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BODIES RECOVERED FROM THE WRECK

TWENTY-ONE HAVE BEEN FOUND TO DATE

An Official Inquiry Has Been Begun in Seattle—The Tugs in Search

(From Tuesday's Daily.) That section of the coast contiguous to the wreck of the steamer Valencia

cluding large quantities of liquor, but as all floats ashore it will be taken possession of by the light keepers at Carmanah and Cape Beale, these having been appointed by the collector of customs to assume this responsibility. The distribution of the liquor among the Indians and all possible looting will thus be prevented. Among those on the Lorne are three provincial police officers, Conway, Carter and Deasy, who will do all possible in aiding the good work.

Since the wreck occurred many inquiries have been received in Victoria from friends of those aboard. The Times has already alluded to a number of these. One which has just come to hand, and addressed to A. E. Smith, United States consul, is from Rockford, Ill., and is as follows:

"Description of my son Mark S. Smith: Height about five feet six; eyes brown and hair brown; aged 22. If any bodies found at all like this telegraph and will send some one to identify him."



MANNING THE SURF BOAT.

Showing the men of the Egeria dropping into their boat from the deck of the Lorne on the morning of the 25th. They are about to set out on what is a fruitless effort to save the lives of the survivors in the rigging. The wreck had disappeared before their arrival.

is being thoroughly searched for bodies of the unfortunate victims. There have been 21 recovered to date, three having been picked up yesterday and three on Sunday. The Pacific Coast Steamship Company have had the tugs Bahada and Wyda on the scene for the past few days with parties aboard and the necessary boats for surf work. There are land parties also at work. The steamer Salvor has also been in the vicinity, and although on this occasion she was ordered to the relief of a barque reported to be drifting dangerously near the shore, yet it is probable that she too will be assisting in the search for bodies yesterday. The tug Lorne, which was to have left Victoria last night with a party of ten men and with material for the making of rough coffins, did not sail until 9.30 this morning. She had been detained outside by a tow which she brought to the Royal Roads about seven this morning. How the search work will proceed to-day is problematical. A heavy fog rests over the straits, and while the sea is believed to be calm, it is feared in the city that the mist will prevent the steamers going in close to shore, and that a view of the coast line or any object in the water will be difficult of obtaining.

Considerable wreckage has within the last few days been coming in, in-

tyfying him. His picture sent by mail.

(Signed) C. G. SMITH.

Since receiving the above message Mr. Smith has visited the Marine hospital, where survivor Long said that he remembered seeing the young man on the ship. Long said Smith was on the deck alongside Miss Van Wyck.

Capt. Gaudin, the local agent of marine and fisheries, who has been commissioned to hold a full investigation into the wreck, is not prepared to state yet when he will commence the taking of evidence. He telegraphed to Ottawa last night reporting that one of the assessors appointed, namely, Capt. Newcomb, of the Dominion steamer Kestrel, was in the north, and asked if another man should be selected for the work. But up till noon to-day no reply was received.

Referring to the work now being carried out on the West Coast, the Times correspondent at Bamfield wired last night as follows: "Tug Bahada picked up a crew of Indians from Bamfield this morning and proceeded to try a landing at the scene of the wreck. The Indians refused to land, saying the sea was too high. The Bahada lowered a dory manned by a white crew and got quite close to where Logan said they could land with safety, but found that there was an

outer ridge of reefs that they could not get through.

Logan is going to arrange to get an Indian crew from Clatsop who know that part of the coast thoroughly, and if a landing can be made they will make it.

"The Bahada is here to-night. She will leave for Clatsop in the morning to pick up Indians."

In the meanwhile an investigation has been begun in Seattle before the United States Inspectors of Hulls and Boilers Whitney and Turner. Testimony was introduced by Boatswain T. J. McCarthy, showing that Captain Johnson had great difficulty in securing a crew of men to man the boat that was to attempt to get a line ashore in the hope of bringing relief to those on board. When Capt. Johnson first called for volunteers to man the boat, there was no response, according to the testimony of McCarthy.

Not one on board responded until McCarthy happened to pass Capt. Johnson and was accosted by the master of the vessel, who said, "McCarthy, will you go?"

On the stand McCarthy testified that he at once volunteered, and then turned and urged others to do so. There was still no response. McCarthy then says Capt. Johnson, who had become enraged at the reluctance of the men, cried out: "If no one will go I will go myself."

"About 1 o'clock, just after we struck, the captain ordered the boats lowered to the saloon deck rail, but cautioned the men not to launch them, until commanded to do so. But the passengers became excited and rushed into the boats, overpowering those in charge. Boat No. 1, which was forward on the starboard side, was at once filled to overflowing with screaming, maddened people, and when the deck broke, because of the great weight, they were spilled into the sea, and lost before our eyes.

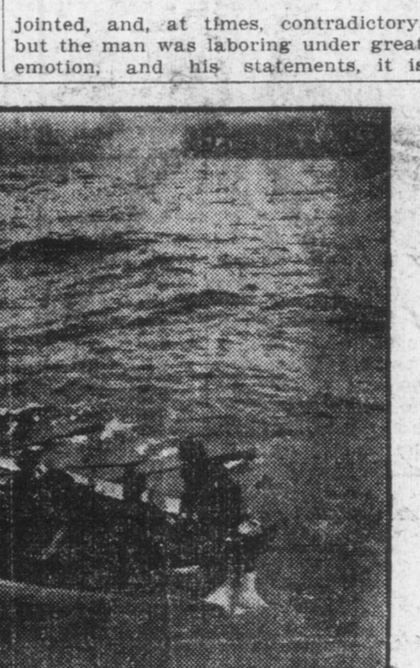
"All the life-saving apparatus, the life belts, life rafts and lifeboats were in perfect condition, and had been recently overhauled, both in Seattle and San Francisco.

"Of course, when the water reached the engineering department the lights went out and we were in darkness. We could not see the captain. The only way we knew he was alive was by the sound of his voice, which came forth strong and clear.



JOHN SEGALIS, THE GREEK HERO.

The above is a fine photograph of this splendid fellow, who attempted, although without success, to swim ashore with a line, and who was forced to return to the ship from which he was afterwards taken on the life raft picked up by the City of Topeka. All the survivors declare him to have been a magnificent swimmer, and to have shown himself thoroughly brave and unselfish.



GETTING AWAY.

The Egeria's Men Starting on their First Trip Ashore—Lieut. Knight and the Coxswain in the Stern.

"Many times the women were urged to take to the boats, but they refused to do so, and acted as horses do in a fire—simply paralyzed with fear. Testimony by the boatswain was dis-

claimed, ought to be considered, with that fact in mind.

"The starboard side of the ship, when she struck, was weather side," he went on. "No. 3 boat was lowered safely, but I do not know what became of her afterwards. She was of wood, and was one of the largest boats aboard, carrying forty persons. The other boats, 1, 2, 5, 6 and 7 were metal boats.

"No. 6 got away all right. She was manned, I think, by firemen and mates. No. 7 was a wrecking boat and was small. She was in charge of Assistant Engineer Carrick. As she was lowered, one end became unfastened, and the people in her were spilled into the sea.



H. J. GREGORY, OF SPOKANE.

This man was variously described as Gnegy, and Gregory, but there seems no doubt that his real name was as above. His was one of the bodies found on the life raft at Turret Island, as shown yesterday. It will be remembered that he went insane and attempted to choke Hancock, the chief cook.

all losing their lives except Carrick, who was pulled on board by his shipmates.

"Then Capt. Johnson, who seemed almost beside himself with grief, but who gave his orders steadily and with good judgment, commanded that no more boats be lowered. He said, 'I don't want to lose all my people.' The

last boat was lowered at about 8.25 o'clock Tuesday morning. She was ordered to pull along the beach and try to make a landing. After a hard fight, in which I tried my best to make a landing, we finally got ashore about four miles from the wreck. We thought we were near Neah Bay at the time.

"Carrick, first assistant engineer aboard the Valencia, on taking the stand, said:

"I was not on watch at the time the ship struck. I was asleep in my cabin, and the third assistant engineer was in charge. I think the boat struck about 11.45 o'clock. It did not seem to me then that the sea was rough. I am pretty sure that it was calm, although it became stormy near morning. The weather, however, near midnight was very thick and the night, I understand, was unusually dark.

"As soon as she struck I was ordered by Chief Engineer Downing to take soundings in the hold. The forward hold was dry then. After she struck first she backed off and struck again. I and other men in the engine room were kept busy answering the captain's bells, which sounded all the time.

"Finally, we found considerable water in No. 2 hold, forward of the bunkers. The water then rushed in this hold at the rate of one foot a minute. I stood by and figured it, watch in hand. All this while the bulkheads held fast and the foreroom remained perfectly dry. Suddenly the bulkheads gave way and she filled immediately. Everything was shipshape and in perfect condition in the engineering department at the time we struck."

RESOLUTIONS ACKNOWLEDGED.

The Lieut.-Governor and Premier McBride Give Warm Support.

Acknowledgments are coming in from those to whom the resolutions adopted at the recent public meeting were forwarded, soliciting support in the matter



THE BROKEN MAINMAST.

From a Sketch by the Times Artist.

of better protection along the West Coast. Yesterday morning His Worship received the following from Premier McBride:

"Sir—I beg to acknowledge copy of resolution passed by the mass meeting of citizens of Victoria on Jan. 27th, calling attention of the Dominion government to the desirability of increasing the safeguards to shipping on the West Coast of Vancouver Island. I heartily sympathize with the movement to guard against such disasters as have lately befallen, and can assure you that the provincial government will be prepared to lend its assistance in this matter."

In acknowledging receipt of resolution the Lieut.-Governor added:

"I need hardly state how willing I am to do anything in my power which will tend to diminish the recurrence of such disasters, with their attendant deplorable loss of life. In the meantime, I have transmitted a resolution of the provincial legislature to the Secretary of State at Ottawa, in which the attention of the Federal government is directed to the urgent necessity that exists for the establishment of lifeboat stations and for the services of a steamer on the West Coast of Vancouver Island."



THE RETURN.

Lieut. Knight Reporting the Failure of his Mission to the Lorne: "Everybody gone."

A SEARCH PARTY. Number of Seattleites Return From Scene of the Wreck. Geo. F. Fay, E. B. Leddy and W. A.

Any bodies that are recovered will be brought down by the Lorne or some other of the craft on the scene.

BURYING THE BODIES.

Crews Unable to Get Corpses Off Owing to Heavy Sea.

Bamfield, Jan. 30.—(Special).—A report has just been received from Darlington that a crew from the tug landed there, but they are unable to get any bodies off on account of the heavy sea. They are going to bury all the bodies there.

No more bodies have been found since yesterday.

WAITED ON GOVERNMENT.

Deputations Which Appeared Before the Premier and Ministers To-day.

Reeve Blaney, of Maple Ridge, and E. W. Beckett, of Haney, are in the city to-day waiting upon the government. They are asking for a grant for a road which is deemed essential to their part of the province, and are also asking information from the government relative to what changes are proposed to be made in the School Act this session. The two delegates say they are not asking for any changes, but that the meeting of reeves held in their part of the province decided to ask for changes. Mr. Blaney and Mr. Beckett ask now that the government state what will be done in order that the municipal assessors may know just what to do.

A deputation from Saanich seeking incorporation as a municipality also waited on the government to-day.

The chair used by Napoleon whilst in St. Helena was sold in London recently for £28.



NEARING THE SURF.

The Sailors Approaching the Shore, as Seen from the Tug Lorne.



THE SURF AT THE WRECK.

Showing the Sea Running off the Point where the Valencia Lay, on the Morning Following the Wreck. Whaler Orion Standing Close Inshore.

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