

FOR THE YEAR, STRUCK IN ADVANCE, TO ANY ADDRESS IN CANADA, UNITED STATES, OR GREAT BRITAIN.

\$1.00

\$2.00 PER YEAR, TO OTHER COUNTRIES. POSTAGE PREPAID, PAYABLE INVARIABLY IN ADVANCE.



TWICE-A-WEEK EDITION  
VICTORIA, B.C., TUESDAY JANUARY 30, 1906.

# RESCUERS SAW THEM DIE

## Logan Party Watched Break-Up of Valencia From Top of Cliff, But Was Unable to Render Assistance.

Cape Beale, Jan. 26.—(Special to the Times.)—Have just been in communication with Logan's party. They went to the scene of the wreck on the 23rd. They reached the top of the bluff near the wreck on the morning of the 24th and were eye-witnesses to the awful sight of seeing every soul swept to death and unable to do anything to save them, as the wreck was about 150 feet from the bluff. When they reached the top they could plainly see the people clinging to the rigging and others huddled on the top deck.

The passengers wildly cheered when they saw them on the bluff as they evidently thought their rescuers had come.

The Valencia held together till about 12 o'clock when one huge wave came along and crushed everything to pieces.

Nothing now remains in sight.

Nine bodies have been recovered up to noon. The bodies of four men were picked up early this morning.

The beaches for five miles along are strewn with all kinds of liquor, claret, port wine, sherry, gin and whisky. About one hundred kegs and barrels have been washed up, sixty of them unbroken. Also great quantities of olive oil, canned and fresh fruit, vegetables, etc.

Expect to get the names of some of the bodies recovered this night.

### SURVIVORS FOUND ON TURRET ISLAND.

Uchuel, B. C., Jan. 25.—(Special.)—Steamer Shamrock has just arrived at Toquot with three of the Valencia's crew: F. Hancock, chief cook; Max Stanslar, fireman; George Long, fireman, picked up on Turret Island, in Barclay Sound by Charlie Ross, Indian policeman, of Alberni, who reports another man still living on the island, but lost in the bush. The Indians are looking for him.

Two bodies found by Indians on the same island have been brought to Toquot.

The Indians had just got the three men in a canoe when the Shamrock came along.

The men are getting the best of care in the house of H. J. Hellier, the government lineman.

(From Friday's Daily.)

The story of the wreck of the steamer Valencia is now practically complete. There still remains some details which are incomplete, but these concern the action of the captain before striking rather than any matters pertaining to the wreck itself. Only one of the officers, second officer Peterson, is among those rescued, and he has not yet spoken. Until he does, the reasons which led the captain on to such a coast instead of into the straits, remain unexplained.

The fate of the ship herself is clearly established. Indeed it was definitely known by the Times on Wednesday evening, that she had gone to pieces. This information was in possession of the Times before the steamer Queen reached port with her tidings of shipwrecked men in the rigging. There was, however, the bare chance that the

Dispatch of the Tug Lorne

and her crew of hardy, handy men might result in some aid being given, possibly to survivors, and while the chance remained of saving one man, the laudable effort of His Worship the Mayor and Capt. Parry and his men deserved encouragement.

How complete is the break up of the vessel, however, is proven by those who returned last night on the Lorne. The sea all about them was strewn, not only with old clothes, trousers, blankets, etc., but with the tell-tale evidences of hopeless pounding of housework and fittings on the rocks in the litter of wood as small as kindling which strew the sea.

There still remains, however, in the history of this almost unparalleled tragedy a few unwritten chapters, and these relate to the Survivors, who are being discovered at different points on the coast. These chapters are being written on the beach of Darling river at Cape Beale, and according to reports received at midnight, one the lonely island of Turret, in Barclay Sound.

On this latter four men have come ashore, three of whom have been afforded shelter they so much require, while the Indians who were responsible for their discovery are beating the woods throughout the island for a fourth man who was also cast ashore, but who is said to have been lost in the bush.

While the list of saved now numbers

almost forty, it is possible even this number

May be Increased.

John Segalis, the Greek fireman, who was rescued by the Topeka and afterward returned to Victoria on the tug Lorne, to which he was transferred, states positively that there was a raft containing twelve people and a boat containing eight, which got away safely and headed seaward. The chances for their recovery are quite as good as were those who put off to the Topeka. They started an hour or two before the latter, and hence they may have got out of range of the rescuing steamers before their arrival. That their craft could drift a long distance is shown by the picking up of the four men on Turret Island.

Information up to the close of the telegraph offices last night, apart from that brought on the tug Lorne, which reached port with the Times correspondent on board, about 11 o'clock, may be summed up briefly. It consisted of a number of reports, which for the sake of convenience, will be set down in the order of their receipt.

The first dispatch was received from the resident correspondent of the Times at Bamfield, and reported the arrival there from the wreck of the steamer whaler Orion. He reported seeing

Three Men Ashore

with a fire lit about a mile and a half west of the wreck. The Orion's skipper thought they might be survivors still unaccounted for, but they were evidently, from the report brought by the Lorne, the nine men at Darling river. The Orion brought back articles of clothing, together with blankets torn into strips with which the unfortunate passengers had evidently lashed themselves to the mast.

Shortly after eight the Salvor with R. P. Dunn, the Times staff correspondent on board, reached Bamfield, the vessel having spent the day at the wreck with little or no practical results. Mr. Dunn reported that at low tide in the afternoon the stronger among the

Survivors at Darling River

had forded the stream and had reached the wreck side, and had joined Messrs. Logan and Daykin in the expedition to the wreck. Those who were injured had remained at the huts, and

Capt. Troup and Cox were devising plans to get aid to them.

Then at 10 o'clock came the report from Bamfield that the Salvor relief party had reached Darling river, and that Capt. Ferris, who was evidently in charge, stated that the survivors were without boots, and asked assistance. He intended after fitting out to take them to Clo-oose, where they could be picked up. A short time afterwards it was decided to bring the party to Bamfield. They expected to get to Pachena last night and reach Bamfield to-day.

At eight last night Lighthousekeeper Patterson at Cape Beale reported to the Times that

Pieces of the Valencia were coming ashore, together with her cargo, all along the coast. The first thing he saw on the beach that morning was a trunk evidently belonging, from the character of the clothing and papers found, in it, to a foreigner named Frank Novak.

Mr. Patterson saw a nude body in the surf, but it was too far out to reach, and was caught in the under tow and sunk in deep water. Two bodies had been recovered, but their identity was unknown. The beach is strewn with broken cases of canned fruit, butter, lemons, oranges and pine-apples.

### ASSISTANCE TOO LATE.

Tug Lorne Returns—British Tars Could Have Saved Many Had They Been in Time.

(From Friday's Daily.)

Tug Lorne, Capt. Butler, returned from the scene of the Valencia wreck at ten minutes to 12 last night, after landing Lieut. Knight and his party of fourteen bluejackets from the Egeria, and also the naval doctor, Dr. Tomlinson, who accompanied them, in Esquimaux. The tug was on her way to the scene of the wreck, and had been transferred from the Topeka to the tug for the purpose of giving information for the guidance of those on

the Victoria vessel in finding the Valencia.

The Lorne was unable to render any assistance. She reported that the wreck had disappeared below water, leaving only two stumps of masts in sight. There were signs of people ashore in the vicinity, and the bluejackets approached them as near as possible. Failing to attract their attention, the rescue party returned to the Lorne. The steamer remained by the wreck until 6:30 o'clock yesterday afternoon. In the meanwhile the tugs cruised along the coast line right up to the surf belt, but without result. Finding there that they could render no further assistance in the way of saving life, the Lorne then returned to Victoria. In addition to the naval doctor there were two medical men from the city aboard, namely, Drs. Carter and Holden, and a number of Times correspondents. From these the story of the expedition follows:

A. Lemm says: "We returned last night, but did not do much good. If we could have reached there the morning before we could have saved the greater number if not all of those on the Valencia."

"I speak from having experience. I have been wrecked on the southeast coast of Africa, where a tremendous surf is always running, and I have considerable knowledge of the sea. The very fact that two tugs were on the wreck within half an hour of each other on Wednesday morning without losing a man will speak for itself. Comment is unnecessary.

"We arrived at daylight on the Lorne. Capt. Butler once searched the shoreline for the wreck, but could not find it. We were right opposite the spot when the City of Topeka arrived. We communicated with that vessel, and ascertained the exact location of the wreck. Getting a survivor named J. Segalis from the Topeka, who had been picked up the day previously on a raft, we proceeded to the place immediately, the Lorne being taken in as close to the shore as was safe.

"Lieut. Knight and his gallant men were ready for the rescue. They manned their boat, and putting out from the Lorne went within 100 or 150 yards from the wreck. The boat of surf was just beyond, and a clear view of the situation was obtained. Nothing could be seen, however, but the stumps of the masts appearing above water, the vessel slipping into deep water. The sailors then searched the shore for some time, but seeing no signs of life returned to the Lorne.

"An hour or so later the Salvor came along, and in the meanwhile we were cruising back and forth, keeping in the vicinity in order not to overlook a dead body if it should be seen on the water.

"The Salvor reported that people had been seen on the shore. At once the bluejackets manned their boat again. Putting on their life belts, they prepared for another dash ashore, this time taking with them a large megaphone so that they could communicate with anyone on the beach. They were determined to even face death in the heroic work.

"They got up to the surf, and on one occasion went so far into it that their boat struck a rock but sustained no damage. They would have gone through the breakers if it was possible. But the rocks lay close and dangerous, and any such attempt would have spelled instant disaster to the boat.

"Using the megaphone to speak to the eight or ten seen on shore they failed to attract any attention, although there could have been no doubt that the survivors were within a hundred and fifty yards, I should say, of the campers on the beach. The latter were walking about, and seemed quite indifferent to their presence. The sailors concluded from this that the campers were Indians, and they then returned to the Lorne. Our steamer, however, had a constant watch for any sign of life or for bodies. We remained there until 3:30.

"While we lay off shore a rather remarkable incident occurred. Capt. Troup, who was on the Salvor, reported there were people ashore, and he suggested that a barrel be filled with provisions and floated into them. Those on the City of Topeka acted upon the suggestion, but when it came to the matter of getting the barrel ashore there was a hitch. The officers on the Topeka wanted the Lorne's boat to take the barrel close to shore. Capt. Butler declined, the barrel being already in the Topeka's boat, which was manned for the occasion. Evidently the Topeka's men showed the white feather, and when the Lorne's skipper, Mr. Segalis, undertook the contract, the barrel was hoisted to the deck of the Topeka, and that steamer sailed away. The bluejackets were quite prepared to act in this emergency, but Capt. Butler thought it quite unnecessary."

### HOW THE TARS WORKED.

Graphic Description of the Attempt of Lieut. Knight and His Men to Reach Shore.

(From Friday's Daily.)

John Segalis, the Greek fireman, who was rescued by the Topeka and afterward returned to Victoria on the tug Lorne, to which he was transferred, states positively that there was a raft containing twelve people and a boat containing eight, which got away safely and headed seaward. The chances for their recovery are quite as good as were those who put off to the Topeka. They started an hour or two before the latter, and hence they may have got out of range of the rescuing steamers before their arrival. That their craft could drift a long distance is shown by the picking up of the four men on Turret Island.

### THE FIREMAN'S STORY.

Says Captain Johnson Was Heart Broken and Wanted to Shoot Himself—People Were Calm to the Last.

(From Friday's Daily.)

John Segalis, the Greek fireman, who was rescued by the Topeka and afterward returned to Victoria on the tug Lorne, to which he was transferred, states positively that there was a raft containing twelve people and a boat containing eight, which got away safely and headed seaward. The chances for their recovery are quite as good as were those who put off to the Topeka. They started an hour or two before the latter, and hence they may have got out of range of the rescuing steamers before their arrival. That their craft could drift a long distance is shown by the picking up of the four men on Turret Island.

city. Mr. Carson gives a clear account of the observations he made as follows:

"He states that the tug reached the vicinity of the wreck at about 7 o'clock yesterday morning. Some time was spent in cruising up and down trying to locate the vessel. Assistance was given at last by boats which were spoken, principally the City of Topeka, from which finally the Lorne took off John Segalis, the Greek fireman, who was picked up a raft. Capt. Butler then turned the tug toward the shore, and about 10 o'clock the masts were sighted sticking through the water.

"Preparations were immediately made to dispatch the surf boat under command of Lieut. Knight. The vessel was in tow, and was at once pulled alongside, and the bluejackets dropped quickly in. There was some difficulty in getting clear of the tug, owing to the swell, but this was soon overcome, and the ten men bent to their oars with a will. "It was a splendid sight," said Mr. Carson, "and makes one proud to be a Briton and to have an interest in the splendid service of our Empire afloat. The men worked with clock-like precision, while Lieut. Knight in the stern, acting as coxswain, held the nose of the craft steadily up to the big seas. Every man on board the Lorne watched them with admiring eyes. Each sailor before dropping into the small boat was ordered by Mr. Knight to strap on his life belt, but it was noticeable that the officer himself did not do so, although he had one with him in the hold. Lieut. Knight is as modest as he is capable and courageous, and he formed a fitting commander for such a crew of men."

"From the deck of the Lorne herself, bobbing on the big seas like a cork, the spectators watched the brave fellows as they would disappear in the trough of the great seas, and to rise for a moment, smothered in spray under the crest of the breakers. They approached the wreck to a distance of perhaps one hundred yards. They went so close that they could plainly see all that was remaining, which consisted of or appeared to be, one mast and a part of a boom. They saw floating in the water blankets, clothing of various descriptions, a great number of rubber gloves, a large boom, like a derrick, and other things. The remainder of the vessel seemed to be broken into the smallest splinters, showing that the deck houses and upper works had gone to pieces."

"After having made all possible observations, Lieut. Knight turned about and came back to the Lorne, which had been cruising up and down. Some one on board had in the meantime discovered evidence of life on land about a mile and a half from the wreck.

"Again the surf boat was launched in an endeavor to ascertain if these people were survivors of the wreck or rescue parties. This time the life boat went closer than ever to shore, probably within one hundred yards of it, and to the very edge of the surf. Lieut. Knight attempted to open communication with the men ashore, but all efforts to do so were in vain, the situation of those on land evidently being completely absorbed in looking after their fires.

"The action of these people was exceedingly perplexing to Lieut. Knight, who risked the life of himself and of his men in order to get into touch with them. He was prepared in the event of their needing help to throw a line through the surf and bring them into his boat. After scanning the scene for some time and receiving no sign of recognition, he came to the conclusion that some of the party at least were Indians, although there were some whites among the number.

"So close did the life boat go to the shore that those on the Lorne watched them with breathless anxiety, knowing that they would take any risk in order to render help.

"Upon the return of the bluejackets to the Lorne, the City of Topeka, which was some distance off, sent a communication offering a keg of provisions if the British crew would take it. Lieut. Knight had already laid the whole situation before the captain of the Lorne, and the opinion was unanimous that a keg would never get ashore, owing to the undertow and the tide, and that it would be a useless risk of the lives of brave men, to attempt a futile thing, for people who, from close observation, were evidently well provided for. The Topeka afterwards started a small boat on what was evidently intended as an attempt to carry out this scheme, but it was soon recalled by whistles from the boat.

### MR. SLOAN'S SCHEME.

Cutlines Plans For Life Saving Station—Contemplates Comprehensive System For Protection of Shipping.

(From Friday's Daily.)

Speaking to a Times reporter in regard to his plans for a life-saving station on the West Coast of Vancouver Island, William Sloan, M. P. for Comox-Atlin constituency, which embraces all the ocean front of the island beyond Carmah Point. I have given the subject much consideration, and have discussed it with members of the Dominion government. I think that very great use might be made of wireless telegraphy in this connection. The difficulty of maintaining land lines is very great, and unfortunately the weather, which makes the coast the most dangerous, is the very weather that breaks down the lines. It would also be much less expensive to increase the number of stations, if the wireless system is employed, and while I do not think that the question of expense ought to be given anything like the first place in considering a matter of this kind, nevertheless, it must not be wholly lost sight of.

"In addition to a series of wireless stations, I think that a powerful tug should be stationed on Barclay Sound, say at Bamfield, with life-saving appliances. Perhaps two such tugs would be needed for the efficient protection of the coast, but certainly one is absolutely necessary. In the summer, the tug could be used to keep poachers off the halibut grounds along the West Coast, and as she would always be in reach of the wireless stations she would be just as available for rescue work as if she were lying at her station. Of course the tug ought to be equipped with a wireless apparatus.

"It is also desirable that some steps should be taken in order that the coast may be patrolled as thoroughly as possible. This is a very difficult matter, and can never be wholly accomplished, but something can be done. All this will cost money, and a great deal of money, too, but the value of human lives is not to be reckoned in dollars and cents, and I am sure that, when the government is fully advised as to the necessities of the case, it will be quick to take action. I have spoken to several members of the board of trade, and they have promised to get together such information as is available to show the great necessity of prompt action being taken.

"Mr. Sloan added that the arrangement for the Salvor is an excellent thing as far as it goes, and there is not the slightest doubt that that vessel will give valuable service along the particular lines for which she is designed. She will do even more than this, and at times may be able to render invaluable assistance to ships in distress; but life-saving is not her object, although the Messrs. Euller may be counted upon to use her for that purpose to the utmost extent. What is required is an establishment designed especially for life-saving. The experience of the last few days has shown how absolutely necessary this is, and also that the best appliances will be comparatively of small service unless means are provided whereby information concerning ships in peril can be received at the earliest possible moment. In these days of wireless telegraph safes, can be provided for that would have been out of the question only a few years ago, and what I shall endeavor to secure for the West Coast is the setting up of such a life-saving establishment with wireless connections as will be fully up to date. I have the fullest confidence that representations upon this subject will receive prompt attention at Ottawa."

Provincial Men on Board. Mr. Rolph, of New Westminster, and Mr. Ward, of Nelson, May Be Lost.

struck during my watch. I was below. The time was about 11:50.

"The lights went out in a few minutes, and we made our way above. The captain had ordered full speed astern, and she slid back into deep water, but immediately began to fill, when orders were given to beach her. "The captain did all in his power to quiet the passengers, assuring them if all remained calm the probabilities were they could be saved. A lot got excited and crowded the boats, breaking the davits.

"Four boats were launched successfully. One of these contained the two men who were discovered next morning in a cave in the rocks. These men perished. I saw them die, and saw their bodies tossed about on the rocks.

"Three lines were thrown ashore to these men, but they failed to catch them. I took a rope and started to swim ashore, and got close in, but found the rope was getting tangled. I cut it and swam back to the vessel.

"Those on board threw me a life buoy, and with this I was taken on board."

Excitement subsided as death approached. The people, either through the numbing influence of cold or resignation, calmly awaited their end. The captain was broken hearted, and refused to fasten a life buoy on himself. He declared that if he had a revolver he would shoot himself.

How the two rats got away from the vessel is mysterious. Indeed many thought neither could live in the sea, and this is why one of the rats left with only about half its complement on board. One lady refused to go, and bade good-bye to her husband who left on the raft.

The fireman states that when he left the wreck at ten o'clock the captain and officers were endeavoring to cheer the people, but had told them to look out for themselves, as they had done all they could. The Greek jumped from the rigging and was pulled aboard the raft. He thinks the vessel broke up between eleven and twelve o'clock. He also denies that the vessel was going full speed when she struck. He says she was going only under slow bell.

### THE NAVAL CREW.

Capt. Parry Regrets That His Men Were Too Late on the Scene To Save Life.

(From Friday's Daily.)

Capt. Parry, of H. M. S. Egeria, said this morning that he regretted very much his men were unable to do anything. They had done all they could, however, and he believed that if they had arrived at the wreck earlier they might have been able to render valuable service. The men who formed the boat's crew were picked by himself, and all were capable and experienced.

### SOME OF THE SURVIVORS.

Twenty-Three Men From the Valencia Landed at Port Townsend.

Port Townsend, Jan. 26.—The City of Topeka arrived at 1:30 o'clock this morning with 23 survivors from the Valencia, embracing 18 rescued from the rafts and also the boats which carried the first news of the accident to Cape Beale.

### SEATTLE, JAN. 26.

The steamship Topeka brought 23 survivors of the Valencia to Seattle, including three men found on Turret Island, and one man believed to be alive in the bushes on the island, but who, it is expected, has been located by Indians. This also includes the three reported on the beach near Klanaway.

### GOLD WAS USELESS.

J. B. Graham Offered Wealth to Anyone Who Would Place Him Safely on Shore.

Seattle, Jan. 26.—Among those supposed to have perished when the Valencia went to pieces was J. B. Graham, a passenger, and with him went a bag containing \$1,500 in gold. Survivors of the wreck say Graham frantically offered a bag of gold to anyone who would place him on shore. Others paid little heed to the pleadings of the man, and his gold lay on the broken deck, kicked under foot, no one bothering to even pick it up. "It was one time when gold couldn't buy what was wanted," said one.

"But that bag of gold, or this ship loaded with bullion, would not tempt me into such a place again," said one of the survivors.

Graham recently sold a mine in Alaska for \$60,000.

W. E. Pearce, general manager of the Pacific Coast Co., Seattle, whose steamship Valencia was wrecked at Cape Beale, says the government is to blame for the wreck of the vessel. He says had a life-saving station been provided in the vicinity of Neah, Bay not a woman or man would have been lost.

The government has just appropriated \$250,000 for another revenue cutter for service on Puget Sound. Collector of Customs Ide will do all in his power to have that money spent for a life-saving ocean going tug to be stationed at Neah Bay. If the government fails to install a proper life-saving apparatus it is believed marine men of the Coast should get together and install one for themselves.

...Ltd.  
...ors of  
...Ores.  
...ND, B. C.  
...ivingstone,  
...al Manager  
...g  
...R =  
...R  
...TER  
...CO.  
...R882  
...are  
...are  
...D., D.  
...PHONE 59.  
...ould insist  
...e they are  
...e all pure,  
...ks  
...e result of  
...rs experi-  
...in making  
...ng and  
...d silks.  
...ou buy  
...g's, you  
...e bestills  
...and and  
...ll dealers.  
...XTRA-PROVIN-  
...NY.  
...T, 1897.  
...The Travellers  
...authorized and  
...within the leg-  
...ions, and to  
...any of the ob-  
...ch the legis-  
...Legislature of  
...pany is stud-  
...in the State  
...of the Comrs.  
...divided into  
...hundred dol-  
...pany in this  
...Victoria, and  
...Agent, whose  
...the attorney for  
...d seal of office  
...British Colum-  
...and, one thou-  
...and to make  
...connected with  
...personal injury  
...every descrip-  
...against loss of  
...ing from any  
...enis, grant and  
...to insure per-  
...against loss of  
...for personal  
...or injury to  
...personal in-  
...dental causes.  
...R SALE  
...ngshans, Black  
...ustians, White  
...Wandoo, who  
...a prize-winning  
...up. Also a few  
...EDWARDS,  
...Swaine.