

Edward Garfield Lee

(10 Aug 1881 - 17 Jul 1904)

Lee. Suddenly on Sunday, July 17, 1904, Edward Garfield, beloved husband of Emma H. Lee in the 23d year of his age. Funeral Wednesday, July 20 at 2 p.m. from his late residence, 5087 street southwest. Funeral private.

The Evening Star, July 18, 1904, p. 10

Drowned in Potomac

Edward G. Lee Drawn Under Wheel of River Steamer

Body Recovered

The Harry Randall Crushes Launch Like an Egg Shell

Geo. H. Bright Thrown Overboard--

Coroner Will Hold Inquest Wednesday to Fix Responsibility

Edward G. Lee, a paperhanger, whose home was at 508 7th street southwest, lost his life in the Potomac river near the foot of P street shortly after 11 o'clock last night, and George H. Bright, paying teller of the Metropolitan National Bank, was thrown overboard. The accident occurred when the steamer Harry Randall, upon its return from Colonial Beach, caused suction enough to overturn a small naphtha launch and draw it beneath the boat. Mr. Bright and Mr. Lee were the only ones in the boat at the time. Mr. Bright is commodore of the Capital Yacht Club, of which Mr. Lee was a member, and the small naphtha craft was towing the pleasure yacht Mist to its anchorage at the foot of 9th street when the accident occurred. The body of Mr. Lee was recovered by the crew of the harbor police boat this morning and taken to the morgue. Coroner Nevitt viewed the body later in the day, and decided to hold an inquest at the morgue at 10 o'clock Wednesday morning. The coroner directed that business men of standing be summoned on the jury in order that there may be a full and fair investigation, which is to be held to fix the responsibility.

Yesterday a number of members of the Capital Yacht Club went down the river on the sailing yacht Mist and enjoyed an outing. Upon reaching the arsenal point on the return trip the wind had died out and it became necessary to lower the tender or dinkey, the small naphtha craft, and use it for towing purposes. This boat was only about twelve feet long, and was fitted with a gasoline engine only a few days ago. As already stated, the two men mentioned were the only ones in the tender at the time the accident happened. It is stated that lights were on both the yacht and tender, but they were apparently not in position to be seen by Capt. James T. Barker of the steamer Harry Randall, whose boat came up behind them. The light from the city showed against the sails of the yacht and attracted the attention of Capt. Barker.

Capt. Barker's Statement

"As soon as I saw the sails," said Capt. Barker to a Star reporter this morning, "I gave the engineer the signal to stop. All I could see was the yacht, and seeing that my boat had cleared the craft I proceeded to the dock under one bell."

The captain said he heard the noise caused by the wheel of his boat striking against something and it was his opinion that a board or log had been struck. He was surprised when he heard later that a boat had been struck and its occupants thrown overboard. In conversation with a Star reporter the captain stated that he did not see the signal light on the boat of the naphtha launch, although he understood there was one there. In his report to the local steamboat inspectors, Messrs. White and Wright, the

captain stated "On my return from Colonial Beach, July 17, at about 11:20 o'clock, the steamer Harry Randall is said to have run over a small naphtha launch, I saw no boat or light, but heard it crash under the wheel. The accident happened while making the turn to go into the slip at the River View wharf, Washington, D.C."

How Accident Happened

The steamer Samuel J. Pentz from River View came up the river a short distance ahead of the Harry Randall, and, it is thought by many boatmen along the river front, the swells from this boat caused the breaking of the line connecting the launch and the yacht. This probably threw the launch toward the path of the Harry Randall and the wheel of the latter boat put the launch out of service and threw the two men overboard. Mr. Bright grabbed a white buoy and carried it overboard with him. He saw his companion in the water and was within a few feet of him when the paddle struck him (Lee) and so seriously wounded him that there was no hope of saving his life. Mr. Bright realized the perilous position in which he had been placed and made his way from the swells from the steamer as fast as he could. Not far from the scene of the fatal accident was the steamer, T.V. Arrowsmith coming up the river and those who were on the water realized that there might be danger of a repetition of the fatal accident. Lights were shown and they were promptly heeded. All this time Mr. Bright was exerting every effort to keep himself from going down. Finally he was rescued by A.H. Gregory, who was returning from the lower Potomac in his yacht, Louise. Mr. Bright was about exhausted when he was pulled aboard and could hardly speak. He was afterward transferred to the club's yacht and was able to go home later. Mr. Bright said that Lee was clinging to a piece of the boat when he last saw him and the wound over his right eye was visible.

Capt. E.S. Randall was in his office at the 8th street wharf when the steamer reached there, and was told of the accident shortly after its arrival. He sent out some of his employees to make an investigation and render what assistance they could. By this time Harbormaster Sutton had been told of the accident and had summoned the members of his crew to search for the body. The men worked all night long in small boats and were rewarded for their labors this morning about 10 o'clock when the body was found near where it had gone down. The body was then removed to the morgue, where it was found that the victim had received a severe cut over the right eye. No other wound was found about his body. The body was attired in an undershirt, trousers and shoes. A large crowd of curious people gathered about the morgue after the body was taken there and remained some time.

Eye-Witness Story

According to one eyewitness, Mr. Louis J. Carmody, a life boat from the U.S.S. Oneida was the first to go to the rescue of the drowning man.

"Several of us were on the Fern, which was lying alongside the Oneida," said Mr. Carmody today, "when he heard a cry for help. The Oneida was nearer the source of the cry, and six of us jumped aboard her, lowered a boat and made for the drowning man. About that time the cry ceased. We rowed for a moment and then called "Where are you?" The answer came immediately.

"Here I am. I'm all right."

"We made for the cry, but before we reached the spot, the man had gone down. Those in the Oneida life boat were Messrs. P.A.H. Terril, J.S. Paxton, F.D. Simonds, Luther Maddox, Mr. Crotty and myself."

Claim Yacht Had Lights

On behalf of the members of the Capital Yacht Club it is stated that lights were displayed on both the yacht and the tender. While this is not disputed by Captain Barker, the latter says he saw no lights. He explains that there may have been signal lights in the bow, but he feels certain there were no lights

aft. Capt. E.S. Randall said to a Star reporter this morning that all he could say of the affair was what Captain Barker had said in his report. He did express surprise, however, that there had not been more accidents of this kind on the river because of the number of small boats that are on the river after dark without any lights on them. He said he thought the accident was caused by the breaking of the tow line by the swells from the Pentz. Harbormaster Sutton was of the same opinion. He said he thought the law should require a light on every boat, large or small that is on the river after dark. Some of the boats, he stated, carry a lantern or other small light which is of but little value, for the light reflected by them is not sufficient to be seen at any distance from them. Many friends of the deceased called at the morgue today and requested permission to view the body. The body is in splendid condition with the exception of the cut over the left eye. It is more than probable that the steamboat inspectors will make an investigation of the affair later in the week or early next week.

The Evening Star, July 19, 1904, p. 3

Funeral Tomorrow

Remains of E.G. Lee Will Be Laid to Rest

Coroner's Jury Will Endeavor to Place Responsibility for Drowning-- Wife Much Affected

A pathetic scene was witnessed at the morgue yesterday afternoon when Mrs. Lee, widow of Edward G. Lee, the young man who lost his life in the river Sunday night, called and requested permission to see the body. Although she had been separated from her husband, it is tated, she was greatly affected over his death. Her request was denied for the reason that the body had not been prepared for burial and was not in condition to be seen by the widow. She was told that she might view the remains at the undertaking establishment later in the day or at the house of the parents of the deceased, 508 7th street southwest. Coroner Nevitt gave permission for the removal of the body from the morgue yesterday afternoon and it was removed about the time Mrs. Lee visited the morgue. After being prepared for burial the remains were removed to the 7th street house, from where the funeral will take place tomorrow afternoon at 2 o'clock. The interment will occur at Congressional cemetery.

Arrangements for the holding of the inquest at the morgue at 10 o'clock tomorrow morning, as stated in yesterday's Star, have been made by Coroner Nevitt and a searching inquiry is to be made to fix the responsibility for the fatal accident, in which the naphtha tender of the pleasure yacht Mist and the steamer Harry Randall figured.

To Fix the Blame

Capt. James T. Barker of the Harry Randall has been a river captain on the Potomac for many years and is regarded by steamboat men as one of the best and most careful steamboat masters on the river. He left here yesterday afternoon on the steamer Harry Randall to make the regular river landings along the lower Potomac. He will return in time to appear as a witness before the coroner's jury tomorrow morning.

Capt. Barker will be able to tell little of the accident. He saw no light on the tender, although, it is stated, there was one there. The captain was in the pilot house when the accident occurred, and it is said he may not have been able to have seen a light on so small a boat because of the length of the deck of the steamer. Those who are to compose the jury are Frederick Gieseking, Frank K. Raymond, S. Porter House, Col. Wood, W.A. Dutton and Thomas B. Walker. The report of Capt. Barker has been forwarded to the steamboat inspectors, but the latter will probably take no action until after the inquest is held.

The Evening Star, July 20, 1904

The Drowning of Lee

Inquiry Into the Circumstances Today

A Coroner's Inquest

Many Witnesses Gave Testimony As To The Accident

Inspectors Tell of Regulations as to Lights--

Evidence of Those on the Dinkey and Yacht

More than ordinary interest was shown in the inquest which was held at the morgue today to pass upon the death of Edward G. Lee, the paperhanger, who was aboard the naphtha tender of the pleasure yacht Mist when the small craft was struck by the steamer Harry Randall Sunday night. The hearing was held in the room set apart for such investigations, and there was a large attendance of spectators. Some of them were friends of the deceased and members of the Capital Yacht Club, owners of the boat in which Lee was riding at the time of the accident. Others were attracted there through curiosity, while many river men were in attendance to listen to what might be said concerning the nautical laws and the question of what kind of craft has the right of way and the lights they should carry. Coroner Nevitt, announced yesterday that he wanted the fullest investigation possible made of the affair, and with the object in view, he asked the Department of Commerce and Labor to furnish what testimony they could which would be of assistance to the jury in reaching a sensible conclusion. Two inspectors from Baltimore responded and the expenses of their attendance will be defrayed from the personal funds of the coroner.

Hearing Held Under Difficulties

The hearing was held under conditions rather difficult and which gave the jurymen some trouble in hearing. There is perhaps no other section of the city in which so much noise is made as the section where the morgue is located. Occasionally the voice of a witness would be drowned by the blowing of the whistle of a passing steamer. In addition to these noises, street car bells on three lines of cars and the constant moving of vehicles caused a condition which was calculated to make the work of conducting the investigation a burden and detract from the solemnity of such an occasion. The six members of the jury went to the house of the parents of the deceased, 508 7th street southwest, and viewed the body. It was while standing about the casket that they were told of the death of the young man and were sworn to indulge into the facts surrounding his sudden taking off and render a true verdict according to the testimony.

Capt. E.S. Randall, president of the Randall line of steamers, was an interested spectator. Attorneys Brandenburg & Brandenburg were in attendance as the legal representatives of the widow of the victim of the accident, while Attorney John E. Taylor, secretary of the Capital Yacht Club, was on hand looking after the interests of the club and owner of the tender. The hearing was not concluded when this report closed.

Went Over the Course

Before the taking of testimony was begun the coroner, deputy coroner and jurors were taken on the police boat over the course followed by the steamers Pentz and Randall Sunday night. Coroner Nevitt took his position in the pilot house and pointed out the places of interest to the jury. He explained how the steamers are in the habit of coming into the slips from near the arsenal under one bell and how it is necessary for them to make turns from the channel in order to reach the wharves. Then the party visited the Randall wharf at the foot of 8th street and the jurors were shown the position of the pilot house on the steamer Harry Randall. They were also shown the wreck of the little naphtha launch on which Lee was riding at the time the collision occurred. Russell Dean, pilot of the police boat, pointed out the spot opposite the power house of the Capital Traction line where the body of Lee was found.

The witnesses were excluded from the room. Capt. Randall's request that Capt. Barker he permitted to remain in the room was refused. Deputy Coroner Glazebrook, the first witness examined, told of the result of the autopsy. He told of bruises on the left arm and hip of the deceased and of the cut over the right eye. There was no fracture of the skull. His death, the witness stated, was due to drowning.

Inspector Wright's Testimony

Charles W. Wright, 423 Hanover street, Baltimore, United States local inspector of hulls of steam vessels, testified that he was present by direction of the Department of Commerce and Labor. Witness presented a copy of rules concerning the carrying of lights of different craft. He read one paragraph to allow that the words steam vessels and steamers meant any vessel propelled by machinery.

Dr. Nevitt then asked the witness to inform the jury of the laws governing lights on vessels, more particularly about the boats entering port.

The witness stated that the accident will be investigated by the inspectors and he preferred not to state any opinion or say anything which would have any bearing under the subsequent investigation that is to be made.

Coroner Nevitt explained to the witness that he would have to require him to answer any question which might have a bearing upon the case under investigation.

"Then," said the inspector, "you would better ask specific questions."

Witness then explained how steamboats make landings and told of the precautions that are necessary. He explained that a lookout is required in the day and lights at night.

The Right of Way

"Has a steamer the right of way over a sailing vessel or small craft?" the coroner asked.

"A sailing vessel," he answered, "generally has the right of way."

Asked about what effect the towing of a sailing vessel would have, the witness said the answer might involve an opinion. He explained that a towing steamer shall have certain lights. The vessel that is being towed is required to have a green light on the starboard side and red light on the port side, and the lights are to be arranged in the manner prescribed in the regulations.

Witness said he knew of no law or rule that will permit a motor boat to navigate without a light. Motor boats of fifteen tons or more are required to have certain officers in charge and also have to be inspected. Boats under fifteen tons do not come within the provisions of this law. The lookout of boats, he stated, is required to be near the bow of the vessel at a place other than the pilot house. The use of a searchlight in entering port is not required by law, but is optional with the owners. The only thing he knew of bearing upon the question of searchlights is a resolution of the board of inspectors which advises care in their use.

The pilot or master of a vessel, the witness stated is to be governed by the conventions in the matter of the sailing of his vessel. He is never justified in being negligent, but is supposed to act upon his best judgment.

When a towing vessel is being overtaken by a team vessel the latter is expected to signal by whistle what side he is going to take. The towing vessel is supposed to answer, and if there is any apparent reason why the approaching vessel cannot pass in safety the towing vessel is supposed to make known these conditions by several sharp blasts of the whistle.

Examination of Wrecked Craft

Witness said he visited Cumberland's boathouse this morning and examined the wrecked naphtha launch. He said the boat had been damaged mostly aft. It had the appearance of having been sunk. He found in the shoe under the stern post and end a hole which was apparently there for the use of a

ruder. He failed to see any indication of a rudder having been used on the boat. There was nothing to show that there had ever been any rudder attachments to the boat.

"What is the condition of the hull of this boat?"

"At present?" asked witness.

"Yes," said the coroner.

"It's very bad."

Witness gave it as his opinion that prior to the accident the hull of the tender was seaworthy for the waters of this part of the Potomac if it had been properly manned and had the necessary steering apparatus.

"What do you mean by properly manned?"

"One man could have run it."

He said he had been in a boat where one man managed the machinery and steered the boat with a rudder. Witness read several sections of the laws and regulations regarding the movements of vessels and the lights they are to carry.

"Should a boat of the kind which you inspected this morning have carried a light after dark" the witness was asked.

"Undoubtedly she should," was his answer.

Witness said he understood that the bureau of navigation had issued a circular containing rules to govern just such boats as the one he inspected this morning. There is no exception to the rule which requires the carrying of lights between sunset and sunrise except in case of row boats, and there are rules governing them.

Juror Walker wanted to know where lights would be placed on such a boat, and he said on either side. Towing vessels, he said, are required to have two white lights, one above the other, on the stern end.

Mr. Taylor asked if it were necessary for the naphtha launch to have lights if the stern of the boat were under the bowsprit of the sailing vessel and practically covered by the latter.

The witness said he knew of no exception being made under the law.

"I will say," said the inspector, "that it was an unskillful way to tow a vessel."

Royal E. Burnham's Evidence

Royal E. Burnham, 103 C street southeast, testified that he was well acquainted with Edward G. Lee and was in the tender of the Mist with him Sunday night. The witness, who was still suffering from the nervous shock, testified that he got in the tender somewhere near Giesboro Point. He got in the tender at the request of Lee, who wanted him to sit in the stern of the tender to weight it in order that the wheel would work better in the water. Witness explained how the tender was fastened to the Mist, and said the bowsprit of the sailing yacht about covered the tender.

"This," he said, "made the combination, to all intents and purposes, one boat."

The distance between the bow of the Mist and the stern of the tender was about one foot or eighteen inches. He said that the bow line of the tender was fastened to the bowsprit of the Mist. The boats had passed the lower arsenal point when the men on the Mist told them a steamboat was coming. Witness then let out the line enough to put the boats about five or six feet apart. He did this because he anticipated the swells from the steamer might affect the tender. The steamer passed all right, the witness stated, and he then proceeded to rearrange the ropes as they had been fastened before. He did shorten the line. This was rendered necessary because there was no steering apparatus to the tender and the sailboat had to be depended upon to do the steering.

Witness said his friends on the sailing yacht called to him that there were three more steamers coming up the river, and he again let out the towline. The steamer Pentz he stated, passed between the yacht and the wall, and the sea made by it was very heavy. Witness grabbed hold of the bobstay of the

yacht and called to Lee to shut off the steam, but why he did not witness could not say. The towline was broken when the Pentz passed. When witness saw the steamer Randall he shouted to people aboard to stop, but the boat did not stop. Witness swam to the yacht and was saved. Mr. Bright, he said, then jumped overboard and tried to save Lee.

When witness realized the danger he called to Lee to jump. Witness said the engine of the tender kept going and he had no means of steering the boat after the tow line snapped. There was an oar in the boat, the witness stated, and it had been used for steering. Witness said he knew nothing about running an engine, but Lee did. He knew the boat before the motor was put in it. It was new last summer and the motor was put in it a week or ten days before the accident occurred. Witness said he is a member of the Capital Yacht Club and the yacht is the club's property. He understood that the tender was owned by the Bright Brothers. Witness was unable to give any idea as to the distance between the Pentz and Randall.

Lights on the Mist

In response to questions propounded by Juror Raymond, the witness said there were running lights on the Mist, a red light on the port side and a green light on the starboard side. There were no lights displayed on the tender.

"Did the steamers blow their whistles?" the coroner asked.

"I didn't hear any," was the response of witness.

He thought the Randall was about forty feet from the tender when he first saw the steamer. The tender was then going directly toward the steamer, and the accident, he thought, occurred about 200 feet from the sea wall. Witness said the Pentz was going at a good speed when it passed within about fifty feet of the tender. The steamer Randall, he said, seemed to be going at full speed. He said the tender was entirely seaworthy and had been used successfully with an oar used for steering purposes.

In response to a question by Capt. Randall the witness said that the occupants of the tender had no control over the steering of the boat and depended wholly upon the steering of the Mist.

Edward A. Cumberland

fast time when they appeared in the harbor.

E.P. Nussbaum, one of the party on the Mist, was also examined. He told of the accident and heard somebody call to Lee: "Lookout for the paddle." Witness said he assisted in getting Burnham out of the water, and Mr. Bright went overboard and endeavored to save Mr Lee. Witness said the boats were making good time when they entered the harbor, but he hardly thought they were going at full speed.

At 1:40 o'clock the coroner announced that a recess would be taken until 3 o'clock. Coroner Nevitt stated that he will make an effort to finish the taking of testimony this afternoon, although there are a number of witnesses to be examined.

The Evening Star, July 21, 1904. p. 6

Verdict of the Jury

Lee's Death An Unavoidable Accident

Witnesses Examined at Coroner's Inquest After

The Star's Report Closed Yesterday

"Unavoidable accident" was the verdict of the coroner's jury rendered yesterday afternoon in the case of the river accident last Sunday night, in which Edward G. Lee lost his life.

After The Star's report closed yesterday afternoon additional witnesses were examined and Coroner Nevitt said he thought it was useless to have other witnesses called to repeat what had already been said. He asked counsel representing the widow and owner of the boat if they had additional witnesses

they desired to call. He explained that he had no desire to cut the proceedings short or to deprive the different interests of the benefit of the testimony of any witness, they might desire the jury to hear. Counsel suggested several names and the witnesses were called and sworn. Members of the jury expressed themselves as being satisfied that there had been testimony enough heard to enable them to reach a just conclusion after these witnesses were examined and the case was submitted without the hearing of the testimony of the twenty or more additional witnesses. It required less than two minutes time for the jurors to reach the conclusion stated, and the case was finished so far as the coroner was concerned. The verdict met with the general approval of the men who are interested in the steamboat business, and who realize the difficulties that are encountered by pilots in dealing with small craft on the river after sundown, upon which the proper lights are not displayed.

Capt. Barker's Testimony

After the Star's report closed yesterday Capt. James T. Barker, who was master of the steamer Harry Randall last Sunday, testified that he knew nothing of the accident until after the boat reached the wharf. He did hear the crash of the wheel striking the boat and asked the quartermaster what he thought of it. The latter replied that he thought the wheel had struck a log or plank. Witness said he saw nothing of the dinkey or fender but did see the schooner-rigged yacht. It was not until after he passed the latter craft that he noticed she had her signal lights, green and red out. He saw no stern light. Witness said he saw the main sail of the yacht up. At the time he passed the yacht his boat was running under one bell.

"Were there any other boats about the river? the coroner asked.

"The Samuel J Pentz was ahead of me," was Capt. Barker's response.

"How far was the Pentz ahead of you?"

"I should judge about 500 yards," the witness responded. "She passed us below Buena Vista."

Witness said he saw the sails because of the reflection of the lights from the city. At the time he heard the crash passengers on the boat were singing and talking and he heard no outcry uttered by anybody on the boat. The engine, he stated, was stopped at least 100 yards below the sailing yacht. Witness said he was not requested to throw the searchlight along the river until after he had landed his 640 passengers and taken his boat out to make room for the landing of the Arrowsmith. Capt. Barker said he had a man on the "lookout" on the Sunday night trip. He said he had been in the steamboat business since 1862.

Engineer Kersey's Statement

Charles P. Kersey, engineer on the steamer Randall, testified that he was in the engine room at the time the accident occurred, and was not in a position from where he could see out on the river. The first he knew of the accident was after the boat reached the dock. Then somebody came to him and said the steamer had run over a small craft on the river. Witness said he came to a full stop about three minutes before the landing was made. This was an unusual thing to happen, but witness could not tell why it was done. Afterward he got an order to proceed under one bell.

Philandes George, deck mate on the steamer Randall, was sworn and asked what he knew of the accident.

"All I know," he said, "is that a boat ran into us."

"Could you see from where the small boat came?" he asked.

"She looked as if she came from about the bow of the yacht."

Witness said, there were two men in the boat at the time. One of them looked as if he wanted to get out of the bow and the other jumped overboard. He said he was unable to get through the crowd on the boat to notify any of the officers of what had occurred until after the boat was docked. the steamer he stated, was running under the bell at the time the accident happened.

Quartermaster Wise's Evidence

Charles P. Wise, quartermaster on the steamer Randall, testified that he was steering the Randall Sunday night. He saw the sails of the Mist, but did not see any lights. Witness said he saw the sails when he was about 300 yards distant. He heard a crash when the steamer was abreast of the yacht. Witness said that the Pentz was quite a distance ahead of the Randall at the time the accident occurred.

Chapman Slye, who was "lookout" on the steamer Randall Sunday night, testified that he was on the hurricane deck in front of the pilot house upon the trip up the river. The witness said he saw the yacht and thought the steamer was thirty or forty yards from her. He saw the signal lights on the yacht. It was the opinion of witness that the boats were a safe distance apart.

Randolph J. Eckloff, 608 A street northeast, testified that he was a passenger on the steamer Harry Randall Sunday night when he noticed the small launch, which seemed to have been driven from the swells of the steamer Pentz. Witness heard an appeal come from the small launch. As well as he could hear the man in the small boat he thought he said: "Look out there." Then he heard somebody on the boat: "You look out there, or you'll get into the wheel of the boat!" Witness heard the crash, but could not see what happened because the boat was moving. He said he attracted the attention of a number of passengers to the affair. Witness saw one man jump from the small craft. He did not call the attention of the officers of the boat to the accident as he took it for granted that they knew of it. Witness said he had a conversation with Capt. Barker, in whom he has the greatest confidence, and the latter assured him that he did not stop because he knew nothing of the accident. He declared most emphatically that he did not believe the steamers had indulged in any racing on their way up the river.

Other Witnesses

Charles Karr, 815 G street northwest, a passenger on the hurricane deck of the Randall Sunday night testified that he heard the crash and surmised that a yawl boat had been struck. Witness saw a struggling in the water. He could find nothing to throw to him. Witness said there was plenty of room for the steamer to pass the yacht, but not for the small tender. One of the passengers told him of the accident but he thought the crew of the Randall knew nothing of the accident. Witness said he had had considerable experience on the river, and thought there was an unfair division of space on the part of the steamer Sunday night. Mr. Karr said he saw the necessary lights on the yacht.

Daniel H. Fowler, a clerk in the Southern railway office, was on the yacht Grace at the time of the accident. He told the jury of the arrival of the several steamboats Sunday night and heard somebody ask: "Are you all right, George?" Witness told of the assistance he rendered, and said the search light was turned on by Capt. Barker after the passengers had left the boat.

"Were the steamers Pentz and Randall racing?" witness was asked.

"They were close together," he responded.

Robert Bruce Atkinson, living at 940 French street, was the last witness examined. He was a passenger on the steamer Harry Randall Sunday night, but was unable to add anything to the testimony that had already been given.