

Times and a cabin boy on the steamer. His father received a telegram this morning announcing his safety and saying that he would be over as soon as possible.

Dick Griffiths, son of J. Griffiths, of Fort street, was one of the crew saved. Chief Engineer Delaney, of the ill-fated steamer, an Messrs. Dancy, 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 are among the lost or saved.

When last seen by Victorians yesterday, the Clallam had her two sails set and was standing in a southerly direction from Trial Island. In the night many anxious inquiries were made of those who reside on promontories in the city as to whether her lights were visible. Some could discern two lights, which appeared to be on Trial Island, while others were only able to make out one in the gloom. Whether these belonged to the Clallam or one of the craft is not known.

The steamer Rosalie left Victoria at 1:30 this afternoon with the survivors, and is due about 4:30.

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

SEEKING 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 the east, attaining a velocity of 48 miles an hour and an average of 26 miles an hour. The tide in the straits was running out at the time, and as a result, great seas were thrown up and the elements looked wild. Early in the afternoon E. K. Blackwood, the agent of the ship, became anxious about the vessel. From the top of the Driant building he could see the vessel coming along through the mountains, 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 ship sailed immediately hoisted and the ship, turning about, appeared before the gale and soon disappeared to view. Mr. Blackwood hastened to the Driant building, and inquiring, if possible, something further of the disabled steamer. Falling in, this he hurried to a telephone to secure a tug. Some time later he saw the steamer, but there was no one to be seen. There were small tugs in port, but none willing to face so strong a gale. The D. S. Quader was out on commission and could not be sent on the mission. The government tug Princess was not large enough for the task; the Algon was out at the Cape, and the Albion was in the straits. The Clallam was found at the last moment to have not sufficient ballast in her to ride the boisterous sea prevailing in the straits.

Mr. Blackwood then turned his attention to Port Townsend and Sidney. From the latter point the Iroquois was dispatched. The ship sailed westward towards 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 Sidney at 11 o'clock without any news whatever of the ill-fated craft.

From Port Townsend a reply came that the Richard Holyoke and the Sea Lion, of the Puget Sound Turbot Company, were on their way to the straits. 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 Charmer arrived inquiry was made aboard if anything had been seen of the Clallam. The Vancouver boat, it was thought, might have caught a glimpse of the Clallam's smoke, and when it was learned that she had not and that she had a very rough trip down from the Terminal City, it became necessary for the Clallam to be searched. As it was found that the Charmer, as having learned that the Puget Sound tugboat had gone out in quest of the missing steamer, he could not see what extra service the Charmer could have rendered that would be of any benefit. Steamer Maude, belonging to the B. C. Salvage Company, was dispatched to search for the vessel. Mr. Blackwood 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 no trace of the steamer. At 9 o'clock the Unatilla 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. The Clallam entered service on the 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 she was launched in May last. She cost \$80,000 to build. She was a full upper-cabin passenger steamer, 108 feet over all, 32 feet beam and 17 feet molded depth. Her keel was laid January 15th. She had forty-four state rooms all told, and was said to be commodious. She had a compound engine of 800 horse power, capable of an average thirteen-knot speed. She was a Tacoma product from stem to stern, the

lumber for her complete construction having been supplied by the St. Paul & Tacoma Lumber Company. In appearance the Clallam very much resembled the well known Majestic, in conjunction with which she operated. The Clallam and her sister steamer the Majestic, and differed from that vessel in that around her state rooms on the passenger deck was a promenade extending all around the house. Her stack was also more centrally located, and altogether she presented a more bulky appearance. The Alaska Steamship Company, of Seattle, which owned the vessel, had not intended keeping her on the Victoria run longer than the spring months, by which time a more speedy steamer, now building for that service, would be completed. This vessel is well advanced in construction and, with the Majestic, was to maintain a "Victoria service" this coming summer. The Majestic until lately has been running in conjunction with the Clallam on the Victoria route, but has been laid up for alterations, including an enlarged hull. The Clallam stood out of the water, but having a spacious hold for freight also had a good hold in the water when loaded. Of late, however, she has been carrying little cargo, and would seem, judging by her experience and behavior in yesterday's sea, that she had very little cargo on board. Her passenger accommodations were situated nearly all on the upper deck, there being below this a freight deck and a hold for cargo beneath this again.

It is understood that the Clallam was fully insured.

PASSERS LOST. MISS LORENE HARRIS, Spokane, Miss. A. J. GALLETT, Victoria. MISS GALLETT, Victoria. MISS S. E. BOLTON, Albert B. U. MISS ETHEL DIBROSE, Tacoma. MISS CHARLES COX, Ladysmith. MISS GILL, San Francisco. MISS HENRIETTA, Seattle. MISS T. L. SULLINS, Mount Sicker, B.C. MISS H. W. LAPLANT, Friday Harbor. MISS R. TURNER, Victoria. MISS LENORE RICHARDS, Mount Sicker. HATTIE MOORE, Seattle. Three children of Mr. and Mrs. T. L. SULLINS, Seattle. One child of Mr. and Mrs. H. W. Laplant, of Friday Harbor. CAPT. LIVINGSTON THOMPSON, Seattle. CAPT. TOM LAWRENCE, THOMPSON, GEORGE J. JEFFES, Victoria. N. P. SHAW, Victoria. MISS M. W. THOMPSON, Tacoma. GEORGE HYSON, Residence not known. A. VALDEMEER, Residence not known. GUY DANIELS, Kansas City. W. B. GIBBONS, Tacoma, not known. CHARLES THOMAS, Residence not known. C. H. JOY, Residence not known. J. BURNEY, Residence not known. E. W. CAMPBELL, Tacoma. W. B. GIBBONS, Tacoma. G. M. PRINCE, Kansas City. W. B. GIBBONS, Tacoma, not known. ED. LENNON, Residence not known. W. CLURETT, Residence not known. C. F. JOHNSON, Portland. EUGENE HICKS, Friday Harbor. PETER LARSON, Helena, Customs Inspector. R. TURNER, Victoria. CHARLES GREEN, Victoria. HOMER M. SWANEY, Seattle. BRUNO LEHMAN, Helena, Customs Inspector.

CREW LOST. C. LOCKWOOD, Victoria. Freight clerk. JAMES SMITH, Seattle. First assistant engineer. CHARLES MANSON, Seattle. Stevedore and acting second officer. R. LINDBOPE, Seattle. Seaman. JOSEPH JEWELL, Victoria. Saloon watchman. ALEX. HARVEY, Seattle. Messman. ROBERT CURRIE, Victoria. Assistant stevedore. HARVEY SEARS, Victoria. Seaman. A. ARCH, GEORGE HUDSON, Victoria. Water.

W. H. GRAMES, Redmond. LESTER W. DAVID, Blaine. H. D. HANEY, Fremont. S. E. BOLTON, Alberta, B. C. ISAAC HEWETT, Vancouver Island. R. CASE, Vancouver Island. E. F. PERRIS, Travis City, Mich. J. SWENEY, Friday Harbor. THOMAS SULLINS, Mount Sicker, B.C. WILLIAM KING, Oress Island. JOHN DAVIES, 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 engineer. G. C. FREER, Seattle; purser. F. W. DOHNEY, Seattle; first officer. J. R. WELTON, Seattle; chief steward. A. MEYER, Seattle; quartermaster. H. ARNOLD, Seattle; quartermaster. R. GRIFFITH, Victoria; seaman. J. JEFFRIES, Seattle; seaman. MRS. REYNOLDS, Seattle; seaman. H. JOHNSON, Seattle; seaman. ED. PARKER, Seattle; oiler. J. PATLOCK, Seattle; fireman. JAMES CALDWELL, Seattle; porter. A. KING, Victoria; water. W. JONES, Seattle; water. TOY LOOK, Seattle; chief cook. TING ZHONG, Seattle; second cook. CHIN KING, Seattle; second cook.

BODIES IDENTIFIED. (Victoria.) MISS DIPROSE. MISS HARRIS. MISS GALLETT. MRS. SULLINS. MISS HENRIETTA. ALEX. HARVEY. HATTIE MOORE. (At Port Townsend.) CAPT. LIVINGSTON THOMPSON, Victoria. 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 news of Friday's dreadful marine disaster filled them. Additional particulars, and the recovery of bodies along the

shore and in the waters just outside the city, have intensified the gloom which has enshrouded the city. The information which continues to come in throws more light on the various aspects of a situation which in local history is unparalleled. The lifeboats in which were placed the women and children were launched about four o'clock in the afternoon when only a few miles separated them from the shore. The survivors managed to keep the steamer afloat eight or nine hours after that, but it was a terrific battle with the elements they waged, and relief from the tugs came just in time.

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 fishing, tug and craft of various description, and every part of the expanse between this island and the territory on the other side will be searched. So far eight bodies have been brought to Victoria, and of these all have been practically identified. This morning an inquest was opened and three bodies were formally identified, after which an adjournment until Wednesday was taken.

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

LAWRENCE'S BRAVE FIGHT. He Had Charge of the First Boat Lowered—His Struggle for Life. L. Meyers, quartermaster on the ill-fated steamer Clallam, was among the heroes of the disaster. He was seen in the water, and in describing his experience, he said: "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 about 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."

"After proceeding along the course for awhile, Chief Engineer Delaney came on deck to the pilot house and told Capt. Roberts that he would have to swing away from head of the sea 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 gained about two feet in the water. Blankets and quilts had been secured to stop up the opening, together with braces and boards, but without success. The port hole in the engine room 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 mass of water to prevent them entering the ship, but despite all efforts they were gaining. The water was running over the tops of the boilers, and the men stayed by their posts in a most heroic manner. The first officer who went below to help out the staff in the engine room, was carrying a small pump so that he could work at the deadlight, and after heroic efforts all hands succeeded in getting a hole in the port hole and tied it to another pipe. "By 3:30 or 3:45 the water had reached the waists of the men, and was slushing about in a terrible manner. The fires had been put out, but notwithstanding 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 in the engine room, was carrying a small pump so that he could work at the deadlight, and after heroic efforts all hands succeeded in getting a hole in the port hole and tied it to another pipe. "By 3:30 or 3:45 the water had reached the waists of the men, and was slushing about in a terrible manner. The fires had been put out, but notwithstanding the many difficulties confronting them, the men stayed by their posts in a most heroic manner. 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