norning announcing his safety and say- Tacoma Lumber Company. ing that he would be over as soon as

Dick Griffiths, son of J. Griffiths, of Fort street, was one of the crew saved. Chief Engineer Delaney, of the ill-fated steamer, and Messrs. Doney, the mate, and Watson, the steward, have not been heard from, and it is not known at the time of going to press whether they was also more centrally located, and alare among the lost or saved.

looking for her it is impossible to say. 1.30 this afternoon with the survivors,

and is due about 4.30.

The Rosalie will make a special trip Port Townsend to-morrow for the accommodation of Victorians who desire to go over to identify the dead.

SERKING THE VESSEL. The Details of the Trip of the Vessel to Trial Island and of Her Drift.

The gale responsible for the Clallam's misfortune started to rise at twenty minutes to twelve. It was what is known at the meteorological office as an ocean storm, and swept in from sea in gasts, attaining a velocity of 48 miles an hour and an average of 36 miles an hour. The tide in the straits was runming out at the time, and as a result ments looked wild. Early in the afternoon E. E. Blackwood, the agent of the ship, became anxious about the steamer. the top of the Driard building he could see the vessel coming along through the mountainous waves, apparently making good headway. He watched her for some time, until the steamer had reached a point about five or six miles off Trial Island. Here something seemed to go wrong. The steamer dropped over on her side and the light glinted on her windows. For a moment she came to what appeared a standstill. She rolled badly, and onlookers could almost see her bottom. The jib sail was immediately hoisted and the ship, turning about, scudded before, the gale and soon disappeared to view. Mr. Blackwood hastened to the Dallas road in hope of seeing, if possible, something further of the disabled steamer. Failing in this he hurried to a telephone to secure a tug-to go to the distressed steamer's assistance, but there was none to be found. There were small tugs in port, but none willing to face so strong a gale. The D. and could not be sent out on duch short not large enough for the task: the tug Lorne was out at the Cape, and the Albion was over on the Sound, and the Maude was found at the last moment to have not sufficient ballast in her to ride boisterous sea prevailing in the

Mr. Blackwood then turned his attention to Port Townsend and Sidney. From the latter point the Iroquois was dispatched. She made a run over to-wards San Juan island as far as Cattle Point, but nothing could be seen of the missing steamer, although the wind should have carried her in that direction The Iroquois was then headed in the vicinity of Smith island, only to meet with the same luck, and she returned to

whatever of the ill-starred craft. From Port Townsend, a reply came that the Richard Holyoke and the Sea Lion, of the Puget Sound Tugboat Company's fleet, had been sent out at 7 o'clock. By this time, however, the gale had begun to subside and at 9 o'clock the velocity of the wind, as recorded at | the meteorological office, was only twenty-four miles an hour. There was still no news of the missing steamer, however, and Victorians were becoming very much alarmed. When the Charmet arrived inquiry was made aboard if anything had been seen of the Clallam. Vancouver beat, it was thought, might smoke, and when it was learned that she had not and that she had a rough trip down from the Terminal City anxiety increased. Capt. Troup did not think it necessary at the time to send the Puget Sound tugboats had gone out in quest of the missing steamer he could not see what extra service the Charmer any benefit. Steamer Maude, belonging the B. C. Salvage Company, was offered to the company, and Mr. Black-wood instructed Mr. Bullen to send her to the assistance of the vessel, but the owners of the Maude finally decided that the sea was too heavy for her to live in She finally went out and cruised about the straits till 3 o'clock in the morning, the gale having moderated, but found ace of the steamer. At 9 o'clock the Umatilla arrived from San Francisco and reported having seen the lights of some vessel at a great distance heading presumably for the American side, but of course could not tell whether or not it was the Clallam. And thus the night passed without a single bit of satisfactory news of the boat which had so mysteriously disappeared.

THE CLALLAM.

She Was Launched in May, and Two Months Later Entered the Sound Service.

Victoria and Seattle run on the 4th of July last year, and has been on the route continuously ever since. She was a brand new vessel when she took the run. She was built in Tacoma by E. W. Heath, who built the Majestic, and launched in May last. She cost \$80,000 to build. She was a full upper-cabin passenger steamer, 168 feet over all, 32 feet heam and 13 feet molded denth. Her keel was laid January 15th. had forty-four state rooms all told, and fore and aft compound engine of 800 deage thirteen-knot speed. She was a Ta- ter filled them. Additional particulars,

the Majestic, and differed from that vessel in that around her state rooms on the day, the Challam had her two sails set and was standing in a southerly direction from Trial island. In the night many auxious inquiries were made of those who reside on prominences in the city as to whether her lights were viscount would be completed. This vessel is well months, by which time a more speedy just in time. ible. Some could discern two lights, advanced in construction and, with the which appeared to be on Trial island, Majestie, was to maintain a Victoria while others were only able to make out one in the gloom. Whether these bejestic until lately has been running in conjunction with the Clallam on the Victoria route, but has been laid up for steamer Rosalie left Townsend at alterations, including an enlarged hull.

The Clallam stood high out of the wabeen carrying little cargo, and it would seem, judging by her experience and be-havior in yesterday's sea, that she had very little cargo on board. Her passenger accommodation was situated nearly all on the upper deck, there being below this a freight deck and a hold for cargo reath this again. It is understood that the Clallam was fully insured.

____ PASSENGERS LOST. MISS LOUISE HARRIS, Spokane. MRS. kOUIN, Seattle. MISS MURRAY, Victoria. MRS. A. J. C. GALLETLY. Victoria MISS GALLETLY, Victoria.

MRS. S. E. BOLTON, Alberta, B. C. MISS ETHEL DIPROSE, Tacoma. MRS. CHARLES COX, Ladysmith. MISS GILL, San Francisco. MRS. REYNOLDS, Seattle MRS. T. L. SULLINS, Mount Sicker, B. MRS. H. W. LAPLANT, Friday Harbor.

MRS. R. TURNER, Victoria. MRS. LENORE RICHARDS, Mot Sicker. HATTIE MOORE, Seattle Three children of Mr. and Mrs. Sullins, of Mount Sicker, B. C. One child of Mr. and Mrs. H. W. La

GEORGE J. JEFFS, Victoria. N. P. SHAW, Victoria. COL. C. W. THOMPSON, Tacome GEORGE HYSON. Residence not known A. VALDEMEER. Residence not known. GUY DANIELS, Kansas City. H. BUCKNER. Residence not known, CHARLES THOMAS. Residence not

C. H. JOY. Residence not known. C. J. BURNEY. Residence not known. R. G. CAMPBELL, Seattle. W. B. GIBBONS, Tacoma, A. K. PRINCE, Kansas City. W. E. ROOKLIDGE, Tacoma, ED. LENNON. Residence not known. W. CLURRETT. Residence not known. C. F. JOHNSON, Portland. EUGENE HICKS, Friday Harbor, P. LAPLANT, Friday Harbor, R. TURNER. Victoria. HOMER M SWANEY Seattle

BRUNO LEHMAN, Tacoma, Custo CREW LOST.

JAMES SMITH, Seattle. First assistant and acting second officer.

R. LINDHOPE, Seattle. Seaman. JOSEPH JEWELL, Victoria. Saloon watchman

ALEX. HARVEY, Seattle. Messman. ROBERT CURRIE, Victoria, Assistant HARVEY SEARS, Victoria. Seaman.

ARCH. GEORGE HUDSON, Victoria. Waiter. PASSENGERS SAVED. W. H. GRIMES, Redmond.

LESTER W. DAVID. Blaine. H. D. BANEY, Fremont. S. E. BOLTON, Alberta, B. C. ISAAC HEWETT, Vancouver Island. R. CASE, Vancouver Island. E. F. FERRIS, Travis City, Mich. PETER LARSON, Helena. , J. SWEENEY, Friday Harbor. THOMAS SULLINS, Mount Sicker, B. WILLIAM KING, Oreas Island. JOHN DAVIS Seattle CHARLES G. BENNETT, San Francisco

THOMAS MORRIS, Durham, England. H. W. LAPLANT, Friday Harbor. CREW SAVED. GEORGE ROBERTS, Seattle; captain.

S. A. DE LAUNAY, Seattle; chief er F. C. FREER, Seattle: purser. W. DOHENY, Seattle; first officer. J. R. WATSON, Seattle: chief steward. MEYER, Seattle; quartermaster. H. ARNOLD. Seattle: quartermaster. GRIFFITH, Victoria; seaman. J. JEFFRIES, Seattle: seaman. H. JOHNSON. Seattle: seaman. ED. PARKER, Seattle; oiler. J. ATKINS, Seattle; oiler.P. MATLOCK, Seattle; fireman.

JAMES CALDWELL, Seattle: perter A. DAVIS, Seattle; waiter. A KING Victoria; waiter. W. JONES, Seattle; waiter. TOY LOOK, Seattle; chief cook. TING HUNG, Seattle; second cook. CHIN LING, Seattle; pantryman. BODIES IDENTIFIED.

(Victoria.) MISS DIPROSE. MISS HARRIS. MRS. SULLINS. MRS. REYNOLDS. ALEX. HARVEY.

(At Port Townsend.) CAPT. LIVINGSTON THOMPSON. W. B. GIBBONS, Tacoma EUGENE HICKS, Friday Harbor. C. F. JOHNSON, Portland. GEORGE HUDSON, Victoria,

It will be a long time before Victorians recover from the horror with which the veloped horse-power, capable of an aver- news of Friday's dreadful marine disasroma product from stem to stern, the and the recovery of bodies along the

has enshrouded the city. The informa-In appearance the Clallam very much tion which continues to come in throws placed the women and children were passenger deck was a promenade extend- launched about four o'clock in the afing all around the house. Her stack ternoon when only a few miles separtogether she presented a more bulky appearance. The Alaska Steamship Comparance. The Alaska Steamship Comparance of the or nine hours after that, but it was a terrific battle wih the elements they waged, and relief from the tugs came

As far as the Times can learn at present the list of casualties numbers fifty-three, and efforts to recover the bodies are unremitting. The straits are being patrolled by the flagship, tugs and craft of various description, and every part of the expanse between this Island and the territory on the other side will ter, but having a spacious hold for be scoured. So far eight bodies have freight also had a good hold in the water been brought to Victoria, and of these all when loaded. Of late, however, she has have been practically identified. This morning an inquest was opened and three podies were formally identified, after which an adjournment until Wednesday was taken.

> Yesterday in all the churches Friday's calamity formed the subject of impressive audresses by the officiating clergymen.

LAWRENCE'S BRAVE FIGHT. He Had Charge of the First Boat Low

ered-His Struggle for Life. L. Mevers, quartermaster on the ill fated steamer Clallam, was among the arrivals here on the steamer Rosalie last night. In describing his experience, he

"We left Port Townsend about 12:10, and when rounding Port Wilson we ran into a hail storm and a very strong wind. We ran along until we got abou abreast of Protection island, where the seas started rolling up high and the steamer was jumping the highest I ever saw her off Dungeness in the tide rips. We were about three-quarters of an hour getting through them.

plant, of Iriday Harbor.

CAPT. LIVINGSTON THOMPSON,
Victoria.

CAPT. TOM LAWRENCE, Victoria.

GEORGIE J. JEFFS. Victoria.

GEORGIE J. JEFFS. Victoria. swing away from head of the seas and run before the sea so that he could stop up the deadlights to keep the water from coming in.

"The water by this time had been pouring into the hold through the deadlight on the port side in the engine room at a rapid rate, and I presume had gain ed fully two feet in the engine room. Blankets and quilts had been secured to stop up the opening, together with braces and boards, etc., but without avail. The port hole in question was situated amidships, right between the after end of the port boiler, and in a calm sea was about three feet above

the water line. "The engineers were fighting with this innush of waters to prevent them entering the ship, but despite all efforts the water was gaining on them.

"By 3:30 or 3:45 the water had reach ed the waists of the men, and was slushing about in a terrible manner. The fires had been put out, but notwithstand-ing the many difficulties confronting them, the men stayed by their posts in a most heroic manner. The first officer who went below to help out the staff CHARLES MANSON, Seattle. Stevedore in the engineer's room, tied himself to a small pump so that he could work at the deadlight, and after herculean efforts all hands succeeded in getting a brace against the port hole and tied it to another pipe.

"By this time, however, there was so much water in the engine room that was blown to shreds soon after the strain this department of the ship had to be deserted. All hands then went above Capt. Roberts ordered the lifeboats out. The steamer in the meanwhile had swung around into the trough of the sea, until she was almost in line with Smith her headway having fallen off ever sinc the engines had stopped. Three boats were lowered, one after the other, as fast as they could be got out. Men were picked by the captain to man each

"In the first boat Capt. Lawrence had charge and with him as passengers were

Generally the expression is, "I don't feel half well," though sometimes people say, "I feel half sick." But there is no such thing as being half sick. The man who feels half sick is all sick. As a rule, the cause of the weak, tired, half sick feeling is disease of the stomach, resulting in loss of nutrition and consquently in physical weakness.

Doctor Pierce's Golden Medical Discovery cures diseases of the stomach and other or-gans of digestion and nutrition. It restores strength by enabling the perfect digestion and assimilation of food. It makes half sick people all well.

"I suffered for four years with pain in my stomach so that at times I couldn't work nor eat," writes Mr.

Frank Smith, of Granite, Chaffee Co., Colo. "I wrote to you about tay sickness and was told to use your medicines, which I did with good results I ouly used four bottles of your." Golden Medica Discovery, and must, say that I am entirely cured and feel like a new man, and I can highly recommend your medicine to any sufferer."

"Golden Medical Discovery," contains

"Golden Medical Discovery" contains no alcohol and is entirely free from opium, cocaine and all other narcotics. It is strictly a temperance medicine.

Accept no substitute for "Golden Medical Discourse".

Accept no substitute for "Gotten medical Discovery." There is nothing "just as good" for diseases of the stomach.

The "Common Sense Medical Adviser," one thousand and eight large pages, in paper covers, is sent free on receipt of 31 one-cent stamps, to pay expense of customs and mailing only. Address Dr. R. V. Pierce, Buffalo, N. Y.

Times and a cabin boys on the steamer. lumber for her complete construction shore and in the waters just outside the several ladies. This boat swamped along-His father received a telegram this having been supplied by the St. Paul & city, have intensified the gloom which side the Classam. All soon disappeared except Capt. Lawrence. He was thrown a line, to which he clung for a few min-

after holding on as long as he could let go and soon was lost to view.

"No 2 boat was lowered in a few minutes after No. 1, was first put in the water and was no sooner put afloat than a crowd piled into her in a most disorderly manner. Men were also placed in charge of this bont. She pulled away and got around the stern and was afloat for quite awhile, antil a squall overtook them and it was buried, all the occu pants being drowned.

"The third boat was lowered right after this and was filled in the same way, but before it could get away from the Clallam it too was swamped, all

"By this time there was not a woman left aboard the Clallam. Then Capt. Roberts next gave orders to have the starboard boats swung out ready for lowering. All hands were then ordered Passengers and crew alike took part in "When the cargo was about all over-

board the workers secured the fire buckets from the hurricane deck. Two brigades were formed to pass the water out through the windows on the main deck to one opposite to the engine room and the other opposite to the fire room "We held our own at this until about 11:15 or 11:30; until the tug Holyoke took ahold of us. A line was passed to the disabled steamer and a start was made for Port Townsend. As soon as the ship got under headway the seas began to pound hard against her starboard side, but the Challam was now well down in the water, with the water deep in her hold. She rode steadily, but the strain proved too much and the seas reaking in through the dining room win-

dows, flooded the saloon. "The bucket brigade in the meanwhile ntinued bailing bout, while some of them succeeded in boarding up the wir dows against the sea. Their work, however, proved ineffectual, for no sooner had it been accomplished than all the windows in the after saloon were broken in and the water rushed in through the gallery windows and the steamer be gan to sink astern. The crew, however did not despair, and going amidships, confinued to bail out until the captain ordered all to go on deck, as it was no use to bail longer. This was about fifteen minutes before the steamer sank. When she started to sink at the stern she went down fast, and we all crawled upon the bow on the rail on the star oard side. The steamer was now onher beam ends, and seas rolling right over her, carrying with them the house n sections and many of the passengers and erew thereon: Some of those man-

aged to get back to the wreck and clung the rigging, many being thus saved. "The hull, as it sank, pulled the mast wn with it through the upper deck and eft the upper structure buoyant. From this several, including myself, Capt. Roberts, First Officer Dohney, Steward Watson and Quartermaster Arnold, two waiters, one fireman, two Chinese cooks, and other passengers nade for the raft, on which they ained for fully an hour or more before the Sea Lion picked us up, steaming alonside and her crew lifting us one by one onto her deck. The Sea Lion until after daylight, and succeeded in ance of duty. ing up a total number of 26 sur vivors. The Holyoke came along afterwards and picked up eight more

Mr. Meyers is of the opinion that Capt. Roberts was trying to make Port Townsend after the accident. The sails were manipulated in such a manuer as to accomplish this end, but were not sufficiently large to materially direct the course of the steamer. The mainsail was put on it and the vessel was carried by the winds and currents towards San Juan island. alt was here that the until she was almost in line with Smith island and Dungeness light.

Mr. Meyers says he is not prepared to say whether the Clallam would have fared better if, instead of heading for Port Townsend, she had been towed to some sheltered part on the San Juan Isl-

Mr. Meyers relates a pathetic inciden connection with the sad catastrophe, When one of the lifeboats swamped a evedore, named Robert Currie, was grasped by a woman, who threw her arms around his neck. The two struggled in the water for some time. Then seaman named Mackeen threw the two a cork fender. Currie grabbed it, and getting the fender between his legs neld on, grasping the line with one hand. n the meanwhile some one jumped overard, jerked the line out of Mackeen's hands, and, grabbing the woman and man, all three sank together. The lady had her life preserver on, but this would not support the immense weight placed

THE CAPTAIN'S STORY. Clallam's Skipper and Passengers Were Picked From Life Raft.

markable battle against impossible odds, was almost unnerved by his long struggle. In the office of the Puget Sound Vavigation Company, Seattle, he told briefly the story of the fight against the storm. He said:

o'clock Friday and entered the straits to sistance. The scene on the vessel when face a heavy southwest snow and rain the boats were swamped was frightful. pitching of the vessel became more noticeable I got up and went into the pilot house, where I remained until the Cut.

thief engineer, came to me and reported for her to stay on the steamer. We its drift it was anticipated that it would that" the steamer was making water. One of the deadlights on the lee or starboard side had been broken under water. Mr. Delauney and the first officer took blankets and plugged up the deadlight. out the water still kept gaining on us. I tried to get off before the wind so as to raise the broken deadlight out of the they were among the passengers who ter but contained nothing else. The boat water, but it was impossible to make the worked hard to keep the water out and was in good shape, with rowlocks, etc., Clallam come round.

In appearance the Clallam very much resembled the well known Majestic, in conjunction with which she operated, conjunction with which she operated.

In appearance the Clallam very much utes. Those holding the line called for miles off Destruction island lighthouse, assistance in order to save him, but the wind being high and the seas rough, the situation which in local history is unould be seen. It seemed to be but a short distance to safety, and the chance, knew, would be the best the lifeboats would have to get the passengers ashore. "Capt. Lawrence, of Victoria, went off in the first boat with the women and children. She rounded the bow safely and I did not see the boat again, but was told later that it had capsized and all were drowned. The second boat got clear, and was about 600 feet to the vindward side of the ship when a wave, breaking over the boat washed several men out. Later on I made out the boat still afloat, but could not see

> the fall got foul and the men in it were, The other boats were on the weather side of the ship, and it was impossible to launch one of them. Moreover, after he disaster that had overcome the other boats, it was considered better not to risk the loss of any more boats, but to

keep them for future emergencies.
"The Holyoke spoke us between 9 and 9.30 o'clock Friday night. Shortly after to o'clock they got a line aboard us. I asked Capt. Hall to tow us to the nearest port, which was Victoria, but as it would have been to fight against the gale, Capt. Hall decided that it would be better to put about for Port Townsend. "We were picked up midway between Smith and San Juan islands. At 1 o'clock Saturday morning the Sea Lion came up. We had been towed to a point about midway between Smith island and Dungeness lighthouse. The vessel was gradually sinking and I sig-naled Capt. Manter to bring the Sea took him to the deck. Lion to our assistance. I sent him to tell Capt. Hall, of the Holyeke, that he would have to cast us loose and called

to the men to come on deck. "The Clallam was settling fast and about the time the Sea Lion got back to the steamer she went over on her beam ends and began to disappear and break up. Previous to this I had requested the passengers and crew to go out forward. and as she went over they got out over the rail and on to her side. A raft had been gotten adrift by the second officer, and we went over the side and got aboard it. About this time a wave washed me off the Clallam and I was pulled out of the water by the first officer

"Nearly all those aboard the Clallam at the time she went to pieces were saved. The men either reached the raft r, a boat, or were picked up in the water the two tugs. The Holyoke and Sea lam until daylight to assist and rescue any that might have been overlooked, but no more persons were found. At daylight the two tugs started for Port Towns-

First Officer Doheny went over the story of the wreck in detail, telling the story as did Capt. Roberts, giving perhaps more of the details. It was owing largely to the coolness of Mr. Doheny that so many of the passengers, and crew were saved. He was the last man o leave the Clallam, and had prior to that secured the life raft that saved so however brought to friends the last satmany lives. He saved Capt. Roberts isfaction that bodies had been recovered from drowning, and all the passengers remained at the scene of the disaster and crew speak highly of his perform-

A VICTORIAN'S EXPERIENCE,

Cabin Boy Recites What Occurred-Stayed With the Steamer.

Clallam when she began service on the Victoria-Sound route, Archie King, of this city, the sixteen-year-old son of the proofreader on the Times was also mong the last to leave the doomed craft just as the final vestige was being swallowed in the boisterous sea. He was cabin boy on the steamer, and with the other members of the crew and passengers strove desperately throughout that terrible afternoon and evening to keep the water from filling the vessel. The lad feels the effect of that afternoon's work yet, and will require some ime to recuperate. With several other members of the Clallam's complement and a passenger he arrived on the Rosalie last night.

A Times representative looked him up this morning and got his experience. "The weather became very rough as oon as we entered the straits," he said, 'the tide and heavy sea making the trip cross a hard one. About half-past two or three o'clock, when off Trial island, the Clallam began to leak. The deadights were stove in and the water came through other places. This put out the fires in the engine room and left us lpless. The steamer rolled and lurched badly in the heavy sea and tide. Our two sails were set and we tried to stand off and make San Juan, but couldn't do In the meantime the crew and many of the passengers were engaged in bailing and trying to stop the water from coming in, but it continued to gain on "After we had been pitching about for

an hour it was decided to get out the Capt. Roberts, whose long fight to save boats. The first was filled with women and children and launched. It got clear his boat, passengers and crew has been of the steamer all right, and as far as I auded by the survivors as a most re- can remember was a considerable distance away when it was swamped.
"The second and third fared no better. We could see the poor occupants floating in the water for a time and could hear cries, but they did not last long, the shock and the cold overcoming them. "We left Port Townsend just after 12 We were unable to give them any as-As the lifeboats were being launched I "About 3 o'clock Mr. Delauney, the told her I thought it would be better cerned floating past the sea front; from appeared to be four or five miles from come ashore at Clover Point, and a small shore at that time.

lallam come round.

encouraged the bailers. We bailed for lying in the bottom of the boat, to which hours and some of us got exhausted. The were attached, but contained no other

for an hour and the water still continued, storm continued, apparently as fiercely sign of the service to which it had be to gain so that it put out the fires, it was decided to put the lifeboats in the water. We were then about two and a half know whether anybody was washed overknow whether anybody was washed over-board, but I rather think some were. added to the list of steamers, but during the day time, when the shore came along. I saw her lights and went below and told the bailers that assistance was coming. The Holyoke, for it was she, had lots of trouble to pick us utilized up, but finally she did so and began to Goodrich said he would be only too tow us. That seemed to put us in a ed to help, and accordingly the worse plight than before. As she pulled the water came in all the faster, the stern was settling rapidly, and she was going over on her side. The Holyoke didn't seem to realize our condition and there was no way of informing her cap- what they can in the search along tain. Then the Sea Lion came along shore, and took in the situation, and it was just in time, for when the line between us and the Holyoke was cut we were pretty far gone. Fifteen or twenty of Jury Impanelled This Morning-Adus, I think, climbed up on the starboard journed Till Wednesday. whether any survivors were still in it. The third boat was being lowered when the fall got foul and the men in it were water, and hung on. The steamer continued to sink, however, and finally a big wave washed us off. I swam for the raft which had been cut loose by the been found to formally identify and to

> tugs picked up a number of others who lected foreman, were clinging to pieces of wreckage."
>
> Continuing, the lad said that all on board wore life preservers. During the would be called upon to view the mains of hodies of the victims of the afternoon when he went into one of the series of cabins which his duties required him to look after, he found a the B. C. Funeral Furnishing Comp child asleep in it. The little one had He had called them together earl been sleeping in one of the men's berths | that friends of the dead might be below and was taken to the cabin in which King found him. He asked one of tion as soon as possible. It was not him the officers what he should do with the

RECOVERING THE DEAD. The Coast Being Patrolled For Those Lost From the Steamer Clallam.

A gloom was cast over the city yesterday as the harrowing task of recovering the bodies of the victims of the Clallam disaster began. . The first body was discovered on the Dallas beach by Mr. Mesher. This proved afterwards to be the body of Mrs. Sullins, who, with her three children, were lost. Her husband, Thos. Sullins, was among the saved. They belong to Mount Sicker,

and were returning to the camp About 12 o'clock the tug Albion arrived at the wharf with lifeboat No. 1 from the Clallam and two bodies, one of which proved to be that of Miss Harris. of Spokane, and the other a body which remained unidentified up to this morning. These were picked up a few hun dred yards off Clover Point. Miss Harris was in the boat clutching firmly hold of it with both hands. She had clenched her teeth so as to pierce her lower lip. The other body was floating a short distance from the lifeboat.

From that on until nightfall the patrolof boats, including the Albion, Edna. Grace and Earle, continued to search the short line and the straits from Trial island to William Head. From time to time the tugs returned with the flag half-masted, telling the sad tale which A second body was found on the Dallas road and Alex. Harvey's remains were picked up near William Head. He

was one of the deck hands on the illfated steamer Early in the afternoon the body of Miss Diprose, of Tacoma, was identified of the steamer Irequois, said that it was by her brother-in-law, W. Challoner, of about two or three minutes to 6 when

Just before dark the last of the day's sad harvest was brought in by the Edna Grace, the body of Miss Galletly, the Challam was disabled and was driftdaughter of the local manager of the ing in the direction of San Juan. Under Bank of Montreal. She, in common ordinary circumstances the Iroquois with all the bodies picked up, had a life | would not have gone out so rough was preserver well adjusted to her body. It would lift her breast high above the waters, so that she must have perished steamer was hurriedly prepared to make

a search. The recovery of her remains made eight for that day. Of these three re- ney. In accordance with the information mained unidentified until this morning. The bodies of Mrs. Reynolds, of Se-

identified. Of the tugs in the service of patrolling the straits, J. H. Greer placed the Albion at the disposal of those who were on this course for some time and not anxious to find friends. The Earle, the ender of the quarantine station, was also placed on the service. The Edua was under way or that she had been picked up by some tug and towed to in order to find the remains of Miss Harris, of Spokane, who was coming to wisit Mrs. Bellinger. Miss Harris was the only daughter of a wealth of the control of the contro the only daughter of a wealthy mining man of Spokane. She was about twenty years of age, and was a handsome and could have picked up the unfortunate accomplished young lady. She was first identified by the initials, "L. H.," on the inside of a gold ring with Chinese characters on it, which she always wore. Mrs. Harris has arrived at Seattle. She Mrs. Harris has arrived at Seattle. She has been advised to remain there, Mr. Rellinger taking full charge of the ar-Bellinger taking full charge of the arrangements in connection with Miss Haris's body here. Mr. Bellinger has asked picked up. to have the body disposed of by the cor-oner's jury as soon as possible, so that the body may be sent forward to her

The direction of the wash seems ndicate that most of the bodies will be pected a son on her. Mr. McKay and found on this shore somewhere within a line drawn from Trial island to Race she bucked the big waves until when op-Rocks. So far there has been a general drift in the direction of Clover Point, her fight with the elements. Late yesterday afternoon a second boat once telephoned the agent in the hope was recovered near there. There was | that a tug would be secured. Mr. Mc-

searching the straits, the shores were grandchild in the Islander disaster. It patrolled by hundreds of people, who was not until he visited the Times office picked up here an oar and there a keg the following day and was shown the list from the vessel. One body was found of passengers that his fears regarding at the foot of the steps opposite Beacon | his son were dispelled. Hill.

Early in the afternoon a boat was dis group, headed by Chief Langley, follow-"After that we all got to work to keep | ed it to that point. It passed, however, he vessel afloat. The cargo was thrown and a boat manned by J. Henly and two overboard and everybody who could went others pulled out after it. They overbelow to bail. I don't know Captain took it opposite Foul bay, into which Thompson or Mr. Shaw, but I think place it was towed. It was full of wa-

municated with Commander G with respect to the naval vessel Grafton is searching the straits Up to the time of going to pre bodies had been recovered to-d The provincial police and all the available from the city force

THE INQUEST

morning to allow friends of those were drowned and whose bodies mate some time before, and was hauled aboard. Capt. Roberts, the mate and N. Hibben, Chas. Cullin, Chas. Wei several others were on it. We got a line from the tug and climbed aboard. The were sworn in, Mr. Fletcher being s

The coroner first explained to the jury to fill all the requirements of ide desire to harrow the feelings of re child, and the officer replied "Do the best you can." King thereupon put a life preserver around the little one and sary. At the conclusion of these remarks the jury visited the undertaking

Returning, after having viewed the re identified. H. C. Bellinger testified as to the identity of Miss Harris; F. Pinder to Miss Galletly, and W. J. Wilkinson

Coroner Hart then announced that there was nothing further to do until more bodies were recovered. He recommended that an adjournment be taken to an early date. It was finally decided to meet again at 10 o'clock on Wednes day morning.

THE LAST RITES.

Arrangements For Funeral of Victims of the Callam.

Arrangements for the interment of the ead recovered from the wreck of the Clallam are as follows: The funeral of Capt. Livingston Thompson will leave his late residence, Cook street, at 3 o'clock on Wednesday, and Christ Church cathedral at 3.15. The funeral of Miss Galletly will take place from Christ Church cathedral on Wednesday at 11 o'clock. Her body has been taken to the church, where it will emain until the time of funeral.

The funeral of Miss Diprose will take place at 11 o'clock on Tuesday, from the orner of Cadboro Bay road and Linden

CAPTAIN SEARS EXPLAINS.

Regrets that He Did Not Learn Sooner of the Clallam's Misfortune In conversation with a Times representative this morning, A. A. Sears, he heard the news of the Clallam's dis-

request for assistance the liftle Sidney preservers.

Five minutes afterwards she left Sid-Point, and two miles beyond. She then hauled over towards Smith island. Off attle, and Hattle More, were identified this morning. One body remains to be shore, the wind was increasing and seas the decks and the spray was flying clear over the pilot house. After continuing Capt' Sears concluded that the Clallem She was first vessel or her passengers. The sea, he disabled.

The captain lost his brother on the felt certain that the Clallam had been

The plight of the Clallam when she

finally became disabled was detected by John McKay, of Balley street, who exhis daughter were watching the ship as site Trial island she seemed to abandon Kay's distress may be imagined as he While the tugs were employed in lost a daughter (Mrs. J. H. Ross) and a

Capt. Livingston Thompson was very widely known here. His body was among those recovered from the upper works of the steamer by the Bahada and taken to Port Townsend. Mrs. Thompson went over yesterday and will be back with the body this evening. For about six years Capt. Thompson has been a resident of Victoria. Of a cheerful Jisposition he was very popular with all who knew him. He was 52 years of age and was born in Kilquade House, County Wicklow, Ireland. Formerly he was an officer in the 11th Prince Albert's Own Hussars, being captain and adjutant.

His brother was an oilicer corps before him. Capt. served in Indian in '73, '74 Umballa, in India, he met Gillies, daughter of the late Tytler, of the East India gal army, and was married Simla. Since coming to Vic followed the profession of la and has been closely identifimining ventures

N. P. Shaw, of this city, I trolling interest in the N. P. pany. He was born in Vi pany. He has lived for Brunswick, but has lived for in the West. He organize Shaw Company a few year was really the sole holder of The steamer Venture was operated by him, and has b since in the carrying trade way, confining attention cattle. In addition to thi was very prominently con mining enterprises on the He was of an energetic ch good business judgment, and young man was occupying place in the commercial inte city and province. He way years of age, and seven ye married to Miss Lugrin, d H. Lugrin, of this city. sides his widow a son, six ; father is also living at \

Brunswick.
A. J. C. Galletly, mana Bank of Montreal, who lo ill at his home. He passed and although prostrated by ment is doing quite as wel cal attendants coudl expect Mr. and Mrs. S. E. Boul on the list of missing pass returning from their honey San Francisco, having sail toria on the 30th of Dec Boulton, formerly Miss G with her mother and bro brook, where she and Mr. married about three week sister, Mrs. G. S. McTavish S. McTavish, manager (Inlet cannery, was former) of nurses at the Jubilee hos many friends in Victoria.

This morning the Engler received from E. E. Black intelligence that the body on, a victim of the Cla had been identified at Port his Eagle membership Leroy, secretary, thereupor tions that the remains be Victoria. If upon receipt their deceased brother no it is not known if any res forward to claim the ren will be tenderly laid awa Aerie No. 12, of which he

ed member. From Little Rock, Ark., telegram with instruction Howe, secretary of the E city, to Joseph Wachter, pr local aerie, that should the Daniels be recovered, it shin charge by local Eagles here, as his relatives we Nothing has as yet been Kansas City regarding Prince, also lost with the Chas. Green was a son Mrs. A. Green, of North P was about 40 years of : besides his parents, four

brothers. His body has C. F. Johnson was a Chief Justice Hunter, a way here to visit his home was in Portland, A meeting of the boar been called for this aftern

to discuss the disaster. ANOTHER BOAT Has Been Taken to Por

dispatch from Du there are no bodies or Search parties are ou beaches. A boat brou Sea Lion is intact and

INQUIRY TO BE Inspectors Awaiting Rep and Chief Eng

A Seattle special to An investigation into the Classian will take place weeks. Inspectors are a ports of Capt. Roberts a er Delauney, which a morrow. In a statement to time were complete docks, fireman, says t thermore it was customat open ever since the Clall ed. He told the engineer ter turn back to Port T was not done until too l light was seeven inche ome marine men bel was coming from anoth the deadlight, or it coupumped out. They thin been coming from a bres of the hull. Poor seam by some to be responsi

"MISERERE DO
S. S. Clallar
Put on your garb of m
hearts
Which bleed with woe,
most dread!
See how the spectre Do
starts
Astride the terrors of a
Moan, moan, ve cruel win Moan, moan, ye cruel w ous waves Whose surf, this morn, human graves.

Alas! Can this be true?
That poor and helpless
door,
Beaten and battered in of Ocean's wrath, to us
Their passionate cry, and
None, none—to touch a
afraid?

Afraid? Good God! Car blot
Stain our escutcheon?
fear!
Fear—worse than death!—I
we be not
Guilty adjudged of such
Say, rather, that the 1
thrail—
With blame for none, but

Alas! Alas! We weep fo
Whose hearts are piero
fearful grief;
For ye—no less—whose
ascends
With ours, for those in
chief;
One common wee doth of
Pray God it be our loss— FREDERIC IRV Victoria, B. C.