

LOCAL WITNESSES ON THE STAND

THE TRIP OF THE CZAR AND SALVOR Evidence Given by Captains Harris and Campbell and H. F. Bullen at Valencía Inquiry.

(From Wednesday's Daily.) The Valencía inquiry resumed proceedings yesterday afternoon. Capt. Charles Harris, of the steamer Salvor, took the stand and gave practically the same account of that vessel's cruise as had previously been recounted by Capt. Troup.

Answering Capt. Gaudin, witness said it would have been impossible for his ship's boats to have communicated with the wreck on Wednesday morning. He didn't think that a vessel could have used her anchors effectively in such a sea. If any aid had been given the ship under such conditions it would have had to come from the land side. He wouldn't like to say whether a properly equipped lifeboat, such as used upon the Great Lakes, could have successfully reached the Valencía on the day of the Salvor's arrival. Providing a person had got into a correct position a raft might have been drifted to the stranded ship. Taking the westward trend of the current into consideration, however, the chances were against the success of such a scheme.

Continuing, Capt. Harris said he had seventeen years' experience upon the coast, fourteen of which were spent in the capacity of master. For nine years he was engaged in sealing, but that he knew something of the handling of small boats. In his opinion it would be more possible to render aid on the west coast on low tide than at high water. He could not explain the reason for this fact, but it, nevertheless, was true that the sea never appeared to be so heavy at low tide as at other stages.

Questioned by Capt. Newcomb, witness said he couldn't believe that anything could have reached the Valencía wreck on Wednesday. A ship, properly equipped with life-saving appliances, might have made the attempt, but whether the effort would have been successful was another matter.

To C. H. Lugin witness reiterated the statement that nobody aboard the Salvor thought there was life on the wreck. He didn't think anything could have been done even if all had been aware that there were still people on the wreck. The Egeria's crew tried to make a landing off Darling river.

Speaking of currents, witness said that between the Columbia river and Flattery there was a strong set in a northerly direction during the winter months. Of the light on Carmanah witness said that it could not be seen from the westward, but that at that point could not be easily distinguished from the same direction. In his experience the Cape Flattery light was much better than that at Carmanah. The light at Cape Beale was much more satisfactory.

An improvement might be effected by placing a good horn at the point, and whether, in his opinion as a navigator, there should be a stronger light at Carmanah, witness answered in the affirmative. There should also be a light or horn placed at Sheringham Point.

With regard to a life-saving station, Capt. Harris suggested that the best location would be either Clo-oose or Carmanah. These two places had advantages over any other point on the coast.

To A. E. McPhillips he said he took charge of the Salvor on the 1st of November, 1905. He first heard of the wreck at 3 o'clock on Tuesday. Half an hour later the crew was ready for sea. Any delay was caused, he thought, by waiting for the arrival of a doctor. The run from Victoria to where the Valencía lay took about six hours. At the time the Salvor drew thirty feet six inches. The wreck was sighted at 8.30 o'clock on Wednesday morning. His steamer lay about two miles from the stranded vessel. He supposed it would have been possible to get closer. Had he known there was life aboard he would have gone closer and done everything possible to aid them. He heard the conversation between Capt. Troup and Capt. Christensen, of the Queen, and the latter reported that no life could be seen on board and that what appeared to be pieces of canvas were flying from the rigging. He wouldn't have authorized an attempt to reach the wreck by means of a raft. It was impossible to say whether Capt. Johnson could have seen the lights of Flattery or Cape Beale on the night of the disaster.

J. H. Lawson interjected a remark here to the effect that the second officer had already given evidence stating that no lights were seen or horns heard just previous to the wreck. Chas. Campbell, master of the Queen, was next called. He had 33 years' experience upon the coast.

Answering Capt. Gaudin, witness expressed the opinion that it would be unwise for any small boat to attempt to make a landing at any exposed point on the west coast of Vancouver Island.

This Capt. Gaudin said was most important. What was wanted was to locate a point for a life-saving station. Continuing, witness told of his trip to the scene of the wreck by the tug Salvor. Upon arriving at Carmanah he was informed that the Valencía wreck was at Seabird Islands. About ten miles from Carmanah they

Saw the Queen put her helm hard-a-port and stand in about half a mile. Then the steamer backed out and, as the Carz passed, Capt. Christensen and witness were told that the wreck was "in there" pointing towards the shore. They stood in to within three-eighths of a mile, thereabouts, of the stranded vessel. Taking the glasses they scanned the ship most closely for about fifteen or

twenty minutes. Neither Capt. Christensen nor witness could see any life, all that was discernible being something flying from the rigging. Capt. Christensen had asked witness what he thought of it, and he said what could be made out might be people wrapped in blankets. The sea was getting heavy about that time and when the tug was within three feet of water in the hold, going to the Salvor they had reported and, upon instructions, proceeded to the steamer Queen.

Witness said that he couldn't make much out of what those aboard the steamer Queen said as two or three persons tried to talk at once. Capt. Christensen had said that they reported there was life aboard and that they had heard a gun fired. But the captain hadn't taken much "stock" in what the Queen's people said, believing that they couldn't have made more than the Carz because the tug had been much closer. The captain also thought those of the Queen were excited and "talked for the sake of having something to say." The only explanation he could give of the Queen's having made life was that the weather was clearer when she went in than at the time the Carz investigated.

The tug then proceeded to Bamfield and the dispatch of the boat to Sechart by Capt. Troup, with the assistance of the whaling boat Orion.

Proceeding, witness recounted the trip to Bamfield and the dispatch of the boat to Sechart by Capt. Troup, with the assistance of the whaling boat Orion.

To Mr. Lugin witness said it would have been impossible to render any assistance on Wednesday morning had the Queen's people been available. He confirmed what had been said by previous witnesses with reference to currents. He advised the installation of strong, heavy for horns at Carmanah and Cape Beale. A horn would also be of advantage at Sheringham Point.

To Mr. McPhillips witness said that the Carz drew thirteen feet six inches. He couldn't explain why Shelter Eight had been named. It was not a protected spot.

H. F. Bullen, secretary of the B. C. Salvage Company, when called stated that the Dominion government grants a life boat to approach the shore and would be dashed to pieces against the rocks.

J. W. Lorimer was the next witness. He explained that he visited the wreck as a reporter for the Colonist. When they reached the scene of the wreck it was said that there were some people in the rigging, and this was reported to the captain of the Queen, but the seas were running so high that no boat could approach. When witness got to Bamfield a rescue party was formed to work along the shore.

To Capt. Gaudin witness said he understood that the Queen was to stand by the wreck and render all possible assistance. Capt. Christensen said there was something in the rigging, but he could not say whether it was people or canvas.

To Mr. McPhillips witness said he could not judge the distance between the Salvor and the wreck.

To Mr. Lawson witness reiterated a conversation between Capt. Troup and Capt. Christensen as to what was seen in the wreck-bodies or other objects. He understood the latter to say that there was no life in the rigging.

The court then adjourned for lunch. When the commission inquiring into the Valencía wreck reassembled after lunch yesterday afternoon J. W. Lorimer was put on the witness stand to clear up a point in his evidence. He explained that he understood Capt. Christensen to say that there was something in the rigging, but he could not say whether it was life or otherwise.

P. Goodenrath put in a picture of the scene of the wreck taken by him on the morning of Thursday after the wreck. He was asked if the men-of-war men made any effort to land or reach the wreck, and replied in the affirmative. Their boat went within thirty or fifty yards of the wreck, and returned with the report that there was no life apparent on the wreck. The crew made another attempt to land at a point where some people were seen on shore. The bluejackets reported that the people on shore made no sign of distress. Their boat possibly have gone in, but it could never get out again. The Topeka offered to supply a barrel of provisions if the Egeria men would take it on shore, and when the Topeka was rowed up to the Lorne it was suggested that they should put the barrel in the surf as far as possible, and let it drift ashore. The Egeria men were asked to assist in the work, but the Topeka crew would not do so. Hinkson Siddall deposed that he was on board the Carz on the day of the wreck and the weather was very rough. He had hoped that the Carz could be of some assistance, but that the weather was too bad, and they could do nothing in the way of rescue work. He believed they approached within half or three-quarters of a mile from the wreck. The captain of the Carz communicated with both the Queen and Salvor twice. He understood that Capt. Christensen had said that there were some signals from the wreck, but he could not say what they were. At Bamfield Capt. Christensen told Capt. Troup that he did not believe there was any life on the wreck. From a conversation he heard between Capt. Troup and Capt. Campbell, the latter appeared to be positive that there was life on the wreck. Capt. Troup said he would write a letter to the Sechart people to have Orion sent out. This letter was given to the Orion by the captain of the Carz, after which the latter continued on her course.

Replying, Mr. Bullen said he was quite within his rights. Capt. Gaudin ruled the question out of order. This concluded Mr. McPhillips' cross-examination, and Mr. Lawson asked whether the boatman's party had expressed a desire to accompany any rescue party to the wreck. Witness replied in the affirmative. An adjournment was taken until 10 o'clock this morning.

The commissioners appointed to enquire into the wreck of the steamer Valencía resumed the investigation this morning at the court house. There were no witnesses on hand at the time the court sat, and some delay was thus occasioned. Finally Harry Cook took the stand. He deposed that he was a diver, and went to the wreck on the Salvor. On arriving at the wreck he

land a party of rescuers, which was reported by the Salvor.

Next morning at daylight a rescue party was formed for the relief of those on the beach. The trail was in very bad shape, but they followed the telegraph line. At places they had to swim to leave this trail and struggle across the streams on logs or anything they could find. The party had some very hard work and were badly exhausted.

Witness estimated that the Salvor got within two or three miles of the wreck. By means of glasses he could see the mark of the wrecked vessel, but there was no sign of life on board. Capt. Christensen also supported this statement, saying that what he saw was some canvas floating. Capt. Troup said that if there was any life on the wreck it should be investigated, and arranged for the Orion. The general opinion was that there was no living soul aboard the vessel.

"Was it possible to render any assistance from sea?" was asked. Witness described the high seas that were running at the time. It would be simply manslaughter to have sent in a boat's crew.

A. E. McPhillips witness said that no ordinary life boats or raft could get in to the rescue of the Valencía, even if there had been lives on board the wreck. The only thing that he could see was the mark of the wrecked vessel, but there was no sign of life on board.

Capt. Gaudin asked how the men on shore acted—the linemen, etc. Witness said that, with the exception of the linemen, they did not do much. He mentioned Mrs. Patterson, Cape Beale. Although in a critical condition this lady stopped up day and night during the rescue work. Witness described the trail as in a wretched condition, practically undefinable, and the work of getting over it so hard that every member of the party was overcome. The women and others did nothing but throughout and shared their last bit with the survivors. No men could work harder than they did.

C. H. Lugin suggested that the conduct of Mrs. Patterson was worthy of the highest commendation, and that he intended to mention the matter in his report to the department at Ottawa.

Capt. Gaudin and the commissioner were then asked to check up on the enquiry adjourned to Friday at 10 o'clock.

CITY TRUSTEES OPPOSED TO BILL

APPOINT COMMITTEE TO MAKE A PROTEST Properly Conducted Fire Drills Must be Held in Schools—Preparing for Conventions.

At a meeting of the city trustees held last evening, the trustees expressed their opposition to the proposed university bill, and arranged for the Orion. The general opinion was that there was no living soul aboard the vessel.

At this juncture Mr. Dougan arrived. He stated that he had written to all the boards of the province asking for suggestions for the convention according to which a programme might be framed.

Chairman Huggett reported that he had seen Mr. Dougan, and the latter had estimated that there would be 40 here for the meeting or twice the number in attendance as last year. The programme will be ready to-day. The communication read with others on the same subject were received and adopted.

C. H. Topp, city engineer, notified the board that the Rock Bay school must be connected with the sewer within one month. Referred to the building and grounds committee.

The secretary then read three communications from the city clerk notifying the board of the manner in which correspondence received from the trustees had been dealt by the council. These were received and filed.

Trustee Jay in referring to what he called the "hardy annual" wanted to know the details of the estimates. The estimates were based on those for the month of January, and this, as far as the trustees knew would approximate the expenditure of other months during the year. He moved that the council's request for a conference to be held for the discussion of the estimates be accepted, and that the board meeting be postponed to-day.

The secretary of the Vancouver board of school trustees wrote asking for a copy of the estimates of the local trustees in exchange for that of the Territorial City board's. The request was granted, Chairman Huggett remarking that the two compared favorably.

The finance committee reported accounts totalling \$14,622. This included the expenses of the recent election. The buildings and grounds committee reported recommending that the Central school grounds be graded at a cost not exceeding \$325.

There was a great deal of stagnant water on the grounds of the High school, and the work was very necessary. Trustee Jay suggested the fixing up of the High school grounds as well.

Trustee Lewis said that the committee had made lengthy appeals for volunteers (ladies or gentlemen) to assist in securing subscriptions for the fund necessary for the purchase of a lifeboat. The response, it was stated, was not encouraging. The press was extended the press for their gratuitous aid.

It was announced by the secretary that a list of the wrecks which have occurred in the past ten years had been prepared and forwarded to Ottawa. He mentioned, incidentally, that within the past two years about 300 lives had been lost within a radius of 80 miles of Victoria. (Continued on page 2.)

Superintendent Eaton reported that the boys at the High school had requested that he bring to the attention of the board the needs of the army. The boys ask that part of the basement be partially closed in.

The request was left in the hands of the buildings and grounds committee for report. Superintendent Eaton then drew attention to the common practice of appointing janitors as special constables. He suggested that for the High school the same practice might be prevented.

Trustee Miss Cameron thought if this was done in one case it should be done in all. She foresaw possible conflict of authority as for instance between teacher and janitor over the action of boys on a school ground.

Trustee Mrs. Jenkins thought there would be no conflict of authority if the janitors control did not begin until after the school hours.

Trustee Miss Cameron—Why not appoint teachers special constables? Superintendent Eaton said that the clothing of the janitors with authority of special constables had been done in Vancouver. He thought in the case of the High school an experiment might be tried.

Trustee Mowat did not think it a wise course, and he moved that it be laid over. Trustee Dr. Ernest Hall moved an amendment that the suggestion be adopted.

Trustee Miss Cameron did not see why one school property should receive more protection than another. At South Park no trouble necessitating such action had ever occurred. She had visions of a special constable carrying off some of the boys to the city lockup. Furthermore, the proposed amendment would be a reflection. It would suggest that there was a hoodlum element at the school, which could not now be kept under control.

It was finally agreed to lay the matter over. Supt. Eaton, as president of the Teachers' Institute, reported that the annual meeting of the institute will be held in Victoria. The meeting had been deferred from Easter and he asked that an assurance that the local teachers be allowed in attending the convention. This assurance was granted.

Trustee Mowat moved that the council be asked to improve the path around the South Park school and that a sidewalk be built in front of the Kingston street school. This was carried.

A discussion followed about the council giving up the council chamber to the use of the Victoria Musical Society, depriving the trustees of their regular meeting place. It was finally

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ANOTHER DAYLIGHT SERVICE TO SOUND

The Princess Royal mentioned for triangular run—the Lyackson's Engines Broke Down.

From present indications there is every prospect that Victoria will have a first class steamer service to Vancouver and Seattle this year. A special dispatch from Seattle to the Times on Wednesday says the steamer Princess Royal, the new vessel building at Esquimalt, of the C. P. R. Company, will be placed on the run between Seattle, Victoria and Vancouver during the coming summer to alternate with the Princess Victoria. This dispatch adds that the new plans were received there yesterday.

The Puget Sound Navigation Company, which will operate the new steamship Indianapolis, has not definitely decided on what run the vessel will be placed. The company is considering plans for placing the Indianapolis on the Seattle-Victoria or the Seattle-Port Townsend-Port Angeles run. If the vessel is placed on the Victoria route it will have a daylight run, leaving Seattle in the morning and returning in the evening.

The Indianapolis is an excursion steamer and has no staterooms. She is very fast and would be able to make the daylight trip very easily. She can accommodate 1,250 passengers. The Indianapolis will be repainted throughout and new furnishings installed. It will be about three weeks before the vessel will be put in commission. A crew has not yet been selected.

ADRIFF IN STRAITS. The little steamer Lyackson, belonging to Valdez Island, where she is used in the log towing business, became disabled off Trial Island when en route to Victoria about 2 o'clock Wednesday. The vessel is operated by Indians. She was in command of Capt. John Basile. At the point mentioned a line which was attached to a skiff and canoe stern got entangled in the propeller. The small craft had been cut loose from the steamer in consequence. When the engines were reversed the line caught in the propeller was freed, but the engines refused to go ahead again and the crew found themselves in a very awkward position and in dangerous proximity to Trial Island. A flag was at once hoisted upside down as a signal of distress, but until late this morning did not attract attention. By this time the steamer had drifted over to Discovery Island, from where a message was sent to Capt. Gaudin, agent of marine and fisheries. This message stated that a small steamer was flying signals of distress and was drifting about between Discovery Island and Dungeness. Capt. Gaudin, in response, at once instituted a search for a small steamer to send to the rescue and found the government steamer Princess with steam up. That vessel was dispatched immediately and found the Lyackson within about a mile of Brochle ledge. The disabled craft was brought into port and repairs will be made on her engines by the Victoria Machinery Depot.

A FALSE ALARM. At noon Wednesday considerable excitement was created in shipping circles over a widespread report that a vessel was on the rocks near Beacon Hill. Telephone messages were sent here and there to get some information about the stranded craft and the Driard and other high buildings were used in the hope of obtaining a view of the unlucky craft, but with no success. The vessel was nowhere in sight. Even those who hurried to Oak Ezy could not satisfy their curiosity. The B. C. Salvage Company, hearing of the news of the reported wreck from several seemingly authoritative sources, at once dispatched the Salvor into the Straits with commendable promptness. The shore party was equipped with the aid of the phantom wreck could be seen. The steamer then returned to Esquimalt and the inquiries are now being made as to who started the report. It is believed, however, that the story originated with the fact that a small steamer was adrift in the Straits. This vessel sighted a four-masted schooner yesterday sailing well over on the American side, but saw nothing else on her voyage south.

KILLED ON SLOOP. The Vancouver News-Advertiser says: "An inquest was held on Monday afternoon to inquire into the cause of death of Frank Johnson. Philip Stable gave evidence. Stable, who for a long time was engaged with P. Larson, proprietor of the North Vancouver hotel, was with Johnson and a third man proceeding from Port Harvey to Knight's Inlet on Thursday afternoon last, in a ten-ton sloop. They intended to land-log in that vicinity. While in Chatham Channel about ten miles from Port Harvey, the wind died away, and the tug Native, of this city, came along with a snow in tow. The snow was swirling with the tide, and as the steamer passed the sloop struck the boat, tearing away the head-gear. The main boom swung round with the jar, and struck Johnson on the head, knocking him overboard. Stable and his companion had the sloop lose away in a minute, and less than five minutes Johnson was lifted out of the water. Although attended to without delay, the only sign of life he gave was a spasmodic clapping of his hands.

"Stable stated in his evidence that nearly all hands on the tug were looking out of the windows at the time, but the tug did not stop for an instant. The weather was clear and the sea calm, and the tug was half a mile from the other side of the sloop.

"The inquest was adjourned until Wednesday, by which time it is expected that the captain of the boat will be in port and his evidence will be obtainable."

WILL APPEAL TO CARNEGIE. Calgary, N. W. T., Feb. 14.—Calgary will ask Carnegie for a grant to the city library.

ILLNESS OF W. A. GALLIHER. Winnipeg, Feb. 13.—W. A. Gallihier, M. P., is very ill at the home of his cousin here. The exact nature of his sickness has not yet been determined.

Half Million Wanted. Toronto, Feb. 13.—The task of raising half a million dollars wanted for Queen's endowment fund will soon be finished. Rev. Robt. Laird, who was chosen by the general assembly to lay the claims of Queen's before the people, says that \$220,000 already has been subscribed.

Church Schemes. Toronto, Feb. 12.—For various schemes of the Presbyterian church \$150,000 is still required, according to a statement issued by Alexander Warden, acting general treasurer of the church.

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The Puget Sound Navigation Company, which will operate the new steamship Indianapolis, has not definitely decided on what run the vessel will be placed. The company is considering plans for placing the Indianapolis on the Seattle-Victoria or the Seattle-Port Townsend-Port Angeles run. If the vessel is placed on the Victoria route it will have a daylight run, leaving Seattle in the morning and returning in the evening.

The Indianapolis is an excursion steamer and has no staterooms. She is very fast and would be able to make the daylight trip very easily. She can accommodate 1,250 passengers. The Indianapolis will be repainted throughout and new furnishings installed. It will be about three weeks before the vessel will be put in commission. A crew has not yet been selected.

ADRIFF IN STRAITS. The little steamer Lyackson, belonging to Valdez Island, where she is used in the log towing business, became disabled off Trial Island when en route to Victoria about 2 o'clock Wednesday. The vessel is operated by Indians. She was in command of Capt. John Basile. At the point mentioned a line which was attached to a skiff and canoe stern got entangled in the propeller. The small craft had been cut loose from the steamer in consequence. When the engines were reversed the line caught in the propeller was freed, but the engines refused to go ahead again and the crew found themselves in a very awkward position and in dangerous proximity to Trial Island. A flag was at once hoisted upside down as a signal of distress, but until late this morning did not attract attention. By this time the steamer had drifted over to Discovery Island, from where a message was sent to Capt. Gaudin, agent of marine and fisheries. This message stated that a small steamer was flying signals of distress and was drifting about between Discovery Island and Dungeness. Capt. Gaudin, in response, at once instituted a search for a small steamer to send to the rescue and found the government steamer Princess with steam up. That vessel was dispatched immediately and found the Lyackson within about a mile of Brochle ledge. The disabled craft was brought into port and repairs will be made on her engines by the Victoria Machinery Depot.

A FALSE ALARM. At noon Wednesday considerable excitement was created in shipping circles over a widespread report that a vessel was on the rocks near Beacon Hill. Telephone messages were sent here and there to get some information about the stranded craft and the Driard and other high buildings were used in the hope of obtaining a view of the unlucky craft, but with no success. The vessel was nowhere in sight. Even those who hurried to Oak Ezy could not satisfy their curiosity. The B. C. Salvage Company, hearing of the news of the reported wreck from several seemingly authoritative sources, at once dispatched the Salvor into the Straits with commendable promptness. The shore party was equipped with the aid of the phantom wreck could be seen. The steamer then returned to Esquimalt and the inquiries