WANT AN INVESTIGATION.

Council of Board of Trade Take Action in Matter-Will Seek Improved Sound Service.

The Federal government has been asked by the council of the board of trade to investigate the Clallam disaster, Yes-There was a large attendance of the also present many members of the board. judge the case, but sought the fullest inquiry in order that the facts may be forthcoming.

In consequence the following resolutions were passed: Peselved. That the board be legally repre-

sented at the coroner's inquest and take Puget Sound Tugboat company, says he such steps as are necessary to thoroughly received no request from anyone to investigate the cause of the disaster to the dispatch the tugs Holyoke and Sea

partment of Marine be called to the Claithat they went out on a life-saving mislam disaster, and be asked to appoint a sion. He received a dispatch Friday commission to investigate same, and that a committee be appointed to wait upon the Honorable Senator Templeman with request to forward this resolution to Ottawa vessel, and at the same time instructed

quested to represent the board at the cor-oner's inquest in the Clallam disaster and reaching the Clallam at 1 a. m., an unthat a committee wait upon the Honorable usually quick run from Seattle.' Senator Templeman and ask his assistance in having Mr. Lugrin appointed to represent the Dominion government at the in-

A committee consisting of F. J. Pitts, Recovered, Mrs. A. J. C. Galletly an Geo. Carter, D. R. Ker, T. W. Pater, Bruno Lehman—Search Still son and J. Kingham waited on Hon and laid the resolution before him. He forwarded the resolution to Ottawa by more victims of Friday's terrible trawire immediately.

The council of the board of trade, be-The council of the board of trade, before adjourning, also decided in favor of the appointment of a committee of five, who are yet to be appointed, to watch the investigation, and a resolution was moved seeking the establishment of a life-saving station for the purpose of securing the protection of sea-borne life and property in this vicinity, and that a property in this vicinity, and that the committee of five, who were cruising around in the pilot is sloop Helen. The other body was an and property in this vicinity, and that identified as that of Bruno Lehman, the store he taken to this end in conjunction. steps be taken to this end in conjunction United States customs inspector. It was with the city council, Tourist Association discovered late last evening by the flag-and other public bodies. discovered late last evening by the flag-ship off Race Rocks. It was identified and other public bodies.

range in the matter. take up the question of the service with watch, a gold ring and loose change the Sound. They will be authorized to amounting to about fourteen dollars. enter into negotiations with transportation companies for the equipping of the service between Victoria and the Sound sent to Tacoma, Mr. Lehman's late in a manner specially adapted to the passenger trade, and especially to the tour-ist trade. This committee will have a license also in its negotiations

Notes.

The point at which the boats were lowered is one of the most dangerous on the whole coast. Cross currents and on the whole coast. Cross currents and tide rips in the vicinity of Trial island are particularly strong, and even in a lso being conducted. The remains of the late W. Cherrott will be interred to hour. It was the first time I was ever comparatively quiet sea, those familiar with its treacherous waters will not ven-

In his sermon on Sunday Rev. W. Leslie Clay referred in strong terms to pany 19, R. G. A., when stationed here the incidents attending the Challam disaster. Mr. Clay advocated the establishment of a government life saving station at Clover Point or in close proximity

Inquiry has been received from Kan- lamity which has wrecked so many sas City regarding C. A. Thomas, of that place, who is thought to have been lost although the latter is said to have been from Ladysmith.

Bruno Lehman, customs inspector, sister of Mrs. Wm. Losee by Rev. Dr. Both are well known in Victoria, Mrs. Lehman having formerly been in the employ of David Spencer. An inquest will be held to-morrow for

the formal identification by relatives of the bodies recovered to-day. The body of Mrs. Sullins was found by Alex. Stevenson, not by Mr. Mesher, as

stated yesterday. Considerable anxiety was manifested for J. H. Rogers, general agent of the White Pass & Yukon railway, on Saturday last. Mr. Rogers arrived in the afternoon on the Rosalie, having come south on the Dirigo. This is the first time in two years that he has had an opportunity to come south.

__0_ THE TUG CAPTAINS. They Tell of the Part They Played on Friday Last.

Capt. Manter, commander of the Sea Lion, gave a graphic account of the res-'I left Seattle and reached the Holy-

oke and Clallam about 1 a. m. Saturday morning. Capt. Roberts, of the Clallam, sung out to me to tell the Holyoke t let go the hawser and be quick about it did so and Capt. Hall complied. Swinging my boat around. I saw the Claham sinking. Then we began lowering our own boats. People by this time were floundering in the water all about us. Their cries for help were heartrending. Galletly and Miss Jessie Galletly took where the Clallam was at that time, he were to take to the boats Miss Galletly Men were clinging to wreckage, rafts place this morning at 11 o'clock from replied in the negative.

Farquhar Macrae, Oscar Bass, W. E. Oliver, Capt. Michel and David Wilson.

The remains of Mr. Hudson, another of those lost in the Clallam disaster, of Cattle point light, and about half of those lost in the Clallam disaster, of Cattle point light, and about half lows: For Mrs. Galletly: George Gilarrived from Seattle last night. They way from Smith island to San Juan lows: For Mrs. Galletly: George Gillespie, E. Crow Baker, S. A. Roberts,

was taking water.
"I told Capt. Roberts I would tow

him anywhere he wished to go," Capt. Company's apartments. Mr. Cherrott Questioned, witness said that there Hall said, "and when he asked if 1 was a member of the Calvary Baptist were no distress signals displayed until nessage to let go. It surprised me. "The moment we did so we turned our efforts toward aiding in the rescu We did everything in our power. According to the Seattle P.-I.: "Capt

John B. Libby, general manager of the

Lion or any other tugs owned by the Resolved, That the attention of the De- company to the rescue of the Clallam; the Sea Lion to proceed from this port. foremast, about dusk. He also affirmed Despite the storm raging that night the that when the Holyoke commenced to

> (From Wednesday's Daily.) TWO MORE BODIES

Bruno Lehman-Search Still Continues.

gedy, yesterday. One of these was that of Mrs. A. J. C. Galletly, wife of mittee is given the widest by the customs badge and a card bearing the unfortunate officer's name. A committee is also to be appointed to In his pockets were an open-face gold The remains were taken in charge by home, for interment.

Daily, now, the last sad scenes in connection with the recent disaster are being enacted. Yesterday the funeral of trial, it was simply an inquiry. which will be along the line undertaken the late C. F. Johnson, father of Mrs.

Gordon Hunter, took place. This morning, testified as to the identity of Mrs. Reynolds, whose r daughter were placed in their last her daughter were placed in their last resting place. The remains of Mr. Hudson were interred this afternoon, when the fungrals of the late N. P. Shaw. the funerals of the late N. P. Shaw the late W. Cherrott will be interred toabout two years ago. He accompanied the corps to Hongkong, and subsequently to Singapore, where he received to Victoria when overtaken by the ca-

The coroner's jury empanelled on Monin the Clallam disaster. It is possible day last will conduct a very searching this is the Chas. Thomas reported as investigation into the manner in which the victims, whose bodies have been recovered, met their death. The Dominion government has instructed Charles Tacoma, who was among the lost, was H. Lugrin to watch the proceedings on married in this city two years ago to a its behalf, while A. E. McPhillips will represent the provincial government. It is the intention to examine as many witnesses, especially survivors, as possible and it is quite likely that a number will come over from Seattle and testify. Capt, Roberts will not return here until

> The search for bodies continues with the activity which has characterized it from the beginning. The flagship is not formed Mayor McCandless that he would do his utmost to meet the wishes of the citizens in the matter. In this connection the generous assistance rendered by the navy has earned the heart-felt appreciation of the public, and the action of Commodore Goodrich and his gallant men has more firmly than ever emented the bond of friendliness existing between them. The Edna Grace, chartered by the provincial police, is still out, but up to noon to-day no additional bodies had been brought ashore. The steamer Maude, which went to Darcy island to recover the upper part of the Clallam, which was seen floating about in the water in that vicinity,

LAID AT REST. Funeral of Mrs. Galletly and Her Daughter This Morning-The Other Interments.

is expected with her tow at any time.

The funeral of the late Mrs. A. J. C.

Christ Church cathedral, to which the was very well known in Victoria, having the survive sort of the structure, however, was a bewildering situation. Through the darkness and gale we could suggested the conducted by home a full realization of the least summer, together with Mrs. Johnson, he spent many months with his daughter in this city and at Shawnigan lake. They left only a few weeks ago, being called home by the death of their cannot have being called home by the death of their shaped and in the sea. For several hours of whom this last sad ceremony brought poignant last sad ceremony brought poignant. Through the beat hing from one end, banging against the steamer as she rolled. It was a ferriwards cut away."

Shortly before, or immediately after the following the cargo only to find that the poor fellow had being called home by the death of their sad in the sea. For several hours of this last sad ceremony brought poignant last sad ceremony brought poignant. Through the beat hing from one end, banging against the steamer as she rolled. It was afterwards cut away."

Shortly before, or immediately after the following the cargo only to find that the poor fellow had being called out that the ship whole structure, however, was afterwards cut away."

Shortly before, or immediately after the following the cargo only to find that the poor fellow had been only to find that the poor fellow had about an he column the coal. The phot nouse was attached, althis last sad ceremony brought poignant. It was a full realization of the beart whough it is the steamer as she rolled. It was a full realization of the beart whough the called out that the ship whole structure, however, was afterwards cut away."

Shortly before, or immediately after the Clall and in the beart hough it is at sad ceremony brought poignant. It was a full realization of the beart whough it is at sad ceremony brought poignant. It was a full realization of the beart whould have been better this as the clear of the clall and the coal of the clall and the coal of the clall and the coal of the cla E. G. Miller. The service was choral, ducting the services, the funeral being held at 2:30 o'clock this afternoon, The pallbearers are Messrs, C. E. Redfern, as to the location of the Callam when ficiated, the other clergymen being in at-

> Some criticism has been made by the passengers in that the Clallam was not towed to Victoria rather than back towards Port Townsend. By nautical tenant Knight, R. N., A. Gillespie, F. measurements the vessel was nearer Pinder and T. Garnet, This afternoon Port Townsend than she was to Victoria. Capt. Hall says Capt. Roberts, son and N. P. Shaw took place. The after telling him that he wanted a tow, further informed him that the Clallam funeral of the late W. Cherrott, which A few minutes after the Clallam gave a will take place to-morrow afternoon lurch, went to from the B. C. Funeral Furnishing on her side."

could tow him to Port Townsend any quicker than Victoria, I replied that I The funeral of the late Archibald Hud-"I was not told the Clallam was in any danger of sinking, and the first floral emblems were presented. The fol-I knew her to be near sinking was when lowing acted as pallbearers: Messrs. J. Capt. Manter delivered Capt. Hall's Knight, of Port Townsend; C. Goodmessage to let go. It surprised me. Hughes and F. G. Edwards.

THE INQUEST.

Thorough Investigation to Be Made-Statement By One of Survivors.

An important statement was made at the inquest this morning by Ed. Lennon. of Seattle, one of the survivors of the afternoon. The only apparent effort made to attract attention to the secious condition of the vessel was the hoisting of an ordinary oil lamp, half way up the tow the Clallam a number of the remain ing passengers asked why they were not fered to the tug, but received no satisfaction.

The inquest opened about 10 o'clock, and the first duty of the jury was to view the remains of the bodies recently recovered. Upon their return a number of bodies were formally identified and taken possession of by relatives and friends. E. H. Fletcher testified as to the identity of Mrs. J. Galletly, Heustus to Bruno M. Lehman. Miss Annie Crossan to Mrs. Murdock, Gunner P. C. Conway to Wm. Cherrott, and C H. Lugrin to N. P. Shaw.

This completed, the coroner announce that C. H. Lugrin had been authorized, on behalf of the Dominion government, to assist in making a thorough inquiry into the circumstances of the death of the passengers of the steamer Clallam. A. E. McPhillips had been appointed as the representative of the provincial government. He said the jury must have all the evidence possible before being able to bring in an intelligent verdict. Anything bearing on the matter in hand would be taken, as it was important that duty of the jury was to fix the responsibility where it belonged. If the evidence showed that no particular person was to blame, they should say so. They would have the privilege of questioning witnesses, but no cross-examination would be allowed. There was no person on

ing the remains of Mrs. Galletly and the identity of Mrs. Reynolds, whose body was picked up in the straits the

morrow, the arrangements being in the hands of the military authorities. Mr. sick and went below. After about 15 hands of the military authorities. Mr. Cherrott was formerly a member of Company 19, R. G. A., when stationed here room for her. Fifteen minutes after room for her. Fifteen minutes after this I heard a rush, and looking out saw. life?preservers being thrown about and his discharge. He was on his way back passengers fastening them on. Running ter," and someone replied: 'I don't know, but you had better put one of these on. Shortly after I went on deck and inquired, and was informed that the boat was sinking. The vessel was then pitching hard. I got a life-preserver on Mrs.

Reynolds and myself. "At this time one of the crew said: 'It's all right: we're all right now.' It wasn't 15 minutes after we were assured there was no danger before I went on deck and found the boats being lowered. "I went below and told Mrs. Reynolds. and we went to the door leading to the deck. Shortly after this orders were

given for all women and children to get

into the boats. This was between 2 and 3 o'clock in the afternoon. Mrs. Reynolds went in the first boat." In reply to a question, witness said: "I think there were 12 women and 6 men in this boat. Two of these were memers of the crew. I saw Bruno Lehman, the customs officer, on board, and I think he took charge, because he gave the order to shove off from the ship. They couldn't get away, however, and kept sliding along the vessel's side until reaching the bow. Meeting the wind there

she capsized, not eight feet away from

He did not think the boat was overcrowded. There had at first been a rush but this was stayed through one of the crew threatening to kill the first man who boarded before the women. Not a soul of those who were precipitated into the water was saved. He only saw two of the occupants after the boat had turned turtle. One was a woman who attempted to grasp the bow of the boat. Capt. Roberts was aft at the time watching the preparations for launening the other boats. The second boat was lowered at precisely the same time as the first. He could not tell how many occu-

Describing the launching of the third she reached the deck again the vessel is owing to this fact that so many have stern of the steamer was sinking, and standard the vessel is owing to this fact that so many have stern of the steamer was sinking, and standard the vessel is owing to this fact that so many have daughter and Mr. and Mrs. King, the latter also a daughter of the deceased. In Johnson was 65 years of age. He latter also a daughter of the deceased. In Johnson was 65 years of age. He latter also a daughter of the deceased. In Johnson was 65 years of age. He latter also a daughter and Mrs. King, the lines to those in the water. Some level of the lost the sea. The edifice was crowded with thing went wrong, and everyone was stricken friends to whom spilled into the sea. For several hours and laid in the boat."

Lester Davis, one of the survivors of though its roof had disappeared. The foundering, and asked that all properties the deck and was picked up by Watson and others and laid in the boat."

Lester Davis, one of the survivors of the deceased. In the mand of the said. A lot of mether and daughter nad all the man against the rail. She fell upon the deceased. It has a lot of mether and daughter nad the man against the rail. She fell upon the deceased. It has a lot of mether and daughter nad the man against the rail. She fell upon the deceased. It has a lot of mether and daughter nad the man against the rail. She fell upon the deceased. It has a lot of mether and daughter nad the man against the rail. She fell upon the deceased. It has a lot of mether and daughter nad the man against the rail. She fell upon the deceased. It has a lot of mether and daughter nad the man against the rail. She fell upon the man against the rail. She fell upon the deceased. It has a lot of mether and daughter nad the man against the rail. She fell upon the man against the rail. She fell upon the man against the rail. She fell upon the man against the rail of mether and daughter nad the man against the rail of mether and daughter nad the man against the rail of mether and daughter nad the man against the rail of mether and daughter nad the man against the rail of mether and daughter nad the man against the ra

one then remarked. Capt. Livingston Thompson then said: 'Don't quit, boys, until we're sure of being safe.' We accordingly continued working, keeping it up for some five minutes longer. The tug Sea Lion then steamed up, and the captain requested that boat to go ahead lurch, went under at the stern and far Questioned, witness said that there

dusk, when a common lamp was hoisted half way up the foremast. About 4 discussed the question from all standpoints as to whether any blame was to
be attached to any person or persons in
connection with the lamentable accident.

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There was a large attendance of the local Aerie of Eagles.

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son took place t the first two boats had been lowered. He could see nobody take any steps to attract the attention of this ship. During the whole of the afternoon and up to the time the Clallam went down he had not heard Capt. Roberts give any orders. Just as the ship was sinking he said:

lows:

One case of metal buttons, Lenz & Lelser, \$100; sack of brass goods, C. J. Reid & Co., \$4; one case, C. Ins connection the Seattle Post-In law to the Holyoke when the latter craft causes of the disaster will begin in Seattle next Monday.

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Ins connection the Seattle Post-In led & Co., \$1,100; 2 boxes of armature coils, B. C. Electric Railway Co., \$121:5 the whole of the afternoon and up to the

> fered those on board with the assistance Clallam. He said that no distress signals of a rope. Quite a number of passengers bundle bungs, \$38; and 500 sacks of oilwere made by those in charge during the asked the captain why they were not put on board the tug when she first arrived. They had, however, got no satisfaction. Capt. Roberts appeared to have the Carruthers & Co., valued at \$5; one pack-crew and passengers under control. age of leaf press for G. Osterhout, \$1; crew and passengers under control. There had been no disorder. There had one package band leather for J. A. Say only been five lanterns available. One of these was used for a signal and the others had been utilized by the bailers. After a number of question had been asked by members of the jury and those ent, an adjournment was taken until

9.30 o'clock to-morrow. SEEK BETTER SERVICE.

Committee of Board of Trade Wait on Captain Troup Relative to Matter.

A meeting of the committee appointed by the board of trade to see what im provement can be carried out in connec ion with supplying this city with a bet ter steamship service between Victoria and the Sound was held yesterday afternoon. Later the committee waited or Captain Troup, superintendent of the C P. R. coasting shipping, and although the interview was private it has been learned that a request was made for a better service. The committee pledged tself in so far as its influence and in terests lay to support a steamer which would meet the demands of the public and practically offered the same induce the investigation should be thorough. The | ments as were held out to the manager of the Pacific Coast Steamship Company when here and interviewed relative to the matter last year. On that occasion it will be remembered that a petition was circulated among the business men of the city, and the entire support of the community was guaranteed to any competent and first class steamer which the company might put on. So satisfactory was the proposition that the manager to the project and promised to lay it before his company with his approval and recommendation

The board of trade was promised eply in a couple of weeks, but although his interview took place last summer nothing has yet been done.

After listening to the committee yesterday afternoon, Captain Troup stated stances to distinguish anything white, that he was not prepared to give a definite reply at once, but would lay the whole matter before the head officials of the company. At present, how-ever, he did not feel inclined to take any unfair advantage of a company's mis-

The character of the service proposes which the C. P. R. company might pro vide in the event of responding to the wishes of the citizens has not been learn ed, but it has been hinted that the steam er Princess Beatrice, recently built by the Esquimalt Marine Railway Com pany, and which would be equal to any strain likely to be placed on her in mirable vessel for the Victoria-Seattle run during the winter months, and that during the summer months. travel is heavier and when through the services of a speedy ship people might be brought here who other wise would not come, that the Princess Victoria would fill the bill. Supplied as she is with enormous power and possess ing accommodation surpassing anything een on this coast, the Princess Victoria would at once prove popular with that class particularly who travel only for pleasure, or who do not wish 'to spend more than a day on the water. new C. P. R. fiver, it is believed by ome, could make the trip to Seattle and return and to Vancouver and return regularly every twenty-four hours. The committee which waited on Capt Troup is as follows: George Carter chairman; S. Leiser, S. J. Pitts, D. R Ker and R. Mowat. ___

THE LAST HOURS. Miss Galletly Injured-Soldierly Conduct of Capt. Livingston Thomp-

SOIL.

"Steward Watson, of the Clallam tells of an accident that befell Miss Galletly, of Victoria, just before she left the Clallam in the first boat of the lifeboats," says the Seattle Post-Intelli-

The state of the s

overboard commenced. After this a bucket brigade was formed, and efforts, made to keep the boat bailed out. Some were pumping and some bailing. At this lights of Victoria could be seen, and withiness could also see some lighthouse.

Continuing, he said: "About 10 o'clock the tug Holyoke came along and took the Clallam in tow. 'We're saved now; there is no need for more bailing,' someone then remarked. Capt. Livingston one then remarked. Capt. Livingston to the steamer's guard and the bast few were keep better for all concerned had it been more generally practiced. Capt. Thompson led a brigade of bailers, and with his cheery manner kept up the spirit of the workers until they were forced to abandon the task. Even then the captain said "Let's give her another round for the purpose of ascertaining whether or not any bodies were attached.

Among the missing the name of George hardcoops has not yet appeared, although he was known to have been abourd the Clallam when she went down. He was coming to Victoria from Seattle to visit his brother and sister residing in this city, and as he often gave his name as Harrison to avoid a I was the second to the last to how down on to the steamer's guard and was seen no more. Mr. David was was seen no more. Mr. David was picked up by one of the tugboats.

LOST SHIP'S FREIGHT.

A List of That Thrown Overboard From

When the Clallam broke down our train island on Friday night there was thrown overboard in the hope of saving the ship nearly four thousand dollars' worth of cargo. A list of that discharged, together the thousand dollars' worth of cargo. A list of that discharged, together the clallam two weeks ago. In the afterment of the cargo, and the value of the classical into the angine your and light night. He did not know who

Just as the ship was sinking he said:

"Keep cool, boys."

He said that no effort was made to transfer passengers to the tug before the steamer went down. All who were res.

States marine inspect
ors, Capts. Collister and Thompson, have been invited by Capt. Whitney and Engines had worked well up to the time tools, B. C. Electric Railway Co., \$121; 5 cases bacon, S. Leiser & Co., \$11: 5 cases canned sausage, F. R. S. & Co., transfer passengers to the tug before the steamer went down. All who were required. As far as he knew the ors, Capts. Collister and Thompson, have been invited by Capt. Whitney and Engineer Turner, constituting the United States marine inspection board, to be said the nearest the ship approached land that the coll. The said that no effort was made to the cued were taken from the water. It was cases hams, J. H. Todd & Son, \$459; 16 dark when the Holyoke first reached the cases of pickled pork, B. Wilson & Co., Clallam, but the sea was not as rough as it had been. He thought that at that time the tug could have got within 75 or 24 bales of mattresses, Weller Bros., \$262; The Clallam carried the official approval 80 feet of the distressed vessel and trans- case of rubber packing, Wellington Colliery as to her safety and seaworthiness, not Co., \$39; 140 cases empty kegs and one only of the local marine inspectors, but

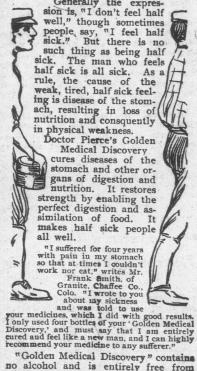
In the shape of express matter there was aboard one package of steel strips for B. ward, \$2.16; one box of glassware for Chas. Haggerty, \$1.50; package of gold coins for Yuen Chung & Co., \$105; one package of gold coin for Wah Yuen, \$20; one sack for N. P. Ex. Agent, \$497; one crate, G. W. Works, \$1.60; one package news for A. H. Ormond, \$2.23; one package news for A. H. Knight, \$3.25; one package news for A. E. Knight, \$3.25; one package news for A. E. Edwards, \$2.69; 2 palls of cysters for H. C. H. Lugrin, representing the Dominion C. H. Lugrin, representing the Dominion & Co., \$15; one package for G. Knight, \$2; one package for C. A. Haynes, \$6.80; one package for P. J. Gaglett, \$3; package of brushes for J. Miller & Co., \$2; one package for the Colonist, \$13.75; and one package for messenger service, \$3.

About all that was saved was the package of gold consigned to Yuen Chung & Co., and a second package of gold consigned to Wah Yuen, which the purser, F. C. Freer, succeeded in securing at the last moment before the Clallan sank.

(From Thursday's Daily.) Steamers Mande and Edna Grace are left Seattle at 8,30 o'clock. The boat still searching the straits for the bodies of the Clallam victims not yet recovered.
Of these there are over thirty. One was in the said of the continuity of these there are over thirty. brought to the city on the steamer "I did not notice anything unusual Maude yesterday afternoon. The ves- until about 3 o'clock. The weather was sel had been out as far as Darcey island in quest of the wreckage reported by the steamer Princess Beatrice, and while cruising about in that vicinity picked up the body of Col. W. Thompson, a prominent mining man of Tacoma, and the president in that city of a number of distributing them among the passengers. mining corporations. The body was When I was taking out the preservers I taken to the B. C. undertaking parlors, found a little boy. I brought him out and from there will be shipped to Ta-coma to-night at the request of the

daughter of the deceased. This was the only body found yesterday, and up to the hour of going to press to-day none had been recovered. The straits, however, have been rough today, and, as white caps appear, the work of the steamers has been rendered very difficult, it being hard under the circumsuch as a life-preserver, floating about n the surface of the water. On each body found so far there has been a preserver, we'll adjusted, and it

Generally the expres



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 Discovery." There is nothing "just as good" for diseases of the stomach.

The "Common Sense Medical Advis-

first. He could not tell how many occupants there were.

Asked whether he could see land from where the Clallam was at that time, he replied in the negative.

Select.

"When word came that the women were to take to the boats Miss Galletly went to her state room to secure some personal effects. She got fhem, but as R. V. Pierce, Buffalo, N. Y.

name of Hyson on the list of drowned should have been that of Harocopus. Hyson was not known and Harocopos was for 'help,' and we saw the undoubtedly the one referred to. He ally approaching. They heard us was a young Greek about twenty years the Sea Lion came to our assist of age.

When the Clallam broke down off Trial of a number of Victorians was continued ing." The inquest into the cause of the death | the search until 7 o'clock in with the names of consignees and the valuation of the various shipments, is as follows water, which he thought came in the crew and passengers from the crew and

THE INQUEST

A. King, of Victoria, Gave Evidence at This Session.

This morning the inquest into the circumstances of the death of those who perished through the wreck of the steam-N. P. Ex. Agent, \$291, one backage for British Soap noon was occupied in the examination Works, \$1.60; one package news, O. B. of A. King, of this city. After telling government, and A. E. McPhillips, who was present on behalf of the provincial government.

After a brief adjournment for the purpose of examining the remains of Col. Thompson, of Tacoma, which were recovered yesterday, the formal identifica tion of a number of bodies took place. P. J. Andrew testified to the identity of C. H. Joy. M. Steel to Mrs. Margaret Gill, and John Carmichael to Mrs. D. Sullins and Peter Laplant.

Archibald King was first called upon. He had been employed on the steamer Clallam as saloon waiter. The steamer got as far as Port Townsend without

pretty strong then and I went below and noticed water in the engine room. stayed there quite a while, and when I came up to the dining room I noticed a and assisted in taking them down and

"Shortly after this we were ordered to the hurricane deck. I assisted in the the boy in stateroom, 54 or 56, on the lowering of the small boats, and it was a pretty hard job on account of the storm. we launched all the boats on the starboard side before going to the port. After this we went to the last stern boat on the port side. The forward boat on the same side was. I think. also launched, the middle one being left standing. At this time the steamer was heading towards San Juan and among the neighboring islands.

"I do not know when the engines stopped. They were working after I went the engine room. About this time I turnk we were about five miles from the mink we were about five miles from the was rolling in the trough of the sea. He had not beard the captain or any officer capsize, but I saw them after, when the passengers were struggling in the wa-

Juryman Cullin asked whether it was he custom to hold fire drills on the boat. Witness replied in the affirmative. Coroner Hart thought it would be best to leave questions until after the conected story had been told. Juryman Marcon objected to this, holding that questions should be allowed be-

cause if left for any length of time they would possibly be forgotten. Continuing, witness said: "Captain Roberts was on hand to see that the boats were lowered correctly. After this, orders were given for all to go to the lower deck and assist in throwing off the cargo. Before this everyone had been He did not recollect any dispute between In answer to Juryman Cullin, witness

said there were a lot of buckets on to-morrow at 10 o'clock. board. Questioned by C. H. Lugrin, he said he had not noticed the pumps being used. He had no idea of how the water en-

tered the steamer. It came from some

where in the stern. Continuing, he said: "A few of us got retty tired bailing and went to the We saw a boat coming towards us and shortly after went below and con- ed the funeral of the late Capt. Living inued work. It was getting dark and ston Thompson, which was one of the I could only tell the steamer was approaching by its red light. This was an immense crowd present, the deceased bout 8 o'clock. When the tug Holyoke | captain's many admirable qualities have came up she went around the Challam a ing won him a legion of friends by whom ouple of times before she attached a his untimely death is most deeply

lowly towards Port Townsend." up to this time the Clallam had been did the cheeriness of manner, which was drifting towards San Juan. She had one of his chief characteristics, desert

the last minute. When we stopped the

when we reached the deck she pretty well over on her port side. tug Sea Lion then approached and (

After we had boarded, the tug cont

way up the foremast. Replying to Juryman Fletcher, he said he had not noticed a steamer pass in the daytime, but saw a light after dark Questioned by Juryman Cullin, he stated that he had been employed on the Clallam since her first trip out of Victoria, on the 4th of July, 1903. It was the custom to hold fire drills. There had been about three or four drills. On these occasions all the boats were not lower

dark, when a lantern was hoisted part

ed, only one of those on the starboard Juryman Marcon asked: "Wasn't the Clallam in somewhat the same difficulty off Port Townsend, and didn't two tugs

go to her assistance?' Witness replied in the affirmative. He said: "Something went wrong with the engines about two weeks previously. This took place a short distance fro Two tugs came from Fort Flagher and took the ship in tow. Som of the passengers of the Clallam then got off and went to Port Townsend. engines never went wrong before. Re pairs were made at Townsend."

In answer to Juryman Marcon, he said that he had never seen the ship Mr. Lugrin wanted to know the time as near as possible, when witness first noticed water in the engine room.

Witness replied that it was in the afternoon. About half an hour after this the engines stopped. He had not noticed whether the numps were working at any first boat was lowered. Capt. Roberts was on the Amer deck when the boats were upser. when the massengers were been made to lower the life raft for their rescue. When the tug Holyoke took hold the Clallam was towed towards Townsend with the wind. He did not see any women or children after the boats had been lowered. The flag had been hoisted, but he did not know whe ther it had been reversed as a signal of distress. He did not know whether any

rockets or signals were on board. In answer to Mr. McPhillips, witness said he had accidentally looked into the engine room about 2.30 o'clock on Friday port side off the dining-room. The boy was lying asleep on the lower berth. He was about four years old. This was be tween 2 and 3 o'clock. He took the boy, put a life belt on him, and placed him in the social hall. There was no one with

Witness had not heard any orders for launching the boats. During the time the boats were being lowered most of the officers were on the hurricane deck. He did not hear any order given for all women and children to get into boats. The Clallam then had "no way on," bu give orders to save the passengers who had been precipitated from the boats into the sea. There were six small boats on the ship and five were launched. Bailing was commenced directly after the boats were lowered. Water was taken from the fire and engine rooms. There were about 20 engaged in this work Capt. Livingston Thompson encourage the men. As far as witness knew the water did not gain after bailing had been started. When the Holyoke came up she was made fast to Clallam by an iron post on the bow. Capt. Roberts had used a megaphone in commu with the officers of the tug Sea Lion. There were about 20 passengers aboard

after the launching of the small boats. the passengers and captain The inquest was then adjourned until

BORNE TO GRAVE.

Capt. Livingston Thompson's Funeral Yesterday-Late Mr. Shaw Interred

Mournfully impressive ceremony mark

pawser. She then commenced to tow plored. His was a strong, brave spirit, undaunted even in the face of the mos Answering Mr. Lugrin, witness said imminent peril. Never for an instant only one sail up, the jib. When the tug arrived the water had reached the grattion to be derived from the fact that he died like the solider he was by instinct Witness continued: "We bailed until and training, fighting to the last. The cortege left his late residence,

Cook street, in the presence course which must have nuthousand souls. The Fifth hand and firing party were in Then came the coffin on a gun On the casket was the bush; late captain during ervice. Following the charger with the and spurs reversed in the stirr horse was led by Sergt. R. (caretaker of the drill hall, formerly a member of the 11th Capt. Thompson's old regimen The members of the Loya Lodge, of which the deceased was a member, attended in a ba large number of the Young tive club were present, the cap ing been a member of the exe At the Christ Church ca mpressive service was Bishop Perrin, assisted Baugh Allen. The service The edifice was crowded with

At the grave W. Master Tro Loyal Orange Lodge, No. 1,42 Rev. Mr. Osterhout, con service of the order. Capt. was district master of Vanc division, No. 2, Loyal Orange The firing party, under Capt. McConnan, adjutant, their duties at the grave. bearers were: Capt. W. H. Capt. R. L. Williams, R. A., Ridgway Wilson, Capt. B. H. Capt. Versturne Bunbury, Capt. L. R. Popham, R. A. The following resolution was yesterday forwarded to Mr Loval Orange Loc

Victoria, B. C., January To the Widow of Our Late Br tain Livingston Thompson Whereas, in the recent sad of has befallen our city and ens deepest gloom, our wo esteemed brother, Captain Thompson, was one of the viby the angry sea; and Whereas, the intimate rel ntained to our order as d and the ever faithful disch duties in that capacity, enal preciate his sterling worth, an realize our unspeakable le ent demeanor and the upright mented brother so won ou affection that we regard his d a loss to our association of more especially to us each in Therefore be it resolved, T to his sorrowing widow and heartfelt and sincerest sym be over-ruled for good by H all things well; believing, a

press the hope that even so s he who, in his young ma bravely in the defence of h country, and who through life supported that religion which tion of our Empire, and who hour remained true to his f now gone to be with Him alone cometh all such noble p praying that, while human w pathy are all too meagre, the may richly comfort and console darkest hours of life. Signed on behalf of District 2, Vancouver Island. W. O. WALLA

Services in connection with of the late N. P. Shaw were yesterday afternoon at the fadence, Gorge road, by Rev. J. and Rev. Dr. Rowe, and at church. A large number of friends were present paying tribute of respect to one who they most highly esteemed. ing were the pallbearers: holtz, E. E. Leason, G. A. T. A. Courtney, E. E. Welsh The funeral of the late Wn

the former Royal Artillery place this afternoon fr Funeral Furnishing Compa The remains of the late Bruno M. Lehman and Miss dock were forwarded to their

MESSAGE OF SYMP. Telegram Received From th Queen.

Following are copies of a sympathy received from the King Edward and Queen Ale the reply sent by His Henor Ottawa, 12th His Honor the Lieut.-Governo

mit to Your Honor the follow beginning: Minto, Ottawa:-His Majes with much regret of great shipping disaster in British desires you to convey to ber expression of his own deep that of Her Majesty the Que London, Jan. 12th, 1904. (Signed) LY Message ends there.

Am desired by His Excelle

(Signed) MAJO 12th Ja His Excellency the Earl of ernor-General, Ottawa: I have received Your Exc sage conveying the regret of ties the King and Queen at in the wreck of the and their deep sympathy f relatives, and I hope Your express to their Majesties ere gratitude of the pe Columbia for such kind i

misfortune. (Signed)
HENRI JOLY DE LO -0-RESOLUTION OF CON Passed By Navy League

Deep Sympathy For I At yesterday afternoon's i Navy League the following was passed:

Be it unanimously reso riew of the grievous calan befallen our city in the lovaluable lives through the steamship Clallam, bringing row to the homes of many citizens, and more espec sad affliction which has visit ed treasurer in consequ disaster, this meeting reso but before doing so specially on record that the British Col of the Navy League desires