

Legislative Assembly

Animated Discussion on McGill University Bill - Opposition by Victoria Members.

Cancellation of Plans Act and Consolidation of Lends Act Before House.

Another Important Amendment to Midway and Vernon Railway Act.

Tuesday, February 6, 1906. At two o'clock the House met and Mr. J. A. Macdonald moved an amendment to clause 8 which was accepted by Hon. Mr. Fulton to the effect that McGill University should only take over control of high school education with the specific consent of the governor in council first obtained in each case.

On the motion of Mr. Williams, a bill introduced an Act to amend the Master and Servant Act, was introduced, read a first time and ordered to be read a second time tomorrow.

The Hon. Mr. Wilson presented the Annual Report of the Gaols and Juvenile Reformatory of the province for the year ending October 31, 1905.

A bill introduced an Act to amend the Dynamite Assessment Act, 1905, was read a third time and passed.

The report on a bill introduced an Act to Ratify an Agreement which has been arrived at between the Dominion and Provincial governments, respecting the Western Boundary of the province, was adopted.

A bill introduced an Act to incorporate the Royal Institution of British Columbia, was committed. Progress reported.

The Hon. Mr. Fulton presented a report showing the number and names and residences of all game wardens and deputy game wardens appointed by the government, and the remuneration each receive from the government.

A bill introduced an Act to incorporate the British Columbia Northern Railway Company, was read a second time.

The House went into committee on the bills affecting the establishment of a judicial government to nominate to the board of governors. He also thought graduates should have a voice in the matter.

Vendors had been in the habit of switching from one system to another, but that was not fair and it must be prevented.

The second reading passed. On the second reading of the act introduced an Act respecting the cancellation and amendment of Plans, Hon. Mr. Green said this was a bill to give the sixty per cent. of the owners of lot in any abandoned township to make application for the cancellation of the plans and to give the property interest.

Mr. John Oliver thought the proposal did not sufficiently protect the 40 per cent. whose rights might be extinguished by the cancellation of the plans.

On Thursday next—The Hon. Mr. Wilson to ask leave to introduce a bill to amend the Mines Regulation Act.

On Friday next—Dr. Young to ask leave to introduce a bill to amend the Placer Mining Act, R. S. 1897, chap 36.

On Thursday next—The Hon. Mr. Cameron to ask leave to introduce a bill to amend the Municipal Elections Act.

On Thursday next—That an order of the House be granted for a return of all correspondence, papers and documents between the government, or any member thereof, and McGill College or University, or any officer or member of the same, or any other person or persons, in any way relating to the establishing in this province of a university or college in affiliation with McGill College.

On the second reading of the Midway and Vernon Railway bill Mr. J. H. Hawthornthwaite will move the following amendment after section 4: "That this act shall not come into force or effect unless all charges now payable to McGill University by the Midway and Vernon Railway Company shall have been paid in full on or before the 28th day of February, 1906."

The following is the full text of Mr. Davidson's bill to limit the hours of work for a person to eight in every twenty-four: An Act Regulating Hours of Labor in certain Industries.

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Mr. J. R. Brown, the chairman, said that while every reasonable latitude should be given to the member who was wandering a little too far from the subject.

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More Evidence On the Wreck

Continuation of Valencia Enquiry at the Court House Yesterday.

Inspectors Decline to Admit Vessel Was a Properly Equipped One.

Capt. Gaudin to Submit Copies of Telegrams Giving First Word of Disaster.

FOUR witnesses were examined yesterday by the commission appointed by the Dominion government to enquire into the wreck of the steamer Valencia. At the morning session J. A. Thomson, inspector of boilers, and Captain Richard Collister, inspector of hulls, gave evidence connected with the inspection of the ill-fated steamer and its life-saving apparatus. Captain Collister in the course of his testimony declared that the vessel was not a properly equipped one.

Further questioned by Mr. Lugin, witness said that the certificate issued to an American vessel did not go further than accepting the American inspection. His examination was sufficiently thorough to make it plain whether the United States officials' signature was worth a feather on the American inspectors.

Replying to questions by Mr. McPhillips, Captain Thomson said his duties were confined to the inspection of the engine room. He explained his interpretation of the government's instruction in the adoption of a policy of reciprocity in connection with the issuance of inspection certificates, and he held it was not placing Canada in a secondary position to the United States.

Captain Richard Collister was next called. He is inspector of hulls. He had inspected the Valencia at the same time as Mr. Thomson.

The American inspectors and had carefully examined the hull, boats, life-preservers and the ship's equipment. He described the number and condition of the boats, which were equipped according to regulation. The boats at the time of inspection had been tested and placed in the water, and were tight. The witness had also

examined the bulkheads and life rafts. He said that there were three life rafts. It was not compulsory under the Dominion regulations to carry life rafts. He had found the rowlocks, plugs, etc., in good order.

In answer to a question by Mr. Lugin as to regulations mentioning the inspection of rafts, Captain Collister interpreted this as meaning that carrying rafts was discretionary. If they were, however, on board, it required as many life-buoys as the number of passengers.

The captain pointed out the difference in make and relative qualities of life-preservers, and said that the cork ones were more buoyant than the rubber ones. He said he would not carry a preserver of granulated cork.

Respecting bulkheads witness said that if the hull had been punctured forward the ship might have kept afloat in deep water, providing the sluices had been closed. He declined to answer the question as to whether he considered that the vessel had been as thoroughly equipped with safeguard appliances as necessary. The steamer had been inspected on the 27th of August at Cape Beale Lighthouse about 3 p. m. and

had been telegraphed to Victoria, no objection being made as to whether or not assistance was being sent for, over five hours or until he failed to get any answer. This was so cold that one of them on the raft died, and they put him overboard. After the rescue party returned to the vessel, three of them died on the raft, which was blown to four. All of whom were eventually saved. The sea was very rough when the vessel struck, and on Tuesday it was worse. Wednesday was not so bad as Tuesday.

Completeness of Evidence This concluded his evidence, and Coroner Hart informed the jury that if they wished any other witnesses he would call them.

It was decided by the jury that they had all the evidence required, and after short discussion they brought in the following verdict: "We find that Wm. Sibley and others came to their death on the West Coast of Vancouver Island on the 23rd or 24th of January from drowning or exposure subsequent to the stranding of the steamer Valencia, and further that blame can be attached to Captain John Lugin after the ship struck, as from the force of the waves and the power for the comfort and safety of his passengers and crew."

Previous to taking evidence at the opening of the morning session, C. H. Lugin, for the Dominion government, stated that the commission was to be as thorough as possible in enquiring into the causes of the wreck and casualties therefrom as the evidence obtainable made practicable.

The first witness called was J. A. Thomson, inspector of boilers. Witness said that the Valencia was last inspected by him on April 27 at Seattle, when the American inspectors also made a careful examination.

The United States officials and himself worked together, examining the boilers internally and externally, and testing their strength by means of pressure. The American officials' tests were being interpreted.

Further questioned by Mr. Lugin, witness said that the certificate issued to an American vessel did not go further than accepting the American inspection. His examination was sufficiently thorough to make it plain whether the United States officials' signature was worth a feather on the American inspectors.

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equal, if not superior, to the cork. Captain Collister agreed with this, remarking that the test only bore out his experience.

Mr. Lawson requested the statement to be placed in the evidence, which was done.

This completed the morning session, and adjournment was made till 2 p. m.

Afternoon Session On the resumption in the afternoon of the investigation, Frank Connors, waiter, was the first witness called. He related the story of the wreck, the Valencia striking on the rocks and the assistance he was able to render the distressed passengers on board. His station was at No. 4 boat, but on his arrival there he found that the boat had gone. He recalled an incident of one of the passengers going overboard and the attempt to rescue him.

The witness next told of the gathering of cold foods and preserves to feed the passengers and crew on the wreck that night. Next day the men consisted of hard tack, cornmeal, and salt water. He recounted the attempt made to get lines ashore, only one of which landed safely. The Greek fire, though inefficient, attempt to swim ashore. The witness recited at length the trip on the life boat, reaching the sea and the landing on the island and his subsequent rescue by an Indian and two of the Sal