

WERE NOT FOLLOWED

Alterations in Troquois Bear
Depth of Hull, and Deck
House by Builder

That the steamer Iroquois, wrecked on Sidney on April 10 last, was built according to the shipwreck plans, that when completed she was three feet extra beam on deck with water line measurement left the same as the plans called for, that she was covered with house-work flush with the sides of the hull, in place of ample deck room being left fore and aft with a two foot passageway along the deck side and that the hull had in construction the same shape as the Iroquois, more than called for in the plans, the evidence given the court of marine enquiry yesterday by Alexander Watson, a shipwright of 63 years' experience, was that the design was that of Hon. T. W. Paterson about eleven years ago.

Mr. Watson could give no reasons for the alterations having been made to the design, but he said that he was his son in Watson's shipbuilding yard at North Vancouver, and the son was called by name to give evidence and that he was anxious to follow the plans of the designer.

The *Roquais* as designed by Mr. Watson, sr., was to have been a vessel suitable for the Islands trade, where quick loading and unloading at frequent ports of call was needed. With this in view

smaller than that under which the boat was finally took the water. In fact her cabin work should have stood well inside the deck with two feet at port and starboard. The boat was not strong enough to hold. The *Proquois*, as she sank off Long Bay, was an enclosed ship from bow to stern. The addition to the hull work, said the witness, raised the vessel to a stable. His design was made to carry a much housework as the hull could safely stand, and any additions made were not intended. He was not responsible for them. The witness said that the cargo carried in the hold as was intended the vessel would have required no more. Last, five tons of cargo on deck would have been in the hold was not right, said the witness.

Replying to Mr. Bodwell, Mr. Watson said he had designed and built for vessels that are now running in South America. He said the *Proquois* was built to provide that freight could be carried either in the hold or on the main deck.

Prosper David, who was heard of in former enquiries, added to his evidence that he had been in the boat with the captain and two Indians the captain was ordered him to return in the boat with the Indians and see if some of those on the wreck could be saved. The captain was told to get the boat out of the water and to change his wet clothing before going

Hull inspector for British Columbia
I. C. Kinghorn inspected the Inver-

On April 20, 1910, she being classed as a vessel operating in inland waters. The capacity of the two boats carried by the Troquois was 235 cubic feet, being more than required by the regulations. If she had been registered as an ocean-going craft more boat capacity would have been necessary. The witness had been to sea as a carpenter, and held no other expert knowledge than that of a shipwright. He had no papers. He had been examined as to the discipline of the crew, and had left that space blank in his report. At the time of his examination the plugs and rowlocks were put

hatchets. He did not insist on them. He knew of no regulation requiring boats to be built square, stern or whaleboat form. As a practical shipwright he did consider the boats constructed to stand hard weather.

The enquiry will to-day adjourn until July 24.

WATERLOGGED IN STORM.

Lorne Cut Adrift Barge Sonoma, Laden With Oil, When She Began to Sink.

According to a wireless message re-

The Lorne returned to 'Frisco Saturday and reports as follows: "Sailed from S. F. June 30th, 7 a. m., with

rels off for Tyee, Alaska; after passing through the Heads experienced strong N. W. gale, increasing during the night. July 1st, 8.30 a. m., 12 miles south of Point Arena, the Sonoma commenced to fill and going down by the head; tug had to cut away hawser; then picked up Capt. Kitchen and eight of crew, who were taken on board their boat. The captain and crew of Sen-

effects, some of crew not even having shoes to wear. Vessel became water-

BEAN CAUSED DEATH.

Four-Year-Old Child Choked to Death While Trying to Swallow Beans.

Vancouver, July 6.—In spite of all the assistance that medical aid could render, Ruth Irene Lee, the young daughter of Mr. and Mrs. J. W. Lee of 2235

fourteenth avenue west, passed away, death being attributed to choking while she was trying to swallow a bean.

The little one, who was only four years of age, swallowed a bean. Medical assistance was immediately summoned, and everything possible done to remove it, but all efforts were un-

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some faint smudges and a small dark mark near the bottom center. There is no text or other markings on the page.

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