Sea Gives Up More Dead

(Continued From Page One.)

graphed several days ago to inquire where the revenue cutters Grant and Arcata were at the time of the Clallam wreck and to be informed as to why they did not go to the assistance of the distressed vessel when word was telegraphed to Port Townsend. He said today that if they were away from port and not within reach of the telegraph, they would, of course, be held blameless; but he wants to know that they omitted no duty which was in their power to perform.

Mr. Armstrong has received no reply, but it is presumed that full official reports will come by mail.

The United States Clallam disaster investigation, which begins Monday morning before the United States marine inspectors at Seattle, promises to be the most important of that character ever held in the Northwest, in that an attempt will be made to place the responsibility for the loss of fifty-four lives, says the Seattle Post-Intelligencer. Inspectors Whitney and Turner declare they will spare no pains to bring out all the facts pertaining to the case, and Captain Roberts, master of the vessel, and her owners and managers say they count the most rigid inquiry.

One of the questions to be answered is that as to the cause of the leak—whether the vessel opened up or not. Neither Capt. Roberts nor the owners have publicly expressed an opinion as to how the Clallam came to fill so quickly. What their contention will be they decline to state in advance of the inquiry.

While many statements were made by passengers and members of the crew in explanation of how the Clallam filled so rapidly, that to the effect that the water came in through the broken deadlights was not accepted as satisfactory by marine men generally. Their theory has been that the Clallam opened up, and this is the belief of many of the surviving passengers.

The contention of the Clallam's owners and Capt. Roberts will be that the vessel was of the strongest construction; that she was well equipped and absolutely seaworthy.

To enlighten themselves on this point, Inspectors Whitney and Turner, Capt. Gibbs, representing the Marine Underwriters' Association, and Messrs. Walker and Hills, Lloyds' agents, yesterday made an inspection of the steamer Jefferson, which the Puget Sound Navigation Company is building at Tacoma. This vessel is being built by Heath and under the same plan of construction as was the Clallam.

After his return from Tacoma last night, Capt. Whitney said: "We found the work on the Jefferson satisfactory to us in every respect. She is one of the strongest built vessels I ever saw. The same plan and methods of construction were employed on the Clallam.

"It is impossible for me to understand how a vessel built as the Clallam was, could have sprung a leak. It's a mystery how she took so much water in so short a time."

A seafaring man who does not subscribe to the theory that the Clallam sprung a leak and also discrediting the story that enough water flowed through the deadlights to put out the fires and sink the vessel, last night said:

"Sometimes the arrangement of the valves in the pipes of a vessel are such that if a valve should accidentally be left wholly or partially open, water would back in from the sea and fill the vessel to a considerable depth before it would be noticed. That may have been how the Clallam filled with water."

Photo Savannah.

MISS GALLETLY

Aside from inquiring into the manner in which the Clallam disaster originated, the inspectors are prepared to go thoroughly into the conduct of Captain Roberts, his officers and crew after the fact that the vessel was in serious condition was first ascertained by them.

Passengers of the Clallam have asserted, and their assertions have been widely published, that when the steamer was off Victoria, and, in fact, while the lifeboats, laden with women and children, were being put off, no signals of distress were displayed.

There has also been much speculation as to why Capt. Roberts should neglect, as he is said to have neglected, to inform Captain Hall, of the tug Holyoke, that the Clallam was in a sinking condition, and to look after the safety of his remaining passengers as soon as the tug approached.

THE INQUEST.

Clallam's Steering Gear Had Been Defective Prior to the Disaster.

Richard S. Grinths, continuing his evidence before the coroner's enquiry being held by Dr. Hart yesterday morning, said in answer to C. H. Lugrin that the Clallam's steering gear had been known to be in bad condition, and a month before when she was leaving Victoria harbor luff ropes had to be used to make the rudder work properly. The witness indicated the position in which the steamer was rolling when he was aroused from his berth by the shifting of the cargo, and the points where the lifeboats were launched and where the steamer was then taken in tow were also indicated. The engines were working when the cargo began to shift, and the vessel could have returned to Port Townsend. He thought the circulating pumps were working then. The steamer was pounding heavily. The engines were working for an hour and a half after that. Witness and others were setting the jib when the engines stopped, the water being then up to the firemen's knees in the fire room. The water had not then reached the grate bars which were about three or four feet high. The steamer rolled considerably after the jib was set.

When the boats were launched the steamer was about three or four miles from Trial Island. She was nearest to the Island when the boats were launched. The Clallam was on the lee side of the island, heading towards it. The boats were launched about 3.30 or 4 p.m., and the steamer then swung around broadside to the wind and drifted. He saw no efforts made to bring the vessel around to the wind. If the anchors had been lowered, even if they didn't hold, this would have brought the vessel to the wind and made her ride easier. The stayail was set about dark and carried away in an hour. It was poorly arranged. The tide was flooding when the steamer was drifting.

When the boats were lowered the water was up to the engine room grings. If the cargo had been thrown over before the boats were lowered the ship would have been lightened and the list would have been less. No bailing had been done up to the time the boats were lowered. He heard that the water was coming through a port and heard that the mate and some others had tried to fix the port. The port would be about ten inches in diameter. He thought what was called a deadlight and a port were the same. The broken one was on the starboard side, about a foot and a half above the water line if the steamer had been on an even keel. As far as he knew no effort was made to stop it from the outside. It was not accessible from the main deck, being two feet below. A man, with proper precautions, could have got at it from the guard.

Three ports were broken. They had been broken for some time. Chinese had been off for three months. He did not regard the steamer in danger from the general appearance of things before the boats were lowered. It seemed to him that the vessel would reach some place of safety, probably drifting on one of the islands. He did not think, personally, that she would go down.

A barrel of oil was thrown overboard after the boats were lowered. It was thrown over out of the road. He did not think it was thrown over to calm the waves. It would not have done much good. When the port(the weather) boats were lowered no attempt was made to bring them across the deck to the starboard side. The captain was on the hurricane deck when the boats were lowered. The second boat was in the davits and the mess-boy was passing the painter to the captain, when witness went to the saloon deck and threw a line to Capt. Lawrence. The second boat was in the water right after the first capsized. The second also turned over when about 30 feet away. No effort, that he saw, was made to rescue the people in that boat. He did not see any life-buoys thrown over to them. The third boat was lowered about fifteen minutes after. It took from ten to fifteen minutes to lower the boats of the Clallam. Witness was on the port side. One of the hooks of the tackle of the third starboard boat was unfastened. It was not the fault of those on board that the hook was not fastened. This might be because the boat had not been lowered far enough.

When the flag was put at half-mast it was just after the boats were launched. When the steamer passed it was in the afternoon, in good clear daylight. Nothing happened, other than the bailing, until the Holyoke came about six hours later. The steamer was still drifting broadside to the sea. Her bow was toward Trial Island. When the tug took hold she was turned. The bailing appeared to keep the water down. The Clallam had no auxiliary boilers, no donkey on deck to work the pumps. When the Holyoke came she went on the weather side and it was difficult to speak as the Holyoke could not have laid alongside, but a boatswain's chair could have been made to take off the passengers. He had not heard the captain give any orders in regard to the tugs. The towboat appeared to keep the vessel out of the water, pulling on her starboard bow. When she started to settle her bow was down more than it would otherwise had she not been in tow. The steamer appeared in an easier position when in tow than before.

To Mr. McPhillips—He knew nothing about the water in the engine-room when he saw the storm signals at Port Townsend. He did not go to the engine-room. He seldom did. When he came from his berth, because of hearing the noise of shifting freight, he went to shift the break to make a gangway. The freight aft of the gangway caused the list. The freight was all on deck. He did not know whether the law permitted this. The shifting caused a list to starboard. This list put the ports under the water. They would not have been under the waterline but for the list. He had always understood a port hole to be the same thing as a deadlight. He first heard the deadlights were letting in water as soon as he came from his berth to shift cargo. One port hole, or deadlight, in the engine-room was letting water. He had seen it before and no water was coming in. With the list and the broken condition, it did not seem strange that the hole let in water. The list would not have any effect on the engines. They stopped because the fires were put out. If a vessel was pitching it would have the effect of causing the engines to race. Only three boats were launched. One hung in the davits. Only three boats got clear of the steamer. Two boats made away. The third was cut away by the other, and others embarked with him in it, making the third boat to get away. Two boats, one and three, were launched and got away with passengers. No. 5 was launched by one end, the other end being neglected. The passengers were spilled out or clambered out. This was the boat cut away by the other. The boats were lowered and launched from the hurricane deck. When the second boat was swung out he fastened the line to the cleat, but he could not say who lowered the boat. He could not remember in detail what the captain was doing. He knew the captain had aided in launching the boats. The passengers he thought—he could not see—got in from the saloon deck.

Capt. Lawrence he understood to be in command of the first boat. He heard the second engineer was in command of the second, but could not say who had the third. He saw the first boat capsize. The second boat was in the davits then. The capsizing of the first boat caused him to run down to the saloon deck. He did not know, of his knowledge, if the captain saw the first boat go over. The purser did. The captain was there while the boats were being lowered. The crew all knew their duty; even orders were not given. The pumps could have kept the water down much—he could not say it would have kept the vessel clear—if they could have been used and steam applied. There was a searchlight operated by dynamo in the engine room on the pilot house. The power for the dynamo came from the boilers. If there was no steam on the dynamo could not be worked.

No detonators, small cannon, mortars or rockets were on board, as far as he knew. He had got a towel from a stateroom on the texas to put over a lantern he had secured. He could not say whether the collier or steamer ought to have seen the flag reversed. The United States flag is difficult to notice in reversed position. The fact that it was half mast would not necessarily indicate distress. That was the sign of death on board. He knew there was a code of distress signals. Capt. Roberts had a set of signal flags on board, but never used them. He remembered them. The flags of the international code of signals had been used for decorations on different excursion trips. He had thought of suggesting this, but having heard the captain tell a passenger that he was running the boat and thought that was what the captain would have told him. He could not swear that the Clallam had the flags on board that day, whether they had been taken off or not. The deck hands had not been instructed to use the flags. This was not customary. All that deck hands were instructed to do about flags was to handle freight.

Witness had taken part in the bailing. In the fire room Capt. Livingstone-Thompson seemed to take a leading part in the work. It was probably half an hour after the bailing stopped before he got into the rigging. He could not say why the Holyoke's line had not been let go from the Clallam instead of wasting the time in sending the Sea Lion to tell the Holyoke to let go. He did not know if this had occurred to the captain. It would have been the most reasonable thing to do. If it had occurred to the captain he would not have sent the Sea Lion to the Holyoke. The Holyoke cut her line. The broken port in the engine room had been broken for about three months. There was nothing said about saving the passengers in the water. It happened too quick. They were gone before anyone could think. He had heard no references by officers or passengers relative to saving the passengers. One lady seemed to go down with a life-preserver on. She may have come up under the boat. She took one of the deck hands with her. He thought her life-preserver was properly fastened. They went out of sight quickly, and any attempts would have to be made quickly. He was not alongside the captain and could not say what he had said relative to the drowning of the passengers. The steamer had what he considered a pretty good load that day.

The steamer was about three miles from Trial Island, heading to the lee of Trial Island, when the boats were launched. He thought the Clallam drew seven feet aft when light. She was down pretty near to the guard when the water was in her. He did not think the captain could have run her into Shoal Bay at that time. The wind drove us more to Discovery Island than to there. Efforts all failed to get her before the wind with the jib sheet. She lay in the trough of the sea. The steamer could not have been run on Trial Island. He did not think the captain could have beached the ship anywhere near there. He thought that if Capt. Roberts could have beached the vessel he would have done so to save the ship.

To Jurymen—he said one boat was left on the vessel when she went down. Several drills, called fire drills, had been held on the boats. The boats were then swung out in the davits, lowered half way down and then hauled up again.

To Mr. McPhillips—He said the chart showed 60 fathoms and less in the position the boats were put out. There would be anchorage there, in his belief. He would have tried to get a hold there at this point where the boats were launched, but he had never thought of anchoring when the boat was lost. And I believe that support saved my life. When I jumped into the water I had a long top coat on besides my other clothes, but I had on a belt and I floated all right.

"I wish some of the people who criticize Captain Roberts could have been aboard that night and seen him work. He was perfectly cool and during all the terrible hours did three men's work, besides superintending everything. I see by the papers he is blamed for putting the women and children in the lifeboats. If he had not done so there would have been more lives lost than as it was. The women and children could never have climbed up where we were on top of the hurricane deck, toward the last, or, if they had, would have been washed into the sea one by one.

"People do not know—they cannot realize—the straits to which we were put. The captain did what he thought was best—what everybody thought was best at the time. There were plenty of men there who would gladly have risked their lives in the boats in preference to staying on the steamer.

"One thing that has not been mentioned, to my knowledge, was the heroism of so many men in gladly giving place to the women and children. I doubt if there be a case on record where so many were risking their lives and where no acts of brutalism or cowardice were reported. So far as I know, there was not a single instance of where one man tried to save his life at the expense of others."

Photo Savannah.

MRS. A. J. C. GALLETLY

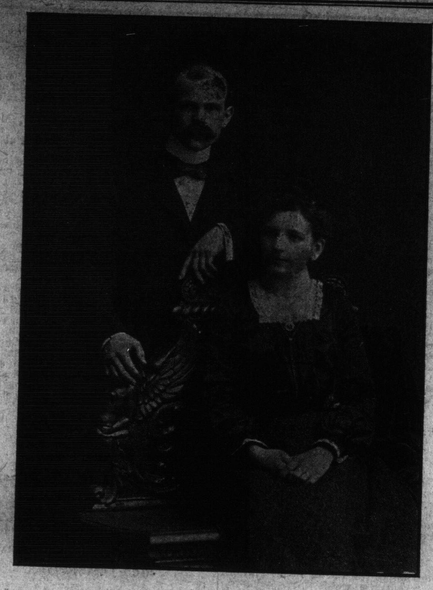


Photo Savannah.

MR. AND MRS. R. W. TURNER

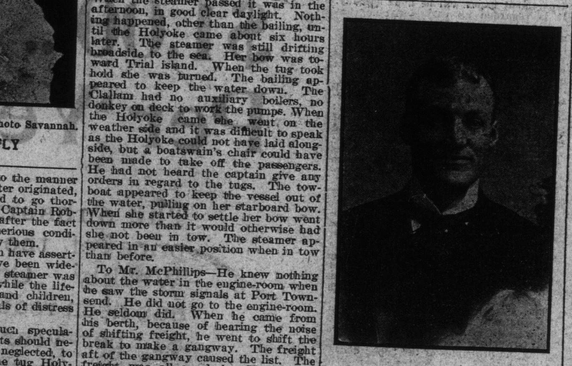


Photo Savannah.

N. P. SHAW

Photo, Savannah.

CAPT. LIVINGSTON THOMPSON

HARVEY SEARS

Who Was Drowned on the Steamer Clallam. This Photograph Was Recently Taken in Company With His Sister.

STUDY LIFE APPLIANCES.

Committee Appointed by Seattle Chamber of Commerce for That Purpose.

A committee has been appointed by the Seattle Chamber of Commerce to investigate the conditions on passenger steamers sailing from Seattle; and to see that all life saving appliances are in good condition, Captain Ballard, one of the committee, said:

"The trouble is not with the rules; it is the enforcement of them. There is not one boat in twenty that leaves this port that is properly provided with life-rafts, lifebouts and fire apparatus. Should a fire start in one of them one mile or even one-half a mile from shore, if it were not discovered as soon as it started, they would have a hard time indeed saving passengers and crew. Recently a boat took fire while making the run to Bremerton, with over 100 passengers aboard. It then developed that she did not have lifebouts enough to carry more than twenty people. Luck favored them, and they were able to extinguish the flames.

"A friend of mine came to me yesterday and stated that the proprietor of one of the boats on this run came to him a few days ago and wanted to purchase an old Whitehall boat that he had. He replied that he would sell it, but that it needed repairing as it leaked badly. The boat proprietor replied that that would make no difference, as he only wanted it to hang on his steamer so that it would pass inspection."

The saddest event in the history of the local Longshoremen's Union was the loss of brave Robert Currie in the Clallam disaster. His calling was loading and unloading ships, but little did he ever think of the task that was in store for him, to put women and children from one boat to another and go with them for good or bad, as fate should will. The only account we have was that in trying to save others he himself was lost with a drowning woman about his neck and he swimming to a life line, and just when he was about to get it, it parted and he sank with exhaustion and was seen no more. A fine built man who could perhaps have saved himself, but selfishness was not a part of him. We have lost a member who cannot be replaced, as he was one of the handiest of the handy at longshore work, always ready when work and duty had to be done. May we all possess his manly qualities and the world will be better for our dwelling here and sustain a loss when we are removed. Great sympathy is felt for his relatives by the members of L. U., No. 227, I. L. M. & T. A. (Com.)

"BILLY" HAD A "HUNCH"

Bell Sheep of Clallam Refused to Make Last Voyage.

The survivors of the crew of the wrecked steamer Clallam are now wondering if "Billy," the bell sheep, whose duty it was to lure sheep on board the boat for Victoria, had a "hunch" of impending disaster last Friday morning. He was poking his nose down a sack of corn when the steamer's whistle announced the hour of departure that morning, and he refused to listen to the blandishments of the crew, but remained ashore, and thus escaped the wreck.

"Billy" has been leading sheep on boats bound for Victoria for years. He is a great pet and follows the members of the crew uptown, chewing their tobacco and drinking beer with them like a true born sailor. But when the white caps are dancing on the bay "Billy" gets sick and stays ashore.

He was particularly stubborn last Friday morning, and threatened dire things to anyone who tried to drag him aboard. The tossing waves did not look good to him, while the shelled corn in the sack was to him just about what the doctor ordered. Since the wreck of the Clallam the sailors of that steamer have been talking the matter over, and they have come to the conclusion that Billy has a way of knowing what the weather will be that for accuracy puts to shame all the storm signals and information of the weather bureaus.

May Offer Reward.—The committee of the Board of Trade which has in hand the matter of investigating the Clallam disaster have communicated with His Worship Mayor Barnard with the object of inducing the city to offer a reward for the recovery of the bodies of the victims of the Clallam horror. The matter will probably be dealt with at a meeting of the new council tomorrow evening. It is believed that if a reward were offered it would expedite the work of recovering the bodies very materially, as Indians and fishermen would then be induced to take up the task with better chance of success than the tug boats, which cannot approach close to shore and examine the kelp.

FUNERALS OF WRECK VICTIMS

The Late Capt. Livingston Thompson Borne to His Last Home.

The funeral of the late Captain Livingston Thompson took place [illegible] afternoon. The cortege left his late residence at 3 o'clock. The band and a firing party from the Fifth Regiment preceded the gun carriage on which the coffin was placed, following, Sergt. R. O. Clarke, caretaker of the Drill hall, and an ex-member of the deceased's old regiment, the 11th Lancers, who led the horse of the deceased captain with his top boots and spurs turned wrong way in the stirrups. There were two sets of pallbearers, military and civilian. The military pallbearers were officers of the R. G. A. and the R. E. and the Fifth Regiment. Preceding the band the Loyal Orange lodge marched, and following the pallbearers were a large number of the Young Conservative Club, of which the deceased was an honored member of the executive.

The procession arrived at the cathedral about 3.30 o'clock, where a very impressive service was held, at which an immense congregation of sorrowing friends attended. The service was choral and was conducted by Bishop Perrin, assisted by Rev. W. Baugh Allen.

Deceased was district master of Vancouver Island, Division No. 2, Loyal Orange lodge, and W. Master Wallace conducted the service at the grave.

Capt. McConnan, adjutant, commanded the firing party.

The pallbearers were: Capt. W. H. Langley, Capt. R. L. Williams, R. A., Capt. W. Ridgway Wilson, Capt. R. H. T. Drake, Capt. Versturne Bunbury, R. E. and Capt. L. R. Popham, R. A. M. C.

The funeral was the largest held at Victoria for many years, and testified the sterling worth of the deceased and the high esteem in which he was held by the people of this city.

RESOLUTION OF CONDOLENCE.

The following resolution of condolence was yesterday forwarded to the widow of the late Captain Livingston Thompson:

Loyal Orange Lodge, Victoria, B. C., January 12, 1904.

To the widow of our late Brother Captain Livingstone Thompson.

Whereas, in the recent sad disaster which has befallen our city and enshrouded it in the deepest gloom, our worthy and much esteemed brother, Captain Livingstone Thompson, was one of the victims claimed by the angry sea, and

Whereas, the intimate relation which we maintained to our order as district master and the ever faithful discharge of his duties in that capacity enabled us to appreciate his sterling worth, and now also, to realize our unspeakable loss, and

Whereas, the manly bearing, the consistent demeanor and the upright life of our lamented brother so won our respect and affection that we regard his death not only a loss to our association collectively, but more especially to us each individually,

Therefore, be it resolved, that we extend to his sorrowing widow and relatives our heartfelt and sincerest sympathy, and express the hope that even so sad a loss may be overruled for good by Him, who doeth all things well; believing, as we do, that, he who in his young manhood fought so bravely in the defence of his Queen and country, and who through life every loyally supported that religion which is the foundation of our empire, and who to his dying hour remained true to his fellow man, has now gone to be with Him from whom alone cometh all such noble passions; and praying that, while human words and sympathy are all too meagre, the Divine Spirit may richly comfort and console her in these darkest hours of life.

Signed on behalf of District Lodge, No. 2, Vancouver Island,

W. O. WALLACE District Secretary.

MRS. AND MISS GALLETLY.

Yesterday morning at 11 o'clock the funeral of the wife and daughter of Mr. A. J. C. Galletly, local manager of the Bank of Montreal, took place. The service was held in Christ church cathedral, where the bodies had lain since recovery. The cathedral was filled with sympathizing friends of the deceased. The services were conducted by Bishop Perrin, assisted by Ven. Archdeacon Scriven and Rev. E. G. Miller, rector of St. Barnabas'. The service at the cathedral was choral and all the clergymen attended to the last resting place in the cemetery.

Photo Savannah.

GEO. W. JEFFS

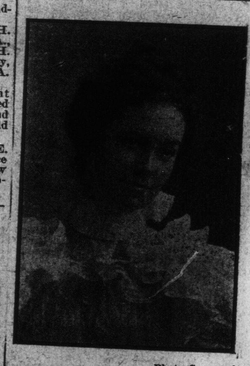
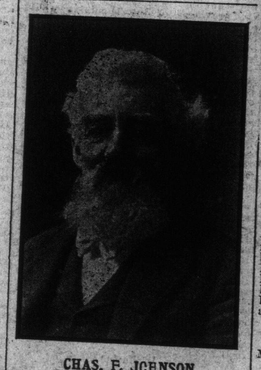


Photo Savannah.

MISS ANNIE MURRAY



CHAS. F. JOHNSON

Photo Savannah.

CHAS. GREEN

The mourners were: Hon. Edgar Dewdney, H. V. Cronyon, Mr. Sweeney, Col. Holmes. The pallbearers were as follows: For Mrs. Galletly—George Gillespie, E. Crow Baker, S. A. Roberts, E. H. Fletcher, Col. A. W. Jones and D. H. MacDowall. For Miss Galletly—Lindley Crease, H. R. Beaven, Lieut. Knight, R. N., A. Gillespie, F. Pinder and T. Garnet.

FUNERAL OF N. P. SHAW.

Many Sorrowing Friends Attend Last Sad Rites at St. James'.

The funeral of the late N. P. Shaw took place from the family residence, Gorge road, yesterday afternoon. Religious services were held at the house by the Rev. J. H. Sweet and Rev. Dr. Rowe, and also at St. James' church in the presence of a large number of sympathizing friends. The following gentlemen officiated as pallbearers: Capt. Buckholtz, Mr. E. E. Leason, Mr. G. A. Taylor, Mr. H. E. A. Courtney, Mr. E. E. Welsh and Mr. A. L. Belyea.

FUNERAL OF A. HUDSON.

Local Aerie of Eagles Conduct Fitting Ceremony.

The funeral of the late Archibald Hudson took place yesterday afternoon from the parlors of W. J. Hanna, and was under the auspices of the local Aerie of Eagles. President Wachter, assisted by Chaplain H. J. Geake, conducted the services. A large number attended and beautiful floral emblems were presented. The following acted as pallbearers: Messrs. J. Knight, of Port Townsend; C. Goodenough, H. Pettigrew, J. Russell, J. M. Hughes and F. G. Edwards.

TODAY'S FUNERALS.

The funeral of William Cherrett, a victim of the Clallam disaster, will take place today (Thursday) at 3 p.m., from the parlors of the B. C. Funeral Furnishing Company.

The funeral of Miss Wylie will take place today (Thursday) at 2.15 from the parlors of the B. C. Funeral Furnishing Company, and at 2.30 from the Reformed Episcopal church. Rev. H. J. Woods will conduct the service.

The remains of the late E. Harry Joy, Bruno M. Lehman and Miss Minnie Murdoch were forwarded last evening to their friends by the B. C. Funeral Furnishing Company.

CZARINA'S ILLNESS.

St. Petersburg, Jan. 16.—It is announced that the Czarina is suffering from pleurisy. The first court ball of the season, which was set for January 23, has been postponed owing to her illness, until February 2nd.

VOL. XLVI. NO.

Provincial Legislature

Resumption of the Debate on the Motion to Grant Supply.

Mr. W. W. B. McInnes is the Principal Opposition Speaker.

Provincial Elections and Supreme Court Acts in Committee.

Mr. Speaker took the chair at 3:30 p. m. Prayers were read by the Rev. Dr. Campbell.

QUESTION OF PRIVILEGE.

Mr. Ross (Fernie) rose to a question of privilege in regard to a publication known as the Rossland Miner, which charge him with having declared in debate that the agents in the recent election were guilty of corruption, but not him (Mr. Ross). The hon. member for Fernie said he was perhaps giving the publication and its utterances more notice than they deserved, but he desired to state emphatically that he never made any such a statement as that published in the Rossland publication during the debate, or at any other time.

GOVERNMENT HOUSE CONTRACT.

Hon. Mr. Green moved for suspension of the rules of the House in order to move the following resolution:

That a select committee of five members of this House, consisting of Messrs Clifford, Ross, Young, McInnes and Munro, be appointed to enquire into the conduct of the architects employed in connection with the construction of Government House, city of Victoria, and into the charges made by Messrs. Thomas Hooper, Maxwell Muir and T. F. Dalton, in a memorandum attached to the award made by them as to the amount due by His Majesty to Richard Drake, for extra work done and extra material furnished in connection with the construction of said building; that said committee have power to summon witnesses and to call for papers, documents and records, and that the said committee report their findings and the evidence to the House.

The motion will be offered again on Friday next.

Mr. Oliver objected on the ground that he had received a telegram from the architects on the board of arbitration urging immediate enquiry into all circumstances connected with the matter. He asked the Chief Commissioner to withdraw his resolution so that the whole matter could come up together.

The Premier also moved for the suspension of the standing orders to remove certain disabilities under which the hon. member for Lillooet now rested. Mr. Macdonald did receive certain moneys for services rendered to the government after his election, thereby jeopardizing himself to a considerable extent. He had been elected by acclamation from his district, and he possessed the confidence of the electors there. The Premier hoped there would be no opposition to this application.

Mr. Stuart, in opposition, contended the Premier said in that case the matters would have to take the usual course.

PETITIONS.

The following petitions were laid on the table:

By Mr. J. A. Macdonald, from the Centre Star Mining Co. and others, asking amendments to the "Steam Boilers Inspection Act."

By Mr. J. A. Macdonald, from the Granby Consolidated Mining, Smelting & Power Company, Ltd., for leave to present a petition for leave to introduce a private bill to amend their Corporate Act.

Mr. Oliver presented a petition from Thomas Hooper and A. Maxwell Muir, asking for an investigation into all matters relating to the construction of Government House and the arbitration held in connection therewith.

Mr. Williams presented a petition from Jno. Gribble and others, residents of Cranberry district, asking for a grant for road construction.

RETURN ASKED FOR.

Dr. King asked for the return of correspondence applied for last December concerning H. Bullock Webster and the granting of certain hotel licenses. The Attorney-General promised to attend to the matter at once.

MOTIONS.

Mr. Brown asked leave to introduce a bill intituled "An Act to amend the 'Land Registry Act.'". Read a first time, second reading next sitting of the House.

ON SUPPLY.

Mr. W. W. B. McInnes resumed the adjourned debate on the motion that "Mr. Speaker do now leave the chair." He complimented Hon. Mr. Tatlow upon his assurance that the last step in the financial question had been reached. The opposition had heaved a sigh of relief at the declaration, because the strain on their loyalty had been severe. To the people also the news comes as a relief, for the people had been removing their monetary deposits elsewhere outside the province, merchants had been reducing their stocks, industry and commerce had received a severe check. He cited one case where an investment of $75,000 had been destroyed by the recent financial legislation. The effects had been disastrous all round. British Columbia did not enjoy a good reputation for excellence and coolness of judgment at any time; but it had a worse one. It would soon be impossible to get capital into the province. He alleged that the government meditated the appointment of a royal commission to enquire into the financial position of the province. The time for that was before the new tax laws were passed. He charged the government with lack of capacity. He then reviewed the financial obligations of the province, fixed charges and so forth, and said the estimates of public and other works were smaller than since 1896. He thought this was as unreasonable as to expect the education of the province could be maintained this year on the 1896 estimates. He recalled the economical legislation of 1899 when retrenchments were made, and asserted that the government following had to spend a much larger sum that was really necessary. He predicted that within a year from present date those expenditures would have to be greatly increased. He held that the people of British Columbia did not want parsimonious legislation. Had the country known that estimates such as had been submitted, he declared that no Conservative candidates would have been elected. The people did not want retrenchments of this kind, especially in the estimates for roads, trails and bridges. The estimates of the day did not provide enough money to keep those roads, trails and bridges. He believed that the opening up of a few main trunk mining trails on Vancouver Island would enormously enhance the wealth of the province. The difficulties and hardships encountered by capitalists or their agents in viewing these properties militated against the chances of sale. He thought the finance minister's idea had been to even up accounts. That, he submitted, was not what was wanted. The aim should be to open up the province. There was no justification for the retrenchment which had been undertaken. He repeated some of his previous arguments in the first half of the present session; such as taxation of the E. & N. railway lands. He claimed that an increase of $150,000 could be made to the provincial revenue. Another method was the alienation of the two blocks in Southeast Kootenay, and he blamed the government for not mentioning the matter in the estimates. It was a cruel condition of affairs. He concluded by declaring that the bills passed by the government were doing a great deal of mischief, and that the mischief would continue