

The Wrecked Steamer Valencia

FULL LIST OF SURVIVORS.

Cape Beale, Jan. 24.—Just got the following from the nine survivors who reached Darling Hut yester-They were in a boat and got washed ashore on the beach about noon. Their names are F. F. Bunker, shool superintendent at Seattle, whose wife and two daughters are drowned; D. F. Richley, fire assistant sonoi supermental authority and search and se

The names of the six who reached here are T. J. McCarthy, boatswain; Thomas Shields; F. Campbell, a passenger, who lost his wife and 16-year-old daughter; B. E. Ledhos, fireman; Albert Wells, a young man 17 years old belonging to the United States navy; John Mark, W. Goslan, Thomas Lampson, C.

Final EFFORT AT RESCUE

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Tried to pass the child, but a wave struck her and washed the child from her arms and it was lost before her eyes. One life raft was also lowered, but it was dashed to pieces. After this, four boats succeeded in getting away from the ship, all full of passen, eight were of the crew. The dead number 130—the greatest loss of life in the North Pacific since the Pacific was lost in 1873. The steamer, in whose rigging about thirty people were clinging, franctically waving for assistance which tically waving for assistance which tically waving for assistance which the rigging, will be attempted by the tug Lorne, Captain Butler, and a picked crew with a lifeboat from H. M. S. Egeria. The tug left the outer wharf at 11 o'clock last night and was scheduled to meet the lifeboat outside Esquimalt harbor and tried to pass the child, but a wave struck her and washed the child from her arms and it was lost before her eyes. One life raft was also lowered, but it was dashed to pieces. After this, four boats succeeded in getting away from the ship, all full of passen-wish to reach the Valencia, and if possible to rescue those said to be in her rigging, will be attempted by the tug Lorne, Captain Butler, and a picked crew with a lifeboat from H. M. S. Egeria. The tug left the outer wharf at 11 o'clock last night and was scheduled to meet the lifeboat outside Esquimalt harbor and the child from her arms and it was lost before her eyes. One life raft was also lowered, but it was dashed to pieces. After this, four boats succeeded in getting away from the ship, all full of passen-wish to put it was dashed to pieces. After this, four beautiful the success and it was lost before her eyes. One life raft was also lowered, but it was dashed to pieces. After this, four beautiful the success and it was lost before her eyes. One life raft was also lowered, but it was dashed to pieces. After this, four beautiful the pass the child from her arms and it was lost before her eyes. One life arms and

Bluejackets to the Rescue

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The tug Lorne, which Mayor Morley sent at 11 p.m. after the sad news was brought by the Queen of men clinging to the rigging of the partially submerged vessel and the blue jackets who went on her by order of Capt. Parry of H.M. S. Egeria with surf boats to endeavor to reach the wreck, will arrive too late—the sea had claimed all before the Queen had reached Victoria.

The steamers Queen and Salvor, and tug Czar stood by the wreck yesterday morning unable to do anything for the unfortunates who remained on the wreck. From the Queen they were seen yesterday morning huddled in the rigging, signalling madly. Some were tied up in blankets as though men sought to protect women or children from the awful exposure in the clouds of surf which hooke over the wreck as the sea struck-

outside Esquimalt harbor and proceed at once to the scene of

the disaster. "While there's life there's hope," Mayor A. J. Morley, immediately

gers. This left one boat and two life rafts.

The captain, after consulting with the mate, asked McCarthy to take charge, which he did and called for volunteers, and the five sailors responded. The captain instructed them to pull along the beach and watch for a place to get ashore. They landed at 1:10 p. m. Tuesday, and made Cape Beale at 3. Before making Cape Beale they tried to get back to the vessel by the beach, but found this impossible.

weather.

Captain Irving's personal opinion is that there is little hope of saving anybody from the seaward side, as it is impossible for a rescuing boat to approach close to the wreck. Help, if any be possible, must come from the land side.

The Late G. H. Jesse

George Henry Jesse, who it is assumed must be lost in the wrecked Valencia, was a popular member of the I.B. A. A. and an enthusiastic During the excitement Captain John-

The rescued sailors cannot give Lighthousekeeper Thomas Patterson at

The standard of the standard o

than during the night, he thought the chances of the vessel withstanding the shock of the water were good, and if the survivors did not perish from exposure they might be brought away tomorrow in boats. Then there was the as yet unknown result of the attempt to establish a communication with the shore by means of life lines.

On this point Captain Cox said that the City of Topeka, which arrived on the scene at midday today and relieved the Queen, had gone around the east side of Cape Beale in an endeavor to effect a landing and assist in making the line communication if it should be found practicable. As there is shelter in the deckhouse there is at least a reasonable hope that all the survivors may be rescued, especially if the storm, weather conditions abate.

Captain Irving Interviewed

Captain Irving Irvin

Captain Irving Interviewed Among the passengers who returned from the scene of the wreck on the steamer Queen, which arrived at the outer wharf at 5:45 p. m. yesterday, was Captain John Irving. He cor-roborated previous reports which had roborated previous reports which had reached the city to the effect that when the Queen reached the doomed vessel it was impossible to approach within a half mile of her, owing to the high

SUPREME STRUGGLES OF BRAVE SEAMEN seas. The Queen reached the point desired Make Desperate Efforts to Carry Lines to the

The Queen reached the point desired shortly after midnight and stood by until morning, when the situation was carefully surveyed. The captain dare not approach closer, however.

About 10 a. m. three guns were fired, apparently from the deck of the doomed craft; and the tug Czar, which had been sent in to recommitre and if possible render assistance, returned and reported that the after part of the vessel was submerged, but a

of the vessel was submerged, but a number of people were seen clinging to the fore rigging.

A survey of the ship from glasses in the hands of the officers on board the Queen confirmed the report of the Czar that a number of people were in the fore rigging. Centain Coursing of the The rescue of the ten men picked up from a life raft by the steamer City of Topeka was thriling indeed. The steamer, cruising in the vicinity of the wreck with lookouts constantly peering about with powrful glasses, located an object six miles from Cape Beale which was afterwards shown, as the watchers followed it with their glasses when it was swept on the wave crests, one minute poised on a great wave, the next buried in the hollows of the big rollers, to be a life raft with men huddled on it, battling bravely with a pair of oars to work their frail support toward the rescue steamer.

It was seen that there were a number of men on the raft and the steamer ram as near shore as was compatible. that a number of people were in the fore rigging. Captain Cousins of the Queen estimated the number to be between 30 and 40.

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The Queen being relieved by the City of Topeka, left the scene on the return trip about 11:30. At that hour the sea, though still very heavy and boisterous, was becoming calmer and the barometer gave indications of better

ber of men on the raft and the steamer ram as near shore as was compatible with safety. Then, when half a mile from the wreck, a boat was lowered in command of Mr. Burke, second mate of the City of Topeka. With high seas running, the boat crew's work was difficult, but the oarsmen worked with the greatest energy, and those who remained allive on the life raft toiled with almost superhuman effort, considering George Henry Jesse, who it is assumed must be lost in the wrecked Valencia, was a popular member of the J. B. A. A. and an enthusiastic oarsman. In 1897, at the international regatta held at Esquimalt harbor, he stroked the J. B. A. A. jumiors to victory. The same year he accompanied the "Big Four" on their trip to Winnings as spare man.

their terrible emaclated condition as a result of the awful exposure, to work their support nearer to the rescuing ship's boat. peg as spare man.

He served his apprenticeship with
the Hudson Bay Company in this city,
was promoted to Kamloops and afterwards to Nelson, where he again took

At Scene of Wreck

Shore While Men, Women and Children

Clung to the Rigging.

encia Were Recovered by Heroic

Work of Steamer's Crew

A despatch received this morning from J. W. Lorimer, special correspondent of the Colonist, at the scene of the wreck, says a rescue party has left to bring in the nine survivors who were at the telegraph huts. The steamer Salvor and whal-Ing steamer Orlon left Bamfield this morning for the scene of the wreck. The wind has almost abated. The sea has gone down and it is likely a boat will

eral impression on the City of Topeka that their raft had been swamped. The rescued men had remained on the wreck after the first boats were

aunched and they told tales of horror regarding the happenings on board. The steamer had been almost submerg-ed when they left. About ninety peo-ple had crowded onto the hurricane deck, part of which remained above water, and huddled in the deckhouses against which the seas pounde force threatening their immedia force threatening their immediate de-molishment. A number took to the rigging. Seas broke over them with clouds of intensely cold driving spray. One by one people loosed their holds in the rigging and were swept away. Men, women and children were then being swept every few minutes into being swept every few minutes into

They estimated that those drowned by the wrecking of the boats alongside the steamer were 30 in number. All the weather boats had been smashed. It was impossible to lawer one with safety, although a slim chance prevailed that with the boats lowered with but a few on board they might have had a better chance of picking people from the sea if they had jumped from the wreck instead of crowding into the boats as they left the davits. This was the only chance and that a frail one.

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piled with:

That the standing orders tion with petition (No. 15), be to incorporate the St. Mary's ry Creek Railway Company, compiled with, but with rethis nettion your said comm

THAT OVER WOR PLAYED OUT F ING AMONG WI

There are thousands of female our land who are broken down and dragging out a miserable overburdened with diseases p their sex, apparently growing old young. Often they have pale complexion, hollow, sunken eyelifeless look; the face has a pinaggard appearance; they are we and trembling, often extremely starting at every little noise, low-spirited, and some are frest are apparently bloodless, with and set, while others are flust unequal circulation of the blood and sometimes dimness of visit messory, and often loss of application of the heart, nervo tion, smothering and sinking spiness of breath and the sensation of needles are all indications of a condition of the heart or nervoind should any of them be piness of the should are the should any of them be piness of the should any of them be piness of the should are the should a

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They bring health to the brokenery to the weakened constitute the tired, overstrained nestrongthen the weak heart.

Mrs. Edward Jackson, Hall Ont., writes: "For a year I we troubled with nervousness and petite, and could neither sleep After taking a few boxes of Heart and Nerve Pills I was coursed and can recommend the sufferers."

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