

The Islander

Investigation

Evidence Given by Passengers Resident at Seattle Regarding the Disaster.

Mace Green of Tacoma Says Captain and Pilot Were Intoxicated.

The injury into the loss of the steamer Islander was resumed yesterday before Commissioners Gaudin and J. G. Cox and Mr. J. A. Thomson, E. V. Bodwell, K. O. acting under instructions from the department of justice at Ottawa, was present in the interest of the public, and E. P. Davis, K. C., appeared on behalf of the company. After the commissioners had taken their seats, Capt. Gaudin, the chairman, asked Mr. Bodwell what were the instructions he had received from Ottawa to which the latter replied it was not the procedure of counsel to produce their instructions. He had been retained by the Minister of Justice to appear at the inquiry and assist in the bringing out of all the evidence obtainable upon the disaster. To do this it was necessary that he could give any evidence bearing upon the accident, and he proposed to proceed along this line. He was not appearing in the name of the public, and intended to conduct the inquiry in the way he outlined to the commission and in no other.

Capt. Gaudin read from the act regarding the duties of the commissioners, and stated that the inquiry would be conducted by the commissioners. They would first examine the witness, and then he could be examined by other parties interested.

Mr. Bodwell said he proposed to take the first examination, and if the commissioners were in doubt regarding anything, he would be glad to communicate with the department of marine. Unless he was allowed to carry on the proceedings in this manner, Mr. Bodwell said, he would decline to have anything further to do with the proceedings.

Capt. Gaudin—If there are any witnesses present we will proceed with the examination.

Mr. Bodwell—You are taking the responsibility on yourselves. In taking such a position you make it impossible for me to remain here.

Capt. Gaudin—You show me anything in the act relating to the inquiry which calls for such procedure?

Mr. Bodwell—I am here to instruct and advise you. As you may know, the Minister of Justice is entitled to take part in any public inquiry. Now the Attorney-General has intervened, your Honors seem to think that I am here to proceed to do so.

Capt. Gaudin—You have your own opinion and we have ours. You have your instructions from the department of marine, giving the duties of the commissioners as stated in the act governing the inquiry into the loss of steamers.

Mr. Bodwell—Well, you may take the responsibility or consult with your superiors.

Capt. Gaudin—We have the rules laid down for our guidance and are trying to bring out all the facts.

Mr. Bodwell—It seems to me that we are talking at cross purposes. I know you are trying to carry on the inquiry according to your knowledge. The best way is to call witnesses and have all the facts produced. It is immaterial to the commission how the facts are produced, and you have no right to the examination of those witnesses out of my hands.

Capt. Gaudin—It is of little use arguing with you. It is the duty of the department of marine for us to telegraph before and get a reply.

Mr. Bodwell—What was the reply?

Capt. Gaudin—To do you think you are being discreet? I shall insist on my right to call those witnesses. You propose to have your own way and try to get them. I am then to take the examination of witnesses into my hands if I see fit.

The deadlock ended, it being determined that the witnesses would be called and questioned by the commissioners and then by Mr. Bodwell on behalf of the public, and Mr. P. P. Davis on behalf of the company. In answer to a question by Mr. J. P. Walls, the commissioners stated that other counsel could be heard through the commissioners.

Mr. Bodwell—The captain and pilot of the Islander were placed in evidence and submitted a list of witnesses to be called, including the following: Dr. A. W. Phillips, of Seattle; G. Preston, of Tacoma; and Purser H. F. Bishop, of Seattle. The captain and pilot were placed in evidence and submitted a list of witnesses to be called, including the following: Dr. A. W. Phillips, of Seattle; G. Preston, of Tacoma; and Purser H. F. Bishop, of Seattle.

Dr. A. W. Phillips, of Seattle, a passenger who lost his wife and child in the disaster, stated that he did not see the officers on leaving Skagway. He knew the captain, but not the pilot. He was not on deck for any length of time prior to the accident, but he saw the steamer dinner. The night was clear but windy. He shook hands with the captain and that officer was going down to dinner. The captain was talking to him and he saw the steamer go down. There was nothing in his manner then to show that he had been drinking. Witness saw the boat go down and saw the crew and was awakened by the jar. His wife wanted him to get up. Witness told her that there was anything wrong they would be informed. His wife became uneasy, he looked over his shoulder above the door and saw passengers in the saloon with life preservers on and going toward the upper deck. He got up and his wife and child were hurriedly dressed. They went out before going they looked for life preservers, but could find none. There was no member of the crew there to assist or instruct them. After putting on their life belts they went forward and up the companionway deck. There was the bow of the steamer was then going down.

Witness could not tell how long down he passed from the time of the shock until they reached the water. The raft and boats were all gone and he saw no one. He heard no sounds of anyone knocking on the doors. There was no knock on his door. He saw his daughter was drawn into a ventilator when the ship foundered. Witness was also drawn into the ventilator, but caught by his eye and shoulder, which prevented him from following them down. He went down with the steamer. When he came to the surface of the water he grasped the chief engineer's arm. There was a small piece of wreckage. Then an oil came alongside and all three clung to it. It was so foggy they could not see anything. They heard lots of people crying out, but heard no replies from boats.

To Mr. Bodwell witness said he had a drink with the agent before the steamer left Skagway. He and two others

objected. The commissioners should not refuse to accept decently authentic information.

Mr. Davis contended that the evidence should be accepted. He said there was a Mr. Bodwell said that he was there to show what evidence was given by the Doyle brothers, who are now in Clatsop county, and who were dressing the evidence. It was the jurisdiction of the court. If Mr. Davis had evidence given by them at the Juneau inquest, said Mr. Bodwell, he should produce the same evidence here.

An adjournment was then taken for lunch, after which Mr. Preston again took the stand and examined by Mr. Bodwell. He said that his wife and he both saw the steel boat with seven men in it land near them. He was not prepared to swear that the men were members of the crew, he was speaking only from the fact that he saw them. He was not prepared to swear that more than two were from the crew. He thought so because of their clothing and general appearance.

Mr. Davis—What do you mean by general appearance?

Witness—You know what general appearance is. I saw them in their clothing. Mr. Davis—No, I do not; and I want to see if you do.

Witness said he knew they were laboring men because of their clothes, shirts, hands—everything he could remember. He was not sure, though, that he could not tell the difference between the hands of a laborer and a miner, and was not prepared to swear that there were not a number of laboring men among the passengers. It was his conviction that they were members of the crew. After Mr. Bodwell had finished his witness said there was nothing to lead him to the belief that the captain had been drinking. His wife made a remark on going out that he looked as if he had been drinking.

Mr. Davis—You have a claim against Mr. N. Company, have you not?

Witness—No, I do not. I have consulted solicitors in Seattle.

Witness did not know the pilot, and saw nothing about any other officers or members of the crew of the Islander, but he thought that he had been drinking. The man in the boat which came ashore with seven men in it, that witness had said was not in that boat, wore a sweater, but it was not clear, was a sweater, what else he wore. He was not able to state positively that those whom he saw lowering boats were crew or passengers. He was not sure whether they were crew or passengers, but he could not say whether two minutes was a long time to get a boat out of the water.

(Continued on Page Three.)

Witness said that the boat was not touched for an age, said the witness, two minutes was a reasonable time. He could not say that he had nothing to base on. The largest body he saw after landing was one about forty feet long and twelve feet out of water.

To Mr. Bodwell witness said that about two minutes elapsed in putting out the boat in which he left the steamer. He did not think there was an organization of the crew of the Islander, but seven men in the steel boat passed within 25 feet from him on going to the fire that had been built. His impression was that they were all members of the crew.

Mrs. Preston, who was next called, said that there were no indications that the captain was intoxicated. He looked like a man who had been drinking, but she was not sure. She was not sure whether he was drinking or not. She was not sure whether he was drinking or not. She was not sure whether he was drinking or not.

Mr. Bodwell—What was the answer?

Mrs. Preston—The answer was that she was not sure. She was not sure whether he was drinking or not. She was not sure whether he was drinking or not. She was not sure whether he was drinking or not.

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A BRILLIANT SOCIAL EVENT

Wedding of Miss Prior and Mr. P. S. Lampan at Christ Church Cathedral.

The elite of Victoria society was assembled yesterday afternoon in Christ Church Cathedral, the sacred edifice being packed to the doors, to assist at the wedding of Miss Cecilia Maud Prior to Mr. Peter Stewart Lampan, two of the city's most popular young people.

The fact that the ceremony was postponed on account of the serious illness of the bridegroom, from which happily he has fully recovered, lent an added interest to the event.

The church was handsomely decorated with evergreens and flowers, the effect in the chancel especially, being very pleasing. The canopy of greenery and bloom, from which radiated festoons and chains of flowers was suspended, immediately over the spot upon which the ceremony was performed, and all around the walls the charming scheme of color was carried out, making a beautiful and harmonious picture.

The bride, who was given away by her father, wore a gown of white satin, brocaded in an elaborate design of true-lover's knots.

The four bridesmaids, Miss Dunsmuir, Miss K. Vernon, Miss Madeline Wilson and Miss P. Prior, sister of the bride, were dressed in white liberty silks over pink taffeta. The skirts arranged with three shaped flounces, set in with fine colored lace insertion, the bodices with boleros of the same material and full, soft, shirred fronts of pink chiffon, belts and choux on corsage and the waists of pink satin panne, hats of black lace braids, gowns of tulle black feathers.

Miss Jessie Prior, a tiny sister of the bride, acted as train-bearer, and carried a long, white satin, made in quaint "Kate Greenaway" style, white hat of lace and feathers. Master James Dunsmuir, who also assisted as train bearer, wore a dainty cut and cravat, with lace insertions, and a three-cornered hat of satin, with plume, gown of black and white silk, with cream lace and chiffon bodies, set of white tulle with black sequin and steel ornaments.

The bride's going away gown was of cream serge, the skirt tucked and a bolero of white lace and steel ornaments. A picture hat of white velvet with black plumes completed the costume.

The wedding presents were numerous, and many were of great value. Following is a partial list:

Anderson, Dr. and Mrs. Harold, Austrian china dish.

Baker, Mr. and Mrs. E. C. brass coffee pot.

Barnard, Mr. and Mrs. H. silver teakettle.

Bickford, Admiral and Mrs. silver engagement plate.

Brown, Mr. and Mrs. F. S. cheque.

Brown, Mr. and Mrs. silver silver dishes.

Bowdler, Capt. (R.E.), silver napkin rings.

Brown, Col. and Mrs. silver fruit spoon.

Brammer, Mr. and Mrs. E. C. brass coffee pot.

Burton, Mr. and Mrs. F. W. silver coffee spoon.

Blacklock, Mr. and Mrs. silver and silver cent.

Blackwood, Mr. and Mrs. E. C. brass coffee pot.

Bodwell, Mr. E. V. large silver dish.

Bradley, Mrs. J. A. gold and silver spoon.

Brady, Mrs. M. silver and silver cent.

Brown, Mr. and Mrs. silver silver dishes.

Bowdler, Capt. (R.E.), silver napkin rings.

Brown, Col. and Mrs. silver fruit spoon.

Brammer, Mr. and Mrs. E. C. brass coffee pot.

Burton, Mr. and Mrs. F. W. silver coffee spoon.

Blacklock, Mr. and Mrs. silver and silver cent.

Blackwood, Mr. and Mrs. E. C. brass coffee pot.

Barrie, the Misses, cut glass vase.

Berks, Hon. D. M. and Mrs., two silver butter knives and knives set.

Finlayson, Mrs. R. case of one dozen silver salt knives and forks.

Fletcher, Mrs. B. H. silver and silver tortoiseshell apparatus, cut glass and silver.

Flumerfelt, Mr. and Mrs. silver silver dishes.

Flumerfelt, Miss, cut glass and silver vase.

Fisher, Mr. and Mrs. Wm. silver bread fork.

Fagan, Dr. and Mrs. water color in frame.

Finlayson, Mr. and Mrs. G. white silk drapes and tablecover.

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