

# COLLISION IS INVESTIGATED

Sensational Evidence Secured During Hearing of the Lurline-Cascade Matter by United States Inspectors

Several statements of a sensational nature were brought out this morning at the investigation of the Cascade-Lurline collision which was commenced before Edwards and Fuller, United States inspectors of hulls and boilers. Captain William E. Larkins of the steamer Lurline, admitted in his testimony that the metallic lifeboat which was launched from the Lurline at the time was equipped with one wooden plug and one automatic plug, whereas all metallic lifeboats are to be equipped with automatic self-balancing plugs only. Other officers of the Lurline admitted that it was very difficult at the time of the collision lights being visible for a distance of 4,000 to 5,000 feet a few moments before the disaster which sent the Lurline to the bottom of the river.

The owners of the steamers are represented by attorneys so as to take every precaution against being held responsible for the collision. Captain Jacob Kamm, owner of the Cascade, represented by Judge Rufus Mallory, and Thomas N. Strong, represents the North Pacific Lumber company, owners of the Cascade. The witnesses are being closely cross-examined. Indications are that the hearing will not be concluded until tomorrow afternoon, there being many witnesses to examine. It is understood that a number of the passengers on the Lurline will be called to testify to the condition of the lifeboats.

Captain Larkins was the first witness called this morning. He was not on the bridge at the time the collision occurred, but told of how the passengers were transferred from the sinking boat to the Cascade.