

TESTIMONY IS JUGGLED

Marine Inspectors Conduct Investigation in a Very Peculiar Manner

Marine Inspectors Whitney and Turner are apparently conducting the investigation into the wreck of the steamship Valencia with particular care to discredit any direct testimony that might incriminate the Pacific Coast Steamship company for blame in connection with the terrible loss of life that followed the disaster.

Today the same policy of battering down the credibility of testimony which was direct and in effect would have resulted in thrusting blame upon the big corporation for the tragedy, was continued.

Inspectors Entangle.

Freeman Richey, who helped lower lifeboat No. 2 after the vessel struck, said he thought the orders to do so were given by an officer of the boat standing on the saloon deck. Immediately the quizzing began, and within a few moments the inspectors had the man tending himself up by an important point that, in effect, threw a cloud over his direct testimony involving the ship's crew for some blame in the accident.

Direct and pertinent questions that might lead to exact evidence as to where the blame rests for the disaster are very seldom touched upon. As quickly as the danger zone is reached the line of examination, to the average outsider, appears to be switched with startling suddenness.

In Wrong Channel.

The smallest part of the examination has been that concerning matters which are evidently of substantial importance and which might secure results; results that the public is anxiously waiting for, but which the inspectors are evidently determined they shall not have.

Along the lines of the examination as it continued today little testimony of importance is gained. Absolutely nothing that goes beyond the vague field of generalities. That is about all the inspectors seem to care about obtaining.

Charles P. Hoddinott, who was a waiter aboard the Valencia at the time of the wreck, was sleeping in one of the rooms amidships on the saloon deck. He was called by the saloon night watchman when the boat struck.

Hoddinott remained below in the saloon waiting for orders. He heard no signals to boat stations. After the stern of the vessel was beached a big wave tore a pantry skylight and a living chain of the waiters was formed to hand out all provisions possible before getting under water.

Thrown Overboard

Hoddinott also testified that he helped the life preservers on the passengers. He was thrown overboard by his brother to make him take the last raft to leave the doomed craft, which was picked up by the rescue steamer City of Topeka.

According to the witness there was no unusual excitement among the members of the crew. The first he knew about the lowering of boats was when a passenger entered the saloon and exclaimed, "My God, the boats are slipping overboard!"

The passengers, especially the women, he insisted were very calm. The witness had been ordered around the ship's decks to get the women gathered in the social hall.

Noble Fellows

On Tuesday, Hoddinott says, they fixed up a shelter for the women with cabbage crates. He remembered a Mrs. Bairdstaker, who was aboard with her friend, taking along what a noble set of fellows the officers on the boat were. This had been the witness' first trip on the ship. He had been on other boats of the company, on which the chief steward had always called the passengers together and illustrated the proper manner of attaching life preservers. He saw one or two life belts lying around on the saloon deck of the Valencia after everyone had been served on the night she grounded.

Women First

Captain Johnson, his chief mate and the chief steward, Hoddinott continued, first asked the women and children to go aboard the last life raft which left the Valencia. Later they asked the men passengers, and only a few stepped forward. "My brother," the witness declared, "asked me to go, but as he insisted on staying aboard, I refused. Then he pushed me into the water and that was the last I saw of him."

The Valencia was broken apart amidships when Hoddinott left. Each succeeding wave would lift the ship up and jam her down against the rocks. They saw no one on top of the cliffs or at either side along the beach on Tuesday. The line shot ashore from the doomed steamer held to the land for 10 hours, he thought.

As to boat drills, Hoddinott insisted that he had never been on a ship in his experience where they had not been held regularly.

Richey's Testimony

Frank Richey, fireman's mess

boy on the Valencia, was sleeping when the ship struck. He felt the ship tremble as she collided with the shore. When he came out of the room all the stowage passengers were rushing around excitedly. He thought at first the ship had only struck a sand bank.

The witness declared that he heard no signals calling the boat crews to their stations, but heard Captain Johnson yell orders to get ready to launch the boats. He and a sailor stood by the davits to put the boats down, but she was already hung out. He did not know who "dropped" this boat out. A lurch of the craft nearly threw him overboard. It was too dark to distinguish passengers from crew unless they were talking.

Scrambled in. At this lifeboat Richey said the craft had already been prepared for

SEARCHING FOR BODIES

Revenue Cutter Grant Assists in the Work of Looking for Victims and Burying the Bodies.

BY O. L. DAVID, Special Correspondent of The Star on Board U. S. S. Grant.

BAMFIELD, B. C., Jan. 31.—The Revenue Cutter Grant arrived at Bamfield at five o'clock last night. The tug Wyadka with J. E. Pharo is here. All bodies are being buried as they are decomposing.

L. W. Sibley, Jr. was buried under the tree roots today wrapped in blankets and covered with logs and stones. Four white men and two Indians are still searching on shore.

THREE BIG PROJECTS

J. A. MOORE ANNOUNCES THAT HE WILL SOON BEGIN CONSTRUCTION ON DUPLICATE OF ARCADE, AND ALSO UPON SIX-STORY BUILDING AND BLAST FURNACE

Bringing the announcement of three big projects which he has put under way, James A. Moore returned this morning from New York and other eastern cities, after an absence of nearly a month.

He is authority for the statement that as soon as plans can be finished, work will begin on the construction of a duplicate of the Arcade block on the west side of the block now occupied by that structure on 2nd av. between Union and University sts., fronting on 1st av.

Construction will also commence as soon as possible upon a six-story

BAHADA BRINGS A WRECK VICTIM

BODY IDENTIFIED AS THAT OF W. WILSON, A PASSENGER FOR SEATTLE—PETERS' SEARCH IS FRUITLESS

With the salt-encrusted corpse of W. Wilson aboard, the tug Bahada arrived at the city dock this morning at 11:50.

Wilson's body remained unidentified until the tug had made fast and several survivors viewed the remains. Chief Cook Samuel Hancock immediately recognized the corpse as that of W. Wilson, a second class passenger bound for Seattle. A handkerchief was found on the body with a red "W" worked in one corner.

Mr. Hancock said regarding Wilson: "We left the Valencia on the first raft. Wilson was among the passengers on the frail craft. After much exertion and hardship he suddenly went insane, imagining that he saw an island near by. He gave a wild leap overboard, and we never saw him again."

Too Stormy. The Bahada left for the scene of the wreck last Friday morning, ar-

lowing, but he did not know by whom, passengers or crew. Someone started to let go on the falls aft and he started to let the forward falls go. There were no passengers in until it reached the saloon deck rail, when they all started to scramble in. He jumped to the saloon deck from the hurricane deck and yelled to the people to make room for the ladies and children. About 15 passengers had clambered in when he helped Mrs. Campbell and her little child in. Richey did not know who took the authority to have the boat lowered, but thought it was an officer. He believed this from the way the command sounded. Later Richey went around to help get the other boats down.

Blames Bunker. "It was upon the advice of Mr. Bunker," the witness said, "that everyone left and struck inland. They seemed to get cold feet," he continued. In reply to another question he gave it as his belief that a person could have reached the top of the cliff in the neighborhood of the Valencia by going around inland.

Richey testified that both Bunker and Campbell criticized the life preservers.

Boat Capsized. Richey afterwards got in No. 6 boat, his regular boat, and the craft reached the water safely. This was the farthest boat aft. They were only in the water 20 minutes when the boat capsized. Mr. Bunker and his family also were in the craft. The witness explained that he had no life preserver on, and expressed

the belief that they hampered a person swimming. "I had made up my mind that it was all off anyway," he said.

Richey clung to the painter of the boat after he upset and was in the water for an hour before he reached the beach, where he found Bunker and the others. They found a path above the cliff at daylight. His ankle had been sprained, and he suggested to the party that they ought to have stayed and see if they could not have rendered aid.

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FEW CHANGES

A special meeting of the city council was called this noon for the purpose of deciding upon the places for holding elections in each precinct in the city. Few changes were recommended from those chosen by the central committee for the primaries.

Bring anybody out to tugs tonight. The Grant sent boats out at daylight to investigate the wreck reported by Indians west of here.

The Valencia's boilers and machinery can be seen at low tide, 200 yards out. The body of H. Holstetter will be buried today. The tug Lorne from Victoria came in last night with three policemen, undertakers, carpenters, and lumber for coffins.

J. E. Pharo will float rafts to the shore from the tugs and tie bodies to them to tow out through the surf.

Indians have just arrived with news that one more body was found today in Pachena bay.

Miss Van Wyck was not tied or fastened to the rigging in any manner. This news was immediately wired to Mr. Peters by Mr. Fay, and will doubtless cause the renewal of the search for Mr. Peters.

Mr. Fay said that the recovery of the bodies was a most hazardous job, owing to the heavy seas constantly running near shore. All bodies recovered will be taken to Victoria for the purpose of inquest.

Fred Erickson's corpse was found on Cape Beale by searchers along shore, and is now at Victoria.

Chief Cook Hancock states that Miss Van Wyck was dressed in a dark gray suit. According to him she was the life of the ship and never for an instant lost faith in the belief of ultimate rescue.

The search for bodies still continues, and will be prosecuted until all hope of their recovery is gone.

RICHLEY IN ERROR.

Testing before the board of inquiry into the Valencia wreck, this morning, Frank Richey denied the statements attributed to him in The Star of January 29. He said that he had never made any such statements and had never authorized the signing of his name to a telegram to J. E. Bunker, saying that he would stand by Mr. Bunker to the end.

Mr. Richey has made a mistake. He told a reporter of The Star just exactly what appeared in this paper of the 29th. He met the reporter in the lobby of the Northern hotel and was asked if he had heard the charges made by Mr. Bunker. He replied that he had and stated that he would stand by Mr. Bunker to the end, as he believed him to be a truthful man and one who would not make charges unless they were true.

The Star regrets that Mr. Richey has so soon changed his mind regarding the responsibility of the Pacific Coast Steamship company and its officers for the great loss of life occasioned by the wreck.

HADLEY IS SURPRISED

JEFFERSON CITY, Mo., Jan. 31.—Attorney General Hadley was dumbfounded when he was told of the Rogers decision by Justice Gildersleeve. He said he might have to plan an entire new action.

"WE DID OUR BEST AND OUR CONSCIENCES ARE CLEAR"

---BOATSWAIN M'CARTHY

CAN PRESENT VALENCIA INVESTIGATION BEAR ANY GOOD RESULTS

Are Marine Inspectors Whitney and Turner in a position to get at the real facts in the question of who was to blame for the wreck of the Pacific Coast Steamship Company's liner Valencia, and would it not be proper for the federal authorities to institute a thorough investigation through an entirely independent and unprejudiced board?

These questions are now being asked on every side and by people whose opinions should carry weight. Rev. F. L. Wharton, who appeared before the present examining board with this pertinent inquiry, is only one of a large number who are expressing the same ideas.

ARE NOT MARINE INSPECTORS WHITNEY AND TURNER SITTING IN JUDGMENT ON THEIR OWN ACTS, HAVING ALREADY PASSED UPON THE VALENCIA AS SAFE AND HER EQUIPMENT IN ACCORDANCE WITH LAW? This is even prohibited in courts of common law.

DEVELOPES LITTLE. The investigation has so far developed but little direct testimony along the lines desired. What the people want to know is "Who is to Blame?" If the inspectors conducted their questioning along the subject matter covered in the examination of the first witnesses it would take them a million years to get at the real facts.

WHY IS IT THAT THE INSPECTORS SO ADOPTIVELY SIDESTEP DIRECT QUESTIONS WHEN WITNESSES REACH THE LEADING ISSUE OF WHETHER OR NOT LIFEBOATS COULD HAVE REACHED THE VALENCIA FROM THE SEAWARD SIDE? They hammer away in good fashion about the lifebelts, because it has not yet been disputed by any of the witnesses that these lifebelts were good enough in quality at least to pass the required tests. But these lifebelts could not and did not save any lives. It was the lifeboats from the Queen and the City of Topeka which those despairing souls waited for and upon which they pinned their hope for rescue.

PROTECT STEAMSHIP COMPANY. When Witness McCaffrey voluntarily expressed his belief that the crew was not competent, that the men were rattled and that it was due to their not being at their stations on the night the steamer struck that so many lives were lost in the boats, THE INSPECTORS, TO SEVERAL IN THE ROOM AT LEAST, APPEARED TO BE TRYING TO BREAK DOWN THIS TESTIMONY. They sought constantly to show that the witness was wrong and because he was not fully familiar with the sea terms and sailor vernacular, partially succeeded. Why did the inspectors seek to discredit these statements?

It has not been disputed that, with the exception of the captain and one other officer, all the officers and crew were changed to the Valencia from the City of Puebla on this, her last trip up from San Francisco. Does it not stand to reason that the men were not familiar with their posts. THERE HAD NOT BEEN A SINGLE LIFE DRILL ON THE VOYAGE OUT. Then why is it that the inspectors do not ask some of the rescued seamen and officers questions along that line?

WHY DIDN'T THEY ACT? Why, again, is it that the inspectors do not ask Boatswain McCarthy or some of his party sent ashore as a volunteer crew, "WERE YOU NOT SENT ASHORE FOR THE DIRECT PURPOSE OF REACHING THE BLUFF BACK OF THE STEAMER AND HAULING IN A LINE?" Up to the present this question has not appeared in the examination. The public understands that McCarthy and his men were dispatched to reach the cliff with the intention of hauling in that life line. They did not do so. Witness Allison says he has heard of no good reason why. Neither has the public.

The inspectors are not going deep enough into this investigation, either to get at the real facts underlying the surface or to satisfy the public. The public already knows about the actual wreck in detail; the survivors have been interviewed time and time again on the general incidents; what everyone is now waiting for is "WHO IS TO BLAME?" To find this out will require skillful probing. The company is not going to voluntarily confess any dereliction on its part, if such exists. It is up to the inspectors to make the officials tell. Unless a more forcible method of questioning is employed this cannot be done.

PUTS QUEEN IN VERY BAD LIGHT

EVIDENCE ACCUMULATES TO SHOW THAT QUEEN AND TOPEKA ALSO COULD HAVE REACHED VALENCIA WITH LIFEBOATS

From what can be considered as unquestionably good authority comes more evidence in the Valencia investigation to the effect that properly equipped boats should have been able to reach the wrecked Valencia from the seaward side on both Tuesday and Wednesday of

last week, up to the time she went to pieces.

Quartermaster Tarry, who was at the wheel when the Valencia struck the rocks, and who stayed by the wreck until the lifeboat departed and was afterwards picked up by the City of Topeka, in reply to a direct question of the examiners as to whether a properly equipped turf

boat could have lived in the sea then running, said:

Queen's Desertion Awful. "Yes, and that was what we were waiting for and expecting all the time. Every moment we thought that the Queen or the tug would put out their small boats and reach us. When we saw the Queen deserting us it was awful."

"What I mean," continued Inspector Whitney, "was whether the regulation surf or lifeboat, as provided for in the marine regulations,

could have survived through the sea?"

"Yes, I understand," replied the witness, "and I believe they would. I do not know positively as to the ordinary lifeboat found on many vessels plying along the coast. But I can tell you it was a bitter disappointment when none of the steamers or tugs attempted to get boats to us from the outside."

Weather Forecast—Fair this afternoon, tonight and Thursday; light north to east winds.

Man Who Led the Volunteer Boat Crew Ashore in Search of Aid For Those on the Valencia Answers the Criticism of Those Who Ask "Why Didn't You Come Back?"

"To all insinuations and direct charges that we made no effort to force our way to the cliff overhanging the stricken Valencia, I want to earnestly and deliberately declare that after struggling through the dense underbrush and skirting insurmountable, perpendicular cliffs, I can truthfully say that we could not have progressed a mile a month toward the Valencia, Mr. Cornelius Allison and others notwithstanding."

(BY TIMOTHY J. M'CARTHY.)

It is entirely unfair and unjust for those who survived the Valencia calamity to accuse those who reached shore in the boat of leaving them to their fate and making no effort to aid them in their hour of danger.

When we battled for life and were providentially cast ashore on a narrow sandy spot that seemed an oasis in that sea-desert, our first thought was the quickets and most expeditious way we could get back to the wreck. We landed about six miles south of the Valencia and for a mile and a half we stumbled and struggled along the winding shore with all the speed in our chilled and weakened muscles.

The black rocks became so precipitous and so void of footholds that we were compelled to go inland from 60 to 100 yards in order to make the very slowest progress.

Found Telegraph Hut. By retreating into the forest we came upon the telegraph hut and line and we followed it, keeping in mind constantly, those people on the steamer pounding on the rocks below, and the best, safest and quickest method of aid. The underbrush was so thick and impenetrable that it was simply beyond human strength to force one's way through the tough tangle. We tried time after time to make our way seaward through that devilish growth, but could make no impression against it. It required superhuman efforts on our part to even follow the telegraph line, below which a trail had once been blazed. I frankly admit that were we able to once gain that cliff we could have given untold aid to those helpless souls on the fast-breaking Valencia.

It Was Impossible. I only wish to God that my party could have been the means of saving those who were lost. It is charged openly that we took thought of no others but ourselves the moment we landed. If there is a grain of truth in the despicable charge, why in God's name did my men volunteer to take a lifeboat ashore for the express purpose of seeking help for those on board? Do you think we would have taken our lives in our hands in an attempt to reach shore and then turn away from those for whom we volunteered to risk our lives? It is not reasonable. It is not true. The danger of attempting to reach shore was not to be compared with that of attempting to reach the cliff. The former was providential—the latter impossible. We did our best and our consciences are clear. My crew and I are pained to think Mr. Allison and many others have accused us of deserting them. The charge may have been made in bitterness, but it is not true.

BUNKER EXPLAINS

FRANK F. BUNKER, VICTORIA, B. C. YOU ARE BEING CRITICISED FOR YOUR FAILURE TO REACH THE BLUFF ABOVE SCENE OF WRECK. WILL YOU MAKE A STATEMENT FOR THE STAR?

(BY FRANK F. BUNKER.)

VICTORIA, B. C., Jan. 31.—My party climbed the bluff at a considerable distance from the wreck. We thought to get into the interior and arouse the inhabitants and then get back to the bluff, but we found no inhabitants. We found a rude trail along the telegraph line. We were in doubt as to whether the Valencia had any means of shooting a line and whether she was near enough to reach the bluff. Our judgment said to follow the telegraph line to the first station and get help by land and sea and to then return over the trail to the bluff, but when we found the station and telephoned, my party was brave, but completely exhausted. It was a physical impossibility for any of us to get back over the trail that night. The next morning a terrific rain had so swollen the streams that even Lineman Logan and his men, who were on the wreck side of the Darling river, could not get through to us.

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