

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 to 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 should have some evidence bearing upon the accident, and he proposed to proceed along this line. He was not appearing in any capacity as a witness, but as a 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 a verdict.

Capt. Gaudin—You have your 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 commissioners 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 adjourning to telegraph to the department of marine, for we telegraphed before and got a reply.

Mr. Bodwell—What was the reply?

Capt. Gaudin—To be directed by you, Mr. Bodwell—Do you think you are being discreet? I shall insist on my right to call witnesses. You propose to have away from me 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; Walter G. Preston, of Tacoma; and Mr. H. P. 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; Walter G. Preston, of Tacoma; and Mr. H. P. 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 at 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 was looking at him. There was nothing in his manner then to show that he had been drinking. Witness saw the captain at the accident, and was awakened by the jar. His wife wanted him to get up. Witness told her that there was something wrong, but she would not get up. He saw her hurriedly 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 wife and daughter were 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. They were on 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 had seen the evidence given by the passengers.

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.

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

Witness—You know what general appearance means. He could not tell me.

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 prepared to answer to questions, though, that he could not tell the difference between the boat deck and a pier, and a miner, and a laborer. He was not prepared to say that there were not a number of laboring men among the passengers. It was his conviction that they were members of the crew.

Mr. Bodwell—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 had been drinking. He had nothing to base on. The largest body he saw after landing was one about forty feet long and twelve feet wide.

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 men on the boat, and that 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.

Mr. 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 he was not sure.

Mr. Bodwell—You are saying that the steel boat with seven men in it got in about half past seven. She was in the water, and her husband got into the boat with seven men, but did not speak to them. She could tell by their dress that they were members of the crew. They were certainly not passengers.

To Mr. Bodwell witness said she was not anxious at the time of the accident. She certainly would have called attention to any passengers. Everything was very quiet for a shipwreck. The steel boat with seven men in it was in the water, and she was in the water, and she was in the water.

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To Mr. Bodwell witness said that Mate Nesbitt was among the men lowering the boat. He was the first to get into the boat. No one was put in charge of the boats, and no directions were given, except that someone should get to the lines. They were not to be more passengers to take when the boat was lowered. Those lowering the boat did not seem to understand. They did not seem to know what they were doing. They were longer than the width between the davits. The men took about a couple of minutes to get the boat out. It did not look as if the boat was handled by seamen. The boat with seven men in it landed half an hour after witness reached shore. There were seven men in it. He saw the boat with seven men in it, and came past him and Mrs. Preston to the fire. All looked like members of the crew, and witness said he was indignant, after he heard the voices calling for assistance. One of the men wore the C. P. N. uniform. Witness could not describe it, other than that he wore a sweater. He knew the man was not a passenger, and he was not dressed as a passenger, having other clothing.

After leaving the sinking steamer in the boat, witness said they heard voices that he could not hear. There was no excitement on the ship before he got into the boat. If the stewards or assistants had been calling the passengers, witness would certainly have heard them, but he did not. He was on the upper deck giving orders, and no one requested the boats to stand by the ship or anything like that. He saw the boat already gone. There was a white boat soon after the shock, a short tow, like a fog signal.

Witness stayed on Douglas Island until noon and saw much ice drifting, and saw the steel boat with seven men in it. He saw the boat with seven men in it, and came past him and Mrs. Preston to the fire. All looked like members of the crew, and witness said he was indignant, after he heard the voices calling for assistance. One of the men wore the C. P. N. uniform. Witness could not describe it, other than that he wore a sweater. He knew the man was not a passenger, and he was not dressed as a passenger, having other clothing.

Capt. Gaudin said he did not think witness should be asked to give hearsay evidence, and Mr. Bodwell replied that he did not think such an inquiry as that was being carried on the evening. The captain and a number of others were in the bar from 9 to 11. Witness did not

see him make more than two drinks. He would not say if the captain was drunk, but from his actions in walking through the saloon, witness said he would have thought there was a heavy quantity of liquor on the captain's mind. He was going to the bar when he saw the captain there, but there were so many there, none of whom he knew, that he could not say.

To Mr. Bodwell witness said he went to the bar twice. Each time he saw the captain with a glass in his hand. He saw the captain with a glass in his hand, and he saw the captain with a glass in his hand. He saw the captain with a glass in his hand, and he saw the captain with a glass in his hand.

Witness saw Chief Steward Simpson in the saloon when he came from his room. He saw the captain with a glass in his hand, and he saw the captain with a glass in his hand. He saw the captain with a glass in his hand, and he saw the captain with a glass in his hand.

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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 Lampan Prior to Mr. Peter Seward Lampan, two of the city's most popular young people.

The fact that the ceremony had been 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, her petite figure making a striking contrast with the erect military bearing of the bridegroom, was dressed in a lovely and elegant gown, the bride's mother and her sister, the bridesmaids, followed, as a bride a quartette as ever tended a lovely. The bride's mother and her sister, the bridesmaids, followed, as a bride a quartette as ever tended a lovely.

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BEAUTIFYING JOHNSON STREET

Merchants Combine to Decorate For Royal Visit—A Business Proposition.

Johnson street business men, between Government and Wharf streets, have formed an association for mutual benefit and the encouragement of business in their section of the city. At a meeting held recently A. G. McCandless was elected chairman and E. J. Salmon, secretary. The first business of the association was to take steps to decorate the street in fitting style for the royal visit.

Messrs. Winn and Salmon were appointed to wait on all the occupants of stores and offices to solicit subscriptions for this object and they were so liberally received everywhere that a considerable sum was made available. Armed with this, the association proceeded to make all arrangements. Strings of electric lights, suitable for the occasion, were ordered, and the streets were decorated with quantities of flags, bunting and other decorative materials were bought.

The work of decoration has already begun, and will be completed as soon as possible. It is understood that the electric lights will be made a permanent attraction of the street, a valuable idea which was suggested by the association. During the long winter evenings and incidentally draw custom to the enterprising merchants of the association.

Other merchants on other streets can make no mistake in following the good example thus set by the local merchants of Johnson street.

VANCOUVER FOOTBALL Club Organizes and Will Arrange the Schedule of the Month.

Vancover, B. C. Sept. 25, (Special)—The football club re-organized tonight, O. M. Barber, president, and C. M. Channing, secretary. Four matches will be arranged with Victoria.

The council of the board of trade wired congratulations to the association on the completion of the all-Canadian line tonight.

SIFTON MURDER TRIAL Evidence Against the Prisoner Given By The Doctor.

London, Ont., Sept. 25.—At the Sifton murder trial today Dr. MacNeill, of Arva, who attended Sifton's father in his final hours, testified that while the old man lay unconscious, and during the prisoner asked if something could not be done to relieve the suffering. The doctor told him his father was not suffering and then the son told the doctor that if he had nothing he could do, he at least had strychnine. Then he added: "I do not know if any consideration," but was cut short by the judge.

Joseph Burgess, who spent part of last December in the cell next Sifton's said Sifton told him that what was grinding his mind was the fact that his father had surrendered after he had given \$375 to the lawyers "for the defense."

SIR CLAUDE MACDONALD, Passing Through Canada On His Way To Japan.

Montreal, Sept. 25, (Special)—Sir Claude Macdonald, who was British ambassador to China at the time of the trouble in Peking, is now here on his way from England to his new post at Tokyo, Japan.

CLAYTON-BULWER TREATY London Times Discusses the Situation At Present Time.

London, Sept. 26.—Discussing editorially the "Increase of the number of United States Senators over the present and state department in the conclusion of treaties," the Times says: "It will be recalled that Great Britain took measures for the fulfilment of the Clayton-Bulwer treaty, and to decide in time or what we will and what we will not stand."

WIRE TO DAWSON Kindly Message of Greeting to The Colonist Over the Line.

Vancover, B. C. Sept. (Special)—Business was accepted today for Dawson over the wire and a large number of messages were received from other institutions throughout the continent.

Mr. Charlton, superintendent of construction, has been the recipient of a great many congratulations. It was through the kindness of telegraph officials here that the Colonist corresponded on behalf of Colonist to receive one of the first messages to come over the wire.

It is from Mr. McKenzie, formerly of the C. P. R. telegraph staff on the coast now of the government telegraph staff in Dawson.

"Let the Colonist be the first to receive his greetings over the all-Canadian telegraph line to civilization. Great rejoicing here over the completion of the line. All public bodies are preparing messages of congratulation to the federal authorities."

A FOUNTAIN OF FIRE Beautiful Electric Fountain at the Parliament Buildings.

Two graceful arches now span the avenue leading to the parliament buildings which, even in the first glow of earnest of their beauty when finished. The whole front of the building is being lit up with strings of incandescent electric lights, and the result is a dome and to the staff of the standard borne by the figure of Vancouver. These arches produce a striking effect when lighted, but to enhance the beauty of the scene the officials in charge of the decorations have arranged for the installation of an electric fountain. It will throw a spray of water 25 feet into the air, other lesser streams being grouped about it and by a clever electrical device the living, leaping water will assume the colors of the rainbow, reflecting many-lined tints upon the main building, creating a delightful and indescribable effect.

FOR THE NORTH Boscowitz Sails For Northern Ports—Princess Louise Sails Tonight.

Steamer B. Boscowitz sailed last night for Naag and way ports of the Northern Province. She had an average number of passengers and a cargo of lumber and general provisions, including a shipment for the copper properties recently purchased by A. R.