

Experts on the Witness Stand

Four More Witnesses Were Examined Yesterday In Wreck Case.

Prominent Officer of the P. C. S. Company to Be Called.

(From Wednesday's Daily.)

The feature of yesterday's two sessions of the commission enquiring into the loss of the steamship Valencia was the calling of experts in navigation and seamanship. The persons of Captain J. W. Troup, general superintendent of the British Columbia coast service of the Pacific Coast Steamship Company, and Harry F. Bullen, secretary of the British Columbia Salvage Company, Limited, were called.

Previous to the commissioners taking evidence at the morning session, Captain Gaudin asked J. H. Lawson, Jr., of counsel for the Pacific Coast Steamship Company, to arrange for the appearance of Captain Cousins of the Queen, Captain Patterson of the Topeka, Captain Wallace of San Francisco and Manager Pierce of the Pacific Coast Steamship Company, which mentioned to go at the earliest possible moment.

Today some of the newspapermen who accompanied the rescue boats will go on the stand and give evidence.

Captain J. W. Troup was the first witness called. In opening his evidence he described the tugboat Czar, which he said he ordered to clear for the scene of the wreck the afternoon word came that the Valencia was on the rock. He left on the Salvor. The witness explained that help could also have been sent from Port Townsend, Bellingham, Seattle and Vancouver, as well as from this city, as from the time the Salvor left Victoria until she reached the scene of the wreck there was a lapse of eight hours. The delay was caused by the darkness and thick weather. In that period an ordinary tugboat could have reached that part of the west coast from any of the places mentioned. In his opinion

An Equal Opportunity

was presented shipping men in all titles mentioned to give assistance. In response to a request from Captain Gaudin, witness gave a detailed account of the wreck of the Valencia on the coast. He told of reaching Flattery some time during the night, and turning back to the straits for a shelter until morning. At daybreak another start was made for the wreck, and a stop was made at Carmanah in order to ascertain if daybreak was on. While there endeavoring to exchange signals with Lightkeeper Daykin, the Czar, which had been speaking the Queen, came towards the Salvor and reported that the Valencia was lying somewhere in the neighborhood of the Seabird Islands. The Queen proceeded towards that point, the Queen leading, with the Czar and Salvor following in the end mentioned order. The Queen spoke to the Salvor that all that could be seen was something flying from the masts, which looked like pieces of canvas.

The Czar spoke to the Salvor that the Salvor never entered into communication with the Queen, and he also said stress upon the statement that no person thought there could be life aboard. This being the case, it was deemed best to proceed to Bamfield and see if assistance could be sent from that point along the coast.

On arriving at Bamfield Captain Troup had had a conversation with Captain Christensen of the Queen, who then repeated what he had said at sea, when returning from the wreck to report to the Salvor. Pilot Campbell, who was on board the Queen, expressed the opinion that there might be life on the wrecked steamer. This was the first information that reached the Salvor that there was such a possibility. Acting on this information, the witness despatched the Czar for the

What the Boat Orion

In order that she might join the rescue fleet, it being the unanimous opinion that the Orion was better adapted to render assistance under the conditions of the rough weather then prevailing. Captain Troup described the wreck as he saw it on Wednesday morning, and he questioned the possibility of any ship getting to the wreck, and a line to the Valencia. In any event, had it succeeded and a breeches buoy been rigged, the people placed in it would have been drowned as they were dragged through the water. As to the feasibility of drifting a raft from the wreck to the coast, the witness stated that the current would have rendered such an effort futile.

BEWARE OF YOUR SEEDS

The mania for cheapness has encouraged seed houses as well as manufacturers to cheapen their products for the sake of a cheap price. With all Nature ready to respond to the right sort of energy, you can't afford to waste a whole season's work by planting poor seeds. If you ask your neighbor he will tell you to get

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In heavy weather a powerful foghorn is needed at Cape Beale, and he thought a light should be stationed at Sherringham Point. A lifeboat, too, would be of service, without the aid of a tugboat.

To Mr. McPhillips witness said that it was 3:10 p.m. Tuesday when he went aboard the Salvor at Esquimalt harbor. There was 10 feet of steam up. The engineer and fireman was on board. They got ready within half an hour and they were away. The ship made it difficult to locate the Valencia.

To Mr. McPhillips the witness stated that he had been in the wreck of the Valencia about 3 o'clock on Monday afternoon, but there was then no word of the identity of the vessel, and for a time he felt anxious about the safety of the Queen City. Witness said there was no good harbor from San Juan to Bamfield. There was a small bay at Pachena Bay, but it amounted to little.

To Commissioner Gaudin the witness said he did not think it was a practicable proposition to effect a landing in an ordinary winter gale on any point between San Juan and Cape Scott, except in sheltered spots like Clo-osee and Carmanah. He said that in these places boats could not live in heavy weather.

Answering Mr. Lawson, Captain Troup said that boatswain's crew, in his opinion, penetrated the surf at the nearest feasible spot to the scene of the wreck.

The commission then adjourned for the noon recess.

Afternoon Session

Captain Charles Harris of the Salvor was the first witness called after the noon adjournment. On arriving at the scene of the wreck the Salvor had come up and reported no life, and then proceeded to Bamfield Creek where the steamer Valencia was wrecked. A search party of four was organized. The rescue party started on Thursday, and at 3:30 a.m. he returned to the scene of the wreck with the Salvor, arriving at 2:30. Met the Queen and Topeka. The latter boat was on the scene of the wreck. The Queen came towards the Salvor, as well as from this city, as from the time the Salvor left Victoria until she reached the scene of the wreck there was a lapse of eight hours. The delay was caused by the darkness and thick weather. In that period an ordinary tugboat could have reached that part of the west coast from any of the places mentioned. In his opinion

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No Life Aboard

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After that had been received saying the telegram had been received saying the Valencia had gone to pieces, the witness

With the exception that Captain Troup did not tell what had happened at the cable station when the operator had stated that

To Mr. McPhillips the witness said the Salvor complied with all the requirements of the department of marine and fisheries. He did not know there had been any inspection of the Salvor or the requirements.

"Mr. McPhillips, I naturally understand, is trying to make a certain amount of political capital out of the investigation," retorted the witness.

"I overrule the question," said Commissioner Gaudin. "The question of investigation was passed."

"Who required your ship to go out?" insisted, counsel.

"That was the point, we went out, it is not a case to go out, but to get out," replied Mr. Bullen.

"The witness thought it a fair question. The commissioner said that he had given instructions, so the counsel need not enquire of their client."

To Mr. Lawson he said that the Valencia's boatwain crew were particularly anxious to join any vessel party.

DISABLED STEAMER LOST.

Mobile, Ireland, Feb. 12.—The British steamer Venezo of the Neptune line, which was put in tow by the disabled British steamer Queen Wilhelmina about the night of Feb. 10, was lost.

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the affiliation accomplished. Later on

Victoria applied for the same privilege. It was accorded the same advantage in a limited way. Vancouver

affiliated for two years in arts and sciences. The only reason Mr. McGill is concerned, it is our settled policy to assist in every way smaller institutions if they are making worthy efforts to advance education. To prove this, I have

only to point out that in the Eastern provinces two of the smaller universities were struggling to do engineering work. They found they were not likely to be very successful if they did the work unaided. They asked us if we would permit them to do two years' work of our course under affiliation, permitting their students to graduate by taking the third

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With regard to the attitude taken by a few of the Toronto graduates, I have nothing to say. I leave the public to judge in the matter between us. I am glad to believe that university men of British Columbia, as a body, are above sectionalism. It is the thing good for British Columbia, or if it is not, is the only question at issue. If it is, whether it is done by McGill University or not, it is done by McGill University or not.

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