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FLORENCE S. WRECKED

In Thirty-Mile, Near the Scene of the Domville's Loss.

THREE LIVES ARE LOST IN THE TREACHEROUS STREAM.

The Boat Had a Bad List and Went Over on a Sudden Turn.

Heroic Efforts Made to Save the Passengers—Several Were Carried a Long Distance Down Stream—Attempts to Save the Women Failed—Individual Bravery Exhibited.

The Florence S. was lost in the Thirtymile river Saturday afternoon at about 1 o'clock, and is a total loss. Besides the loss of the vessel and her cargo three lives have also paid the penalty of someone's mismanagement or bungling. Concerning the circumstances to which the steamer's loss was due, nothing is definitely known as yet, but must of necessity become known in the near future.

Those drowned were Mrs. Steward and daughter, of Victoria, and the steward of the steamer.

Reports reached here late Saturday evening concerning the wreck, but were very meagre, merely stating that the steamer had been lost and was a total loss. A report was afterwards in circulation to the effect that Sid Barrington was navigator and had piled the Florence S. up on the same rock that caused the destruction of the Domville. This report, in justice to Barrington, cannot be contradicted too quickly. The particulars of the wreck are as follows:

About 1 o'clock Saturday afternoon while the steamer was on her way down the Thirtymile river, at a point about two miles below where the Domville was lost, she capsized. A turn was being made at the time, and the steamer, having a very decided list before this, quickly settled to one side and turned over. The entire superstructure of the vessel was carried clear by the current and floated away down

stream, carrying with it the captain, Ernest Jordan, Sid Barrington and his younger brother, and Purser A. E. Maltby.

Some of the passengers, among them the two ladies drowned, were lost here, although not without everything being done to save them that was possible. Oliver Redpath, of Kamloops, and J. Foster, of Victoria, showed great courage and gallantry in trying to rescue the two unfortunates, but all efforts proved unavailing. Mr. Redpath got Mrs. Steward nearly to the beach, but the drowning woman could hold on no longer and went down. The rescuers were themselves nearly exhausted but urged the women to hang on just the same, apparently preparing to drown rather than desert their charges.

The six passengers who were picked up a couple of miles below where the Bailey sighted the turtled hull of the Florence S., had a very narrow escape, and can only consider that their lives were saved by the merest chance.

As they were hanging to the hull, after the houses had been carried away, a small boat happened along and landed them on the beach. Had the boat not put in an appearance just when it did it is almost certain that the list of the drowned would have been greatly augmented.

A. B. Wood, who was in company with Dr. Kimball, of New York, was one of the passengers left clinging to the hull after the catastrophe, and fell of the wreck in the following way:

"When the steamer turned over she was making a short turn and her wheel was stopped. There was plenty of time to do everything possible to ensure escape from the wreck, as the boat capsized in a very leisurely manner. The house was carried away by the force of

the water, after the hull had tipped far enough so that the guard rail caught the force of the current. It must have been then that the unfortunate women who were much excited, jumped overboard. Had they stayed by the wreck it is altogether improbable that they would have been lost. As to the steward I can say nothing, except that it is most likely that he was caught by the freight and smashing woodwork of the superstructure when it was carried away, and this prevented him from getting to the surface.

"As is always the case when things of this kind occur, there has been much talk as to the cause which led to the wreck, and nothing short of a thorough investigation will show the real cause and fix the blame if there is any.

"The Florence S. had, I thought when I first saw her at Whitehorse, too much deck for the size of her hull. Whether she was overloaded or improperly loaded I can not of course say, but it seemed to me that she was very top heavy. I have heard it stated that she was overloaded and again, that in the matter of tonnage she was not overloaded, but that the general character of the cargo was bulky in proportion to its weight. My own notion is that this latter theory is the correct one. The freight was piled from the main deck to the upper deck solid, and considerable freight of a lighter and more bulky nature was piled on the hurricane deck.

"From the time the steamer left Whitehorse to the time of her loss, she was listed from one side to the other, except when driven by the wheel full speed. Then she seemed to keep nearly an even keel. That is why I mention the fact of her wheel's being stopped at the time she capsized.

"All the passengers and crew, with the exception of the woman and her daughter, who were drowned, behaved in the most commendably cool and collected manner imaginable.

"Great credit is due the three men who came around the bend in the small boat just in the nick of time to save those of us who were on the hull. They were John Noble, George Gaines and Jas. Bishop, of Victoria. They saw our plight and immediately went ashore and landed their boat's load, and then came to our rescue. The women were taken off first, and afterwards the men. There was no screaming or frantic effort to get into the boat; everything was done in a most quiet and orderly way imaginable.

"A man called Caribou was, to my way of thinking, the most cool headed and really serviceable man in the lot.

"When the superstructure went by the board, the steamer's only boat was carried away, and landed bottom side up in the water. This man Caribou jumped in and swam to it. He turned it over and got it emptied and then went to the rescue of those who had gone down stream. Of course he had assistance, but his efforts are in the main what some who were saved owe their lives to."

The vessel was owned by Sid Barrington, and is a total loss, as the insurance companies will take no risks on steamers on the Yukon, except against fire. The cargo was consigned to the C. D. Co., and as none of the vessel's papers were saved it is not known who consigned the goods originally, and consequently it is not possible to ascertain whether the cargo was insured or not.

The captain, who was at the wheel at the time of the wreck was Ernest Jordan. He was formerly mate of the Ora, and it is understood was employed at Whitehorse because of the regulation which calls for a master having Canadian papers. Captain Fussell has been the steamer's master up till recently, but at the time of the preliminary hearing of O'Brien was detained here as a witness.

The man referred to as Caribou is well known here as a local glove artist. His name is Sinclair, and his action at the time of the wreck is just what his friends would have expected of him in such an emergency.

Following is a list of the names of the passengers and crew of the Florence S. picked up by the Bailey:
MRS. STEWART and DAUGHTER, Victoria, (drowned).
 Mrs. A. E. Schuber, Portland, Or.
 D. Burns, Bennett
 E. C. Adams, Seattle.
 Mr. J. J. Creep, Skagway.
 Jas. Daly and wife, Seattle.
 Oliver, Redpath, Kamloops.
 W. R. Jones, Winnipeg.
 J. Foster, Victoria.
 A. B. Wood, Washington.
 Dr. J. P. Kimball, N. Y.
 The crew were: R. E. Blake, chief

engineer; J. M. McKane, second engineer; J. Merritt, fireman; Charles Bernsee, cook; A. E. Maltby, purser; A. Rowell, E. Foskitt and C. H. Sinclair, deck hands; J. Fussell, captain's boy, — Monastes, steward (drowned).

The steward of the wrecked steamer was a young man from Skagway named Monastes. He was a stepson of Mr. Boughton who is bookkeeper for the Skagway Brewing Co. The young man was unknown here, as he shipped at Whitehorse.

Sid Barrington, his brother and Capt. Jordan remained with the house of the Florence S. which had grounded near the mouth of the Hootalinqua. They were on the house when it broke away from the steamer, and stayed with it in the hope of saving something—what it is not known. When the Bailey passed the hull the river was full of wreckage and a considerable quantity of floating cargo.

The Florence S. is no more. A valuable cargo has been lost, and three lives have been sacrificed, but the law which calls for a master papers of a certain description has been complied with.

River News.

The annual inspection of steamers by the government inspector at this port has created considerable confusion in the sailing dates of the different company's boats which were billed to leave here in the past few days. The Susie for that reason did not leave on her advertised sailing time and could not cast off until the sun had crossed the meridian on Sunday.

The Ora which was to sail yesterday also was held 24 hours and will not leave until this afternoon.

Seattle No. 3 was billed for today but cannot depart for the same reason, as she has not been inspected yet. She sails tomorrow.

The steamer Leon is also billed for tomorrow for her trip down river.

The Bonanza King, which arrived yesterday, is another boat awaiting inspection. She is billed to sail today but will probably be held over until tomorrow. She brought to Dawson 52 tons of general freight, 69 head of stock and the following passengers: H. C. Filer, J. C. Parson, Ralph E. Anchors, Mrs. Kleeman, W. M. O'Keefe, Mrs. S. Lutrim, Paul Dupier, Fred McCrim and W. Barry.

The S. S. Bailey arrived this morning with the passengers and crew of the ill-fated Florence S. She brought the government mail. Following is her passenger list: Miss L. Wake, Mrs. I. Wake, H. M. Towle, Mrs. H. A. Schell, F. D. Layton, W. M. Rice, Sam Miner, Dr. O. Robertson, W. Webster, A. Fawcett. Passengers and crew of Florence S.: Mrs. A. C. Schmeer, D. Brun, E. C. Adams, Mrs. J. J. Cresop, Jos. Daly, Mrs. Jos. Daly, Oliver Redpath, R. E. Blake, W. R. Jones, E. Foskitt, A. E. Maltby, L. P. Byrne, J. McCain, J. Merritt, J. Fussell, A. B. Wood, Dr. J. P. Kimball, J. Foster, Abram Ramille, Chas. Bernsee.

The Hannah and Louise are expected to arrive from below at any hour. The Louise will bring two barges in tow. Both boats are operated by the A. C. Co.

The Yukoner, which boat has been on the ways repairing is now at the C. D. Co.'s dock, and will sail tonight at 6 o'clock for Whitehorse.

Steamer Tyrrell, of the D. & W. H. N. Co., is due from St. Michael. The Light is nearly ready for sailing. Captain Lewis, who is an old time river man and one having several years experience on the Yukon, is engaged by this company and is now on the way in. He was captain of the Victorian in 1898, and last year sailed the Australian, both C. D. Co.'s boats. He was engaged by Manager Davies.

Agent Calderhead has perfected all the arrangements for his mid-summer excursion to the Stewart river country. The Flora will be sent up there on her return from Whitehorse. Tickets are selling for \$50 the round trip, first-class, including 150 pounds of baggage. It will probably be a week's run, allowing several days at the head of navigation for fishing, shooting or prospecting as the passengers may desire. Agent Calderhead says he will give his passengers the best time they ever had in their lives.

RECEIVED BY WIRE.

PRINCE TUAN

Has Mobilized an Immense Army and Will Expel All Foreigners.

CHINESE FLEET IS CONCENTRATING

And Hostilities Hourly Expected at Ning Po.

SIR ROBERT HART KILLED

After Supplicating for Lives of Foreigners—No Direct News From Peking Since June 28th.

Petersburg, July 18, via Skagway, July 23.—A dispatch from Chefoo says that Prince Tuan has mobilized 950,000 men which he has divided into corps. The northern corps has orders to expel all foreigners from Amur. Four corps are concentrated at Peking and another at Tientsin.

There are now 23,000 Japanese troops in China and it is due to this that Prince Tuan is making such extensive military movements. The Chinese fleet is concentrating in the China sea and hostilities are hourly expected at Ning Po.

The houses of foreigners in all the northern provinces have been burned and many of the missionaries either killed or horribly maltreated. There is open revolt at all points and refugees have fled for their lives to Shanghai, which point is liable to be attacked by the Boxers at any time.

The Chinese have ordered all Russians to quit Manchuria and such action in itself is a declaration of war.

Sir Robert Hart Killed.

London, July 18, via Skagway, July 23.—It is learned here that Prince Ching concocted a scheme whereby Sir Robert Hart could escape in disguise on the 4th, but he refused to desert his friends. He twice wrote Prince Tuan asking him to spare the lives of the foreigners, but neither letter was replied to. It is now assured that Sir Robert perished in the massacre on the night of the 6th.

No direct news has been received from Peking since the 28th of June.

The Market.

The prices of meat remain unchanged since last quoted, although the market has settled down to a more reliable condition. Beef is quoted at 30c by the side, retailing at 40c. Veal at 70c to 80c; sides at 50c. There has been a slight advance in eggs which have gone from \$18 to \$22 per case, though the retail price, 65c per dozen has not yet been effected. Pork and mutton remain stationary, at 50c; potatoes are offered wholesale at 6c, with no takers. The retail price remains the same, 8c, cabbage at 15 to 25c, and radishes are selling at two bunches for 25c; lettuce brings about the same price.

THE...
Ladue Co.
 100 TONS
 OF
FRESH NEW GOODS
 From over the White Pass R. R. have just arrived and more coming on each steamer. We have now a complete line of both Fancy and Staple Groceries. We can show you a full line of Hardware, including Building Material, Nails, Doors, Hinges, Building Paper and Haying Tools.
In Stationery
 We have everything you can ask for, including Day Books, Ledgers and Blank Books. For fine fresh Confectionery, Bon Buns and Chocolates we are strictly in it. Call and see for yourself.
 PATRONIZE
The Ladue Co's Sawmill
 For Rough and Dressed Lumber

75 Tons
 Fresh merchandise just received from the outside—Groceries, Provisions, Fresh Potatoes and Hardware—which will be sold at lowest market prices. See us on outfits; we are prepared to fill them.
J. E. BOOGE, Yukon Hotel Store
L. LEWIS & CO.
 Have just received their stock of everything in the line of
Tobaccos, Cigarettes and Cigars
 Including the Famous
NEEDLE CIGARS
 By the Box at Wholesale Prices
ARCTIC SAWMILL
 Removed to Mouth of Hunter Creek, on Klondike River.
Sluice, Flume & Mining Lumber
 Offices: At Mill, at Upper Ferry on Klondike River and at Boyle's Wharf
J. W. BOYLE

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 A. B. Wood, Washington.
 Dr. J. P. Kimball, N. Y.
 The crew were: R. E. Blake, chief

A. M. Co. Busy as a Bee Hive. A. M. Co.
 This store from 7:30 in the morning until 6 in the evening is one of the busiest spots in Dawson. Customers intermingled with loads of New Goods. Busy buyers in every department. The crowds of buyers and sales tell the story of this store. Fair treatment, good goods at reasonable prices are bound to win.
 Many New Delicacies, Grocery Dept.
Ames Mercantile Co.
 Inspect Our Shoe Dept.