



The Wrecked Steamer Valencia

The Colonist Engr.

FULL LIST OF SURVIVORS.

Cape Beale, Jan. 24.—Just got the following from the nine survivors who reached Darling Hut yesterday: They were in a boat and got washed ashore on the beach about noon. Their names are F. F. Bunker, assistant school superintendent at Seattle, whose wife and two daughters are drowned; D. F. Richley, fireman; Carl Samuel, first-class passenger bound for Seattle; Mike Stone, second-class passenger, and one named C. Brown; one Japanese seaman named T. J. McCarthy, boatswain; Thomas Shields; F. Campbell, a second-class 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 Lamson, C. Brown, all seamen of San Francisco.

Among the passengers who returned from the scene of the wreck on the steamer Queen, which arrived at the outer wharf at 4:45 p. m. yesterday, was Captain John Irving. He corroborated previous reports which had been made by the crew of the Valencia, that the vessel was 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.

than during the night, he thought the chances of the vessel withstanding the shock of the waves were good, and the survivors did not perish from exposure they might be brought away tomorrow in boats. Then they were the 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 outside 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.

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The Queen reached the point desired shortly after midnight and stood up the beach, when the survivors were carefully searched. 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 reconnoiter and if possible render assistance, reported that 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. Captain Cousins of the Queen estimated the number to be between 10 and 20.

The Queen being relieved by the City of Topeka, left the scene on the return trip about 11:30. At that hour the weather was reported to be somewhat better, but the sea was still very rough, and the barometer gave indications of better weather.

Captain Irving's personal opinion is that there is little hope of saving anybody from the seaward side, as it is impossible to get a boat so close to approach close to the wreck. Help, if any is 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 J. B. A. A. and an excellent regatta helmsman. He was at the international regatta held at Esquimalt harbor, he stroked the J. B. A. A. Juniors to victory. The "Big Four" on their trip to Winnipeg as spare men.

He served his apprenticeship with the same company in this city, was promoted to Kamloops and afterwards to Nelson, where he again took up rowing. He was the second stroke of the Nelson crew in the N. P. A. A. O. regatta held at Nelson.

His other two sisters—Miss Jesse, teacher at the Kingston street school, and Mrs. Fort—and four brothers—Frank and Walter, employed at the bank, and two others, one at the bank, and one at the hotel, were in the city at the time of the wreck.

Frank C. Clark, staff correspondent of the Colonist, who went to the wreck on board the steamer Queen, said she lost ten miles west of Carmanah point on the rocky shore of Carmanah island, her masts, smokestack and part of the after cabin on the hurricane deck alone being visible on the water.

When the steamer Queen left Victoria at 5 p. m. yesterday she had on board 100 passengers, including Capt. Cousins, her commander, Capt. J. P. Irving, Capt. Wallace Lacey, and a number of her passengers en route to San Francisco, who had left the steamer at Victoria.

The Queen was given full steam and a remarkably fast trip to the Cape, passing the point of Carmanah at 10:30 p. m. A heavy sea was running. After cruising up and down the coast for some time, she was unable to find the wreck. Capt. Cousins decided to remain in the straits until daylight, when she would then search for the wreck.

When the Queen returned to Victoria at 10 o'clock last night, and lay in the straits all night. There was a very heavy wind blowing, about 30 miles an hour, and the sea was very rough. The wreck was sighted and came within speaking distance. When informed of the whereabouts of the wreck, the City of Topeka (which had remained in the straits until daybreak) was then in communication with the Queen.

Valencia could be plainly discerned through the mist. She is lying broadside on the rocks about 150 yards from the shore with the waves breaking over her at every rock of the reef. Her position is a particularly bad one—a steep rocky bluff running perpendicularly down to the water's edge, and the sea was very rough. The passengers reaching the top of the bank if it were possible for them to leave the ship.

With the aid of glasses the unfortunate people were plainly visible clinging to the rigging, waving signals of distress, and firing guns, while three power-ful ships lay by unable to lend aid.

About 11 a. m. the Salvor and the Czar stood off and on, and the Valencia was seen in the distance. The sea, which had been running mountains high, had somewhat abated, and the Valencia was seen in the distance. The sea, which had been running mountains high, had somewhat abated, and the Valencia was seen in the distance.

At this time the City of Topeka, from Seattle here in sight. She had on board Capt. Davidson, the assistant General Manager of the Pacific Coast Steamship Company. When within speaking distance she was informed of the critical condition of the survivors of the doomed vessel and then proceeded to the wreck.

The Topeka was last seen heading for the beach with all boats ready to lower, but it is a question whether or not she would have been able to reach the wreck. The Topeka was last seen heading for the beach with all boats ready to lower, but it is a question whether or not she would have been able to reach the wreck.

Among the passengers on that ill-fated Valencia were four Nelonites, Mr. G. H. Jesse was referred to in the Colonist yesterday. It now turns out that Nelsonites lost.

RAFT RESCUED BY THE TOPEKA

How Ten More Survivors of the Valencia Were Recovered by Heroic Work of Steamer's Crew

SUPREME STRUGGLES OF BRAVE SEAMEN

Make Desperate Efforts to Carry Lines to the Shore While Men, Women and Children Clung to the Rigging.

At Scene of Wreck

The rescue of the ten men picked up from a life raft by the steamer City of Topeka, was thrilling indeed. The steamer, cruising in the vicinity of the wreck with lookout glasses, located an object six miles from Cape Beale which was afterwards shown, as the watchers looked on, to be a life raft. It was swept on the wave crests, one minute poised on a great wave, the next buried in the hollows of the wind rollers, to be a life raft with men huddled on it, battling bravely with a pair of oars to work their trail support toward the rescue.

It was seen that there were a number of men on the raft and the steamer ran as near shore as was compatible with safety. When within a mile from the wreck, a boat was lowered in command of Mr. Burke, second mate of the City of Topeka. With high seas and a rough sea, the boatmen worked with the greatest energy, and those who remained alive on the raft were rescued by their heroic efforts.

From the steamer eighteen men were counted on board the raft, some still working the oars, others huddled in an unconscious condition with life seemingly extinct. With great difficulty the boat was towed to the steamer, which had saved the raft.

When the raft was towed to the steamer, the men were excitedly brought on board, and the efforts of the steamer's crew were rewarded by the recovery of ten more survivors.

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