ves

rvivors

VERED.

2 a. m. on Thursday morn

uglas Island, and sunk, fol-

e blowing up of her boilers,

estimated at this writing.

reached Treadwell at 8:30

w Klandik

act number of killed, drowned

and amount of gold dust lost

party of passengers he engineer; who walked up

the city for help. lossie arrived in from the scene

eck at 12 o'clock with six dead

ription of the disaster by ors is heartrending, and those tell the story are each and

hero and worthy of being and women. Foote walked the bridge until nk, and went down with his marine hero, who performed.

which a captain could be

der struck an iceberg, and

was the shock that every door ed fast in the state ill-fated passengers, numbering crew of 71, were forced to

gh the windows to reach the

nt, and his description of the very clearly given. as awakened by the shock, and

t the lifeboat, as she was tak

iter. He also went below, and

the water forced him to the k. By this time the ship's

loaded and had got away; the officers were getting out

boat Capt. Foote called to

to clear the ship as she was

down. This was the cap order, as at that moment

sunk, and the captain, leaping the wreck, was picked up by a

The night was very misty ands were forced to shift for

LaBlanc who had charge of

er at the time she struck. says:

night was fine, and as we al-

I no ice was in sight, and there

fog. The fatal berg was no

fog. The fatal berg was no ven with the water. After she stopped the engine, when Capt. ppeared with the night watch-me reported the ship leaking for-told Capt. Foote that we had cad for the beach, but the ship ting water so fast she would wer her helm. Then I called te and ordered the boats out. as done and they were loaded ssengers; many passengers jump-board with life preservers on, d overboard and was in the wa-hours and a quarter before se-se piece of wreckage."

orted that three packages of in the ship's safe, valued at The purser opened the safe d all the packages before she

. Hinde-Bowker, late manager British American Corporation, a passenger, says: first intimation of an accident raching of resonance on the

first intimation of an accident rushing of passengers on the ich woke me up. I was in a th Mr. Maghten. I got up, t of the cabin and saw the sinking at the bow. I woke er up and we dressed. By this was still lower in the water. I got out of the cabin the war-abreast of the smoking room went on the upper deck. fol-my partner. I saw the boats by this time only the stern was ater. I saw a raft in the wzr-eight or ten people on it. To the rope on to the raft and as I got on the stern of the sunk and sucked the raft and wwn. We were some time un-r, but I held on, and when it

A Passenger's Story.

The boat was under full

et to meet ice a sharp kept. About 2:18 a.m. the

The Pilot's Statement.

broke down

fast, and the chief engineer

nps unable to take care

rs and staved with his

ward Simpson lost 10

ret out of his stateroon

e Through the Window. ed the bridge, where Pilot La on watch, and , with the mate,

avy list of returnin

a distance of 25

to do.

its way he thought of again retiring to bed, from which he had arisen when the shock was felt. Presently he heard a ommotion among the passengers and elt a bumping motion of the steamer. On trying to open his stateroom door he was unable to do so. Mr. Ray tried it and was also unsuccessful. The concussion had evidently NO KEN Jammed the Frame

work of the cabin, which caught the doors like a vise. Mr. Belcourt and Mr. Rav Got Out of the Window

The former returned to procure a life preserver, but failing to find one immeiately got out again and getting up on the railing of the steamer instantly jumped to a boat that he saw below. He was about one of the

minutes elapsed from the time he got out of his cabin first until he made his leap in the dark. Fortunately he alighted on the shoulders of one of the passengers and in the last boat to leave the for the shore and when it reached thy stern of the Islander the propeller was high out of the water and beating the air at a terrific rate. The unfortunate steamer went down within twenty min-utes after striking. The unfortunate was on the bridge at the time, the captain being below. Immediately the ship struck he is said to have called the sametein. When the latter appeared

Messrs. Beloourt and Ray were in the small boat an hour and a half before reaching share, which was, however, not more than a mile away, but owing to the fog could not be made out. The Decoring Decide a the ship of the ship of the doing this, however, and apparently did not realize the Decoring Decide a the ship of the Broading Decide a the Decoring Decide a the ship of the ship of the ship of the ship of the doing this however, and apparently did not realize the Decoring Decide a the did not realize the first boats to reach the shore were directed there by the sound of falling In the meantime the chief engineer, who

other boats groping their way through rapidly. the fog. On landing the rescued the The b

Six Bodies Were Brought to Shore by morning-five men and a little girl. The mate went to Juneau in the lifeboat and from that place sent the steamer Flossie to bring the rescued to that city. Before leaving Junean for Victoria Mr. Beloourt saw eight or nine more bodies brought to that place, and it was reported that still others had been recovered, but not brought in. Thos rescued came down from Junean on the

### steamers Farallon and Queen. SOME OF THE DEAD.

## A Number of Peculiarly Sad Cases in

Connection With the Tragedy.

The case of Mrs. Ross is a peculiarly sad one. She left Victoria on the Hating a few trips ago to join her husband, who has recently been appointed Gov ernor of the Yukon Territory. It is only a few days since she left her parents n this city Mr. and Mrs. John McKay, of Kingston street, with whom she has been visiting for a few months, to take up her residence in the Yukon, and a etter received a few days ago told of her plans for the future. It was for have the purpose of carrying out those plans that she was on her way to Victoria, it being her intention to purchase furniture and furnishings for the new home of in the Times a short time ago. She left five of her children in Dawson, but brought the youngest, an infant of about a year, with her, together with a niece, the daughter of her brother living in Dawson. Another and esse is that of Engineer

Another sad case is that of Engineer Allan. He was married but a short time ago to Miss Dewar, and had just got comfortably settled in his new home. But, alas! for his vain hope; he lost

thing very serious had happened, and as the boat appeared to be keeping on its way he thought of again retiring to ing of the disaster. As an iniustration of the dazed conduction the Death Angel walked on the more ing of the disaster. As an iniustration of the dazed conduction the Death Angel walked on the more ing of the disaster. STORIES

INCIDENTS OF THE WRECK. Some of the Passengers Were Dazed-

Miners Loath to Drop Their Gold. One of the most complete accounts of

the disaster is given by a prominent passenger of the steamer Queen, who obtained from many of the survivors ences. As for the wreck itself it is ences. As for the wreck itself it is alone, "to let them die." When the tide turned, the superstrucrecognized that no two stories are identical. Each narrative differs from the others, and in some cases there are crepancies more or less extensive, but they all go to show that rarely has such a calamity occurred in motion history. From what was learned there was litthe confusion. In fact so sudden came the stroke of disaster, that the passon Last Men to Leave gers were more dazed than terror-the steamer, and not more than a few stricken, and by the time their bewilderment gave way to fear, when a reali-zation of the awfulness of their situation dawned upon them, the beautiful vessel was almost submerged. The voyage up to this point was of the most enjoyable sengers and in the last boat to leave the steamer. The Islander was then sinking at the bow very fast. The boat started for the shore and when it reached the stern of the Islander the propeller was

Precarious Position of His Steamer. water. After landing fires were started and the light served as a beacon to the

The boats were ordered out by the boats returned to the scene of the acci-dent and picked up a number of people. first officer, C. Naroutsos, who worked like a hero through the entire trying situation. The ship was sinking rapidly. and the boats were swung out just in time. Some of the passengers claim that they were not awakened, and that this fact explains why it was that some of The engineer seeing that it was useless the boats only carried a few survivors. The engineer seeing that it was useless at all awed by the scene which meant so information might show their fears too THE CHIEF ENGINEER. At all awed by the scene which meant so information might show their fears too THE CHIEF ENGINEER. to keep the engines going storped them, There did not appear to be very much discipline, although it cannot be said that there was any great confusion the shore were engaged in trying to fan the shore were engaged in trying to fan

but shortly afterwards the ship was wallowed up and the entire party lrowned. Dr. Duncan's body was found up the beach and clear. on the beach and removed to Skagway. When the steamer commenced to sink, and it was seen that no earthly conedi-

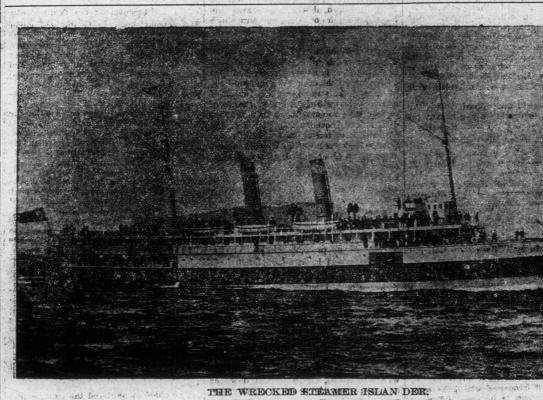
the Governor, a cut of which appeared in the Times a short time ago. She boys," ard swam away. He was shortly

both.

he. Among the passengers on the ill-fated shander was H. H. Hart, the well mown Klendike mine owner. He is ne of the survivors, but had it not been or the fact that he priced his life above le would doubtless by this time he live yould doubtless by this time be lying ath the icy waters near Douglas ad. Mr. Hart was making one of periodical visits to the outside. He much. The manner of the death of his

last night when the tidings of the terrible another and each jumped to his doom. them were so numb and disheartened, and had so frantic friends of those on board con- sent a report to the company by the in them, that they begged to be left tinued to linger around the bulletin Queen last night, but being written under when the wate turned, the superstruc-ture of the steamer appeared above the many of them still keeping vigil, hoping was not as complete as possible or desir-waves. Some unscrupulous Indians, not against hope that later more authentic able.

tion of the passengers, Mr. and Mrs. Preston, of Seattle, saw about fifteen mer in the smoking room with their life preservers on, but apparently turned to According to the stories told by some of the passengers, the proportion of wo-men saved was small. When the sur-vivors were brought ashare some of sorrow, but the terrible accident con- at the survivors, including Purser a Trip to the Stewart.



Little Life Left

It is after there was an explosite of the others, dazed not seering to the senters, and seven the bindight on the isother was an explosite, and seven the parameter, for while the others, dazed not seven a number of difficult and seven the bendight of the seven at the others, dazed not seven at the others, day and the entire, and seven the seven at the others, day and th

An entertainment was given on the steamer Queen on her way down in aid of the sufferers. United States Consul Hon. A. E. Smith, presided, and the af aver cuild avail, the captain is said to have Jumped on to the Life Raft which brings the total up to \$333. A committee was appointed, consisting of Hon, Mr. Smith, Mr. Bowker and Mr McLennan, of Vancouver, to take charge of the money and see what arrangements could be made toward directing general

#### attention to the sad case, \_\_\_\_\_

CAPT. HAMILTON FOOTE, Sketch of the Skipper Who Died With His Ship.

A sad interest attaches to the fate of the skipper of the Islander who perished with his vessel. Capt. Hamilton R. Foote, was a native of the Emerald Isle.

having been born in Dublin in 1858. For several years he was in the steamship Service out of European ports, subse-quently coming to the United States, where he served for a time on the Lake Ontario. In 1890 he came to Victoria, and had charge of the steamers T. W.



a few moments after she had strack, and the reply he made was, "That she would sink in a few ninutes." It is his prounds. It is his struck abo was not certain evidently, from the state sliding motion forward. again, but back he went and released fis men from duty, thereby enabling

Etionds of Dr. John Dancan of whom. there were none more intimate than Ben Gordon, of this city, were appalled here ter receiving his education Dr Duncan came west in 1885, at the time of the iel rebellion in the Northwest, which having joined the Canadian volunteers as surgeon and served in the fore rank in all the exciting events of that cam-paign. He came to Victoria paign. He came to after spending a few years with this

after spending a few years with this company branched off into business for, himself. Having been of a genial, kind disposition and very skilful in his pro-fession, his practice soon became a lucra-tive one, and it is only a few years ago since he erected on Fort street one of the handsomest and most comfortable find the handsomest and most comfortable office buildings in the city.

ing in Victoria.

FOURTH ENGINEER'S STORY.

than lessen the list of lost. The large number of passengers and the loss of the official lists is partly responsible for this uncertainty, while impart anything more than information the confusion to unlock it. Mr. Denny saw George Miles about two minutes before the ship went down. He was standing on the deck and was apparently unconcerned, making the re-mark that he could swim to land. He intor the confusion to unlock it. Mr. Denny saw George Miles about two minutes before the ship went down. He was standing on the deck and was apparently unconcerned, making the re-mark that he could swim to land. He intor the capacity rushed to the deck to inform the capacity. While there he re-inform the capacit. While there he re-se previously, as was evident ir. his re-so previously, as was evident ir. his re-tance hehind and had not the opportun-ty of clinging to the wreckage such as was afforded those who waited until she lized the danger. He had in that the ship was evident in his re-ply to the captain's question as to whe-ther the ship was filling. That was only for the loss of Engineer Allen on similar No Hopes That She Can Ever Be

It is his opinion that the steamer bespite the alarming condition dis-sed by his trip to the deck, faithful to his department he went bock to the engine room where his men, with canal-by true heroism, awaited his orders. He

## BRAVE BATTLE FOR LIFE.

ips from a watery grave, and it was his peg life insurance agent, was one of the another vessel to uphold her record for efforts which kept Bucke alive so loug. Moreozvr, just before being rescued by the crew under Purser Bishop, he took on board the improvised raft the mate, who was alone on a piece of wreckage. the gold he was bringing out with him he would doubless by this time be lying hencath the icy waters near Douglas Hand. Mr. Hart was making one of has periodical visits to the outside. He had with him about \$40,000 in gold. When the Islander struck he and sere the spindling Capt. Foot Min. A table in the integrit of the first cargo of British goods a table in the integrit of the first cargo of British goods a table in the integrit of the first cargo of British goods a table in the integrit of the first cargo of British goods a table in the integrit of the first cargo of British goods a table in the integrit of the first cargo of British goods a table in the integrit of the first cargo of British goods a table in the integrit of the first cargo of British goods a table in the integrit of the first cargo of British goods a table in the integrit of the first cargo of the first cargo of British goods a table in the integrit of the first cargo of the first cargo of British goods a table in the integrit of the first cargo of the first cargo of British goods a table in the integrit of the first cargo of the card the carding card the carding first card the carding card the card first card the card first card the card first card the card first card the card the

came up only two of us were left. We aged to get into the third boat and was was some trouble aboard and asked him been with the C. P. N., running on dif- the wreck upon which the greatest sur- volunteering to form one of the crew to ' tion of a few triffing bruises, however,

<text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text> work of the Natural History Society of this city, and in him that organization now loses a most valuable member.

# The Company Looking After Those Re-

George McL. Brown, executive agent on learning of his death in the Islander disaster. Mr. Gordon went to the same to-day calling at all the residences of the school as Dr. Duncan in Duncansville, bereaved relatives of the officers and school as Dr. Duncan in Duncansville, Ont, a place named after the father of the deceased, and both were among the first charted members of the old Princess Louis Dragoon Guards of that town. Afumstances the action on the part of the corporation aroused much favorable co nent throughout the city. Mr. Brown also stated to the Times

years ago as surgeon of C Battery, and Funds Raised at It for Benefit of Suf-

ffice buildings in the city. He went north in company with P. W. An excellent programme was given, and at the close a collection was taken, He went north in company with F. W. Bell, another of those whose names ap-pears on the roll of lost, but a short time ago. They had contemplated when leav-ing here on making the voyage in part by canoe. Their destination was the Stewart river, where Dr. Duncan was interest d in a number of mining pro-perties which he was anxious to visit, and inspect. On their return to Skagperties which he was anxious to visit and inspect. On their return to Skag-way, Dr. Duncan wired to Victoria stat-ing that he would take passage for Vic-toria on the Islander. This was the last word received from him. Mr. Bell, who accompanied him, was also a very prominent citizen. He was chief factor in the Hudson's Bay Com-pany for a number of years. Two daughters survive him, one being Mrs. Fred. Pemberton, of this city. The other, who is not married, is now visit-ing in Victoria. to whom the arrival of this vessel will FOURTH ENGINEER'S STORY. Thinks the Vessel Was Struck About About to move that the thanks of the passen-

# Raised.

depth of 40 fathoms of water and when it is considered that it is impossible to work below 12 fathoms it will be seen that the doom of the unfortunate liner is tis men from duty, thereby enabling them to escape from their perilons dun-ters. Mr. Allen unfortunately subse-quently perished, but Messrs. Alice and Denny were saved. The chief was also largely instrumental in saving Dr. Phil-line from a weter crave and it was his per life insurance agent was one of the source which it will be difficult to find the difficult to find

THOUGHTFUL ACT. quiring Assistance.