Conservative Members of Select Committee of Legislature Deny Leader of Opposition Privilege to Call Witnesses.

land grant resumed again this morning. The government, which welcomed the fullest investigation when the subejct was first introduced, showed unmistakably this morning that they are pany should be on record, and the land prepared to burk the inquiry to the fullest extent possible. The Conservative members of the committee are lending themselves to every device to ald, the leader of the opposition, on he had suggested that the grants whose motion the inquiry is being held, should issue to himself. is being detained from the opportunity that J. Anderson, who is acknowledged of the transactions in the first stages should be called early in the proceedings. For some reason best known to the government Mr. Anderson is being kept back from giving his evidence, and the member who called for the investigation is being forced to accede to government's wishes in the matter witnesses. The chairman, J. F. morning by refusing to put a vote until Mr. Ross, a Conservative member or the committee, arrived to vote, allong past and the sitting had been formally opened.

After E. V. Bodwell had been exam ined the Conservative members insisted upon Hon. R. F. Green being called in order to keep Mr. Anderson back and to conduct the inquiry according to the government way of thinking.

J. A. Macdonald moved, seconded by C. Munro, that J. Anderson should be called to give evidence.

At that time W. R. Ross had not arrived, and Chairman Garden deferred putting the question until Mr. Ross arrived. Mr. Ross then moved that Mr. Bodwell be called.

The vote being taken Mr. Ross and

casting vote in the same way. Mr. Macdonald before the motion was with the company. put took occasion to say that he thought that his wishes should be followed in this matter. He had launched was the solicitor for Mr. Larsen in all the proceedings and should, therefore, his business in British Columbia, and he thought, have the right to call the as a matter of fact he did not render witnesses in the order he proposed. The chairman said it was a matter

for the committee to decide. tainly a matter for the committee to 1904, he had in view that a company decide, but the committee would also might be formed to handle all the have to consider whether it was not to townsites of the company independent be put in a false light in taking this of the railway company. This had not

Macdonald.

The chairman suggested that Mr. the scheme to Mr. Larsen. The Bodwell should make a statement.

seemed to be running this. the crown grants and also a telegram suppose.' received by himself from Mr. Hays. sen of Helena. Mr. Larsen had come the conclusion that Tuck's Inlet ed it wise to endeavor to form a connection with the Grand Trunk Pacific. He proposed to secure the land and turn it over to the company, thus making friends of the company. Mr. Larsen did not expect to make any large so.

with the Grand Trunk Pacific. Witness said that he discovered that the land was under reserve and had should be asked to reveal these. He chief commissioner. This resulted chief commissioner. The letter was the Mr. Macdonald. Green knew that Mr. Larsen was con- ters he would answer it. nected with the scheme and it was rep- Mr. Bodwell said he did not think

one could. land handed over. Mr. Larsen agreed these letters. to pay \$10,00 and was to pay the costs Mr. Macdonald wanted to know how of the survey. The order in council a suggestion could be made on correas not passed at the time because Mr. spondence which was not produced. Bodwell thought that if the matter became known to the public through the with Mr. Larsen in this business with papers the negotiations might fail as you?" asked Mr. Macdonald.

there would be a rush to stake. other work. The contract was made as associated with Mr. Larsen. Letween Mr. Larsen and Mr. Anderson. The latter had been up there before unthe transaction?" asked Mr. Macdonder Mr. Larsen's charge. The work was done and the lands located.

Where Men Get Hurt

ACCEPT NO SUBSTITUTE.

The select committee of the legisla- was doing, and the work was done ture inquiring into the Kaien Island with the knowledge of the Grand Trunk Pacific engineers. Mr. Green

> and Mr. McBride knew this. The government wanted something to show that the consent of the com-

should be conveyed to the company. The company was not fully organized at the time, and that was one of the reasons why it was proposed to have the land transferred to himself keep the evidence back. J. A. Macdon- as a solicitor. Mr. Bodwell said that

The government wanted something of calling witnesses until it suits the to put on file to show that witness was acting for the company. A message was received from Mr. Havs to to have the most intimate knowledge that effect accordingly, and then the crown grants were prepared.

Some difficulties arose. Parties staked under South African scrip claimed the right to the land, although they would not have been able to enforce it under the Land Act. Some legal proceedings took place, and the issuing of the crown grants were delayed. In March, 1905, Mr. Bodwell Garden, showed his partizanship this filed a letter with the chief commissioner that the land should be conveyed directly to the Grand Trunk Pacific. This was done, with the concurrence of Mr. Morse, who was here

The crown grants. Mr. Bodwell said. contained terms advantageous to the province, among these being that every fourth 1,000 feet of waterfront being passed into the hands of the govern-

The land passed to the Grand Trunk Pacific on the payment of the \$10,000, together with the cost of the survey. and witness believed that Mr. Larsen charged less than the actual costs of The actual cost to which the parties had been put were met by the railway company. No interest was re-

Dr. Young voted for the calling of Mr. transaction, but Mr. Larsen was will-Bodwell, and the chairman gave the ing to do it on account of the friendly relations which might be established

Mr. Bodwell said he personally was not interested in the transaction. He a bill for this. He was glad to do it because it brought him into connection with the Grand Trunk Pacific. Mr. Bodwell said that in January,

Mr. Ross said that he would take this In reply to Mr. Macdonald, witness responsibility. Mr. Bodwell was going said he did not keep any memoranda to leave the city the following evening, in his books with respect to this. Mr. Larsen came to British Columbia some "Is that the main reason," asked Mr. little time before January, 1904. It would be between two months and Mr. Ross said that Mr. Bodwell, he three months before it. Witness did understood, had the most intimate not know that Mr. Larsen came to knowledge of the transaction, and Victoria on this particular business. Mr. Bodwell said he did not propose the business opened was by Mr. Lar-Mr. Macdonald said that Mr. Ross sen asking "Where is the Grand Trunk

Pacific terminus to be?" Mr. Bodwell E. V. Bodwell said that he desired said he replied, "At Kaien Island, I Mr. Bodwell said that after this he Mr. Bodwell said that he had some likely made trips to Seattle to meet little time before the negotiations were Mr. Larsen on this business. He never opened been consulted by Peter Lar- went to Seattle with the chief commissioner, and never knew of the chief commissioner going to Seattle on the was a likely place as the terminus and business. Mr. Larsen wrote few let-

consulted witness on the point of ac- ters, and he could not recall any letquiring the land. Mr. Larsen consider- ters in which this business was discussed. The business might be men-"Did you write to Mr. Larsen on this

usiness?" asked Mr. Macdonald. "Yes," replied Mr. Bodwell, "I did

sum of money out of the transaction Mr. Macdonald asked for the details of these letters. Mr. Bodwell did not think that he

several conferences with Mr. Green, reported when necessary to Mr. Larsen. "Do you object to produce copies of a letter being written to the letters written to Mr. Larsen?" asked

one produced to the House. Witness Mr. Bodwell said he certainly would had pointed out that there were ad- not agree to produce them if he had vantages in getting the terminus to any. If Mr. Macdonald would formu-Raien Island for the government. Mr. late any suggestion based on these let-

resented to him that Mr. Larsen could that he should produce these letters if have influence with the company if any he had any. He had a recollection that he reported progress in the matter, but It was proposed then to have the he did not know that he had copies of

"Was any other person associated

Mr. Bodwell objected to this. He said Mr. Anderson was sent up to take that he acted for Mr. Larsen. Mr. charge of the survey party and do Anderson may have regarded himself "You did not know Mr. Anderson in

"No," replied Mr. Bodwell, "I under-The Grand Trunk Pacific knew what stood Mr. Anderson as employed by

Mr. Larsen." Mr. Macdonald called attention to the fact that in the letter written to the

chief commissioner Mr. Bodwell spoke Mr. Bodwell said that Mr. Larsen was the only one he acted for.

"You had discussed this matter with Jas. Anderson before you saw Mr. Larsen?" asked Mr. Macdonald. Mr. Bodwell denied this. Mr. Bodwell knew that Mr. Anderson

went up to Kaien Island. Mr. Anderson did not report to wit- the Kaien Island transaction. Mr. Bod-

the province in this matter?" asked ness did not recall the name of J. L. Mr. Bodwell said that he was not

looking to the interests of the prov-"You got nothing out of it?" said Mr. Macdonald, "and Mr. Larsen made nothing out of it? Mr. Larsen was a

hilanthorphist and you were likewise Mr. Bodwell denied this. He did not go into the matter as a graft. He poked at it from the selfish point of viewsof increased business through Mr.

arsen in this province. Mr. Bodwell denied that he expected to make a future profit out of the rand Trunk Pacific.

Mr. Macdonald wanted to know if it yould be fair to say that the transaction was undertaken with no object in the Grand Trunk Pacific for himself and his client.

Mr. Bodwell did not think that that

vould be a fair way to put it. The discussions with the chief com missioner relative to this before the proposition was put in writing on January 19th, took place at the and in the chief commissioner's office. ossibly within two weeks of the writing of the letter the government had

accepted of these terms. Before the order in council was pre pared Mr. Bodwell said that he had communications with Mr. Stevens, the chief engineer of the Grand Trunk Pacific. Up to May 3rd. 1904, all communications were with Mr. Stevens, who wanted the matter hurried up. He would not produce the letters, and the telegrams had been

Mr. Macdonald wanted to know what nterest Mr. Stevens had in this.

Mr. Bodwell said that he was workng in conjunction with Mr. Stevens. The first time he saw Mr. Stevens vas in Ottawa. Before that time Mr. Larsen had communicated with Mr. Stevens and the latter knew much of

what was going on. Mr. Bodwell told Mr. Stevens at that time in Ottawa that things were being hurried along as fast as possible. Witness told Mr. Stevens that the order in ouncil was prepared. Mr. Stevens vas anxious to have the townsite secured so that no one else should get

"Mr. Stevens was afraid some one ther than Mr. Larsen would get it?" sked Mr. Macdonald. Mr. Bodwell said Mr. Stevens seem-

ed to be anxious that Mr. Larsen hould get it. On the point of forming a townsite ompany. Mr. Bodwell said that it was ver discussed what place Mr. Larsen

ould have in the company. Further questioned, Mr. Bodwell said nat Mr. Morse had told him, and from what he knew of the situation and from reliable sources, he knew that Mr. Larsen got nothing out of the Mr. Bodwell said that transaction. when Mr. Morse was here last winter he had conferences between Mr. Morse and Mr. Larsen, when it was agreed that the lands were to be turned over to the Grand Trunk Pacific at the cost of the surveys. The Grand Trunk Pacific had paid the \$10,000 previously. Mr. Bodwell said that when the

order in council of May, 1904, passed, the Grand Trunk Pacific acquired its interests in the lands. Mr. Macdonald asked if in the be ginning the business was Mr. Larsen's. Mr. Bodwell said in a sense this was rue. When the order in council was assed Mr. Bodwell said that he was nstructed by telegram from Mr. Hays

to act for the company in the matter Mr. Bodwell said he telegraphed to Mr. Mr. Macdonald thought that Mr. Bodwell might make a thorough search for all communications relative to this.

Mr. Bodwell said that he would not Mr. Bodwell said that he had report

ed from time to time to Mr. Stevens as to the progress which was being Mr. Macdonald wanted to know why acting for Mr. Larser

should report to Mr. Stevens. Mr. Bodwell said that Mr Steven wanted Mr. Larsen to deal with the government, believing that Mr. Larsen would have more influence with the government than Mr. Stevens would. Mr. Macdonald wanted to know if

Mr. Larsen had derived any of the business benefits he expected from this by being close to the Grand Trunk Pacific. Mr. Bodwell did not know that he

had. It was too early for that. Mr. Bodwell, in a lull during the pro eedings, volunteered the statement that Mr. Macdonald would find nothing crooked" in the transaction. Mr. Macdonald called Mr. Bodwell's attention to the precedent of a certain lady who protested too much.

Mr. Bodwell believed that Mr. Lar-E. J. Mathews had been staking for him. He believed they were taken un- that he knew who this person was. der South African scrip. Mr. Bodwell did not know that the

applied for under the Land Act. "If the number of council relative to night have affected the acquiring of the lots on the mainland?" Mr. Mac-Mr. Bodwell said he could not say

Mr. Macdonald wanted to know if Mr. Bodwell had anything to do with the formation of the company by which Mr. Anderson proposed to handle

Mr. Bodwell said he had not and that mpany had nothing to do with the Grand Trunk Pacific Company. A letter from Mr. Morse to himself conained the information that the lands

would be handled by the company. Mr. Bodwell would not agree that a yndicate was formed to deal in the matter. He agreed with an interview that Mr. Anderson had decided upon Lima Harbor as the most suitable terminal point. He disagreed with the further statement that Mr. Anderson decided to make a survey. Mr. Anderson, according to Mr. Bodwell, was sent north.

Mr. Bodwell said that he had nothing to do with the steamer Fern. He never saw it. The Fern was purchased, he presumed, by Mr. Anderson. He did not know what connection Mr. Larsen had with it. Mr. Anderson went north for Mr. Larsen. He understood that Mr. Anderson was on salary and had his expenses paid. Mr. Mathews did not seem to have anything to do with any member of the government before well supposed his business was in con-"You were looking to the interest of nection with these other lands. Wit-Pierce in connection with this.

spring Mr. Bodwell said he was formal-

y retained as solicitor for the Grand Mr. Macdonald suggested that Mr. Bod-

well then got his reward. Mr. Bodwell did not care for that suggestion. He said he was glad to get it, although he had often been paid more money for less work than had been the

case with the Grand Trunk Pacific busi-Mr. Bodwell expected that political in fluence would be brought to bear at Ottawa to locate the terminus at another

favorable to other parties. Mr. Hays and Mr. Morse inspected the harbor with their engineers and were a general way, but not this transaction satisfied with this one. He understood view of making a future profit out of they selected Lima Harbor as the best under all the circumstances.

Mr. Fulton thought that \$5 an acre should be paid instead of \$1, Mr. Bodwell said. Witness said that he objected to this on the ground that the land was not suitable except for townsite purposes The other members of the governm were quite agreeable to the price of \$1 an acre and Mr. Fulton came to this

Hon. Chas. Wilson insisted upon th province getting a share of the foreshore. It was on his suggestion that a quarter of the foreshore was given to the government. Mr. Bodwell said that he would have liked to have got the whole foreshore for the company.

Mr. Macdonald wanted to know if it was suggested that the whole foreshor should go to the province. Mr. Bodwell said he would not have entertained the proposition at all

those circumstances. Mr. Bodwell thought the province was well protected in having sites for public

wharves by this provision. Mr. Macdonald pointed out that the agreement called for the water front blocks being not less than 1,000 feet. The ompany might make the blocks one mile long. Under these circumstances the Grand Trunk Pacific could arrange matters so that the government block would

After Mr. Morse came to British Col umbia all this business was transferre to him. He had not discussed the business with Mr. Anderson since that time. He had no business with Mr. Anderson Since Mr. Morse had been here. Mr Bodwell said he was soliciter of the Grand Trunk Pacific. He had acted in hat capacity ever since Mr. Morse's

In answer to Mr. Ross, witness said that he observed secrecy in his clients business. The government in observing secrecy in the country's business in this matter were acting wisely. The government was being asked continually to lift the reserve in order to allow of staking. If it became publicly known that the terminus was to be there the pressure would have increased and he did not believe the government would have been

able to withstand it. In explanation of the statement that pressure would likely be brought to locate the terminus elsewhere than Kaien Island, Mr. Bodwell said he came to this onclusion as a result of many circumstances. He had concluded that ther would be an attempt made to take the erminus to Port Simpson. He was perhaps not justified in making that state

In reply to Mr. Ross, Mr. Bodwell stat ed that a solicitor was privileged with respect to not being called upon to reveal Mr. Macdonald asked if the same privi-

lege did not apply to the verbal state Mr. Macdonald pointed out that Mr. Bodwell had revealed a part of the trans ction with his client, but kept back other

parts by refusing to produce the letters This closed the evidence of Mr. Bod Mr. Ross then proposed that Hon. R. F. Green should be called.

Mr. Macdonald again protested. said that it had been on his motion that the inquiry had been allowed. He should erefore, he thought, in all fairness be allowed to call the witnesses in the order ne saw fit. If the government, as was stated, was not afraid of the fullest investigation why should this privilege be denied him.

Chairman Garden said the majority would have to rule in the matter. Mr. Macdonald said he certainly would have to submit to the majority in the case, but it was most unfair and contrary to all rules.

Hon. Mr. Green was then allowed to make his statement. He characterized the transaction as being in the best interests of the province. In reply to Mr. Macdonald, Mr. Green

said that he met Mr. Bodwell on this matter in January, 1904. He could not say positively where it took place. Mr. Bodwell put the proposition forward He said he was acting for some one else. He sen had lots adjacent to Kaien Island. did not know that Mr. Bodwell said who the person was, and he did not recollect

He expected that Mr. Bodwell mus have told him that Mr. Larsen was bets 505 and others had first been hind the project. He did not know Mr. Anderson in the matter. He knew that Mr. Anderson was connected with the Taien Island were not kept quiet it proposition. He did not know that he

was a partner in it. Mr. Green said that he did not know that Mr. Anderson went North to look for a possible location for the terminus of the Grand Trunk Pacific. He knew positively that he had no knowledge of the purpose of Mr. Anderson's trip. He might have had a general knowledge that Mr. Anderson was going North. He was on friendly terms with Mr. Anderson at that time and was a frequent visitor at his place. It was possible that he saw Mr. Anderson just before he left on that

He could not recollect Mr. Anderson oming into the department just before that time and asking for information relative to what lands were surveyed in the

Mr. Macdonald wanted to know if, as an intimate friend of Mr. Anderson and frequent visitor at Mr. Anderson's house, he could not recall the circumstances connected with his trip North. Mr. Green said he could not. He might not have been at Mr. Anderson's house some time before he went North. Mr. Macdonald wanted to know if he could not recall giving instructions to the clerks in the department that Mr. Anderson was to have all the information relative to the lands required. Mr. Green said he gave instruction

similar to those respecting others. Mr. Green could not recall that he discussed the proposal of Mr. Bodwell with the letter of January 19th, 1904, was written. Mr. McBride was not told of it as far as he could remember. He believed that the first time it was communicated FOR SALE-If you want an incubator or to any of them was at executive council. When Mr. Morse arrived here last | Mr. Bodwell was present at the meet-

ing. Mr. Green refused to reveal what worst he ever saw, full of bogs, slush, ute of council was agreed to be kept ecret and had been refused to members

of the House. Larsen for a number of years. He met him here while Mr. Morse was here last winter. After the time of the writing of ashore. the letter by E. V. Bodwell the Chief Commissioner met Mr. Larsen in Seattle. This was in January, 1906. The Kalen spection. They Island transaction was not discusse The plans of the Grand Trunk Pacific may have been discussed at the time in although he knew Mr. Larsen was back of Mr. Bodwell in his application, nission then adjourned until Monday morning at 10 o'clock.

TO CURE FEVER, CHILLS, AGUE. We know of no remedy so reliable as Nerviline. Twenty drops taken in hot water three times daily not only stops the chills but destroys the disease completely. Nerviline has a direct action on ague and chills and removes their exciting causes. In stomach and bowel disorders Nerviline has held first place for nearly fifty years. It is powerful, swift to act, thorough, and perfectly safe. Being pleasant to the taste it's popular with everybody. Your druggist sells Polson's Nerviline in large 25c. bottles; satisfaction guaranteed.

HIS STORY OF WRECK OF STEAMER VALENCIA

Captain Did Not Conclude Until Wednesday Morning That He Was en Vancouver Island Coast.

When the proceedings of the comission inquiring into the Valencia disaster were resumed yesterday afternoon a former witness. H. J. Campbell, was recalled. He drew the attention of commissioners to the fact that the pin in the boat had broken. In his opinion this method of fastening the oars was unsatisfactory. The preserver he used was of tule. Upon being washed ashore he found that the belt was weighing down upon him to such an extent that he could not hold to the rocks easily. As soon as he could stand he took the preserver off so as to be free to take advantage of any opportunity presenting itself.

Witness said that he had been sur prised to note that there had been no inspection on the trip from San Franco. In his past experience there had always been a daily examination. He also had been surprised that the men were not at their stations during the

lowering of the boats. After a brief cross-examination J. H. Lawson, jr., put T. Shields on the stand. The latter stated that he had seen the captain make the usual inspection on Monday morning. He made the regular rounds most thoroughly, and then took his position on the bridge.

F. Richley, one of the crew, gave much the same story of the wreck. He stated that the captain shouted, after the ship had struck, to have the life boats lowered. He went to the for-

ward boat on the starboard side. Witness told of placing Mrs. Campnell and her daughter into the and of lowering away at somebody's command. He then went aft and assisted with another of the small hoats This got away with him aboard. It capsized once, but he managed to creep back, the craft having righted herself. He told of his escape and meeting F. F. Bunker and others on the cliff, and also mentioned several incidents in connection with the loss of Mrs. Bunker and her daughter. Next morning Mr. Bunker stated that the only thing to be done was to

set out and obtain help for those still aboard the vessel. They Went Down the Trail and struck Telegraph Hut. From there news of the disaster was dispatched and assistance was promised. On Wednesday Logan and Daykin arrived from one direction, and Messrs.

Mousely, Richmond and McKwa from the station. Witness told of Mr. Bunker's attempt to swim the Darling river; how he was carried right into the surf, and was swept back again by the tide.

Questioned by Capt. Gaudin, witness said that he had not gone to his own boat. He found No. 6 swinging even with the saloon deck rail. He lowered the forward davit of the boat in which Mr. Campbell took a place. This had been done because of an order. Who gave it he didn't know. He went ashore in the boat which Mr. Bunker had entered. There were ten or twelve people in her, including Mrs. Bunker and her two children. There were three or four of the crew among its occupants. He could see no officers. There were oars and a mast and sail. A little trouble had been experienced in shipping the oars. He only noticed one beside himself rowing. He tried use should anyone reach the scene by to keep the boat away from the shore, but no progress could be made against the tide. After the boat capsized and righted herself there were only Mr. fired. But the wind was blowing inand Mrs. Bunker, one child and himself left. Mrs. Bunker had apparently carry. Nothing further could be done been caught in the boat. As he climb- that day, and the night passed uned in the first thing he heard was Mrs. Bunker's cry, "Where is my husband?" Shortly after Mr. Bunker second time the boat turned over on a been able to get his bearings, recogrock. He clung to the boat's painter, nizing the coast outline to the south and in that way was washed ashore. Reaching there he discovered a party | sight of a vessel heading up the straits of survivors from other boats. He saw no notices on the trail specifying the distances to certain points. On the way to Bamfield he met Dr. Hart, who and Czar had come up the seas began bandaged up his ankle, which he in- to jured on the bluff. The doctor was at Pachena.

Witness spoke of the trail as the

took place at the meeting, as it would be a violation of his oath of office. The min- along pretty well on one leg. From the time he met the rescuers he was lar Frisco liners. The signal for treated splendidly, nothing being left drill was a rapid ringing of the bell undone for his comfort. He did not One blast of the whistle was the signal The Chief Commissioner had known Mr. think it would have been possible for to go to the boats, another to make any vessel to render assistance from clear, a third to hoist, a fou the sea on the night the Valencia went

It was customary for the cantain and chief steward to make a daily in-

Generally Made a Thorough Round visiting the first and second class pas sengers as well as those in the steer age to see that all was in order. He elieved that the same custom had been followed during the trip from

To C. H. Lugrin, witness said he signed ship's articles upon going aboard the Valencia. He was man's mess boy. He read the notice showing to which boat he was assigned. He was one of the crew of No. 5 and went to No. 6 under the impression that he was going to the correct craft. This was the first time he had occasion to go to his station. He didn't hear any fog whistle blowing. As far as he understood the captain's orders simply meant that they were to "stand by" ready to lower the boats to the saloon deck. Then he went to the latter deck and stood by the craft. Approaching the boat in which he took passage he heard someone say: "Put the plug in the boat." One of those present stated that it was already in place. Although assigned to a boat he didn't know upon what side of the vessel it was placed, thinking it was on the port when, in point of fact, it was on the starboard

During the night of Monday no rocket was fired ashore with a line attach-

Witness had no difficulty in getting his boat away from the ship. A boat properly manned could, in his opinion, have got to see, although there was quite a current, and the sea was

Questioned by A. G. McPhillips, he said that no person had suggested on the morning after the wreck climbing along the cliffs to a point opposite the Valencia. It would have scarcely been possible.

Replying to Mr. Lawson, witness said that if he had gone to find his boat on Monday afternoon he would have discovered it without difficulty. He accounted for his mistake by his natural excitement. He did not know who gave the order to launch the boats. His reason for getting into No. 6 boat was because others were jumping out. It was about six or seven years since he had gone to sea. Around the Phillipines he had seen

boats launched in a heavy swell. To Mr. Lugrin, witness said that if the order had been given for the crew to proceed to their stations previous to the wreck, he would have had to look at the instruction card before obeving.

Martin Tarpey, quartermaster of the Valencia, was the next witness. It was

First Trip North

on that vessel. His duties, at least one of them, was to steer the ship. He took watches. From Sunday morning there was a heavy southeast wind blowing steadily. He noticed no observations. There had been no "sun" after Sunday, so that such a thing was impossible. Cape Mendolino was the last land he sighted. From then until the catastrophe he saw nothing, although it was ed from the chains, just abrest of the reported that Cape Blanco had been

passed. From 12 to 6 o'clock Monday evening he was on watch. He kept blowing the fog whistle continually owing to the thickness of the weather. At 6 they started heaving the lead. He was out of his bunk and about to go on watch when the ship struck. At night there The sea was running heavily then. He was a station master on the lookout. and an officer and quartermaster on the hands on deck." In his opinion the searchlight at sea. Such a thing might captain never gave any further order bridge. It was not usual to use a be done upon entering a harbor. He they be lowered to the saloon rail. Had was called about five minutes before the starboard boats been left they

the vessel struck. The shock brought him to the deck. Arriving at the wheel house he heard the skipper say "Full speed astern," and thinking there was no immediate danger returned and dressed. Afterwards he relieved the man at the

wheel. Instructions were shortly given by the captain to stand by the boats, and he went to his station. He assisted in lowering the boat to the saloon deck. Something carried away after a crowd of passengers got aboard, and they were thrown into the sea.

the lashings on the life raft. Just then the ship Took a Heavy List port. The raft slid over and he just managed to save himself from going overboard. The ship then straightened

Going forward he, with others, cur

At daylight on Tuesday the beach was sighted and he saw one man on the bank in such a position that he could not escape. Capt. Johnson then prepared the gun for shooting a line shore. Before firing it a volunteer crew had been dispatched with the to fire drill, witness said that he had poatswain to take the hawser once it had reached shore. They waited some his opinion there would be no advan hours and, seeing no sight of the men, tage in sounding the alarm during the tried the line. The first projectile carried away, but the second went splendidly, the line being taken over the bluff and among the trees, where it remained for some hours. Only one more shot was left, and that was saved for land.

Some time during the day a vessel was sighted going by and a shot was out of place. They land and probably the sound failed to eventfully. Early next morning the atmosphere

was sufficiently clear to sight the land clambered in over the other side. The in the offing. The captain had thus as that of the American side. The convinced him that he was on the coast of Vancouver Island.

When the steamers Queen, Salvor

Come in Heavily

and the vessel broke up rapidly. Noticing this the captain ordered the launching of the rafts. He left on the second and was among those picked up by the City of Topeka.

To Capt. Gaudin witness said he belonged to No. 1 boat. The first thing

an officer in charge of every boat. Fig. drill was held weekly on all the reguswing out, and two to lower into the He couldn't say whether all the boats' crew was present when he got to his place. It was dark a therefore, impossible for him to con the number of the crew there. The was no panic that he was aware There had been no intoxication. boat that had broken away was ere ed with passengers. He was unable say whether the davits or the falls can

ried away. On Tuesday night the steward, w ness went on to explain, had obtained two quart bottles of brandy and dis tributed it equally among the passer

Asked for his opinion as to the be neans of rendering assistance, witness said it was possible that the Cza might have shot a line aboard. By the means it might have been possible use a raft for transferring the pass gers. Otherwise he didn't believe there was the slightest chance of ex-

tending help from the sea. The women and children had been vited to take places upon the raft b ore they left. But they declined, cently believing that there was f more chance of being rescued by star ng with the ship in view of the fa that there were so many steamers the offing.

The commission then adjourned up til 10 o'clock this morning Quartermaster Tarpey was recalled

at this morning's session of the quiry into the Valencia disaster. answer to a question by Cor Gaudin witness stated that the ship og book was safe up to the time left. He went on to describe the thod adopted in sounding. The caution of obtaining the nature of t bottom was always taken. This wa done by the use of soap. An offi was in charge on every occasion du ing the obtaining of soundings. discipline aboard the ship was same as was the case in all vessels that run. As a general rule member of the crew remained several voyag

they wished they might resign after one trip, as the articles were signed only for the round passage. To C. H. Lugrin, counsel for the Doninion government, witness the officers of the vessel comp following: Captain, four mate ngineer, three assistant enginee chief steward, second steward, purse two freight clerks. A quartermaste

at least with the ship. Of course

was only a petty officer. There was no special qualification needed to occupy uch a position. No examination was necessary. In addition to the officers here were four quartermasters, eight sailors, a carpenter and a watchman He did not believe that the company would permit a member of the crew to sign on for a period of, say, three nonths. The articles were presented at the end of every round voyage. All able seamen belonged to a union, and received a monthly salary of \$45 a month with forty cents an hour ad-

ditional for overtime. This was generally considered satisfactory. Questioned closely by Mr. Lugrin witness described the weather on the night of the disaster as thick. In orlinary navigation the hand sounding machine was used. This was operatbridge. The patent machine was worked from the stern. It registered automatically the depth of the water. When Quartermaster Tarpey took

the wheel, after the ship struck, it was "hard-a-port." Next day he

Saw No. 5 Boat Launched. never heard the captain with regard to the boats than that would have lived throughout the night and might have been launched in th morning with much more chance of getting away safely. He, however, didn't hold the captain responsible for the boats going away in the dark on

the previous night. Witness said that when he went to No. 1 boat passengers were crowding in. About twenty-five or thirty people entered, overloading her. Something carried away and all were thrown into the sea. He knew nothing of the boats on the port side. Monday night was very dark. Rockets were sent up, but he was unable to tell how far the ship then was from the shore. In the morn ing the vessel was approximately two hundred yards from the beach at low

Witness heard the first officer say that the ship was lying somewhere between Umatilla lighthouse and Cape Flattery. It was on Tuesday that said this. Then about two hu yards of the coast line on eith was discehible. He told of th tain's conclusion on Wednesda the ship was on Vancouver Island

Answering a question with refere seen many emergency drills called. In night time. Such a thing would frighten the passengers. Some of them might "jump overboard." The steamer Valencia had three pro-

jectiles. These carried a small line strong enough to haul the heavy hawser ashore if there had been anyone there to take it. He believed that a dozen more projectiles would not be Might Prove Useful

step would possibly have been of value upon the occasion in question, as such hawser might have been utilized for hauling a raft through the surf. The Czar, however, did not come enough for any such scheme to be

on many occasions. These shots might

have been of use in getting a line

With reference to the rafts, witnes thought paddles would not be an improvement over oars. Short oars would be better than the ones with which they were provided. He thought, also, that the rafts should be given a great-

To A. E. McPhillips, counsel for the provincial government, witness said that he had seen one of the small boats making its way to sea under the searchlight. It seemed to be full of

(Continued on page 8.)

CHAPTER XXI.-

"The case must ha said. "It is ver how, but there is no tion of the matter. placed on my doorst cigar case, mounted you had purchased "Yes, and the very mired. Of that I am "Very well. I take me to 218, Brunswic bring it back again. found on the floor be never passed out of my knowledge. Next at the office of Messrs

and it gets into the

Was it not possibly scratched inside it. question that casenind you, that I picl doorstep-was purch now lying in the hos Walen's, in West str was the change made 'If I could only see

"The change was m bought the case. By fime was it?" "I can't tell you th Ruth replied. "It was of the night of your 'And you kept it by "Yes. It was in a with yellow wax and string. I went to 2 made the purchase. there and he was us

ting-room as an office lot of papers w "Ah! Did you put "Just for a momer But surely my uncle "One moment, pleas vith your uncle at th Ruth gave a sudder "How senseless of n

ried. "My uncle was sent for Mr. Reginald m. I did not imagin on would know anyth w I cannot see wha 'Again let me interru ave the room at all?" "Yes. It is all con w. My uncle's med in my bag. He asl and I went, leaving le table. It is all coi . . When I retu was quite alone, alled to see my uncl emed surprised to se gon, and as I enter nething up in his

> parcel was quite i llow wax and ye. Yes, so far as I rei Henson who ren ut his medicine. And when you le should be so fr on and Bell. Hay No." Ruth replied vays alluded to Di im, but he has o

lit into the waste

Where are you g am going with find anything in et at No. 219. B servants have h no papers, and sitting-room of as a kind of of ble, to find the p ght the cigar case. was partially fille had never been rs, Ruth said. For id was engaged in pled sheets of th his search was a packet of noter eets, one inside rally go to corres ood quality. It w Steel flattened it out Ruth's inspection. low, here is a fir at the address i '15. Downend terra

pon and the others co ais. Beyond doubt the olen from my study. e held up the thick At the foot of the indented in outli

ny own best notena

ially for myself, in

ginally this was a

ts, but the one has

nder sheet of pape bly I use initials ime unless it it nd what is to be don nd the letter forged like a genuine

grimly.

wled in so boldly a

CHAPTER XX "The Light That F followed Dr. Cross with a sense of fa The cool, sweet sme corous silence, the aled to him strong old war horse who s rom afar. And the was ever a joy to is is all contrary t urse," he suggested. ell, it is," Cross adm an enthusiast, and get a chance of cha ant, erratic star like our man is not er. He is in a ki own quarters, and

estion of being nurs

nodded, understan