SAYS VESSEL WAS TOPHEAVY

Captain Johnston Gives Important Evidence Before Preliminary Inquiry into Loss of S. S. Iroquois

Yesterday, at Sidney, Capt. Chas. Eddie, examiner of masters and mates, of Vancouver, who was appointed by the Department of Marine and Fisheries to conduct the preliminary enquiry under the Canada Shipping Act concerning the wreck of the Iroquoise, held the first sitting. Capt. Sears was called, and after narrating the circumstances attending the wreck maintained that he had done all that was possible to assist the passengers of the lost steamer.

Evidence was given by Chief Engineer Thompson, mate Isbister, some deck hands and others. Capt. Johnson, who watched the steamer leave, said he anticipated disaster, believing the vessel to be topheavy when she sailed.

The search, continued near the scene yesterday by the Dominion government launch Winnimac, Capt. Bittencourt, with Provincial Constable O'Hara on board, and the launch Blanche, of Mr. Brethour, did not result in any other bodies being found, and little wreckage was seen. A cap and coat were picked up by the Winnimac at Knapp Island.

The funeral of Andrew Olson, the fireman, took place at Sidney yesterday afternoon, being attended by over 300, who assembled from Sidney, North and South Saanich. The chief mourner was Miss Harrison, to whom the lost fireman was engaged.

Mr. J. McHardy, a diver employed by the B. C. Salvage Company, who has been at Sidney for some days past, believes that he has located the hull of the sunken Iroquois in about fourteen fathoms of water. Captain Sears has asked the salvage company to tender on the cost of raising the vessel.

"The Evil Day."

Capt. George Johnston, master mariner, who at times relieved Capt. Sears, who was the first witness, said he was on the wharf when the Iroquois left. The weather was bad, the wind blowing southeast, 50 or 60 miles an hour. He had been alarmed for the Iroquois owing to the conditions prevailing and watched her. He anticipated danger. The cargo was stowed in the usual manner. It was not what a seaman would call well stowed. The manner in which it was stowed would affect the vessel's transverse stability and there was cargo on the upper deck, hay piled in three tiers. The steamer was tender when she left the wharf.

When the mate was on his way to the wharf to board the Iroquois on the morning of the disaster Capt. Johnston met him and had a conversation with him, which he related as follows:

"The evil day will come sometime, Johnny," I said.

"Yes," he replied, "I dread going from Fulford Harbor to Port Washington today."

Capt. Eddie: "What do you mean by the evil day?"

"Capsize, that's what I mean."

Capt. Johnston said he would not take the vessel out under the conditions which prevailed. When the steamer left the wharf she listed considerably. Then she recovered. When near Shell island she commenced to roll again. The sea was very heavy and being a sharp steamer she practically hove her rudder out of the water and didn't act. Then she lurched from side to side. I called to the man in the mill: "The Iroquois is going," and before the men started to run she had gone. It was all over in a minute and a half, if not less. I rushed and tried to get a boat to go, but couldn't get one. I would have gone as I have saved fifteen lives and hold the humane medal.

Capt. Eddie: As a seaman what do you attribute the loss of the vessel to?

Witness: Topheavy.

Mate Gives Evidence.

John Isbister, mate, said the cargo was stowed as usual. He thought it was all right. There was no cargo in the hold. It was generally stowed on the freight deck. On this occasion some was on the upper deck, forward of the wheelhouse. This was hay and iron, a ton of bar iron and about twenty bales of hay, say two and a half tons. The cargo on the freight deck was general, about 30 tons of it. When there was wind he sometimes found the steamer, tender or cranky. He had sailed on her when she had more cargo. He did not consider the superstructure of the vessel excessive, and said she was safe with cargo on the promenade deck. He thought she was safe on her disastrous trip even with the weather prevailing. If he had the stowing of the cargo he would have handled it similarly. He was responsible for the stowage. The vessel was well found, having been overhauled two weeks before. Leaving the wharf that day the steamer drew about eight feet, and was about a foot by the stern. He had a conversation with Capt. Johnston on the morning of the disaster, but all he remembered was that the captain said: "It's a pretty windy morning." He had said: "The weather has changed considerably since the previous night."

Describing what happened after leaving the wharf he said: The steamer sailed at the usual time, 9 a. m., and he had gone below to see that the ports were closed and shut tight, and the windows secured. There were no storm boards for securing the windows. About eight minutes after leaving the wharf the cargo shifted. He informed the captain at once, and went below with deckhands to try and shift it and upright the steamer. When he informed the captain, the captain said: "Has it shifted very much?" He did not give any orders then. After he was below for a while another sea struck the steamer and he went up and informed the captain that more cargo had shifted. The captain said nothing. He went below again, and the steamer listed over so much that he shouted to the rest of the deckhands to come up and look after the boats and get them out. The steamer had listed over so far that she was going down.

The witness saw the captain come from the wheelhouse. He sent to get the crew together and see what could be done with the passengers. "While we were doing this," he said, "the hull had gone down. The boat deck then floated clear and we got on this, the captain, myself, five deckhands and some passengers. We got a boat clear, and the captain put some passengers in it."

He asked witness to go in charge of the boat, but a sea washed the boat away before we could get in. There were about ten in the boat. About 400 yards away the boat swamped. Then the other boat was got clear and the captain said to come in the boat and try to get ashore. The captain, chief engineer, and three deckhands got in the boat. Three passengers and witness were on the wreck. He considered he would stay on the wreck. He thought he was safer there.

Just before the boat left the captain shouted to the steward in the water and a passenger asking if they were safe. The wind was blowing and he couldn't hear the answer. The captain said to witness and others on the wreck: "Stay by the top of the house and you'll be all right, while I go ashore and get assistance." The captain asked the passengers to go in the boat. "We," said the witness, "stayed on the wreck until it drifted ashore."

The only way witness could account for the cargo shifting was that on leaving the wharf there was a beam sea and a heavy wind. He considered the cargo properly stowed and that everything was done by the ship's company to render assistance to passengers.

Engineer's Story.

William Thompson, chief engineer, said there had been 10 or 12 tons of coal in the bunkers. The engine and shifting under working conditions weighed about two tons, and the boiler about eight tons. He told of the shifting of the cargo and the rolling of the steamer. After the second roll and the shifting of the cargo water came into the engine-room door. He thought the vessel in danger and came out and passed word to the purser that the vessel was making water. The purser started to the wheelhouse and he went to the engine-room. Then she swung around, heading to the beach in the trough of the sea. He opened the engines to full speed when the water came in so fast he left the engine-room. He climbed out through a window on the weather side, the steamer being on her beam ends. Walking along the side of the house he saw the purser, captain, mate and several passengers. They were getting lifebelts on and getting boats out. One boat was afloat, others were submerged. The first boat got away and I saw the captain, mate and a sailor pull two ladies from the passenger deck to the boat deck. The boat was cleared and there were two of the crew in it, two ladies and some passengers. It looked like a case of everybody for himself about that time. There was nothing left but the house and some wreckage. The deckhouse broke adrift from the hull and floated. Other boats floated up with it. One was broken from keel to gunwale. The captain reached a boat with a boathook. It had part of the gunwale and rowlock chocks gone. The boat was hauled in, baled out and the captain said:

"We have to go and get assistance; who wants to go in this boat?"

There were three sailors, the mate and a passenger standing there, and a sea came in and all were hanging on the side of the boat. As they hung to it, a sea came and washed it clear. There were two in the water close by, the steward and his brother. They were asked by the captain if they wanted to go in the boat. The steward said "I'm alright where I am." His brother said: "Can I go in that boat?" The captain said "Certainly." Just then the sea came and washed the boat clear. Witness climbed in—rather was pulled in by a sailor. They were then to leeward of young Hartnall, the steward's brother, who had asked to go in the boat, and they had no rowlocks. They couldn't go back. They couldn't paddle to windward to him. He had a lifebelt on. He was on a door with other wreckage around him. When those in the boat saw they could do nothing to get to him they put the boat before the wind and paddled toward shore. The captain shouted: "Hang on to the wreckage, boys, and I'll go for assistance."

After Reaching Shore.

After reaching shore Capt. Sears went home to Sidney. Witness was given dry clothes and a drink at Armstrong's and started across the fields. He met a motor car and was told a lady was on the point very bad. He wanted to get a doctor for her, and then another automobile came and the party in it took him the doctor had gone to the point where the lady was. He was taken in the car and driven to North Saanich, where he was told the doctor was. He found the doctor had reached the lady and was attending to her. The car then went back to Armstrong's, near where he landed, and he walked through the woods to the point where the people were being landed. He had been pretty well all in, but recovered after getting dry clothes and a stiff drink of brandy. There was a boat across the bay, and when he shouted to those in it they took him in and carried him to Capt. Curtis' house, where the bodies were being brought in. He had tried to help. He went out in a launch. He was told that everybody had probably been drowned who were left on the wreck, and he went to look for bodies. He worked throughout the day.

He did not consider the steamer topheavy with freight on the upper deck more than other steamers plying around here. He considered her safe. She had left the wharf under worse conditions.

Captain A. A. Sears

Capt. A. A. Sears, master of the Iroquois said the steamer had seemed buoyant enough. She was going as usual until off Robert's point, when a squal struck her. The sea was not bad when leaving the wharf but she struck a bad sea then. The boat rolled to leeward and he felt the cargo shift. The mate came and told him it had shifted. He told him to get men and straighten it, and changed the course to give the vessel a chance to right and the men to get the freight back. Three or four seas hit her and she took another heavy roll to leeward and more cargo shifted. About a minute afterward the purser came to the pilot house and said the steamer was filling on the lee side. He put the helm hard over and headed for Roberts Bay. The steamer settled down. He stayed at the wheel. She settled so that water came in at the lee side of the pilot house. He then kicked the door open and went out. He ran along the side of the house and called to the crew as he ran to get the passengers out of the cabin. There were passengers and crew all around with life preservers on. Some ladies were in the cabin. He pulled two out. The mate helped and some other men pulled out another lady. The steamer had sunk by then until everything was about level and people were floating about with life preservers on. He turned to the lifeboat and tried to clear it from the davits. The vessel had settled so far that the boat was caught under the after davit. He got a pole and pulled five men on to the wreck. The steward was one of them. The rest were passengers. Those were all who were near enough to reach. The deckhouse had then broken clear of the wreck. He put the ladies in the lifeboat and told everybody standing about that as long as they stood on the house they would be all right. The wreckage would drift ashore. He said: Anyone who wants to go in this boat can go. There were three ladies in the boat. Some men got in, about six. The people were in the boat before it was clear of the after davit. It became clear, and he asked the mate to go in the boat. Then a sea struck it and floated it clear. Those in it got hold of the oars and started to row away. There were two of the crew in the boat. The boat capsized and people were clinging to it.

Those who remained on the wreck didn't do anything for a while. They stood around talking and looking about. He could see a lifeboat fifty yards away, full of water, and got a boat hook, jumped across to another piece of wreckage and pulled it in. They got the water out with difficulty. The gunwale was broke on one side and there was no chance for rowlocks.

Leaves for Shore

Capt. Sears said he asked for volunteers to go in this boat and try to reach shore. The chief engineer and Prosper David said they would go. Two Indians also got in. He then asked anyone else who wanted to get into the boat. There was still a passenger on the wreck. He made no reply. He then shouted to the steward, who was floating with some wreckage under his arms with a lifebuoy on. Just then the steward's brother, Mr. Hartnall, who was off to windward, within hailing distance, said: "Can I go in that boat, Captain?"

Witness replied, "Certainly."

He said he would like to explain that when he was talking to Mr. Hartnall before he had said to him: "Hold on to that wreckage and you'll be alright; you'll drift ashore." That was before the second boat was found," said the witness.

Resuming he said: When he was ready to start he had asked the mate if he wanted to go in the boat. Then he shoved off the boat and jumped in. He gave the stern of the boat a shove and headed it up toward Hartnall. He then sang to the men: "Everybody pull." They were using the oars as paddles, standing up in the boat. They could not make any headway. They drifted off sideways in the wind. When he saw they could not make it he steered for shore and they got there all right.

Just as the boat was landing he told the chief engineer to go to Barrows' place and see if he could get a launch, and he would go to the nearest telephone. However, people came running down to the beach. The first man he spoke to he asked also to go to Barrows. Then I saw there was a launch out, an Indian canoe and a fishing boat.

Up to this time he had no idea whether the wreck had been seen or not. Mr. Forbes, conductor of the train, came and told him he had already telephoned to Victoria for assistance. People who came said all the boats available had gone out. He stayed there until he saw a canoe coming in with a passenger, Hartnall, the steward's brother, and he helped carry him from the canoe. He asked Hartnall where the steward, his brother, was. He asked why he had not come with him. Hartnall said: "I called to Herbert, and he said he was alright; to go on and not wait for him.'

Went to His Home.

Just then the captain was pretty well all in himself and the people on the beach advised him to go home. Mr. Forbes said he would take him home. He got there alright, got some dry clothes, a glass of brandy, and went out again. Some people had arrived from town by this time, including his brother-in-law, and he went with him to North Saanich, where he met people who told him that quite a few people had been rescued.

Captain Eddie: You practically did all you could to aid in the rescue work, did you?"

Witness: Yes, everything I could think of."

Captain Sears gave the dimensions, and promised to secure a plan and manifest of the steamer. He estimated the deckload at three and one-half tons when the vessel was lost. He described the cargo and how it was stowed. He considered it properly stowed for rough weather. The combination that caused the accident was the heavy squall and unusually heavy sea which struck the vessel. He had made 1,628 trips and gone out in as bad storms with cargo stowed the same way. He did not consider the vessel tender with her deckload. He had taken 6,000 feet of green lumber on the upper deck; that would be about twelve tons. There was no permanent ballast in the hold.

Captain Eddie: Did you consider you did everything in your power to render assistance to the passengers on this occasion?"

"Yes. In looking back over an accident you can sometimes see things you could have done differently that would have been for the better, but in this case I do not know of anything that I could have done better than I did do."

"When you were in the boat did you make an endeavor to reach that man Hartnall?"

"Yes. I steered to him and sang out to the men: 'Pull, pull, pull, for all you're worth, but we still drifted to leeward. When I saw we couldn't make it we steered for the shore. The reason we couldn't pull to windward was because we had no rowlocks or a place for them. We were paddling with ten or twelve foot-oars, standing up in the boat."

"Now, captain, as this is a serious matter, do you wish to make any further statement?"

"I think everything was done that could be done."

Continuing Captain Sears said he was satisfied with the conduct of his crew. As to dead rise the lost steamer was about medium.

"A Moderate Gale"

Arthur S. Dalglish, master mariner, said he had heard people saying something was happening to the Iroquois, and running to the wharf saw her listed 45 degrees to port. He saw her roll, take another list to port, and fall off in the trough of the sea. She took more list, and seemed to sink suddenly. The last he saw was a jet of steam from the boiler or something. He afterwards saw men on wreckage. The wind was blowing a moderate gale, 25 to 30 miles an hour.

William Warne, mill superintendent, also told of seeing the steamer wrecked.

Joseph Smith, a deckhand, after telling of the stowing of the cargo, and of its shifting and the efforts made to straighten it, said the water rushed in through windows on the lee side. He tried to close them, but the inrush of water prevented this. The water pushed the windows open. When he went up on deck the captain set him to trim the hay to prevent the bales rolling overboard. When the wreck rolled over he was thrown into the water, about ten feet from the steamer, and started to make for the islands, but it was too far, and there was too much wind, so he made for the lifeboat, and shouted for someone to pull him in, but they wouldn't. He made a few more strokes, caught a boat and got into it. He was pretty well all in. A sea came and swamped the boat. He, two ladies, the Chinese cooks and a Chinese passenger, three other men passengers and Andy Olesen, the fireman, were in the boat, and were washed out when it swamped.

One of the ladies had no lifebelt. She asked for his. He cut it off with a knife and gave it to her. The two other ladies in the boats had lifebelts. When he was swimming back to the boat two or three men got on his back. He shouted to them to let him loose. They did. He got hold of the boat, and pulled them in. Another sea came, and they fell overboard. The two Chinese cooks he saw floating. He, Oleson and a lady were in the boat. He didn't see the others. Oleson said: "There's some Indians coming to get us." He looked up and whistled to them, but a big sea came and swept the Indians away with their canoe. They were pretty far away, and tried hard to reach the boat. Oleson then dropped his head down, and stretched across the boat. Then he saw the young lady in the water to her neck, the boat having sunk. Then he lost consciousness, and woke up in Capt. Curtis' house.

Cowichan Joe, and Johnny Jimmy, Indian deckhands, said they had been afraid to go in the steamer because she was overloaded and too deep in the water. When the steamer listed the windows dropped down. They were loose, and water poured in. They got into the lifeboat and came ashore with the captain.

Joseph George, an Indian, gave evidence that he quit work the morning of the disaster, because he was afraid to go. He thought the cargo hadn't been "stowed good," and the weather was too bad.

Joseph John Norton said he had helped some of the ladies to board the steamer, and some of them had been afraid. One asked him if he thought it was safe to go. He said that if he was not in a hurry he would rather stay on shore. Capt. Sears shouted from the pilot house for the women to get on board as he didn't want to stay all day at the wharf. He considered the deckload unsafe. The steamer seemed cranky. One lady who was afraid to go came back on the wharf. She had a niece on board who said: "Come on, Aunty, don't be a coward.' Then the lady went back on board.

Capt. Eddie called up the three Indians who had worked so heroically with their small canoe to save life, and through the interpreter said: "Tell them I've heard of their brave action in rescuing people, and although evidence of this kind is not necessary to this inquiry I will not fail to inform the government of their gallantry on this occasion."

The inquiry will continue this morning in Victoria, when it is hoped by Capt. Eddie that all who have any knowledge bearing upon the disaster will come forward. He will endeavor to secure the evidence of H. S. Moss and H. Hartnall, passengers who survived, today.

Clapham Common Murder

LONDON, April 13.—The sentence of death imposed March 15 last on Stinie Morrison, who, after a sensational trial, was found guilty of the murder of Joseph Baron, was commuted yesterday to penal servitude for life. The mutilated body of Baron was found on Clapham Common early in January. The police theory was that the victim was a member of the Houndsditch burglar anarchist gang, and that he had been killed by his associates.

FEDERALS LOSE IN SHARP FIGHT

Garrison of Agua Prieta Is Driven Out by Insurrectos Under Command of 'Red" Lopez

AGUA PRIETA, April 13.—During a battle which lasted all afternoon, and which resulted in the capture of this city by rebels led by "Red" Lopez, American troops crossed the border and stopped the fighting. The action was taken after one man had been killed and several wounded in Douglas and while continued firing was endangering the lives of Americans on United States territory. Douglas was under constant fire for three hours.

Agua Prieta is the terminal of the Nacozari railroad into Sonora and is the most important point on the border between El Paso and the Pacific Ocean.

Following are the American dead and injured: Dead, Robert Harrington, J. C. Edwards.

The injured: E. E. Crow, will probably die; A. E. Dickson, shot through the thigh, condition serious. Forest Rutherford, shot in foot; Carlos Lennon, shot in leg; Genevieve Cole, shot through the arm; W. Singleton, flesh wound in arm.

Robert Harrington was a switchman employed in the yards of Douglas, and was on his train at Fourth street. A bullet struck him in the head and he tumbled from the car. He was picked up and taken in a wagon to the Copper Queen hospital, where he died within an hour, never regaining consciousness.

E. E. Crow, another switchman, was on the same train and the same volley that killed Harrington swept him from the car also. He is shot through the body from side to side and will probably die. Crow's family resides in Colorado. A. E. Dickson half owner of the Washington mine in the Arizpe district is shot through the thigh. The bone is broken and the wound may prove fatal. Dickson is single and lives in Douglas.

Lopez captured the Nacozari train on its southbound trip yesterday and held it near Fronteras until today, when, with his troops aboard, numbering 150, it steamed back to Agua Prieta.

Scarcely had the rebels detrained when the firing began. The rebels deployed their firing line up and down the Nacozari railroad tracks from the Agua Prieta station to the American customs house. With the opening of the battle began a mad rush of Americans from Douglas toward the international line, the greater number massing at the customs house. The rebels, with little rushes, their backs bent to protect them from the fire, kept moving northward toward the customs house till they were within its shadow. The customs house is surrounded on three sides facing Agua Prieta with a veranda, which was crowded with Americans and Mexicans from Douglas.

One rebel attempted to break from the embankment to gain an adobe house a few feet to the rear. He doubled in his tracks. Another followed, dropping at the door and entering the building, only to swing back out of the door and fall dead.

RAILWAY COMMISSION

Application of Vancouver and Victoria Boards of Trade to Come Up On Tuesday.

OTTAWA, April 13.—At the railway commission meeting here Tuesday next, an application comes up from the Vancouver and Victoria Boards of Trade for an order directing the C. P. R. to furnish information from segregating annual return covering the Eastern, Lake Superior, Central, Western and British Columbia divisions for the fiscal year ending June 30, 1910.

Car mileage, passenger car mileage, freight car mileage, freight empty mileage, caboose empty mileage is asked for, along with revenues shown separately of passenger, freight, switching, etc., storage, car service, etc., telegraph, rents, mail, express, excess baggage, and number of passengers moved one mile.

PLAN LONG TRIP DOWN THE YUKON

SEATTLE, April 13.—A trip of 4,000 miles in a 33-foot launch is the feat to be attempted by Fred Hess and his brother John Hess, of Parkland, Wash., who are passengers on the steamship Humboldt, now en route to Skagway.

The Hess brothers will ship the launch by the White Pass & Yukon railroad to White Horse, where they will await the opening of navigation. When the ice breaks up in the Yukon river they will proceed in their launch to Holy Cross mission. From this point they will go up the Innoko river to the new diggings on the Iditarod.

When it came time to load the launch on the Humboldt considerable difficulty was encountered on account of the large cargo on the vessel. It was thought that the launch men and their craft would have to travel by separate steamships, but the resourcefulness of the two brothers solved the difficulty. They unshipped the wheel from the launch, which is eight feet wide, and by loading her with stores and supplies managed to find space for her on the deck. The supplies stowed in the launch allowed the Humboldt to carry more than her usual quota of freight.

The Hess brothers, with their staunch little craft, will run the rapids and brave the ice jams and shoals in their trip from the headwaters of the Yukon almost to its mouth.

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PRIME ONTARIO CHEESE, per lb.	20¢
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