VICTORIA, B. C., FRIDA , JANUARY 22, 1904.

OILER SAYS RUDDER

Deadlight Had Been Open for

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VICTORIA .

Smelters of Silver Ores.

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THOS. KIDDIE Smelter Manager

OUR eidlitz Powders

Relieve You of That Tired Feeling ONE BEFORE BREAKFAST.

YRUS H. BOWES

CHEMIST, Government St., Near Yates St. nes,425 and 450.

NOTICE.

e notice that 60 days after date I into apply to the Chief Commissioner of and Works for permission to purthe following land, situate on the the following land, situate on the ell River, Cassiar District, more par-riv described as follows: Commencing post marked "Martin Letnes N. E. r," thence west 30 chains, thence 40 chains, thence east 30 chains, e north 40 chains, comprising an isl-ontaining 80 acres more or less called Island, situated 8 miles more or less the junction of the Eckstell River the Skeena River mber 20th, 1903. MARTIN LETNES.

ctory. Four hundred to five hunmen, stationed in the only three s available, can defeat an army-nave all the men we actually need, the fighting will be done in the tains. We expect to repel the ins without calling out all the availoops. The Indians will certainly on our side. The San Blas Indians

ombian allies, and will not fight ny light cases of fever are reported lready exist in the camps of the ed States marines, especially among who have been scouting along the
There is some yellow fever in ma now, but none has appeared in

AUTOMOBILIST'S DEATH.

w York, Jan. 14 .- A dispatch to the ican from Los Angeles, Cal., says: S. Caldwell, a wealthy resident of ity, was found vesterday dead in s of his big automobile touring ide a lonely road near the city. Caldwell had been cremated in the ie, which had been wrecked by an on and had overturned, pinning neath it, and then it caught fire. aldwell is a relative of Wm. F. of New York city, and the late E. Case, Auburn, N. Y. Howard se was a member of one of the est families of that city. He died aly in Lancaster, England, in July, while on a coaching tour of the

Declares It Was Out of Order and That the Months.

From Tuesday's Daily. Seattle, Jan. 19 .- J. Atkinson, oiler Review says: aboard the Ciallam, proved to be a senwitness to-day in the Clallam in-His testimony was contradictory o that of the witnesses vesterday, who an apparent effort to clear Captain erts, attempted to lay the blame on Chief Engineer Delauney. It was noticeble that Inspectors Turner and Whitey, who are conducting the inquiry, ande every possible effort to break down Atkinson's testimony after he had made damaging statements against the at that he did. Several witnesses eded Atkinson on the stand. Edward Heath, who built the Clallam, told hat a good boat she was. Capt. S. B. bbs, agent and surveyor for San Franunderwriters, said he had examinthe Clallam and thought she was a arkably good boat. J. T. Heffernan ld of the fine machinery aboard and of installation. Quartermaster Meyer s recalled, and said a distress signal d colored lights were shown. This is variance with the published state-

ents made by other survivors. Finally Atkinson was called. After naking a general statement, he said he heard the chief engineer notify the captain at 1.15 that the Clallam was mak-

'I don't know," responded he, "but I now the ship could not be turned, beuse the rudder was out of order." "How do you know the rudder was out

"Because I repaired it before. The talk was split and tiller would slip." "Was it out of order that day to your personal knowledge?" .

se. He said it had never been closed pany, also gave evidence.

water in the hold.

has been put forth to bring from the to the upper deck several times. sea the harvest of death claimed by the

notices offering rewards to those recover-

He was in Port Townsend, and pro- Continuing, he said: secured a berth.

the hour for departure arrived, but some assistance managed to climb on deck." t over another day.

very largely attended. The Spokane

It took twenty minutes for the neonle get out after the services were over. The scene in the cathedral was one ever to be forgotten. An hour before the services began the church was nearly full of friends who had known Miss Harris, and by 2.45 o'clock, when the mour ing party entered, every seat and chair in the church and Sunday school room was taken and hosts of friends could not

The fading Christmas decorations oping their heads, seemed pervaded with the sadness of the occasion. Over the watchers in their hour of waiting was a settled melancholy which never lifted. There was not a whisper in the room, where all was filled with the stillness of the tomb.

As the precious burden in its casket, laden with flowers, was borne up the long aisle of the church the moans of the tolling bell went out upon the stormy air. The organ gave forth a dreary minor prelude which ceased only when the pall-bearers had surrendered their charming from the pall-bearers had surrendered their charge in front of the altar. The beginning of the service was de-

layed nearly an hour awaiting the arrival of Rev. Liwyd from Seattle. The flowers that banked the altar and casket were probably the most beautiful that were ever seen in this city upon such an occasion. A basket of calla lilies, the girls' club, of which Miss Harris was am water and to come around before the a member, occupied a distinctive place in front of the other floral offerings. ledge has not yet been arranged. The remains will arrive here on the steamer Dolphin this evening.

Two Witness Gave Evidence at This Morning's Session in This City.

Two witnesses were examined at the nquest this morning. The first called was Samuel Bolton, one of the passenthe being broken so that it would not agent for the Alaska Steamship Com- already been taken.

chief engineer notified the captain of there was a stiff breeze, but it was not noticeably rough. Not long after leaving Townsend the weather became worse, As days pass without the recovery of more bodies from the Clallam wreck the anxiety and gloom of the awful catas- among the crew and seeing an officer, aptrophe lingers in Victoria. Every effort parently the engineer, come from below

Land could be seen to the right, and memorable disaster, but searchers have pointing it out he had been told that it was Trial Island. Life-preservers were been unsuccessful in their work during then called for, and after this the order the past two days, and steamers have came for all to come on deck. When hunted in vain every tide rip and every standing at the bow of the ship he heard shore line where it is thought a corpse an officer, who he took to be the captain, call out: "Lower those lifeboats there." At that time he (the captain) was stand-Friends of lost ones, however, are determined that there shall be no abandon-termined that there shall be no abandoning the work, and in the advertising boats. He had endeavored to secure a olumns of the press may now be seen place for his wife in the first boat, but found it full. Going to the second he ing bodies. C. H. Dickie, of Duncans, then got in the third boat, and was being Driard. secured a place for her there. He had offers \$150 for the recovery of Mrs. lowered when someone said: "Look, Lenora Richards, of Port Townsend, look, the first boat has capsized already." while another reward will be paid at the He then saw those who had been in the bank of Montreal to the one recovering first boat struggling in the water first boat struggling in the water. He around the stern of the ship and meeting George Rose, of San Francisco, is one the waves bow on. Someone had then the few men who have had the exrience of living to read their own the rescue of those people," meaning those who had been in the first boat.

wed visiting Victoria and Vancouver.

Went to the office of the agent then spilled into the water. A wave he ill-fated Clallam, booked passage | dashed me against the side of the vessel and I grasped a wire rope, and with

ght he might do business that he not seen; so, when he got to a point to the could see the wharf at which Clallam was tied up, he was in a dary whether he should or should making headway and meeting the waves will now a specific that the second boat had also capsized. Looking out of the window at the time he saw two boats apparently making headway and meeting the waves will not be a specific to the second boat had also capsized. bow on. He had then thought that these water looked rough, so he decided were the second boats launched and one in over and let the money he of those on the port side of the vessel.

Some had started to go to the hurricane couldn't go out, telling the circum-leck, when the captain ordered all to stances, and advising the despatch of stay at the bow of the ship. Some time tugs from Townsend. after the Sea Lion appeared, and as she He had gone down don't all shout at once when the steamer

He remembered one of those on the tug asking if the lifeboats on the Clallam could be lowered. The reply had been that there were none. Directions had then been given for the Sea Lion to income the tugs had been sent out.

Capt. Troup when requested to send then been given for the Sea Lion to inform the Holyoke of the ship's condition, and ask her to stop towing and come that if he thought it could do any good back. At this time the vessel was pretty far gone. Those on board had clambered over the side. Waves were breaking over them and the water was very cold. Witness was rescued by the Sea Lion.

Replying to Juror Rostein, he said that nobody appeared to think of going to the rescue of the passengers of the first boat. To C. H. Lugrin—There was no doubt about the tug Princess. He had rein his mind that he had seen two small plied that he did not think she would be boats safely riding the waves from the any good. windows of the social hall. He could not tell anything of the stopping of the en-

one had charge of placing the passengers in the small boats. It was 3.05 conversation with Mr. Bullen was the Maude was able to go out and that the first preservers. Orders were any question of salvage would be settled any question.

were between 200 and 500 yards distant. He was then of the opinion that the tain to put them aboard the Holyoke.

Juror Marcon expressed the opinion that if the counsel attended on time it would not be necessary to ask so many questions of witnesses Mr. McPhillips replied rather warmly

He did not propose to be dictated to. He was there as a representative of the crown, and would not give up his right

plained that the jury had a standing that counsel had not, and pointed out gers who were saved from the wreck of that much of the evidence being brought Continuing, Atkinson told of the deadthe Clallum. E. E. Blackwood, local out by Mr. McPhillips's questions had bright heing broken so that it would not agent for the Alasks Steemship Comp. E. E. Blackwood, local agent of the

on the Victoria-Seattle run since the 4th of July, 1903. Witness stated that his custom had been for some time to go to because of Capt. Gaudin's statement from Victoria. The vessel wasn't making headway. She then didn't look exactly right, and he decided to get nearer

drove to the Colonist hotel. His first effort was to get the tug Lorne, but found she was at Cape Flattery. He next tried J. H. Greer, who operates the tug Albion. The latter was at Towns-end. Swinerton & Oddy were next tried, but the tug Sadie was at Sidney. The C. P. R. Company was next telephoned to and the reply was that no ship had steam up and it would take four or five hours to get one ready. then 'phoned to his clerk and asked him to see Capt. Gaudin and inquire after the Quadra. H. F. Bullen, of Esquimalt, then rang up and offered him the assistance of the steamer Maude, which offer was gladly accepted. There had been no bickering about salvage. Mr. Bullen

simply mentioned that they worked unof for his berth go by default. "At this time," witness said, "there waited for a little while to see the was quite a bit of bitter criticism of the Maude come out, but as she didn't ap-

which was kept up until after the arrival ments had then been made to send out of the Holyoke.

TWICE-A-WEEK EDITION

after the Sea Lion appeared, and as she came up Capt. Roberts said: "Now boys, con't all shout at once when the steamer would go out or if anything had been would go out or if anything had been contained by the camer would be also be anything the camer would be a second to be comes up, let the officers do the shout-ing." In spite of this many had called had not been sighted, and the general opinion was that she was safe under the lee of some island. Before the arrival

he would gladly go out.

Capt. Collister had inspected the Clal-

those balking were holding the water down. He could not say whether any one had charge of placing the passengers in the small boats. It was not the could not say whether there was any code of signals on board. She had had two rudders during the time she was on the Victoria-Seattle run.

To Mr. Lugrin-His recells in the small boats.

given for the boats to be launched at by arbitration. His reply was to re-3.30 o'clock. He thought the sea was quest the boat to be sent out immedigetting worse when the tug first approached. It was probably calmer when shortly after 8 o'clock. In his opinion ible. When he first saw land it was between 3 and 4 miles distant. The two Puget Sound Steamship Company, but first boats were lowered in quick succession. He believed that if everyone Company. The latter company owned the date of the first boat swamped nobody could have been got to go in the second. It was about 15 minutes after he had got on board ship again that he saw the two boats from the social hall. They know how the Puget Sound Company regulated these matters. As far as he knew the naval authorities were the second boat might live out. As far as only people overlooked when assistance he knew the passengers did not take was being sought. If the small boats had been launched at 3.36 o'clock nothing could have possibly been done by any Victoria boat in time to save passengers | ledge, who is now here. who had gone in them. When first seen the Clallam's bow was into the wind, but the next time sighted she seemed to be running directly before the wind. His opinion was that the ship was perfectly staunch. Regarding his conversation with Capt. Gaudin in reference

to the tug Princess, witness said that the latter's reply to his request was that she might go out but he doubted if she could do any good. Questioned by Mr. McPhillips, witness all the time he was aboard. He shipped on the Clallam on September 9th.

During further cross-examination he dold of three specific times when the

custom had been for some time to go to the top of the Driard, from where a steamer could be seen an hour before reaching Victoria. It was noticed that the barometer dropped on Briday morning, January 8th, and a storm was anticipated. Early in the afternoon witness had sent his clerk to the Driard and the latter reported that the Clallam was not in sight. At 3.40 he was in the office aboard. If a tug or steamer had been doing nothing and decided to take a look for the steamer. He saw her in the who were thrown from the boats might usual direction at about an hour's run have been saved. When he saw the ship the second time she had made about a quarter of a mile towards Discovery

to-morrow morning.

(From Wednesday's Daily.) spector Turner and Whitney, who are cover his body. conducting the Clallam investigation, today tends to confirm the general belief that the inquiry will result in the whitewash of the owners and the captain of the ill-fated vessel, at the sacrifice of Chief Engineer De Launay. Whenever a witness made statements contradictory to those of Capt. Roberts, and others who have taken his side, the inspectors use brow-beating tactics in an apparent effort to have the witness contradict him-Obtaining better glasses witness again went to Clover Point and saw the Challam further off with jib hoisted. He waited for a little while to see the Maude come out, but as she didn't appear he returned to the office. Reaching pear he returned to the office. Reaching there he was greatly surprised to find mong the list of the missing, it been copied, as a matter of from the purser's been tuneral of the 'late Miss Louis one of the Clallam's victims.

The saw in sown the saw in sown the saw in clarge of the Clallam's victims.

The saw in sown the saw in clarge of the saw in clarge of the saw in clarge of the saw in clarge.

The saw in sown the saw in clarge of emergency. In this case of emergency. In the case of emergency. In the case of emergency in the time.''

Answering Juror Marcon, he said that the was unable to weather the time he did not worthauting. Capture of the vessel sinking.

C

Witness said he wired to the manager at Seattle when it was found the Maude everybody had been called to the deck.

Seattle when it was found the Maude and that the captain ordered the Holy-complete. There had been a fire pump oke to tow the Clallam to shelter. P. on board and also a line pump, besides Maddock, fireman, and Wm. Cox, first two feed pumps. He had also noticed engineer, who was on vacation at the time of the disaster, gave damaging gency all the pumps could throw off testimony against the boat. The former about 400 tons of water an hour, said the deadlight was broken some time In reply to Juror Cullin, witness times. Cox partially sustained De pumps. Launay in regard to the operation of the

> search of bodies. The launch engaged by E. E. Blackwood to examine the Witness said it didn't occur to him forth along the coast, but has found then to ask assistance of the Admiral. He did not think anyone thought of it at the time. He would have done anything to send assistance.
>
> If orth along the coast, but has found nothing from the wreck during the past few days. Shortly before noon the provincial police received a message that thing to send assistance.
>
> If orth along the coast, but has found nothing from the wreck during the past few days. Shortly before noon the provincial police received a message that what some lady supposed was a corpse his opinion they could not be compelled. Capt. Gaudin had been telephoned to about the tug Princess. He had replied that he did not think the many transfer officer hurried out to the had replied that he did not think the many transfer of the had replied that he did not think the many transfer of the had replied that he did not think the many transfer of the had replied to th tioned. A search was made, but noth- steamer Challam, ing could be seen of the body referred to. lam on the morning of the 4th of July. had been sent out from Esquimalt to in-He could not say whether there was any vestigate the report, and at the hour of finding of any Victoria victim, that of C. H. Dickie amounting to \$150 for the To C. H. Lugrin—As far as inspection

held membership.

is there the family to which deceased befrom Port Townsend, and when shipped south will be accompanied by Mrs. Rook-

ROBERT CURRIE, Assistant Steward of Clallam, Was a

Native of Victoria. met death in the Clallam disaster, not yet recovered, is that of Robert Currie, the assistant steward whose picture is here reproduced. Mr. Currie's untimely



ROBT. CURRIE.

death is deeply deplored by a host of acquaintances, especially his seafaring com-rades. He was a native of this city and lad gone down because of water getting after leaving Townsend, and the steamer actly right, and he decided to get nearer and if necessary obtain assistance. It was then exactly 3.45 o'clock. Taking a hack he went to Clover Point. Reaching there, a fearful squall came up the straits, which shut the vessel out of sight for ten minutes. Afterwards he saw her rolling heavily in about the same position as she was when seen from the Driard.

He then decided to get nearer and if necessary obtain assistance. It was then exactly 3.45 o'clock. Taking a had gone down because of water getting in the fire boxes.

Replying to Juror Rostein, witness aid that there was a speaking tube beat ween the engine room.

Capt. James Gaudin, agent of the first intimation of agent of the purser, who had given his assurance that over the run.

Juror Marcon asked whether this action was prompted with a view of escaping responsibility. Witness could not say.

He then decided to get nearer listand.

When the evidence was being read Mr. Blackwood explained that he was no longer agent of the Puget Sound Navigation Company had taken of the Puget Sound Navigation Company had taken of the returned to British Columbia and went to British Columbia and went to see, shipping at Chemainus on a ship bound for Liverpool. Subsequently he had charge of a gang of men on the construction of a telegraph line in Peru. Returning to Victoria he joined that the Quadra was under his charge. In November last he had written to the deverything was all right. The first intimate to sea, shipping at Chemainus on a ship bound for Liverpool. Subsequently he had charge of a gang of men on the construction of a telegraph line in Peru. Returning to Victoria he joined that the Quadra was under his charge. In November last he had written to the deverything was all right. The first intimate the very large in the fire boxes.

Capt. James Gaudin, agent of the ween the served in the Northwest Mounted Police and was very popular among the officers and men. On securing his discharge he returned to British Columbia and went to British Columbia and went to Brit

' INQUEST HERE.

Several Witnesses Were Examined Today-Statement by Inspector.

Four witnesses were examined at the inquest to-day. J. A. Thomson, inspector of boilers, and Capt. Gaudin, agent of marine and fisheries, and E. F. Ferris, one of the passengers of the self. It is Inspector Turner's duty to Clallam. The latter gave some importing that the ship was overhauled annuinspect and see the engines and boilers ant evidence. He told of a conversal ally at the end of the year.

the third boat to capsize. He did not steward, told of giving each passenger second of July last he had inspected the steward, told of giving each passenger second of July last he had inspected the steward, told of giving each passenger second of July last he had inspected the steward, told of giving each passenger second of July last he had inspected the steward, told of giving each passenger second of July last he had inspected the steward, told of giving each passenger second of July last he had inspected the steward, told of giving each passenger second of July last he had inspected the steward, told of giving each passenger second of July last he had inspected the steward, told of giving each passenger second of July last he had inspected the steward, told of giving each passenger second of July last he had inspected the steward, told of giving each passenger second of July last he had inspected the steward, told of giving each passenger second of July last he had inspected the steward, told of giving each passenger second of July last he had inspected the steward, told of giving each passenger second of July last he had inspected the steward, told of giving each passenger second of July last he had inspected the steward, told of giving each passenger second of July last he had inspected the steward, told of giving each passenger second of July last he had inspected the steward, told of giving each passenger second of July last he had inspected the steward, told of giving each passenger second of July last he had inspected the steward, told of giving each passenger second of July last he had inspected the steward the same time. He remembered E. E. E. Steward, told of giving each passenger second of July last he had inspected the steward the same time. He remembered E. E. E. Steward, told of giving each passenger second of July last he had inspected the steward the same time. He remembered E. E. E. Steward, told of giving each passenger second of July last he had inspected the same time. He remembered E. E.

ment. Freer admitted the passengers of about 66. This was, he considered aboard at the time the Holyoke arrived sufficient for the ordinary needs of the wanted to be taken aboard the Holyoke, ship. The machinery was new and

In reply to Juror Cullin, witness said prior to the disaster. Cox said the cap-tain and mate had been notified several from the driving power to operate these

Answering one of the jury, he said For the first time since the Clallam | These could be depended on to throw off foundered the provincial police have no about 40 gallons to the minute. It was tug out to-day cruising the straits in possible that they could become blocked. Such a thing could easily be avoided by ordinary care.

Questioned by the coroner, witness said this equipment was quite up to the be used more than once in six months. officer hurried out to the locality men- He had made only one inspection of the

Answering Juror Marcon, he said that In the meanwhile the steamer Maude the steamer Maude might have come out had been sent out from Esquimalt to inhad been sent out from Esquimait to investigate the report, and at the hour of writing is still out. Three rewards are now offered for the recovery of bodies, those of the Bank of Montreal for the steamboat inspectors was E. Adams, of think her fit for the service. He had a

proached. It was probably calmer when the ship foundered.

Replying to A. E. McPhillips, K. C., he stated he got into the third boat from the deck. At 2 o'clock the sea was very rough, and there was no land vished. When he first saw land it was been selected in preference to a properlier to send her dup yesterday by the tug Bahada, two miles north of Dungeness light and taken in the water the sea-cock and propeller might be examined. As far as the outward the same could obtain authority to send her might be examined. As far as the outside of the vessel was concerned the sade of the vessel was concerned the statement of the American inspector was very rough, and there was no land vished been selected in preference to a scepted. There was nothing in the outsum authority to send her the water the sea-cock and propeller might be examined. As far as the outside of the vessel was concerned the statement of the American inspector was statement of the American inspector was accepted. The water the sea-cock and propeller might be examined. As far as the outside of the vessel was concerned the statement of the American inspector was accepted. The water the sea-cock and propeller might be examined. As far as the outside of the vessel was concerned the statement of the American inspector was accepted. The water the sea-cock and propeller might be examined. As far as the outsum the water the sea-cock and propeller might be examined. Sa far as the outsum the water the sea-cock and propeller might be examined. Sa far as the outsum the water the sea-cock and propeller might be examined. Sa far as the outsum the water the sea-cock and propeller might be examined. Sa far as the outsum the water the sea-cock and propeller might be examined. Sa far as the outsum the water the sea-cock and propeller might be examined. Sa far as the outsum the water the sea-cock and propeller might be examined. Sa far as the outsum the water the sea-cock and propeller might be examined. Sa far as the outsum the water the sea-cock and propeller might nent in the Pittsburg iron business. The side of the ship in connection with the remains were shipped to Port Townsend machinery department which materially believe at that time that the Callam was from Angeles, where the funeral will be held on Friday afternoon at 2 o'clock The dimensions of the shaft leading to would have told Mr. Blackwood where from the Masonic Temple, under the auspices of Townsend Commandery, No. 9, Knights Templar, in which deceased strength of the engines, and from these island, especially with the tide on the ebb The body of W. E. Rookledge is to be was of sufficient strength. The pumping shipped to Los Angeles for interment. It equipment of the Clallam was perfectly longed reside. A brother of the deceased thorough one, occupying about a day. accompanied the remains to Victoria A ship such as the Clallam could have his opinion, less than eight inches in in keeping the ship clear of water taken no other plan than the maintaining of a by a wash through a deadlight. Tests tug here under steam during the winter were made of all ships running out of months. this port once a year. Every inspection was thorough and complete. He could not say whether the tug Princess could have weathered the storm of Friday. He had had a lifelong experience in connection with the sea. In his opinion anything with power could have assisted the Clallam when drifting off Trial island. The steamer Maude would have lone some good; she might have acted as a sea-anchor. It was easily 4 feet 6 inches from the floor to the fires in the furnaces. Very little water would

pumps were working. said his duties related only to the machinery of the ships. It would come within his duty to see that engines and boilers were properly placed. The Clallam was registered in Scattle, where he had made his inspection. All foreign vessels were subjected to his inspection if they carried passengers to and from this country. There were many other things which would cause the engines o stop. A severe list would not have had that effect. Want of steam had

The inquest then adjourned until 9.30 of the E. B. Marvin when she made her to-morrow morning.

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he came back to Victoria he followed vised that she be given a thorough oversteamboating and longshore work, hauling. He also asked that the captain tive, as the engines were running again." eventually shipping with the ill-fated of the Kestral be advised to hold him-Seattle, Jan. 20.—The demeanor of In-Spector Turner and Whitney, who are cover his body.

eventually snipping with the in-lated of the Exertal be advised to hold him.

called to the upper deck and asked to work on the Quadra had lasted longer assist in lowering lifeboats. than was expected because she had been sent with Lord Dundona d to Port Simpson. Shortly before Christmas he had again written to the department, stating that it would be the end of the month before the Quadra could be laid up, and asking whether the Kestral had received instructions. A reply had been received stating Capt. Newcombe had been in-

Answering Juror Fletcher, witness refused to do so.

Fifty Years the Standard

the healthfulness of the food.

commission. Mr. Blackwood had also nquired about the tug Princess. Witder his jurisdiction and that he did not reason for saying the Princess wouldn't be any good. Recently the Estelle, a boat similar to the Princess, had sunk C. H. Dickie amounting to \$150 for the recovery of Mrs. Richards's body, and that of \$300 offered by S. E. Bolton for the discovery of the remains of Mrs. Eleanor Bolton before the 5th inst.

The body of Homer Swaney was picked up yesterday by the tug Bahada, two miles north of Dungeness light and taken the proper Angeles. The body was floating might be examined. As far as the outsule of the same rules were followed in examining foreign ships and those built here. He had no authority to demand that a ship go into dock in order that the propeller and outside equipment might be inspected. If out of the water the sea-cock and propeller out. Im his opinion, if the tug had got might be examined. As far as the outsule of the same rules were followed in examining foreign ships and those built here. He had no authority to demand that a ship go into dock in order that the propeller and outside equipment might be inspected. If out of the Water the sea-cock and propeller out. Im his opinion, if the tug had got the same rules were followed in examining foreign ships and those built here. He had no authority to demand that a ship go into dock in order that the propeller and outside equipment might be inspected. If out of the water the sea-cock and propeller out. Im his opinion, if the tug had got outside the same rules were followed in examining foreign ships and those built here. He had no authority to demand that a ship go into dock in order that the propeller and outside equipment might be inspected. If out of the could obtain authority to send her outside in the Gulf of Georgia with all hands. He believed that he had told Mr. Blackorder that the propeller and outside equipment might be inspected. If out of the could obtain authority to send her outside equipment might be examined. figures it was judged whether the shaft and a southwest wind. As far as he knew there were no ships other than the satisfactory. His inspection had been a be sent out to the assistance of the Clal-

Mr. Lugrin asked the witness whether been kept clear of water under ordinary he could make any suggestion to provide circumstances. The deadlights were, in for the assistance of any ships in distress in the neighborhood of this port. diameter. There would be no difficulty | Capt. Gaudin repiled that he knew of

> Answering further inquiries, Capt. Gaudin did not think the number of accidents that occurred on the west coast of the Island and in the Gulf justified the

acquiring a special boat. Questioned by Mr. McPhillips, witness said that at the time Mr. Blackwood telephoned it would take four days to get the Quadra under steam. The Kes-Newcombe, who received his instructions from the department. He had no authority over the tug Princess. The tug be necessary to put out fires the way the ship was then rolling. The hull of the ship when full of water could contain were C. P. R. stammers in port on Frifrom 800 to 900 tons. The whole could were C. P. R. steamers in port on Fribe emptied in about two hours if all the pumps were working Answering A. E. McPhillips, witness in place. The Queen City was going to pumped out it would take six or seven hours to get steam up.

There was no telephone comm tion with Trial and Discovery Island. The wind was travelling at a rate of between 30 and 40 miles an hour during

E. F. Ferris, of Traverse City, Michigan, one of the passengers of the steamer Clallam, was next examined. Rough of that, and he replied that he was posi-Passengers were shortly afterward Juror Marcon asked whether any had

taken off their life preservers, and witness answered that he thought a few He had seen three boats lowered, the

first two being filled with women and children. At that time he thought it would live through the sea. He had an opportunity to go with the boats, but Answering Coroner Hart, witness said

ally at the end of the year.

To Mr. Lugrin—The Quadra's special put in the boats, but they had been commanded to take their places. No intimation had been given anyone as to the length of time the ship would likely be above water. Everyone was under the impression that she would sink almost