

ATTEMPT TO BLOCK A FULL INQUIRY

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

The select committee of the legislature inquiring into the Kalen Island land grant resumed again this morning. The government, which welcomed the fullest investigation when the subject was first introduced, showed unmistakably this morning that it is prepared to burk the inquiry to the fullest extent possible. The Conservative members of the committee are lending themselves to every device to keep the evidence back. J. A. Macdonald, the leader of the opposition, on whose motion the inquiry is being held, is being detained from the opportunity of calling witnesses until it suits the wish of the government. He has asked that J. Anderson, who is acknowledged to have the most intimate knowledge 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 the government's wishes in the matter of witnesses. The chairman, J. F. Garden, showed his partisanship this morning by refusing to put a vote until Mr. Ross, a Conservative member of the committee, arrived to vote, although the hour for opening was then long past and the sitting had been formally opened.

After E. V. Bodwell had been examined 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 Dr. Young voted for the calling of Mr. Bodwell, and the chairman gave the casting vote in the same way. Mr. Macdonald before the motion was put took occasion to say that he thought that his witness should be followed in this matter. He had launched the proceedings and should, therefore, he thought, have the right to call the witnesses in the order he proposed.

The chairman said it was a matter for the committee to decide. Mr. Macdonald said that it was certainly a matter for the committee to decide, but the committee would also have to consider whether it was not to be put in a false light in taking this action.

Mr. Ross said that he would take this responsibility. Mr. Bodwell was going to leave the hall before the evening, and it would be wise to call him first.

"Is that the main reason," asked Mr. Macdonald.

Mr. Ross said that Mr. Bodwell, he understood, had the most intimate knowledge of the transaction, and should first be called.

The chairman suggested that Mr. Bodwell should make a statement.

Mr. Macdonald said that Mr. Ross seemed to be running this. Mr. Bodwell said that he desired the crown grants and also a telegram received by himself from Mr. Hays.

Mr. Bodwell said that after this he had some time before the negotiations were opened been consulted by Peter Larsen of Helena. Mr. Larsen had come to the conclusion that Tuck's Inlet was a likely place as the terminus and consulted witnesses on the point of acquiring the land. Mr. Larsen considered 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 scheme and it was agreed that Mr. Bodwell should make a statement.

Mr. Bodwell said that he had some time before the negotiations were opened been consulted by Peter Larsen of Helena. Mr. Larsen had come to the conclusion that Tuck's Inlet was a likely place as the terminus and consulted witnesses on the point of acquiring the land. Mr. Larsen considered 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 scheme and it was agreed that Mr. Bodwell should make a statement.

Mr. Bodwell said that he had some time before the negotiations were opened been consulted by Peter Larsen of Helena. Mr. Larsen had come to the conclusion that Tuck's Inlet was a likely place as the terminus and consulted witnesses on the point of acquiring the land. Mr. Larsen considered 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 scheme and it was agreed that Mr. Bodwell should make a statement.

Mr. Bodwell said that he had some time before the negotiations were opened been consulted by Peter Larsen of Helena. Mr. Larsen had come to the conclusion that Tuck's Inlet was a likely place as the terminus and consulted witnesses on the point of acquiring the land. Mr. Larsen considered 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 scheme and it was agreed that Mr. Bodwell should make a statement.

Mr. Bodwell said that he had some time before the negotiations were opened been consulted by Peter Larsen of Helena. Mr. Larsen had come to the conclusion that Tuck's Inlet was a likely place as the terminus and consulted witnesses on the point of acquiring the land. Mr. Larsen considered 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 scheme and it was agreed that Mr. Bodwell should make a statement.

Mr. Bodwell said that he had some time before the negotiations were opened been consulted by Peter Larsen of Helena. Mr. Larsen had come to the conclusion that Tuck's Inlet was a likely place as the terminus and consulted witnesses on the point of acquiring the land. Mr. Larsen considered 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 scheme and it was agreed that Mr. Bodwell should make a statement.

Mr. Bodwell said that he had some time before the negotiations were opened been consulted by Peter Larsen of Helena. Mr. Larsen had come to the conclusion that Tuck's Inlet was a likely place as the terminus and consulted witnesses on the point of acquiring the land. Mr. Larsen considered 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 scheme and it was agreed that Mr. Bodwell should make a statement.

Mr. Bodwell said that he had some time before the negotiations were opened been consulted by Peter Larsen of Helena. Mr. Larsen had come to the conclusion that Tuck's Inlet was a likely place as the terminus and consulted witnesses on the point of acquiring the land. Mr. Larsen considered it wise to endeavor to form a connection with the Grand Trunk Pacific.

looking to the interests of the province.

"You got nothing out of it?" said Mr. Macdonald, and Mr. Larsen made nothing out of it. Mr. Larsen was a philanthropist and you were likewise a philanthropist."

Mr. Bodwell denied this. He did not go into the matter as a graft. He looked at it from the selfish point of view of increased business through Mr. Larsen in this province.

Mr. Bodwell denied that he expected to make a future profit out of the Grand Trunk Pacific.

Mr. Macdonald wanted to know if it would be fair to say that the transaction was undertaken with no object in view of making a future profit out of the Grand Trunk Pacific for himself and his client.

Mr. Bodwell did not think that that would be a fair way to put it.

The discussions with the chief commissioner relative to this before the transaction was put in writing on January 19th, took place at the club and in the chief commissioner's office. Possibly within two weeks of the writing of the letter the government had accepted of these terms.

Before the order in council was prepared Mr. Bodwell said that he had some communications with Mr. Stevens, the chief engineer of the Grand Trunk Pacific. Up to May 3rd, 1904, all communications were with Mr. Stevens, who was the latter buried up. He would not produce the letters, and the telegrams had been destroyed.

Mr. Macdonald wanted to know what interest Mr. Stevens had in this. Mr. Bodwell said that he was working in conjunction with Mr. Stevens. The first time he saw Mr. Stevens was in Ottawa. Before that time Mr. Stevens 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 carried along as fast as possible. Witness told Mr. Stevens that the order in council was prepared. Mr. Stevens was anxious to have the townsites secured so that no one else should get it.

"Mr. Stevens was afraid some one other than Mr. Larsen would get it," asked Mr. Macdonald.

Mr. Bodwell said Mr. Stevens seemed to be anxious that Mr. Larsen should be called in the lands.

On the point of forming a townsites company, Mr. Bodwell said that it was never discussed what place Mr. Larsen would have in the company.

Purpose of the government, Mr. Bodwell said that Mr. Bodwell told him from what he knew of the situation and from reliable sources, he knew that Mr. Larsen got nothing out of the transaction. Mr. Bodwell said that when Mr. Bodwell was here last winter he had conferences between Mr. Bodwell 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, was issued, the Grand Trunk Pacific acquired its interest in the lands.

Mr. Macdonald asked if in the beginning the business was Mr. Larsen's. Mr. Bodwell said in a sense this was true. When the order in council was passed Mr. Bodwell said that he was instructed by telegram from Mr. Hays to act for the company in the matter. Mr. Bodwell said he telegraphed to Mr. Stevens.

Mr. Macdonald thought that Mr. Bodwell might make a thorough search for all communications relative to this. Mr. Bodwell said that he would not produce these.

Mr. Bodwell said that he had reported from time to time to Mr. Stevens as to the progress which was being made.

Mr. Macdonald wanted to know why Mr. Bodwell was acting for Mr. Larsen, he should report to Mr. Stevens.

Mr. Bodwell said that Mr. Stevens wanted Mr. Larsen to deal with the government, believing that Mr. Larsen would have the influence with the government that Mr. Stevens would.

Mr. Macdonald wanted to know if Mr. Larsen had derived any of the business benefits he expected from this 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 full during the proceedings, 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 said that Mr. Larsen had lots adjacent to Kalen Island. E. J. Matthews had been staking for him. He believed they were taken under South African scrip.

Mr. Bodwell said that he knew that the lots 505 and others had first been applied for under the Land Act.

"If the number of council relative to Kalen Island were not kept quiet by the lots of the mainland?" Mr. Macdonald asked.

Mr. Bodwell said he could not say that.

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 lands.

Mr. Bodwell said he had not and that company had nothing to do with the Grand Trunk Pacific Company. A letter from Mr. Bodwell to himself contained the information that the lands would be handled by the company.

Mr. Bodwell would not agree that a syndicate was formed to deal in the matter. He agreed with an intention that Mr. Anderson had decided upon Lima Harbor as the most suitable terminal point. He disagreed with the statement that Mr. Anderson decided to make the 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 one of the Andersons. 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. Matthews did not seem to have anything to do with the Kalen Island transaction. Mr. Bodwell supposed his business was in connection with these other lands. Witness did not recall the name of J. L. Pierce in connection with this.

When Mr. Morse arrived here last

spring Mr. Bodwell said he was formally retained as solicitor for the Grand Trunk Pacific.

Mr. Macdonald suggested that Mr. Bodwell then got his reward. Mr. Bodwell said he 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 business.

Mr. Bodwell expected that political influence would be brought to bear at Ottawa to locate the terminus at another place. The members of the government were quite agreeable to the price of \$1 an acre and Mr. Fulton came to this view later.

Hon. Chas. Wilson insisted upon the price of \$1 an acre. He 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 Grand Trunk Pacific wanted to know if it was suggested that the whole foreshore should go to the province.

Mr. Bodwell said he would not have the present state of affairs at all under these circumstances.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Bodwell thought the province was well protected in having sites for public wharves by this provision.

Mr. Green returned to reveal what took place at the meeting, as it would be a violation of his oath of office. The minute of council was agreed to be kept secret and had been refused to members of the House.

The Chief Commissioner had known Mr. Larsen for a number of years. He met him here while Mr. Morse was here last winter. After the time of the writing of the letter E. V. Bodwell the Chief Commissioner met Mr. Larsen in Seattle. This was in January, 1906. The Kalen Island transaction was not discussed.

The plans of the Grand Trunk Pacific may have been discussed at the time in a general way, but not this transaction, although he knew Mr. Larsen was back of Mr. Bodwell in his application.

The commission then adjourned until Monday morning at 10 o'clock.

TO CURE FEVER, CHILLS, AGUE.

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

QUARTERMASTER GAVE EVIDENCE

HIS STORY OF WRECK OF STEAMER VALENCIA

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

When the proceedings of the commission 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 the method of fastening the oars was unsatisfactory. The preserver he used was of tulle. 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 surprised to note that there had been no inspection on the trip from San Francisco. In his past experience there had always been a daily examination. He also had been surprised that the men on board had been 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 of the boats.

He made the regular rounds most thoroughly, and then took his position on the bridge.

F. Ritchey, one of the crew, gave much of the 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 forward boat on the starboard side.

He saw the captain and after going to his place of placing Mrs. Campbell and her daughter into the boat and of lowering away at somebody's command. He then went aft and assisted with another of the small boats. This got away with him aboard. He capsized once, but he managed to creep back, the craft having righted herself. He told of his escape and meeting F. B. Bunker and others on the beach.

He 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 wait and obtain help for those still aboard the vessel.

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. Mosley, Richmond and McKewen from the station.

Witness told of Mr. Bunker's attempt to swim the Darling river; how he was carried right into the surf, and how he was again by the tide.

Questioned by the government, witness said that he had not gone to his own boat. He found No. 6 swinging even with the saloon deck rail. He went forward to 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 to keep the boat away from the shore, but progress could be made against the tide. The boat capsize and righted herself there were only Mr. and Mrs. Bunker, one child and himself. Mrs. Bunker had apparently been caught in the boat. As he climbed in the first thing he saw was Mrs. Bunker's cry, "Where is my husband?" Shortly after Mr. Bunker clambered in over the other side. The second time the boat turned over on a rock. He clung to the boat's painter, and in that way was washed ashore. Reaching there he discovered a party of survivors from other boats. He saw notices on the trail specifying the distances to certain points. On the way to Bamfield he met Dr. Hart, who bandaged up his ankle, which he injured on the bluff. The doctor was at Packer's.

Witness spoke of the trail as the

and the vessel broke up rapidly. Noticing this the captain ordered the launch 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

to go. The raft slid over and he just managed to save himself from going overboard. The ship then straightened herself.

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. Gaudin prepared the gun for shooting a line ashore. Before firing it a volunteer crew had been dispatched with the boatswain to take the hawser once it had reached shore. They waited some hours, and seeing no sign of the men, tried the line. The first projectile carried away, but the second went splendidly, the line being taken over the bluff and thrown the rest when it remained for some hours. Only one shot was left, and that was saved for use should anyone reach the scene by land.

Some time during the day a vessel was sighted going by and a shot was fired. But the wind was blowing inland and probably the sound failed to carry. Nothing further could be done that day, and the night passed uneventfully.

Early next morning the atmosphere was sufficiently clear to sight the land in the offing. The captain had been able to get his bearings, recognizing the coast to the south east as that of the American coast. The sight of a vessel heading up the straits convinced him that he was on the coast of Vancouver Island.

When the steamer Queen, Salvor and Czar had come up the seas began to

and the vessel broke up rapidly. Noticing this the captain ordered the launch 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

to go. The raft slid over and he just managed to save himself from going overboard. The ship then straightened herself.

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. Gaudin prepared the gun for shooting a line ashore. Before firing it a volunteer crew had been dispatched with the boatswain to take the hawser once it had reached shore. They waited some hours, and seeing no sign of the men, tried the line. The first projectile carried away, but the second went splendidly, the line being taken over the bluff and thrown the rest when it remained for some hours. Only one shot was left, and that was saved for use should anyone reach the scene by land.

Some time during the day a vessel was sighted going by and a shot was fired. But the wind was blowing inland and probably the sound failed to carry. Nothing further could be done that day, and the night passed uneventfully.

Early next morning the atmosphere was sufficiently clear to sight the land in the offing. The captain had been able to get his bearings, recognizing the coast to the south east as that of the American coast. The sight of a vessel heading up the straits convinced him that he was on the coast of Vancouver Island.

When the steamer Queen, Salvor and Czar had come up the seas began to

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

to go. The raft slid over and he just managed to save himself from going overboard. The ship then straightened herself.

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. Gaudin prepared the gun for shooting a line ashore. Before firing it a volunteer crew had been dispatched with the boatswain to take the hawser once it had reached shore. They waited some hours, and seeing no sign of the men, tried the line. The first projectile carried away, but the second went splendidly, the line being taken over the bluff and thrown the rest when it remained for some hours. Only one shot was left, and that was saved for use should anyone reach the scene by land.

Some time during the day a vessel was sighted going by and a shot was fired. But the wind was blowing inland and probably the sound failed to carry. Nothing further could be done that day, and the night passed uneventfully.

Early next morning the atmosphere was sufficiently clear to sight the land in the offing. The captain had been able to get his bearings, recognizing the coast to the south east as that of the American coast. The sight of a vessel heading up the straits convinced him that he was on the coast of Vancouver Island.

When the steamer Queen, Salvor and Czar had come up the seas began to

and the vessel broke up rapidly. Noticing this the captain ordered the launch 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

to go. The raft slid over and he just managed to save himself from going overboard. The ship then straightened herself.

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. Gaudin prepared the gun for shooting a line ashore. Before firing it a volunteer crew had been dispatched with the boatswain to take the hawser once it had reached shore. They waited some hours, and seeing no sign of the men, tried the line. The first projectile carried away, but the second went splendidly, the line being taken over the bluff and thrown the rest when it remained for some hours. Only one shot was left, and that was saved for use should anyone reach the scene by land.

Some time during the day a vessel was sighted going by and a shot was fired. But the wind was blowing inland and probably the sound failed to carry. Nothing further could be done that day, and the night passed uneventfully.

Early next morning the atmosphere was sufficiently clear to sight the land in the offing. The captain had been able to get his bearings, recognizing the coast to the south east as that of the American coast. The sight of a vessel heading up the straits convinced him that he was on the coast of Vancouver Island.

When the steamer Queen, Salvor and Czar had come up the seas began to

and the vessel broke up rapidly. Noticing this the captain ordered the launch 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