

ISLANDER DISASTER.

Full Particulars of the Sinking of the Ill-fated Steamer.

Had One Hundred and Eight Passengers—Known That Fully Sixty-seven Lives Were Lost.

PORT TOWNSEND, Wash., Aug. 19.—The steamer Queen has just arrived from the north, bringing news of one of the most appalling marine disasters on the Pacific coast.

The steamer Islander, sailing from Skagway Aug. 14, when nearing the southwest end of Douglas Island at 2 a. m., Aug. 15, and sunning at full speed, struck a rocky ledge, and in less than 20 minutes went to the bottom of the deep channel, carrying men, women and children to death.

The Islander had 108 passengers, and all were in bed when the vessel struck. The shock was so severe that many were thrown from their berths, and the widest excitement prevailed. Word was soon passed that the vessel was down, and a general scramble for the lifeboats ensued, many jumping overboard and attempting to swim to the shore, the distance being short.

In the scramble to get into the boats many were hurled headlong into the chilly water, which, according to passengers arriving from the scene, seemed alive with human beings. Before all passengers had left the vessel the sea gave a lunge and went down, bow first.

It is known that 67 lives were lost. It will be some time before their names can be definitely learned, as the purser lost his passenger list.

Among those known to have been saved are the following: N. A. Belmont, M. P. Ottawa; C. S. Ray, Ottawa; B. Bowman, wife and son, Oscar, Vancouver; Q. Morrison, Dawson; Charles Doyle, Fort Cudahy; Virgin Doyle, Fort Cudahy; Arthur Longman, Fort Cudahy; H. Beal, Dawson; Dr. W. H. Smith, Vancouver; H. H. Henderson, Dawson; H. H. Hart, San Francisco; J. E. Berman, San Bernardino; A. S. Labinch, pilot, Victoria; Allen J. Walker and wife, Skagway; R. N. Hilton, Victoria; Charles Denny, fourth engineer, G. Fraser, ship pantryman, Victoria; G. H. I. Sherman, Northwest mounted police, White Horse; H. W. Visher, mounted police, White Horse; Louis A. Boehm, Dawson; John L. Goss, Seattle; J. W. Snodgrass, Dawson; A. Dickey, Seattle; D. O. Perry, quartermaster, Owen Mclaughlin, wife and child, Skagway; E. J. Dan, Caribou; C. G. Elliott and wife, Dawson; C. G. Henderson, Skagway; Everett G. Young, Vancouver; Anton Kroishe, Dawson; Jack Kerber, Dawson; J. B. McLenahan, Vancouver; O. Olsen, coal passer, Vancouver; B. Carter, sailor; C. N. Fraser, Vancouver; Joe Koolher, Vancouver; Mrs. E. Mills, Dawson; George Foddorum (or Roddorum), Seattle; I. W. MacFarland, Atlin; L. G. Hill, Vancouver; F. Didish, Racine, Wis.; Sewall Williamson, Leominster, Ont.; J. L. Wilcox, San Francisco; A. E. Green, Tacoma; L. F. Maxwell, Seattle; R. M. Wright, Willows, N. D.; J. D. Daniels, Seattle; L. S. Robb, Dawson; E. N. Dennis, Dawson; Judge Morgan, Winnipeg; H. Danilich, Atlin; T. Knowles, Atlin; E. A. Applebaum, Dawson; Captain MacFarland, Dawson; George S. Spence, steward, S. D.; E. D. Hudson, coal passer; Dave Stewart, fireman; J. Nash, fireman; Wm. Chalmers stewart's department; Harry Lacey, Seattle; M. Blumire, Portland, Ore.; John Dickson, Victoria; H. H. McBeth, Portland; Dick Morrissey, Pat Levin, J. MacDonald, firemen; M. Hanson, Dawson; H. A. Dickey, Seattle; H. H. Hurdy, fireman; E. H. McDonald; R. R. Taylor, dock boy; F. C. Castleburg, Wm. Needlands, J. D. Yonman, P. H. Brown, Dawson; F. G. Hindbecker, Vancouver; G. F. McLaughlin, White Horse; E. H. Carlton, Seattle; J. T. Snyder, Seattle; Noble Johnson, St. Marys, Ont.; Geo. Powell, second mate; Wm. W. Powers, Eagle City; G. L. Spinks, Dawson; Dr. Phillips, Seattle; H. H. Brownlee, chief engineer; H. W.

TAKEN A NEW TURN.

Latest in the Canadian Pacific Railway Trackmen's Strike.

Committeeman McTaggart Makes an Important Statement Concerning President Wilson—The Situation to Date.

MONTREAL, Aug. 19.—The following is from the Montreal Daily Star: Mr. McTaggart says he resigned, and claims that the strike would have been settled long ago had it not been for Mr. Wilson.

With the severance of relations between the trackmen's union and Committee on Conciliation, the departure for home tomorrow morning of Committee man Fredericks, the straddling attitude of Committee man Johnson, and the fact that the strike is now in its second week, it is a most interesting condition.

There are two sides to the McTaggart story. In conversation with a Star representative this morning Mr. McTaggart declared in no unambiguous terms that he had never said that he was expelled from the trackmen's committee, unless a man can be expelled from a committee after he has resigned and declared in no unambiguous terms that he would never sit on it again while President Wilson held the position he did.

Mr. McTaggart says that he is not at all sure that as a vote was ever taken on the question of his resignation, and that he was not expelled from the committee until after he had resigned. He says that he was not expelled from the committee until after he had resigned, and that he was not expelled from the committee until after he had resigned.

There has been a good deal of gossip over the vote taken on the proposition to expel Mr. McTaggart from the committee, and which was rejected on Thursday last.

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Chief Engineer Brownlee had a miraculous escape. He was asleep, and was awakened by Third Engineer Allen ringing his bell. He ran to the engine room. Two firemen died like heroes soon after they arrived. They were ordered to close the "top wheel" and shut off the water, which was rushing from the forward part of the vessel. They tried to do so and were drenched. Brownlee went down with the steamer and was standing on the upper deck holding the top rail when the steamer slid down by the head. He rose from the whirlpool and grasped some wreckage.

BEILSVILLE, Aug. 19.—It is feared here that Sir Mackenzie Bowell and party were passengers in the steamer Islander reported to be wrecked with an iceberg. He went up to the Yukon in her and was about due to return.

SYDNEY, N. S., Aug. 18.—Since the first of the year there have been several failures in Sydney, with liabilities totalling in the neighborhood of thirty thousand dollars.

NEW FALL CLOTHING

Our Fall Stock of CLOTHING is now ready for your inspection, and includes every thing in "Male Attire," such as Men's and Boys Pants, Suits, Overcoats, Ulsters, and Reefers.

AT VERY LOW PRICES.

J. N. HARVEY, 199 UNION STREET, Opera House Block, St. John, N. B.

OTTAWA, BIG STEEL STRIKE.

Edward Kimber, Gentleman Usher of the Black Rod, Dead.

Militia Orders for the Review at Halifax—Information as to Men Available Must be in by 26th.

OTTAWA, Aug. 18.—Edward Kimber, Gentleman Usher of the Black Rod, died on Friday evening at his summer residence at "Lakes Alice," about 30 miles from here. His death was due to appendicitis. He was born fifty-six years ago in Three Rivers, Quebec, and succeeded his father as official of the senate in 1887.

It is quite possible that the office will now be abolished and its duties performed by the sergeant-at-arms of the senate. Up to 1893 the Black Rod performed the duties of the latter office, but in that year an officer was appointed to fill the position of sergeant-at-arms. Kimber's salary was \$1,350 a year, with apartments in the Toronto building, amounting to one equivalent to \$850 a year, which would make the office worth \$2,200.

The following are the militia orders for the review at Halifax: Halifax—Total, all ranks to parade, 5,000. Cavalry—8th Hussars and K. Hussars. Artillery—10 and 12th Field Batteries and 1st and 4th Regiments. Engineers—Brighton and Charlotteville companies.

Medical Corps—1st Halifax and 8th St. John Bazaar companies and 12th Field Hospital, Charlotteville. District officers commanding will after careful enquiry furnish a return not later than Monday, 26th inst., showing the number of officers, N. C. officers and men of the corps named within their respective companies who will be available. This return must be based upon the information supplied by commanding officers, who must ensure that the information supplied by them is correct, as upon the numbers shown in the return referred to will depend how many corps can be selected. Those aggregate numbers must exceed the quota allotted for each review.

No corps will be permitted to parade in excess of its authorized establishment. Pay will be issued to all ranks for the day or days upon which they are assembled, including the day of leaving and the day of returning to their respective headquarters.

On no account will any man be selected who has not completed at least one militia training within the last three years. Transport and subsistence will be provided except for the Transvaal had been resumed.

The first blunder discovered in the census bulletin was observed Saturday. It was found that the population of Calgary, instead of being 12,000, as given, is only 5,000, a small error of 7,000.

St. Charles Tupper arrived here this morning and left at 11 o'clock tonight for Toronto, where he will remain for a couple of days. He will sail on Saturday from Montreal which he will accompany by the Pretorian.

Two more cases of smallpox were discovered in Hull today.

ENGINEER KILLED.

CHARLOTTETOWN, P. E. I., Aug. 19.—This afternoon shortly before six o'clock John Sutherland, mechanical engineer of the Hillsborough bridge, met with a terrible death.

While white being some work about an engine of the dredge, Mr. Sutherland's arm was drawn in the machinery, and before the engine could be stopped it and his head were badly crushed. When Mr. Sutherland realized that he was being drawn into the machinery he cried out to stop the engine, but before this could be done his life was crushed out.

The body was brought to the city by the tug William Atken. Mr. Sutherland was about fifty years of age, and belonged in Toronto. He was a cousin of Mr. J. H. Hasey, contractor for the erection of the bridge.

While we regret that the trackmen's committee could not see its way clear to accept the result of our labors, we regret that the board of conciliation in the way of effecting a settlement, and some members of the board have departed for their homes.

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UNDERWEAR, ETC.

When you are in the city next call and see our goods, it will cost you nothing. We will be very glad to make your acquaintance and show you our clothing.

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REOPENING OF THE MONESSEN MILL.

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(Continued on Page Eight)

As a scorcher the sun gives it the wheelman in the neck.