

FIFTY-ONE PERSONS DROWNED.

By the Foundering of the Steamship Clallam

ON THE PACIFIC COAST.

N. P. Shaw, One of the Victims, a Former New Brunswick.

SON-IN-LAW OF MR. C. H. LUGRIN, LATE OF FREDERICTON.

Sackville Man also Lost.

Seattle, Wash., Jan. 10.—The steamer Clallam, of the Seattle-Victoria fleet, went down early yesterday morning, midway between Smith Island and Dungeness, in the Straits of Juan de Fuca.

Fifty-one persons were drowned, as follows:

Capt T. Thompson, Tacoma, Lloyd's agent; Bruno J. Lehman, Tacoma, customs inspector; Captain T. Lawrence, Victoria, Yukon river pilot; Mrs. S. E. Bolton, Alberta, who was on her wedding trip; N. P. Shaw, Victoria, shipowner, son-in-law of C. H. Lugin, formerly of Fredericton; C. W. Thompson, Tacoma, president of the Washington Co-operative Mining Co.; Mrs. A. C. Gallately, Victoria, wife of the manager of the Bank of Montreal; Miss Louise Harrison, Spokane; Miss Gallately, Victoria; Mrs. Rouin, Seattle, wife of a restaurant owner; A. K. Prince, Chicago, member of a theatrical troupe; Eugene Hicks, Indianapolis; Mrs. T. Sullens and two children, Port Townsend; Mrs. H. W. Laplant, Port Townsend; H. H. Swaney, Seattle; Miss Murray; W. W. Gibbons, Tacoma; Mrs. Richards, Port Townsend; P. L. Laplant, Port Townsend.

The following passengers whose residences are not reported:—

G. J. Jeffs, A. Valdemer, Miss Rose, C. H. Joy, R. G. Campbell, Miss Reynolds, R. Turney, Miss Gurnes, Guy Dennis, Mrs. Charles Cox, Miss Gill, W. E. Rockledge, W. Cluett, Charles Green, George Hison, P. Backner, Charles Thomas, C. J. Burney, Ed. Lennan, C. Johnson.

The following members of the crew:—C. Lockwood, freight clerk, Seattle; Jas. Smith, first assistant engineer, Seattle; Chas. Manson, quartermaster, Seattle; R. Rindhope, quartermaster, Seattle; Joseph Jewell, saloon watchman, Victoria; Alex. Harvey, messman, Seattle; Robert Currie, steward, Victoria; Harvey Sears, a native of Sackville, N. B., seaman, Victoria; George Hudson, waiter; One other, name unknown.

Every woman and child aboard the Clallam perished within three miles of shore, and at the time when it appeared certain that the Clallam would founder a desperate effort was made to save the women and children in the life boats. They were placed in the first boat to leave the ship. Captain Lawrence, a Yukon pilot, volunteered to command, and the boat was manned by deckhands. The frail craft went down within sight of the Clallam, and a second life boat, filled with male passengers, and in command of Second Officer Currie, was probably lost a few minutes later.

Aboard the Clallam, watchers saw waves sweep passengers from their hold on the seats and hurl them into the waters. Though the life boat was sighted later, diligent search has failed to find a trace of her. More passengers and members of the crew were lost when a third life boat was swamped in an attempt to launch it. Three passengers were picked up by the steamer Bahata. They had life preservers on. They had died from exposure, and their bodies were brought to Seattle yesterday.

The Clallam was a staunch passenger boat on the Seattle-Victoria run, a distance of forty-five miles. She left Port Townsend for Victoria Saturday noon, facing a terrific southern gale. Within sight of her destination a huge sea overwhelmed the little steamer, smashing in her deadlights, flooding her hold with water, extinguishing the fires beneath her boiler, and placing her at the mercy of a howling gale.

All this happened Friday afternoon. The culmination of the tragedy was postponed for several hours. Bravely the

officers and crew of the helpless hulk worked to save the boat and the souls on board, but in vain.

Staunch as she was, the Clallam could not stand the terrific onslaughts of the seas, and just before darkness began to fall it was decided to make an attempt to save the passengers by the boats.

Two boats were launched. The first contained only women and children, three deckhands from the Clallam, and Captain Lawrence. This boat was overwhelmed 600 feet from the Clallam, and its occupants shrieked in vain for aid from those aboard the steamer. Not a hand could be raised to aid them.

The second boat disappeared into the darkness but it was seen that at least some of its occupants were washed overboard. The third boat containing only men was swamped in launching.

From that time on, the members of the crew and the few passengers who had volunteered to remain aboard, devoted themselves to the task of trying to save the vessel. The pumps were useless and three gangs of bailers were set to work. It seemed for a time that the Clallam would be saved, but the hull began to give way before the terrific assault of the waves.

At 12.30 the Clallam went on her beam ends and began sinking rapidly. At 1.07 she settled and the tow lines were cut. A few minutes later she lurched and disappeared beneath the waves.

By heroic efforts the crews of the tug Sea Lion and Holyoke saved the lives of nearly all who remained aboard the Clallam. A few were swept away and perished in the blackness of the storm. The closing scene was eight miles north of Protection Island, only a short distance north of Port Townsend and approximately thirty miles from Victoria. The Holyoke picked up the Clallam on Smith's Island. The survivors of the wreck were brought to Seattle last night on the steamer Dirigo.

It has been learned that the total number of saved is 36.

Charles G. Bennett of San Francisco, a passenger who remained on board the Clallam until she sank, related a thrilling and pathetic incident of the wreck. This was the action of a man who after his wife and two children were drowned before his eyes became frantic and plunged into the sea. He was undoubtedly lost.

Bennett also saw a life boat capsize with its load of women and children and was a spectator of the fearful struggle and cries of the helpless inmates of the boat as she was swallowed up in the trough of the sea.

"When the vessel became disabled, all the male passengers worked heroically to launch the lifeboat," said Mr. Bennett. "The first was reserved for the women and children. It was loaded with difficulty. The boat cleared the ship and rode the waves for about ten minutes, when it got into the trough of the sea and in an instant its load of humanity was engulfed in a sea running eighteen feet high.

"The sight was a terrible one and we could plainly hear the screams of the helpless women and children as they floundered about for a few moments before they sank.

"The next boat to be launched lived but a short time longer than did the first. It contained men and women, mostly the former. The boat was tossed about by the waves as if it were a cork and went down in the trough of a swell with all its occupants. Some may have afterwards gotten on rafts. So far as I know not a woman or child survived.

Port Townsend, Wash., Jan. 10.—The Seattle Times says the Clallam was a regular daily passenger packet. She made moderately good progress across the straits bound for Victoria until Trial Island, off the entrance to the harbor, was abeam. Then a terrific cross sea was pelting the vessel, retarding her progress and making life uncomfortable for those aboard. Little fear was manifested until word came up from below that the vessel was leaking. Investigation showed that the waves on the windward side had stove in a deadlight through which the water rushed in volume, resisting all efforts to stop it.

Seeing the efforts futile, the safety of the passengers, particularly the women and children, was looked after, and all who desired were put off from the steamer in the ship's boats. The heavily laden boats were thrown about wildly in the choppy sea and one after another capsized or swamped.

The terrible fury of the storm is attested by the fact that not a woman or child of all aboard have lived to tell the tale. An apparent discrepancy in numbers from the list of fatalities following is accountable to the fact that only such children as paid half fare were enrolled in the passenger list.

In the meantime word had come from

Victoria of the vessel's predicament and a fleet of powerful tugs was dispatched from here to render assistance. The Richard Holyoke, in command of Capt. Robert Hall, was the first to reach the Clallam, which had by this time careened partly over from the in-rush of water which had put the engines out of order. The Holyoke reached the Clallam about 11 o'clock Friday night and about 1 a. m. succeeded in getting a bawser aboard and started to tow the Clallam to safety. The Clallam took a heavy lurch and those remaining on board were compelled to climb up the side to safety finally reaching the roof of the pilot house.

Without a moment's hesitation the tug's boats were lowered and the work of rescue commenced. At this point the tug Sea Lion, Capt. Hunter, arrived and her men rendered valuable assistance. Before all the struggling people had been taken off, the Clallam commenced to break up and soon afterward went down. All possible assistance to the rescued people was given by the two shipmasters and their crews and the tugs hurried to Port Townsend. The passengers surviving and the remainder of the crew then took passage on the Dirigo, bound for Seattle.

Seattle, Wash., Jan. 10.—The bodies of several persons who lost their lives in the wreck of the sound steamer Clallam, were recovered today.

The tug Albion, on her way from Victoria to Vancouver this morning picked up lifeboat No. 1, of the lost steamer. It contained the body of one woman, and another was floating but a short distance away. They were identified as those of Miss Louis Harris, the daughter of W. J. Harris, the Spokane mining millionaire, and Mrs. Thomas Eullins, of Seattle. The bodies of both Miss Harris and Mrs. Eullins had life preserver buckled around them.

Another body was picked up near Beacon Hill today. It was identified as that of Miss Ethel Diprose, a nurse in the Tacoma hospital.

The body of Miss Gallately, daughter of A. C. J. Gallately, manager of the Bank of Montreal at Victoria, was brought in late today from off Clove Point.

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