She Strikes an Iceberg off Douglas Island and Sinks in

Loss of Steamer Islander

Hugh Porter, coal passer.

one waiter.

- - Moran, coal passer, Victoria.

A Kendalls, night saloon man, Victoria.

Two Chinese waiters, one coal passer and

PASSENGERS LOST.

Mrs. J. H. Ross, wife of Governor Ross,

child, and a neice, aged 15.

of the Yukon, with her one-year-old

Capt. Foote Goes Down With His

Vessel.

survivors had gathered, and reached

fortunate enough to reach the shore

died afterwards from the effects of thei

long exposure in the icy waters of that

unobtainable, was in such a state of

misery that he begged those who were

endeavoring to save his life to let him

die. He subsequently succumbed to the effects of his terrible experience. Those

who were saved were picked up at

which reached port last night, and the

board and the probable loss as follows:

Stowaways and helpers (sure of 7). 12

with the officer of the ship, and is be

end estimate the number on

urate, although it does

.189

on the Quee

class

Total

lieved to be a

One of the crew, whose name was

again about noon, having on

CREW LOST.

Capt. Foote, Master, Victoria. Geo. Allen, 3rd engineer, Victoria. Horace Smith, 2nd steward, Victoria. P. Burke, oiler, Victoria --- Burkholder, oiler, Victoria. Geo. Miles, barber, Victoria. S. J. Pitts, cook, Victoria M Jock, saloon waiter Victoria.

Joseph Beard, 2nd pantryman, Victoria

THE SURVIVORS

Saved-N. A. Belcourt, M. P., Ottawa; chasing agent of C. P. R., wife and son | crew,' Oscar, Vancouver: A. H. Morrison, Dawson: Chas. Doyle, Fort Cudahy; Virgin Doyle, Fort Cudahy; Arthur Longmake, Fort Cudahy; H. Roal, Dawson; Dr. W. H. Smith, Vancouver; H. W. Henderson, Dawson: H. H. Hart, San Fran cisco; J. E. Banin, San Bernadino; A. S. C. Le Blanc, pilot, Victoria; Allan J. wife, Skagway; R. N. Highon, Victoria: Chas. Denny, fourth Victoria; H. Fraser, third engineer. Victoria; C. H. L. Sherman Police, White Northwest Mounted White Horse: R. P. Marsk, W. P. & Y. Railway: Geo. W. Simpson, steward. Victoria: G. L. Cotter, Mounted Police, White Horse; Lousa Bertha, Dawson; L .Goss. Seattle: J. W. Snodgrass, 194W son: A. Dickey. Seattle: Geo, Ferry quartermaster: Owen McLaughlin, wife boo Crossing; E. C. Flint and wife, big crowd of argonauts who were due C. Henderson, Skagway; Everett G. Young, Vancouver; Anton Krishe, Dawson; Jack Kochver, Dawson: K. B. McLennan, Vancouver: O. Olsen, coal passer, Victoria: John Kochder, Dawson; B. Carter, sailor, C. P. N. Co.; A. C. Fraser, Vancouver; Joe Kochder, Dawson; A. Pluth, Dawson; Charlie Ross, Dawson: William Zahm and wife. Dawson; T. R. Robertson, Skagway; Mrs. Gertrude Whitmore, Tacoma; E San Francisco; Max Green, Tacoma; L. T Maxwell Seattle R M Wright Willows N D . J Daniels Seattle. L S Robe, Dawson: E. M. Dennis, Dawson J. G. Morgan, life insurance agent, Winnipeg; H. Daglish, Atlin; T. Knowles, Atlin; S. Applebaum, Dawson; Capt. tion which is so commonly associated nipeg: H. Daglish, Atlin; T. Knowles, MadFarland, Dawson; Geo. Spence, steward's department; Ed. Hudson, coal passer; Dave Stewart, fireman; J. Nash, fireman; William Chalmers, steward's department; Harry Lacey, Seattle; M. Blumauer, Portland, Ore.; John Dickson, porter, C. P. N., Victoria; H. M. MacBeth, Portland; three Chinese cooks, and baker; Dick Morrisey and Pat. Lavin firemen: J. MacDonald fireman: H. Hansen, Dawson; N. Dickey, Seattle; M. Murphy, fireman; H. H. MacDonald, R. Taylor, deck boys; F. Castleburgh, Wm. Neelands, Dawson; J. D. Yoeman, Dawson; P. H. Brown, Dawson; T. G. Hinde-Bowker, Vancouver; F. F. Mc. Naughton, White Horse; E. H. Carlson, Seattle; J. T. Snider, Seattle; Noble Johnson, St. Mary's, Ont.; Geo. Powell, second mate; Wm. W. Powers, Eagle City; G. L. Spinks, Dawson; Dr. Philwife drowned; A. L. Brownlee, chief engineer; H. F. Bishop, purser; Geo. T. Brown, Dawson; E. P. Ridgeley, Dawson: J. A. Dean, Cariboo

forty fathoms of water. The news was received by the steamer Queen, which reached the outer wharf

here at eight o'clock last evening. Hardly had she touched the wharf when the purser shouted to some acquaintances on the dock: "The Islander has C. C. Ray, Ottawa; R. Bowman, pur- down with 24 passengers and 16 of her Immediately the news flew like wild-

Twenty Minutes.

fire, and the city in the course of an hour or two was in a state of ferment. Many citizens were expecting friends from the North, and the uncertainty attending the accident, for full particulars were not received, added to the agony endured by hundreds of citizens. The bulletin boards were at one surrounded and a crowd, which blocked the streets in front of every office where a single vestige of news was likely to be obtained, speedily congregated.

As far as can be learned, the details of the catastrophe are as follows: The Horse; G. H. Walker. Mounted Police, ship was standing southward to Victoria was accounted for by the dazed condiat the time of the accident, with one of the large

Crowds of Passengers

on board her which has ever trod he decks since the first feverish days of the Yukon excitement. She had on board, ording to a report, 107 passengers, in addition to the crew of 71 which manne and child, Skagway; L. J. Dean, Cari- her. She had waited at Skagway for a from White Horse, and these lost no time as they arrived in shipping on the big liner, so that the Skagway offices of the company did a roaring trade. All went well on the home bound voy-

until the big ship reached a point about six miles from Juneau, at the south end of Douglas Island This point was reached about 2:15 on Thurs day morning. The night, according report, was misty, and suddenly

The Vessel Struck Heavily.

Women Dread The disfiguration caused by skin disease,

with it. The use of Dr. Pierce's Golder



Ridgeley, Dawson; J. A. Dean, Cariboo Crossing; A. C. Beach, Dominion Creek; Capt. Harris, Victoria; F. F. Comfort, Dawson; W. S. Herbert, Dawson; J. K. Devlin, Porcupine; W. G. Preston and wife, Seattle; H. A. Brigham, J. G. Stevens, M. Emphey, W. Pigson. The most appalling catastrophe in the marine history of the city was brought to the city last evening viz., that the steamer Islander, the pride of the C. P. N. fleet, the lucky flagship of years in the Alaskan service, struck an iceberg and sank in sixteen minutes in forty fathoms of water. The most appallog to the statement of the set of the se

Steward Simpson rushed below, as well as other officers, and with axes battered down the doors and other parts of the Juneau passage ways in order to expedite the board the bodies of six passengers which freeing of the imprisoned passengers, had been picked up on the beach, and who now began to pour up the ladders the survivors. Some of those who were in a state of excitement. These were huddled on the upper works of the ship, and those who were fortunate ugh piled into the life boats and life rafts, which had been put hastily over the side By this time it was apparent that the

loss of the ship was only a matter of a few moments, as she was gradually Going Down, Bow First.

some of the boats there were very Juneau, sixty of them by the Queen, few people, the third boat out carrying only about seventeen passengers. This only about seventeen passengers. This was accounted for by the dazed condi-tion of a great number of the unfortun-ate people, who awakened suddenly out of their steep, seemed bewildered and had lost a proper sense of their predica-ment. Even those in the boats were un-their steep and the boats were un-their steep and the boats were un-the balance took passage on the Farallon, which is due to-day, having been left by the Queen at Juneau. C. C. Ray, of Ottawa, and N. A. Bel-court, M.P. for Ottawa, who were on board, and who crame down to Victoria those in the boats were unside in their bearings, owing a side in the start of them rowed around about a start of them rowed around bere and who were hanging to doors and fragments of the vessel which had been thrown over the side when the larm was sounded. Dr. John Duncan, If Victoria, and Mrs. Ross, wife of the lovernor of the Yukon, together with for Provide Automation of the States Governor of the Yukon, together with Mrs. Ross's daughter and a Mrs. Bell, as to the number of children This esti-were observed standing on the hurricane mate was compiled after consultation were observed standing on the hurricane deck apparently dazed by their dauger. They were advised by one of the officers They were advised by one to put on life preservers, but almost im- not agree with that of Purser Bishop, mediately the vessel went down; As to what happened when she went an estimate to the manager of the com-

down, there seems to be some difference pany, 24 passengers and 16 of a crew. of opinion. Some state that as she took the water her boilers exploded,

lips. of Seattle, with his wife and child, was in his stateroom. Mrs. Phillips feeling the shock urged her hushand to get up and ascertain what was wrong. feeling sure that there was some trouble He rushed out, and hurriedly returning told his wife and daughter to dress, and they Ran for the Deck

Just then the ship lurched and sank, and the wife and child were caught by the suction of the air shaft and carried to the bottom. Phillips was struck above the eye by the air shaft, which prevented him getting into the shaft, thus saving his'life, and he was thrown into the water, coming up under a cabin door, to which he climbed with Engineer Brownlee, who rose to the surface at the same time. Two men afterwards got hold of some wreckage and the little steamer managed to reach shore. Mr. Phillips Brought i was worked on for four hours before he was completely resuscitated. Mr. W. G. Preston and wife, of Seattle, were on the boat on their wedding trip. Mrs. gether with Mr. Bell, of Vancouver. was completely resuscitated. Mr. W. G. Preston showed remarkable bravery, as on passing through the smoking room to reach the upper deck they noticed fully fifteen men in a dazed condition with life preservers on but doing nothing to save themselves. Mrs. Preston advised them to get on deck at once. several of them following her and her husband on deck.

On reaching shore Engineer Brownlee On reaching shore Engineer Brownlee and the first officer called for a volun-teer crew to go up to Juneau and solicit aid there. Plenty of volunteers were

Dr. John Duncan, of Victoria. Mrs. Phillips and child, Seattle. Mrs. W. S. Smith, Vancouver. J. L. Bethan, Vancouver.

W. H. Keating and two sons, Koksilah. J. M. Douglas, of Kelly, Douglas & Co., Vancouver.

Mrs. J. L. Wilcox, Seattle. Mrs. Capt. Nickerson, Victoria

They headed for the beach, where the near the flag staff when that last vestige of the stitely craft was

Swallowed in the Sea. Many went down as he did and never arose again. "Others were buffeted in the icy waters for hours, only to expire when drawn to security. The chief engineer was in the water for about an hour; and for a while his position was precarious; in fact death stared him in the face. Hisstory given by him to a Times representative last night follows: He was sleeping in his cabin adjoining the engine room when suddenly he heard the ship strike with a grinding .crunchng sound, and felt her roll and rock. He heard considerable commotion at once, Leaped From His Bed

and turned on the light. As he did so far away. He made for it and succeed the bell which connect his spartment with the engine room in which Third raft. Engineer George Allen was on duty, numb with cold that he could not move rang, and the chief knew that he was them, and he was compelled to rub and A hurried investigation showed him dia the was compelled to rub and "The Islander struck an iceberg, and punch them persistently to restore cir-so severe was the shock that every door clation. He first hauled Dr. Phillips aboard, and after much exertion suc-tended in reviving him. The two then 107, and crew of 71, were forced to that water was pouring into the boiler hauled Burke abourd. But the unfor compartment from the fore-hole. A tunate man was too far gone, and murcouple of firemen at once rushed up to muring something about "beirg . "the contrivance. top wheel," and succeeded in closing the dreadful fatality: vater-tight compartment. One of those nen is now no more, but that deed alone is ratificient to enroll his name among the 'two men realized that unless they reach-list of heroes as well as that of his com- | ed shore or were picked up speechly it rade. Had it not been for their prompti- would be all over with them tude, the chief says, the steamer would not have remained above water five min- to be the direction of the shore. It was The chief encountered the captain just sent reminder of the great ocean tragedy

M. Jock, saloon waiter; Jos. Beard, M. Jock, saloon watter; Bost, Jock, second pantryman; A. Kendalls, night saloon man; one fireman; one coal passe-er; and one waiter; Moran, coal passer. Others lost of the passengers were-Mrs. Ross, wife of the Governor of the Yukon, with niece of 15 and child of one year; W. G. Preston and bride, Se-attle; Dr. John Duncan, Victoria; Mrs. Phillins and child. Seattle; Mrs. W. S.

J. M. Douglas, of Kelly, Douglas & Co., Vancouver: and W. H. Kealing and two sons. of Keksilah. Purser Bishop reports that the bodies of the following had been recovered at

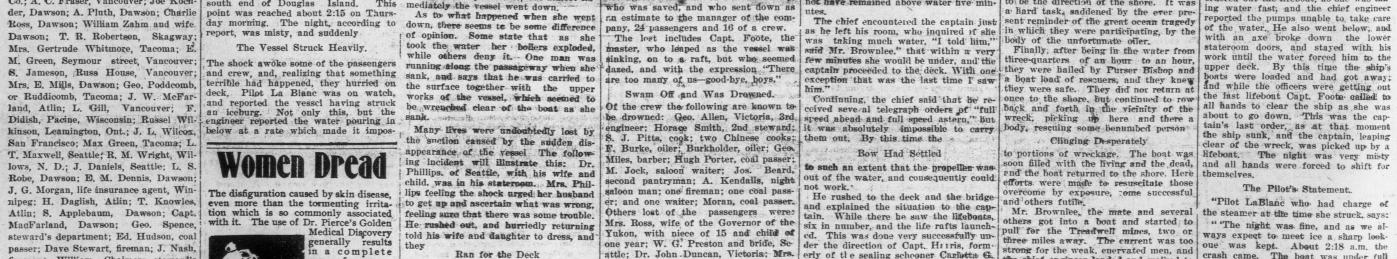
H. Porter, M. Jock, Dall, and two chil-dren. Just as the Queen left Juneau

and reported several more floating.

Thrilling Escape From the Boiler Room

of the Liner.

that of Chief Engineer Brownlee. Na-



Smith, Vancouver; J. L. Bethan, Vancouver: J. L. Wilcox and wife, Seattle;

time of writing: Dr. Duncan, P. Burke,

Brought in Nine More

THE ENGINEER'S STORY.

Of all those who were aboard the ill-fated steamer there is doubtless none whose experience is more thrilling than

and Sixty=five Lives.

Thrilling Experience of Survivors --Dr. Duncan and Mrs. Ross Drowned.

--- Bell, Vancouver. Mrs. J. C. Henderson.

--- Dall and two children.

Dr. John Duncan.

P. Burke.

H. Porter.

M. Jock.

BODIES RECOVERED.

sible for the pumps to handle it, and who might still be clinging to spare He was with the steamer when she went daughter drawn to their doom in a iceberg at 2 a. m. on Thursday me down. His hand was upon the railing whirlpoel, formed by the sinking of the ing, off Douglas Island and such which was only about four by four or thereabouts. The case was a desperate by the chief engineer, who walked up their lives on a support which was appeal to the city for help. wholly inadequate, while the

Horror of the Situation was enhanced by the condition of Phil lips. Finally he was caused, chief gazed about for some more sub-Finally he was calmed, and the stantial means of support

Suddenly the fog whi had wrapped all in obscurity lifted, and Mr. Brownlee discerned a quantity of wreckage not ed in securing enough for a make shift By his legs were so expired on the raft-another victim of the

More wreckage was dimensions of the raft increased. Those rould be all over with them. They ommenced paddling in what the took a hard task, sadde ned by the ever pre as he left his room, who inquired if she was taking much water, "I told him," body of the unfortunate oiler.

Clinging Desperately

Bow Had Settled to portions of wreckage. The boat was soon filled with the fiving and the dead, and the boat returned to the shore. Here out of the water, and consequently could not work :

until his ownolife was almost imperil-

His hand was upon the railing whirlpool, formed by the sinking of the ing, off Douglas Island, and sunk, folship Another man was observed strug- lowed by the blowing up of her boilers gling in the water, and the end of the and the exact number of killed, drowned wreckage was passed to him. He was wounded, and amount of gold dust lost one of the oilers, and his name was by her heavy list of returning Klondik Burke. Thus there were three men climbing to one frail piece of the wreck. "The word reached Treadwell at 8.3 "The word reached Treadwell at 8:30

Three men were depending for the beach, a distance of 25 miles, to "The Flossie arrived in from the scen of the wreck at 12 o'clock with six dead

"The description of the disaster by the survivors is heartrending, and those who live to tell the story are each and everyone a hero and worthy of being "Capt. Foote walked the bridge until the ship sunk, and went down with his vessel, a marine hero, who performed

"The Islander struck an iceberg, and was jammed fast in the state rooms, and the ill-fated passengers, numbering break through the windows to reach the deck. Steward Simpson lost 10 in his ent, and his wreck is very clearly given "He was awakened by the shock, and

could not get out of his stateroom unti Broke Through the Window.

He reached the bridge where Pilot La Blanc was on watch, and ,with the mate ordered out the lifeboat, as she was tak ing water fast, and the chief enginee reported the pumps unable to take car of the water. He also went below, and with an axe broke down the lowe state clear of the wreck, was nicked up by

der the direction of Capt. Hi tris, form erly of the sealing scheoner Cambra and Cox, the mate, and the second officer. Having told the captain that the could do nothing, the chief returned below as the second and third engineers were in the engine room waiting his orders. He told them to get out and save themselves as in a few minutes the steamer would sink. The other two grabbed life preservers from their nooms, and the three rushed the stairs forward. The ship was half full of water, which was pouring along the saloon. "We thought We Were Caught in a Trap," says the chief, "but managed to keep our heads, or I would not be here now. We ran and climbed over the stanchion and to the deck. We were 'not the sen of the stanchion and to the deck. We were 'not the sen of the stanchion and to the deck. We were 'not the sen of the ship went to the deck. We were 'not the ship went to the deck. We were 'not the ship went to the deck. We were 'not the stanchion and to the deck. We were 'not the ship went to the deck. We were 'not the stanchion and to the deck. We were 'not the ship went to the deck. We were 'not the ship went to the deck. We were 'not the stanchion and to the deck. We were 'not the ship went to the deck. We were 'not the stanchion and to the deck. We were 'not the ship went to the deck. We were 'not the stanchion and to the deck. We were 'not the ship went to the deck. We were 'not the ship went to the deck. We were 'not the ship went to the deck. We were 'not the ship went to the deck. We were 'not the ship went to the deck. We were 'not the ship went to the deck. We were 'not the ship went to the deck. We were 'not the ship went to the deck. We were 'not the ship went to the deck. We were 'not the ship went to the deck. We were 'not the ship went to the deck. We were 'not the ship went to the deck. We were 'not the ship went to the deck. We were 'not the ship went to the deck. We were 'not the ship went to the deck. We were 'not the ship went to the deck. We were 'not the ship went to the deck. We were

A Passenger's Story.

to the deck. We were not there more than a few seconds when the ship went down." Mr. George Allen, the third engineer, the chief believes Jumped Overboard. and must have struck the propeller. He never saw him again. Mr. Brownlee and the second engineer hung to the railing at the stern as high Treaching shore lengtheer Browniee and the first officer called for a volun-teer crew to go up to Juneau and solicit aid there. Plenty of volunteers were found and the little company walked distance of twenty-five miles, reaching that point about 8:30 a.m. Here the Treadwell steamer Lucy and the Juneau Steamer Flossie Promptly Responded to their appeal, and were soon on their way for the purpose of picking up those

hailed two men who were got them aboard, also a Ch this time the steamer had sight. Many people hung on a nes, but it was not air tig had much difficulty in climbing on, but generally The boats were so vercrowded, and people egging, pleading and crying We gathered lumber and ma We were picked up boats returning from sh

MESSRS. BELCOURT AND

Two Ottawa Gentlemen, Wh Providentially Saved. N. A. Belcourt, M.P., and C.

Ottawa, were travelling co a trip to Dawson and were p on the return journey on the Both gentlemen came to Victo night, and left again on the this morning for Vancouver. court related the story of t trophe to the Times, as he through, as follows:

The collision with the iceb about fifteen miles from Jun mile off the southern point of Island, and at 2:15 a.m. or

Running at Full Speed nd while possibly no fog had untered up to or immediately ing the collision, there was all around when the accident At first Mr. Belcourt did not th thing very serious had hap as the boat appeared to be its way he thought of again a bed, from which he had arisen shock was felt. Presently he tion among the passe felt a bumping motion of the On trying to open his states he was unable to do so. Mr. it and was also unsuccessful. cussion had evidently

Jammed the Frame work of the cabin, which cau doors like a vise. Mr. Belcourt

Got Out of the Window The former returned to procu preserver, but failing to find on liately got out again and gettin the railing of the steamer aped to a boat that he say He was about one of the Last Men to Leave

teamer, and not more that minutes elapsed from the time out of his cabin first until he I leap in the dark. Fortunately l ed on the shoulders of one of ngers and in the last boat to l eamer. The Islander was then at the bow very fast. The boat for the shore and when it rea n of the Islander the pro high out of the water and be air at a terrific rate. The unf steamer went down within twee utes after striking.

Messrs. Belcourt and Ray we small boat an hour and a half reaching shore, which was, not more than a mile away, to the fog could not be made to reach the shore rected there by the

After landing the light served as a beacon boats groping their way the fog. On landing the rescu boats returned to the scene of th dent and picked up a number of

Six Bodies Were Brought to Sh by morning-five men and a lit The mate went to Juneau in t boat and from that place steamer Flossie to bring the res that city. Before leaving .Ju Victoria Mr. Belcourt saw more bodies brought to that pla it was reported that still others ha recovered, but not brought in. rescued came down from Juneau steamers Farallon and Queen.

SOME OF THE DEAD.

A Number of Peculiarly Sad Ca Connection With the Traged

The case of Mrs. Ross is a peo sad one. She left Victoria on the ing a few trips ago to join her hu who has recently been appointed erner of the Yukon Territory. itt a few days since she left her p in this city Mr. and Mrs. John M of Kingston street, with whom s been visiting for a few months, 1 up her residence in the Yukon, letter received a few days age to ther plans for the future. It we the purpose of carrying out those that she was on her way to Victor heing her intention to purchase fur and furnishings for the new h the Governor, a cut of which ap in the Times a short time ago. left five of her children in Dawso brought the youngest, an infant of a year, with her, together with a the daughter of her brother liv

Another sad case is that of En Allan. He was married but a, time ago to Miss Dewar, and has got comfortably settled in his new The shock to his bride was a t

Among the passengers on the ill Islander was H. H. Hart, the known Klondike mine owner, one of the survivors, but had it not for the fact that he priced his life the mild be meet but the gold he was bringing out with he would doubtless by this time be beneath the icy waters near Do Island. Mr. Hart was making o periodical visits to the outside had with him about \$40,000 in When the Islander struck he and others, including Capt. Foote, Mr. 1 as, of Vancouver, were seated as a table in the dining room. When wheek was felt he said the captain and to his feet and made for the He and the others followed. He

called men and women

every duty which a captain could be called upon to do.