the production of the dispatch. He thought t was very relevant.

"Its a fact." said Capt. Gaudin. "that rithin two hours and a half after reeiving the news ships were on their way to the scene. I don't thing, when you remember that provisions had to be obtained, doctors secured and other preparation made before departure was ossible, that the provincial governnent could have done much better."

Mr. Lugrin contended that the pres nt wasn't the time for such evidence. Capt. Gaudin didn't propose to pernit such questioning. He promised

All the Documents

with reference to the dispatch of aid would be produced during the progress

of the inquiry. Mr. McPhillips wanted witness to say whether no word had been received in answer to his message for assistance until 9 o'clock that night, a period of no less than five hours. He thought such a thing was inconceivable. Witness, the contended, was just as intellgent upon the point at issue as any counsel, and that it was hard to believe that he would be willing to remain inactive for the time mentioned without knowing that something was eing done to help his shipmates.

Mr. Lugrin protested against such questions, stating that witness had aleady said that he didn't know when the answer was received. Mr. Lawson objected to the harassing

of witness upon idle points. "It seems to me counsel is unduly entimental," commented Mr. Mc-Phillips.

The question was disallowed, and ontinuing his examination Mr. Mc-Phillips was told by witness that he believed when on the way to Cape Beale that he was approaching the beach where the steamer Valencia was lying. The brush was thick, and it was impossible for them to follow the

shore, The commission then adjourned until 10 o'clock this morning.

(From Wednesday's Daily.) The commission inquiring into the Valencia disaster did not sit until 10.45 o'clock this morning. Before the comnencement of proceedings the commissioners were driven to the outer wharf by J. H. Lawson, jr., representing the P. C. S. S. Company, where they inspected the raft which was picked up at Turret Island. They also

servers which have just been brought

was first called. He was a comm bound from San Francisco to Victoria that he didn't suppose he could have at the time of the wreck. He could not say anything with reference to the navigation of the ship on the way up the coast. At the time the vessel | time ago. A party of surveyors missstruck he was in bed. Asked to give his story up to when rescued, he said that he had gone to his wife when the news of the accident reached him. He had found her putting on a preserver at the command of an officer. Requesting her not to be frightened he had gone to the deck and came down immediately to put on some clothing. Accompanied by his family

he had then gone to the smoking-After a few minutes he had noticed the life boats being lowered. He demanded by whose orders that this was being done, and was told that the captain had commanded it. Realizing that the situation was serious, his wife the boats which was immediately launched very evenly.

For some time they could see ship, the search light illuminating the water for some distance. He endeavored to ship the oars, but he found it impossible to get his in shape. The

Water Was Coming In

and one of the occupants stated that he couldn't get the plug in. His wife at about this juncture complained of being caught with the oars. Having freed her and being told that she was perfectly comfortable the boat struck the surf and turned turtle. He had not seen Mrs. Campbell since.

Witness was washed ashore, and with a number of others spent the night near the bluff. Some oil was found in the boat which had been washed ashore. There were no rockets seen from the direction of the ves

Next morning they made their way up the face of the cliff and striking the telegraph trail thought they were in the neighborhood of habitation. They met Bunker and another, who had landed at another point, and the party vent along the trail until reaching Telegraph Hut, where Mr. Bunker succeeded in connecting with the wire and sent the news of the disaster to the outside world. They were instructed to stay where they were, and did so until Friday.

Answering Capt. Gaudin, witness said that he had heard some person shout "lower away" after he had en tered the boat. There were about 15 He Antagonizes Price Ellison-Bill Inin her, and only one of the crew. The other men saved were mostly Greeks or Austrians and men of that class. His wife and daughter had first entered the boat, and he had followed There had been no trouble in getting away from the ship. The sea was not very heavy. The craft had

Seemed to Hit a Rock. which precipitated its occupants into It was Wills, the navy boy who had called out that he couldn't get the plug to fit into the bottom. He used his hand to prevent the inflow of water. Seven men were saved from his boat. When he left the boat t should have been possible for as sistance to reach the ship from the sea. While waiting for help on the trail they were sheltered by Telegraph Hut, a small cabin near Darling creek. The relief party which came from the cable station at Bamfield, had aided them materially. They did all they could to help them. He couldn't say whether from the Tuesday until the Wednesday that the hull broke up there was any possible means of extending help from the open sea.

Up to the time he left the ship there believe that they were in imminent danger. The boats had beeen fitted were made worse when one of the oars was lost. This put two oars on one Act, 1904." side and a single one on the other. which confused the occupants. It was impossible for Logan to cross Darling creek when he arrived at the scene. The stream was swollen and Bunker almost lost his life in attempting to get to the other side. Other futile efforts had been made, particularly by one

man from the Bamfield station. Asked to describe the trail from Dar ing river to Bamfield he said "It is a terribly rough trail; the worst I have ever seen, and I've been over a good many bad ones.'

Questioned by C. H. Lugrin, counsel for the Dominion government, witness said that the hills along the coast were not especially high, a matter of two or three hundred feet. It was quite feasible to construct a road there which might be used for the transportation of life saving apparatus from one point to another. The surf reached the bluff near the wreck only at high water. At low tide a rocky, shelving beach, with about forty feet from the water to the foot of the cliff, was uncovered. He never heard the order "All hands on deck." At least twenty

minutes After the Ship Struck

ceople were getting into No. 3 boat and no person appeared to be in charge. Only one member of the crew, Ritchie, a fireman, was there at the time. After losing the oar the boat turned about and drifted towards the surf.

Asked if the boat had been manned by an officer and its proper complement of seamen what would have been the ested representing that without the result, witness said there might have been a better chance of rescue. They would probably have kept out to sea. He didn't remember seeing any of the officers after the vessel stranded.

During the twenty minutes between the time she struck and his boat pulling away he tried to find someone to tell him what to do, but failed. He never saw any of the officers as far as he was aware. No effort was taken to inform the passengers that the boats were about to be lowered. While in the small boat he could distinguish the and was also committed. No indicatrees upon the cliff against the skyraining, but the wind wasn't blowing is believed would confirm the Midway very heavily.

To Capt. Gaudin he said that he thought the officers had ordered the launching of the boats. Answering A. E. McPhillips, K.C., counsel for the provincial govern- to kill any hopes those interested ment, witness said that there were fif- might have that the government would entered. It was between 12 and 1 placed on the order paper the followo'clock that Bunker had telephoned the ing notice of motion:

news of the disaster. This was on

whom he communicated did not think the distance was so great. The trail, he said, was quite discernible. It could "5. Nothing to the country of the following section: be followed in daylight. His daughter v. as a girl of sixteen years of age. As an instance of the difficulty of fol-

Only One Who Had Experience

and helped in taking charge. Witness

the small boat. He saw

owing these trails, Capt. Gaudin told of a fatality that had occurred some ed one of their number and next day found his body at the bottom of a cliff. To Mr. Lawson witness said that he could not be absolutely certain of how many of the crew occupied places in

called out not to row at all if they couldn't pull together. An officer told his wife to put on a life preserver. When first going on deck after the ship struck he did not see many peocle. The hoats were not lowered. When he went on deck again there was more than one of the crew in sight. At that time the boats were not lowered below the saloon deck. As soon as his wife, and he had obtained places in one of daughter and himself entered it was launched. He knew that it was Willis, the sailor lad, who was inquiring regarding the plug, because of the tone of his voice. He didn't know where the order to lower the boat came from. It wouldn't be possible for him to make any denial if evidence were adduced to the effect that the command had been given to look after the plugs before the water in the boat immediately it was notice of this, having felt it coming in over her bare feet. He thought anyone could have handled a boat in the sea prevailing, providing they knew how to do so. It wasn't possible for a skyrocket to have been fired without his knowledge after he reached shore. Nobody in the boat had called out 'Lower away."

The commission then adjourned until o'clock this afternoon.

PREMIER SEEKS TO TAKE AN ADVANTAGE

troduced to Compel Eight Hour Day in Smelters.

(From Wednesday's Daily.) There is trouble among the Conser vative members of the legislature relative to the Midway & Vernon amendment bill. A bill, as has before been referred to, was introduced some days ago into the House by Price Ellison the member for Okanagan. The bill provided for extending the line to Kamloops and Penticton, and also proposed to extend the time for the completion of the line

The main feature of the bill, howver, and the one which seemed to contain the only point upon which a difference of opinion would arise, was section 4, which read as follows "The Midway & Vernon Railway Co.

s hereby declared to be, and to have been since the 11th May, 1901, a body corporate and politic under the name 'The Midway & Vernon Railway Company,' with all the rights, powers and privileges granted and conferred was nothing to lead those aboard to by the company's act of incorporation, viz., the 'Midway & Vernon Railway Company Act. 1901,' as amended by the pins and not rowlocks. He Midway & Vernon Railway Aid Act, province were employing men thought this was a handicap. Matters | 1902,' and the 'Midway & Vernon Railway Company Act, 1901, Amendment

In connection with this the subject of the provincial subsidy was intro-The province in 1902 voted duced. \$5,000 a mile in aid of this line. The Dominion government also has voted aid amounting to about \$6,400.

From time to time efforts have been nade to interest capital on the line looking to the completion of it and the opening up by this means of what is egarded as a most important section of British Columbia. Its completion would mean giving the Shuswap & Okanagan, the bonds of which are herefore of necessity is never permitted to be a paying line by the C. P. R., connection with the south. That done it is believed that the road would beme valuable, and when the time of the guarantee of the bonds expired it would be a valuable asset. Otherwise it is expected that the C. P. R. will. when that time arrives, get possession of the Shuswap & Okanagan at its own

When A. A. Arthur, of New York, and the syndicate which he represent ed acquired control of the Midway & Vernon charter last summer, there was general rejoicing in the country affected. This was increased when actual work was begun.

The provincial government, however, intimated that no subsidy would be paid by them, taking the ground that the company was not legally entitled to it. Work was suspended and accounts remained unpaid, those interprovincial aid the capital necessary to carry on the work was not available. A determined effort has ever since been made on the part of those living in the districts, which would be im-

mediately affected, to have the provincial government alter its stand on this subject. The bill introduced into the House by Price Ellison seemed to indicate that success had attended these efforts. The bill went through the railway committee, passed its second reading tion was shown that any attempt was was a moderately dark night, to be made to block the bill, which it

& Vernon in its provincial subsidy. But without any warning, without even being discussed in caucus on the government side, it is said the premier gave notice that he was about

Hon. Mr. McBride to move, upon con-Tuesday. He asked for assistance and sideration of the report on the bill innor assault upon any of the passen- examined a number of tule life pre- said that they were about ten miles tituled "An Act to amend the 'Midway wholly admirable manner."

"5. Nothing in this act contained shall be held to extend, vary or in any way affect the provisions of the said 'Midway & Vernon' Railway Aid Act, 1902,' regarding the earning of aid by said company under said act or the granting of aid to said company under

The affect of the premier's motion is that the provincial govern pared to say that in so far as the Dominion government is concerned the legislature is agreeable to aid the Midway & Vernon in confining its rights so that the subsidy may be drawn; but with respect to the province the situation is reversed and the company is not to be declared as having any rights confirmed to it under the aid

The attitude of Price Ellison toward the government was yesterday anything but cordial. Throughout the day he showed that he was deeply agitated over the ground taken by the Premier and it was noticed that when the time for report of the Midway & Vernon amendment bill was reached both the Premier and Mr. Ellison were out of the House, and the bill passed over The results will be watched with interest when the bill comes up for re port.

It is contended that last year th boats were launched. He first noticed government took a position exactly opposite to that taken on the present bil launched. His daughter had given This was in connection with the Pacific Northern & Omineca, which was confirmed in its rights although no work had been begun on it nor has any since been done. The Smelter Bill.

> The subject has been fought out during the past two days in the railway committee of the House. Thos Taylor, the secretary of the committee, who as Conservative whip may be relied upon to voice the government's attitude, has taken the ground that this particular section never passed the committee, but was inserted after wards. Other members of the committee, however, as emphatically de clare it was there and was passed upor and assert that Mr. Taylor must have been negligent of his duty in not notice ing it.

> The efforts to strike out the section on that ground has failed, and the only recourse now for the premier and his whip to have the section killed is by the amendment, notice of which is given by the premier.

> Yesterday the expected bill to make an eight hour day in smelters compulory was introduced. This bill came before the legislature last year under the fatherhood of J. H. Hawthornthwaite, the Socialist leader. This year t comes in under his patronage with W. Davidson as the introducer. The bill provides as follows:

> "No person shall be employed in o bout any smelter, sorting, hauling, removing or smelting ores or matte in any stage of preparation, for a longe period than eight hours in any twenty

> "Any owner, agent or manager, or nyone acting on their behalf, employing any workman or person in contra vention of this act, shall be liable to a enalty not exceeding one hundred do lars nor less than twenty dollars for each workman or person so employed, and any workman or person so work ing for a longer period than specified section 2 of this act shall be liable o a penalty not exceeding one hundren dollars nor less than twenty dol

> "Twenty-four hours, for the purpos of this act, shall mean from midnight midnight.

> "This act shall come into force or the first day of March, 1907." It will be remembered that when it longer periods than eight hours at a time. The smelter owners represented that to bring such a law into effect would close some of the interior smelt-

> A wise compromise was reached with the mebers of the House, who looked at the subject from every standpoint and the bill was defeated. There was, however, a feeling expressed by these legislators that during the recess a settlement should be reachd between the management and the men employed, which would mean a radical reduction in the hours of labor.

J. A. Macdonald, leader of the opposition, took an active part in the guaranteed by the province, and which amicable settlement of the trouble. He interested himself during the recess with the result that in all the interior smelters a satisfactory settlement was reached and the hours of labor reduced on terms agreeable to both parties The need of the present bill has, therefore, passed it is contended by many of the members, and its intro-

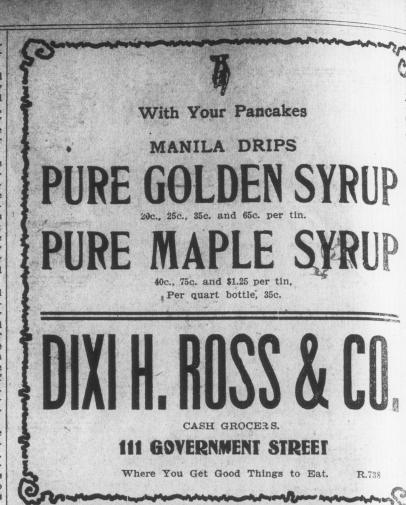
THE INQUEST CLOSED.

duction only tends to raise strife they

After Hearing of Evidence Tuesday Afternoon the Jury Returned Verdict on Wreck Victims.

Tuesday afternoon saw the close of the coroner's inquest held to determine the cause of death in the case of a number of the Valencia's victims. Sec ond Officer Peterson and Chief Cook Hancock gave evidence at the afternoon session, and on the conclusion of their testimony the coroner asked the jury if they wished to call any other witnesses. If so the coroner said that he would have them called. A negative reply was given and the jury then retiring brought in the following ver-dict: "We find that Wm. Sibley and others came to their death on the West Coast of Vancouver Island on the 23rd or 24th of January from drowning or exposure subsequent to the stranding

yesterday was faithfully carried out. The soloists for the occasion were D. teen passengers in the small boat he grant aid. Hon. Mr. McBride quetly B. Christopher, Jessie Longfield, Miss lotte Spencer, Mrs. Gregson and J. G. Brown. All are favorites in Victoria,





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98 Government St., Near Yates MINERAL ACT.

(FORM F.) CERTIFICATE OF IMPROVEMENTS. NOTICE. Quatsino Mining Division of Rupert Dis-trict.

Where located: West side of Southeast Where located: West side of Southeast Arm of Quatsino Sound.
Take notice that J. D. Murphy, Free Miner's Certificate No. B38550, and B. J. Murphy, Free Miner's Certificate No. B93551, intend, sixty days from date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action under section 37, must be commenced be-fore the issuance of such Certificate of Dated this 8th day of January, A. D.

exposure subsequent to the stranding of the steamship Valencia; and further, that no blame can be attached to Captain Johnson after the ship stranded, as from the evidence he did all in his power for the comfort and safety of his passengers and crew."

—There was a large attendance at the organ recital given in the St. Andrew's Presbyterian church Tuesday night, when the programme published

bar and shoals of the Mersey channels McCoy, W. D. Kinnaird, Miss Char- by the sand-pump dredgers during last year was over 2,000,000 tons. Since dredg- scriptions only, payable in advance, to ing was commenced in 1890, over 88,000,000 and they acquitted themselves in a tons have been removed from the bar and

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VOL. 85. THE CASE FO

\$1.00

PRESENTED TO THE TARIFF

Representative Claim Enjoy Monopoly-A ment in Restraint

Ottawa, Feb. 9 .-- Ro Montreal, representing Company, sugar imp appeared before the vesterday and set forth nporters.

Mr. Anderson held sented the consume finers, he said, enjoy nonopoly. He gave that a greater reven tained for the govern creasing the price to t adding the dumping d eral duty. There was 75 per cent. on refined government get practic only 5.1% per cent. ported in 1905. This come in, but the refin The refiners also took preference, which was West Indies. The peo minion paid toll on su \$200,000. The duty on ra made 25 cents per l He had no doubt there ment between refiners sale grocers' guild in re He also asked an inc cents per one hundred ferential duty, raising the standard of cold point and placing on the three-quarters of a cen

THE NEW YOR

by Trustees-Hamil Call Critici

New York, Feb. 8,-T mittee appointed by the New York Life Insuran investigate the affairs, to-day made a partial bors to the director als only with the rela Hamilton, the legislati the company, and is a ment of his mathods. late president of the is blamed for his metho with "the bureau o legislation," during the and for allowing Hamil

vast sums of money accounting. Special attention is tances of \$10,000 to Mr. don and \$134,500 to Han in 1900. The purposes tances, the committee s unable to ascertain, an that proceedings be in Hamilton and McCall

ing or repayment. The committee adds that application has bee McCall for informati transactions, but that it Mr. McCall's family th and nervous condition i subject cannot be taken As to Mr. Hamilton's he been represented as 1 committee says it has that he was physically and that it has exerted induce him to return disclosure of his paym ments and transaction success.

The committee also hold Hamilton responsible f vance to Hamilton to pay and which the committ used by Hamilton for poses. The committee both are liable for this s The committee maintain is a matter for legal ad to whether Geo. W. Perki of J. P. Morgan & Co., is the payment of Hamilto \$59,310. Mr. Perkins paid

York Life Insurance Co

of the profits in its part United States Steel Corpe The committee holds payment of these notes by was unwarranted. It is h Perkins to say, the report acted in the matter faith, that he derived n the transaction and tha if any is a technical one. The committee recommittee law department of the c tute appropriate legal carry into effect the find

clusions of this report. The report is signed by Norman D. Ream, Hira Augustus G. Paine, Clare ly, and was unanimous THE CANADIAN F

Capital of Company Will to \$150,000,000

Montreal, Feb. 8 .shaughnessy made the fo ment to the press: "The