

# STORY OF MEN ON TURRET ISLAND

## The Survivors Fought on Frail Craft With Maniac Who Tried to Choke the Chief Cook—Finding the Demented Waiter in the Woods.

(From Saturday's Daily.)  
The story of the four men who were discovered by Indians on Turret Island, in Barkley Sound, and a narration of whose experiences have been eagerly awaited by the public ever since the announcement that they had been saved, is at last available.

The Times staff correspondent, R. P. Dunn, on the Salvor, has secured from Hancock, the chief cook, his tale—the most thrilling and terrible of the many that have been told in connection with the wreck of the Valencia.

Mr. Dunn wired from Bamfield at midnight this story, which is the first attempt to give to the world the history of the cruise of the first Valencia's life raft and the horrors of the journey.

Hancock says that he with nine other passengers, all of whom were men, left the Valencia on the morning of the 24th in an attempt to reach the steamer Queen. The raft

Got Away Safely  
with its cargo of benumbed and almost hopeless men, leaving still in the rigging many women, children and men. The first named refused to commit themselves to the mercy of the sea in such a frail craft as a raft, and adhered to the wreck, doubtless believing that aid would ultimately reach them.

They worked out through the keeping the raft pointed as well as possible with the limited means at their command in the direction of the Queen, which was drifting back and forward off the scene.

Frantic efforts were made by the passengers who were not employed at the oars to attract the attention of the Queen by waving their arms, etc., and shouting, but evidently the big

Ship Did Not Detect Them  
as they rose and fell in the swell of the great seas then running. As they would come up on the surface of a swell a shout would be raised, and other means taken to attract attention. Gradually, however, they saw that they had fallen in the primary object of their effort, for the Queen began to recede from view.

What little hope remained was now centered on endeavoring to make Cape Beale, whose rocky crags and light-houses could be seen through the surf and waves.

The brave fellows strained at the oars in an attempt to guide the raft shoreward, but struggle as they might they saw the point slip past them, and hope was well nigh abandoned.

So poignant was the disappointment that one of the passengers, who was of more delicate appearance than the others, and whose vitality was unusual to the mental and physical strain.

Gave Up the Unequal Fight.  
and in a few minutes passed away. The others, knowing that every unnecessary pound of weight on their slight craft reduced their chance of surviving, dropped his body overboard, and in a few minutes afterward another passenger, who also had given up, dropped off, leaving only eight on the raft.

But a new danger then confronted the survivors. One of the number, Gregg, became crazy, and the efforts of the others had to be divided between propelling the raft and keeping the maniac in control. Hancock tells of his own exhaustion and exposure, but was awakened by Gregg, who had his

Hands on His Throat,  
and was attempting to choke him. He was overpowered by the others. The poor demented fellow, who was suffering the pangs of starvation, explained his act by stating that Hancock was a "wild dog and was good to eat."

At last the wooded shores of Turret Island loomed in sight and stimulated to a last effort the spent energies of the survivors. But for some time it was too late. As the raft was slowly drifting in off the shore one passenger named Wilson lost his reason also, but instead of

Directing His Mad Energies  
to attacks on his fellow passengers on the raft he leaped into the sea. At last the raft grounded on the beach of Turret Island, and the four men, who had been given, staggered and crept on to land.

There still remained three bodies on the raft which continued to drift about off the shore until yesterday afternoon, when the Salvor picked it up. There they found the bodies of the three men who had failed to get ashore, and who had braved perils almost unnumbered, only to die within a few minutes of land.

When picked up in the surf by one of the boat's crews, which went ashore to seek for survivors, the bodies were huddled together.

One of the men was on his back, while the tense muscles of his face and his clenched fists showed how luckily he

Had Faced Death  
to the last, and how gradually he had given up his hold on life.

The second body was lying face downwards.  
The third was in its bare feet, which were swollen with the cold. While removing one of the bodies an electric light ran through the ship as one of the crew shouted that the first mentioned body was still alive.

There was a quick flash to ascertain the correctness of the statement, but all

Hope Was Quickly Dispelled  
by Dr. Richmond, who, after a careful examination, in which his movements were followed with almost breathless anxiety by the Salvor's crew, pronounced the man dead.

One of the three this found was the man, M. Gregg, whose mental condition had given his fellow sufferers so much trouble. Death had miserably come to his relief. His maniacal outburst, having in all probability been but a prelude to his final breaking up. He was a fireman of the United States navy.

The other man was named Wallace, and together with Gregg he weakened as the craft came ashore and death ensued.

The third man proved to be Walter Nelson, third assistant engineer.

The four men who finally reached land, and throwing themselves on the earth, and passed into a stupor from mere exhaustion.

They found themselves on awakening on strange land. They were L. I. Hancock, chief cook; Max Stanciar, fireman; George Long, fireman, and F. B. Connors, waiter.

The four men started inland to look for help, but Connors imagined he saw a lighthouse before landing, and in pursuit of this hallucination he was lost. The other three, as already told, were found by the Indian policeman, Charlie Ross, who, with some other Indians, had started to convey the sufferers to a settlement when they were all picked up by the little steamer Shamrock. The latter took them to Toqoq, where the Salvor found them yesterday at the house of Government Agent Heller, who had ministered to their more pressing needs and had given them sustenance.

From this point the Salvor yesterday brought them to Bamfield, and they will

Come on to Victoria  
on the Salvor to-day, if not transferred to the U. S. cutter Grant, and taken to Seattle.

They still remained on Turret Island, when the Shamrock took off the three men mentioned, the waiter Connors, whose dementia had led him into the woods. The Salvor, therefore, after taking off the men from Mr. Heller's boat, turned toward the island in the hope of recovering this man. It was while landing there that the raft with the three bodies was discovered.

The Salvor dispatched two boats, and there was a long search before the poor fellow could be found. At last he was discovered lying on a log, and in a few moments the crew of the Salvor were at his side administering stimulants, and endeavoring to chafe back into his

Benumbed and Frenzied Body  
the life which was fast ebbing. The day was fine; had it been wet there is no doubt that Connors' name would be among the dead, instead of the saved. When found he was in a semi-conscious condition, and when taken up kept muttering something in which the words, "find Cape Beale light-house," recurred again and again.

He was taken on board, and under the care of the doctor and volunteer nurses, it is expected both his reason and his health will be restored.

ARRIVAL OF SURVIVORS.  
Party Reached Bamfield on Friday Night—Arrived in Exhausted Condition.

(From Saturday's Daily.)  
The nine survivors who came ashore at Telegraph huts, and whose condition has been the cause of a great deal of anxiety, of two or three expeditions by land, and one attempt by blue-jackets from the sea side, reached Bamfield last night.

Upon the shore they had been partially told, and hence it can be condensed. They were

Met at Pachena  
last night by a Salvor party under Dr. Hart, of Victoria. They had come ten miles over a bush trail under the direction of Capt. Ferris, and were in a state of great exhaustion. Under the cheering influence of hot soup, however, they were sufficiently fortified to be able to do the remaining five miles in comparative ease.

Upon the shoulders of Capt. Ferris and the two or three other Salvor men who went to the wreck, devolved the task of preparing these men for their journey. Some were without boots, and to travel in their bare feet was impossible. Necessity knows no law nor sentiment, so the rescue party took the boots off of the dead bodies lying above high water mark and equipped the survivors with them.

They also took from such bodies as

were ashore, any valuables they possessed and handed these over to Lloyd's agent with the Salvor, Capt. Cox.

The leading spirits among the Telegraph huts party were F. Campbell and F. H. Bunker, both of whom had families. The first named did not want to leave the scene, and only his

Indomitable Pluck  
prevented his complete collapse. When they were cast ashore they followed the telegraph wires, meeting others en route, and crossing the Darling river found the but with the telephone instrument. Bunker was able to make a connection with the Cape Beale light, and reported the disaster to Mrs. Patterson, who forwarded it to Victoria.

The sailor Willis showed great pluck. When the party idled painfully into Bamfield last night Willis, although so spent that he could scarcely stand, frightened himself up and saluted the flag and officers of the United States cutter Grant which was lying in the creek.

Logan, McWha, Mousley, Martin and Daykin were left at the scene of the wreck to prevent the Indians looting the flag and officers of the United States cutter Grant which was lying in the creek.

Seattle, Jan. 28.—The survivors of the Valencia agree that the disaster was due to thick weather, and the Capt. Johnson over-ran his course, piling up on the rocks when he believed his vessel close to Cape Flattery. When the Valencia struck, Captain Johnson was on the bridge, and the steamer was fully fifty feet above the water. It was taking soundings up to fifteen minutes before the vessel struck. He last reported twenty-six fathoms of water. When the Valencia struck, the passengers were ordered to pass and rescuing devices evolved, nothing practical resulted; but a more determined spirit pervaded last night's muster, and good results are confidently looked to as a consequence.

A meeting was held in the committee room in the early afternoon, over which the Mayor presided, and among those present were: Capt. Parry, R. N.; Capt. John Irving, Capt. Grant, Capt. Wm. Cox, Capt. Gaudin, Capt. W. Langley, Capt. McKell, Capt. Richards, Capt. Macaulay, Capt. C. E. Clarke, Capt. Buckman, Ald. Vincent, H. B. Thompson, H. J. Marsh, Joseph Peterson and Mr. Phillips.

A communication was read from the Merchants' Service Guild offering various suggestions.

Shortly after seven the mayor took the chair, and in opening the proceedings requested that Mr. Peterson act as secretary. His Worship told of the meeting of the Merchants' Service Guild to discuss the best method of procedure on the West Coast to avert such calamities as that which they were now grieving over. He had called together the best men in the city from whom practical suggestions might be expected. Capt. Parry was among those present, and rendered valuable assistance. The result of the preliminary meeting was the adoption of the following resolution, the reading of which was received with applause:

Resolved (1) That the government construct a road along the coast, from the cliffs or sea wall with bridges over the streams and ravines, the road to extend from Cape Beale to Port San Juan with five stations, with shore patrol between Carmanah and Beale where mortar and rocket apparatus will be kept, the road being for the purpose of moving the apparatus up or down the coast to the scene of a wreck wherever it may be; such stations to be equipped with telephone instruments.

(2) That the Dominion government construct two lifeboats similar to those used at San Francisco, having one stationed at Port San Juan and the other at Bamfield creek. The lifeboats referred to have gasoline engines enclosed in water-tight compartments.

(3) That the Dominion government put in commission a small, powerful steamer constructed somewhat on the tugboat type, equipped with searchlights, to patrol the Coast, and having wireless apparatus on board, so that she can be communicated with at all times, from Cape Beale or any other place where it may be deemed suitable to erect a wireless station.

(4) That the telegraph system be extended further north on Vancouver Island, and connecting the stations and Sechart, also a powerful steam fog whistle be placed at Cape Beale.

(5) That a light be erected between Carmanah and Cape Beale.

(6) That a list of wrecks on this part of the Coast with the number of men lost during the last ten years accompany this resolution, and that this resolution be forwarded to the minister of marine and fisheries, and a copy to each of our representatives in the Senate, and to the municipalities of Vancouver, Nanaimo and Ladysmith, with a request that they will endorse the same.

(7) That a copy be sent to the provincial government with a request that they support its recommendations.

The Mayor explained that he understood the provincial government had already taken action in the matter. He hoped that the present meeting would be more productive of good than that which had taken place two years ago, after the Clallam disaster, and invited suggestions.

Capt. Curtis, late R. N., hoped they would strike the iron while it was hot. He thought that all ocean-going steamships should have twin screws and double bottoms, and asked if there were wreck charts issued showing the wrecks and where they had occurred. He also suggested that a vote of condolence be tendered to the sorrowing relatives. (Applause.)

"Now, will you subscribe to a life-

boat?" asked the captain, and the question was answered with cries of "Yes, yes!" The gallant captain concluded by suggesting that a life-boat fund be started, and collection boxes placed in every available place.

Mr. H. Maroon regretted the circumstances under which the meeting was called together, and referred to the loss of the Clallam. He was one of the jurors who had the highest, and stated that certain witnesses which they proposed to call would not be summoned. If the public knew of the wretched condition of many of the vessel's sailing from this port, they would certainly contain powerful interests were at play, and even at the board of trade he could not get through a resolution to have the Dominion government called upon to have an inspector appointed to examine vessels and certify as to their fitness or otherwise before they proceed to sea. Such a motion the speaker now moved.

A sealer next took the platform, and made a statement as to his experience in some of the sealing schooners leaving port. Certain of these vessels would support the movement. The speaker suggested that the support of Vancouver, Nanaimo, and other seaports be invited to help in the matter. He concluded by hoping that some action would be taken by the government. If some prompt action were not taken in this particular they would have more disasters.

Mr. Dawdney said that he had been over these waters in all sorts of weather, and suggested that powerful guns should be operated in addition to lighthouses and foghorns. When light could not be seen or foghorns heard, the boom of a big gun would be effective in warning mariners of danger.

Capt. Langley introduced himself as one of those who went on the steamer to the scene of the wreck, and described what occurred. Had he been in a smaller craft they could have got to closer, and rendered some assistance. "The Salvor" he said, "was wrecked," and that they had to be rescued. He proceeded to read a resolution adopted at a meeting of ship masters, which was practically the same as that given above. He believed that right where the Valencia struck, a light should be erected, and that the light should be a powerful flash light, projecting into the air, similar to those used on the French coast.

James E. Sutton, a resident of the West Coast for the past fifteen years, proposed that the whole coast be divided into sections, and that a Clayoquot beyond Cape Beale, where many wrecks have taken place. It was decided to add to the resolution a clause asking that the life-saving stations be manned by seafaring men, and that they be stationed at Clayoquot. In this form it was put and carried by acclamation.

Mr. Maroon's resolution was next put, calling for the appointment of a "board of official inspectors of all vessels," and that this Mr. C. Redfern moved the adoption of a clause of "that no notice of intended inspection be given."

A. L. Belyea suggested that the last resolution was beyond the purpose of the meeting.

Mr. Dawdney proposed a vote of thanks to all who so willingly assisted in the sad emergency, particularly Capt. Parry and the men of the Egeria.

Hon. A. E. Smith, United States consul, seconded the motion, which was carried by acclamation.

The Mayor announced the fact that the Puget Sound Tugboat Co. gave the services of the Lorne gratuitously.

A vote of thanks to the Mayor for his services in this matter closed the proceedings. His Worship stated that in conversation with a minister of the provincial government he was assured that prompt action would be taken on the lines suggested in the first resolution.

DISCUSSED SOUND SERVICE.  
Board of Trade Will Consider It Again Monday—Disapprove of Newspaper Story.

(From Saturday's Daily.)  
The council of the board of trade met yesterday afternoon for the purpose of discussing the proposed changes in the Puget Sound Tugboat Co. It was decided, after considerable discussion of the subject, to call a special meeting of the board on Monday evening next at 8 o'clock, when a fuller expression of opinion will be taken by the members.

Before the meeting adjourned the attention of those present was called to an exaggerated report in connection with the Valencia wreck which appeared in the Vancouver Province. T. M. Henderson read this to the members present, and expressed great regret that such an article should appear in view of the fact that many friends of those lost would read it.

Others lamented the publication of such a story, and it was finally decided that the secretary should write to the publishers of the Province expressing disapproval of the article.

ANOTHER RECORD.  
Phoenix, Jan. 27.—Once again the Boundary smelter treatment makes a weekly record.

The shipment from the district mines for the week are: Granby mines to Granby smelter, 14,327 tons; Mother Lode to B. C. Copper Co. smelter, 3,642 tons; Brooklyn Stenwinder to Dominion Copper smelter, 2,648 tons; British Rawhide to Dominion Copper Co. smelter, 89 tons; Sunset to Dominion Copper smelter, 986 tons; Emma to Nelson and B. C. Copper smelters, 318 tons; Oro Deno to Granby smelter, 600 tons; Skylink to Trail smelter, 30 tons; Silverark to Nelson and Granby smelters, 1 tons; for the week, 24,220 tons; total for the year, 78,956 tons.

The three district smelters this week treated ore as follows: Granby smelter, 17,422 tons; Copper smelter, 2,685 tons; Dominion copper smelter, 2,886 tons; total treatment for the week, 26,173 tons; (new record), total for the year to date, 84,346 tons.

### PUBLIC MEETING DISCUSSES MEANS FOR SAVING LIFE IN CASE OF WRECKS

Resolutions Passed Calling on Federal Government to Improve the Light Service Along the Coast.

The council chamber of the city hall was crowded on Friday in response to the invitation issued by Mayor Morley for a meeting of the citizens to consider ways and means for providing for such emergencies as that of the loss of the Valencia and so many lives. Just two years ago, on the 28th January, 1904, a similar meeting was held, and with a like object in view, the ill-fated steamer Clallam and the watery grave to which she consigned so many of her unfortunate passengers, proving the stimulus for the gathering. Although on that occasion resolutions were passed and rescuing devices evolved, nothing practical resulted; but a more determined spirit pervaded last night's muster, and good results are confidently looked to as a consequence.

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### CABINET VACANCY FILLED NEXT WEEK

HON. W. TEMPLEMAN TO RECEIVE PORTFOLIO

Hon. L. P. Brodeur Will Take Marine and Fisheries—A Mines Department May Be Created.

Ottawa, Jan. 27.—It is not likely that the vacancy in the cabinet will be filled until the beginning of the week. When it is filled there is no doubt it will be from the lines already predicted in this correspondence.

Hon. E. P. Borden will be promoted from the inland revenue to the marine and fisheries department, and Hon. Wm. Templeman will be given the inland revenue department.

It may be that the mines branch will be placed under the charge of Hon. Mr. Templeman. If it is not, it certainly will be later on.

To create a mines department with a staff of mines, legislation will be necessary.

Hon. Mr. Brodeur was confined to his room yesterday.

There will not likely be a meeting of the cabinet until the beginning of the week.

Mr. Calvert, chief Liberal whip, was here yesterday, and had an interview with some of the ministers.

AGITATION IN CHINA.  
Young Men Who Have Returned From Japanese Universities Responsible For Present Unrest.

San Francisco, Jan. 27.—Rev. S. H. Little, of the Episcopal mission at Hankow, China, who returned to America yesterday on the steamer Mongolia, said in an interview:

"The revolutionary party is agitated by young men who have been at the universities of Japan and want a republic. They are determined to drive China into a conflict with the powers or secure the overthrow of the present dynasty. They are radical in the extreme, and want to accomplish in China in a few years what Japan has accomplished in the last fifty years. Their motto is 'China for the Chinese.' They welcome foreign teachings, but oppose the existing whole country for the benefit of foreigners, including the Japanese.

These agitators are well organized, and are engineering the boycott. The Japanese are as much alarmed over the situation as the Americans, and during the recent outbreaks Japanese left the country in hordes, fearing for their lives. That uprising was narrowly prevented from becoming general. The next time it may become a revolution, and the whole country is ripe for a change. Japanese success have set them thinking. Never was there a time when they were in greater need of teachers. China to-day is not only inviting, but demanding instructions she needs in advanced thought."

ENTER PROTEST.  
Members of Diplomatic Corps Present Note Regarding Venezuela's Attitude Towards M. Taigny.

Caracas, Jan. 25, via Port of Spain, Trinidad, Jan. 27.—Twenty-five members of the diplomatic corps to-day protested to the Venezuelan government a formal joint-note stating that they could not accept Venezuela's position that M. Taigny, the former French chargé d'affaires here, had been deprived of his official character, and that he ranked only as a French citizen at the time of his forced departure from this country. The diplomats have communicated the text of this note to their respective governments.

A French line steamer, which arrived at La Guaira to-day, was granted the usual privileges of communication with the shore.

Groundless Rumor.  
London, Jan. 27.—The British admiralty says that the rumors that the British battleship Dominion is going to Venezuela are groundless. She will leave Halifax this afternoon for home.

OTTAWA NOTES.  
Application to Change Route Map of Midway & Vernon Railway Granted.

(Special to the Times.)  
Ottawa, Jan. 27.—An application was made to-day to the minister of railways by Messrs. McGilverin and Hayden for a change on the route map of the Midway & Vernon railway near Vernon. The application was granted, there being no opposition. The coast Kootenay railway has not yet supplied the necessary information as to Hope Mountain pass, and therefore the application will stand.

Major Wickstead, 94 years of age, died here last night.

Another Merger.  
The starch business of Canada has been formed into a merger with a capital of \$2,500,000. C. R. Hosmer is one of the directors.

To Publish Paper.  
A company comprising some of the leading military men of the Dominion has been formed to publish a Canadian military gazette. The object is to give to the militia force an instructive newspaper.

The officers of the French ship Leon Gambetta have presented to the wardroom officers of H. M. S. Swiftsure a handsome centrepiece in Edwardian silver, suitably inscribed, as a token of their appreciation of the hospitality shown them by the officers of the Swiftsure during the visit of the French fleet to Portsmouth.

THREE BODIES AT Cape Beale, Jan. 27.—Logan and party recovered the bodies of three middle-aged men, one of them a woman about two and a half years of age. She had a light complexion, and was about 5 feet 6 inches tall. She had two small

### Work of Tu Confined to For Bod

Pacific Coast Despatch Gr Shore W

(From Monday's Daily.)  
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