

STORIES OF SURVIVORS

More Passengers and Crew of Wrecked Islander Arrive.

Particulars Show That Officers and Men Behaved Well.

Details Of Heart-Breaking Scenes When Ship Sank.

While revised lists received at Vancouver yesterday by the steamer Farallon place the loss of life in the disaster to the steamer Islander at considerably less than stated by those who arrived by the Queen, the wreck of the steamer still remains as one of the greatest marine disasters which have ever occurred in the North Pacific.

FORCED OFF RAFT.

Inhuman Treatment of Captain and Mate by Passengers.

Second Officer Powell, one of the survivors of the steamer Islander, who, like the other heroes who remained on the sinking ship to the end, gives details of the tragic end of Capt. H. R. Foote and other additional details of the happenings on the sinking steamer just before she took her fatal plunge.

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Called in a delirious manner by his wife and child, and as he sat there bemoaning their sad fate, he heard a little girl crying nearby, and thinking that it was the voice of his child that he heard he suddenly sprang up and went over to the little girl, and looked eagerly into her face, only to find, alas, that it was the face of a little stranger.

SAD STORIES.

First Body That Dr. Phillips Picked up Was That of His Own Child.

Some stories which are peculiarly sad are told by the survivors of the catastrophe. The experiences of Dr. W. S. Phillips of Seattle who lost wife and child in the catastrophe, were heart-rending. After struggling out of the straits in which he and his wife and little girl of four years of age had been asleep at the time of the crash, the doctor endeavored to make his way with his

Up-to-Date Styles - AT - WELER BROS. Latest Novelties From Paris, Berlin, London WELER BROS. VICTORIA B. C.

Brownlee, Second Engineer Allan, Third Engineer Ailes, Fourth Engineer Denny each one of them waited until the engines were useless, and there was no use in their remaining in the engine room, and then went to render assistance in getting out the boats, declining a place themselves. Firemen and others, each and every man, remained in his place until Chief Engineer Brownlee said "Save yourselves boys—the vessel is sinking."

Business arranged to start in business at White Horse, from where he was returning by boat, passed by the steamer Islander. R. M. Higham was bartender of the Islander. He was met by his wife at the landing of the Yosemite and welcomed home. Alex. LeBlanc, of the steward's department, another survivor who returned last night, is a cousin of the pilot, who is confined to his house suffering from the effects of the injuries received during the wreck. C. P. R. ingill, another arrival by the Yosemite, who was a waiter on the steamer, was formerly a messenger for the C. P. R., and is well known locally as "Texas." He was rescued by Mate Neurotos.

LATE MR. BELL. An Old Employee of Hudson's Bay Company and Seventy Years of Age.

Mr. P. W. Bell, while he had no permanent place of abode, might well be called a Victorian, as his widow and two daughters, Mrs. F. B. Pemberton and Miss Bell, reside here. One son is on the staff of the C. P. R. at Vancouver in South Africa; another is on the staff of a Bank of Commerce in Dawson and a third also resides in the North. Mr. Bell, who was 70 years of age, went to Dawson by the Yukon in 1898, and was also lost, and the two intended to take a trip into the Stewart River country, but it is believed that they abandoned this and came straight out. He was one of the old-time employees of the Hudson's Bay Company, and at one time was chief factor, and had led a very active life on the frontier. He was a married man, and had two young boys and must have still retained a measure of his love for adventure, as it was the intention of himself and Dr. Duncan to make a long trip on the Yukon in a canoe.

DR. JOHN DUNCAN. Was Surgeon to the Canadian Volunteers During the Rebellion.

The sketch of the late Dr. John Duncan, which appeared in the Colonist, is necessarily brief. Dr. Duncan was born at Dunbarville, Ontario, a little town named after his father. As a young man he joined the Princess Louise Dragoon Guards, and he went to the Northwest during the Redoubt rebellion as a surgeon to the Canadian volunteers, and served all through that campaign. Thirteen years ago he came to Victoria with Dr. Baillie as surgeon, and after serving for a few years with this company, started practice for himself. A couple of years ago he erected a handsome office and residence on Port street. Besides his practice as a doctor, he leaves another George, Rev. W. A. Duncan, of Salt Ste. Marie, Ontario. Dr. Duncan was an enthusiastic dog and horse fancier, and at all the kennel shows his dogs were among the prize winners. It was largely through his efforts that the Kennel Club was reorganized this year. To his friends he was known as "Doc," and satisfied his fancy for horses by purchasing a farm in Metchison, where he turned his attention to breeding thoroughbreds on a small scale. He had a host of friends in the city and was highly esteemed.

NOTES. According to an experienced local navigator, had the steamer Islander answered her helm and been run towards the beach, as was intended, she would in all probability have filled and foundered much quicker than being forced at full speed against the rushing water, than she did under the existing circumstances.

Mr. Hart Lost His Gold Dust But Still Had Money. H. H. Hart of Dawson, who lost \$35,000 in gold with the Islander, having thrown his well laden satchel on the hurricane deck of the steamer when he slid down to the boat, has considerable currency in his pocket, and when the boat landed her contingent of survivors on the beach, he built a fire, and taking the well laden satchel in his pocket, laid them around the fire in rows to dry them, remarking as some of the survivors came to look at his row of bills, that he didn't care about the loss of his sixteen years' earnings, anyhow, for he still had money left.

George McL. Brown, executive officer of the C. P. R., had a busy day yesterday. Yesterday morning he rode around to the different houses of the bereaved relatives of those lost in the disaster, and offered all the assistance that is in his power to the company to render. He has arranged that the bodies of many of the dead as can be secured will be brought to Victoria for burial. Giving information to relatives, bringing news to those who lost their loved ones, writing telegrams to the friends of those lost to notify their far away friends, in a hundred and one ways, Mr. Brown was kept busy yesterday.

Mr. Morgan of Winnipeg One of Those Who Went Down With the Ship But Survived. J. H. Morgan, an insurance agent of Winnipeg, who was one of those who went down with the steamer, but was lifted to the surface by his life preserver, says that at the time of the wreck, he, Capt. H. R. Foote, and Mr. P. T. Brown of Dawson, and Mr. Douglas were in the dining room. Capt. Foote came off with 12:30 a. m., and he asked the mate to give him a little and changed their minds and went down to the dining room. They were sitting at lunch when the boat struck, and as soon as the crash occurred, Capt. Foote jumped from his seat and ran upstairs two at a time, and up to the bridge. Morgan followed the captain on to the bridge, and says the captain was giving his orders very clearly and coolly. The captain stayed to the last, and Morgan remained there too. His watch stopped at 2:12, which was about the time he thinks that the vessel struck the ice.

THE HOME-GANG. Large Crowd Awaited the Arrival of Survivors on the Yosemite. There was a scene of much excitement at the inner wharf when the Yosemite arrived last night. A large number of the survivors of the steamer Islander, who had come down on the Farallon to Vancouver. Several hundred people gathered on the wharf to meet the steamer. Quartermaster George Hindle, who was one of the arrivals, was reported to have been rescued by Capt. Charles Harris, who came home by the Yosemite, was warmly welcomed. He was one of the workers who assisted materially in aiding the passengers to get into the boats when the Islander foundered. Himself a passenger, he could not forget that he was a sailor, too, when the accident occurred, and when Second Mate Powell went to get one of the boats out, Capt. Harris was already there directing the work, and the second officer went to another boat. Capt. Harris remained with the vessel, like the other sailor heroes, and when he was forced by the sinking of the steamer to save himself, he helped many others to get out to safety. A. C. Beach, another survivor, who arrived by the Yosemite, was one of the first Canadian contingents, who was wounded at Esquadrage, and after returning

YOUR CUSTOM with a fine assortment of EARNEST SADDLES, NEW PATENT GOODS. WE ask no odd MERIT AND PRICES WILL TELL. J. H. MORGAN, 44, Yates Street.

MINERAL ACT, 1896. (Form F.) Certificate of Improvements. Notice. Union Mining Division of the Alberta Mining Division of the Department of the Interior. On Mineral Hill S. W. of the "Old Mill" Certificate No. 28333, containing six days from the date hereof, to apply for the Mining Recorder for a Certificate of Improvements for a Certificate of Improvements of the above claim. And if the Mining Recorder for a Certificate of Improvements of the above claim. And if the Mining Recorder for a Certificate of Improvements of the above claim. Dated this 18th day of June, 1901. LIVINGSTON THOMPSON.

NOTICE—Prize No. 2. Prize No. 3. and Prize No. 4. Mineral Claims, situated on the Coast Mining Division of the Department of the Interior. Free Miner's Certificate No. 290773, containing six days from the date hereof, to apply for the Mining Recorder for a Certificate of Improvements for a Certificate of Improvements of the above claim. And if the Mining Recorder for a Certificate of Improvements of the above claim. Dated this 22nd day of July, 1901. A. D.

MINERAL ACT—(Form F.) Certificate of Improvements. Notice. He Mineral Claim, situated in the Victoria Mining Division of the Department of the Interior. On Mineral Hill S. W. of the "Old Mill" Certificate No. 28333, containing six days from the date hereof, to apply for the Mining Recorder for a Certificate of Improvements for a Certificate of Improvements of the above claim. And if the Mining Recorder for a Certificate of Improvements of the above claim. Dated this 22nd day of July, 1901. A. D.

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SCENE OF ISLANDER WRECK.

with life-boats. He noticed that the life-boats had been put on wrongly and stopped to change them. The boats had been tied inside, and would have flopped and perhaps have given way. After putting the belts on the people gathered there, he talked to them and tried to quiet the women, who were much excited. As he did so the steamer gave her last plunge and was sliding down by the head, carrying him down and ran for the rail himself. The niece of Mrs. Ross, a young lady of about eighteen years of age, threw her arms round his neck and shouted to him to save her. She remained clinging to his neck as the second mate rushed along to the rail, and thus they went over in the icy water. When they struck the water, the young lady let go, and the second mate did not see her again. He had jumped well out and struck out from the ship, for she looked to him from where he jumped, she appeared to be turning over. He swam past the stern, which was high up, and saw a raft, which he struck out for.

On this raft he saw Capt. LeBlanc. One side, and Capt. Foote, also on the raft. Soon after the second mate grasped the life line of the raft to support himself one big fellow on the centre of the raft drew a revolver and with an oath, he shouted to the second officer to let go, or he would blow his brains out.

"Shoot away," said the second officer, "for I guess you'll follow me. Anyhow, I believe your cartridges are wet." He continued to cling to the raft until he saw a door floating nearby, and he left the raft and struck out for that. Capt. LeBlanc, who had been clinging to the raft, struck out about the same time in a different direction.

Capt. Foote pulled his pipe from his pocket as he sat on the raft—an action which those who know the dead captain will readily remember showed that he was agitated, for he invariably began filling his pipe when agitated over anything. As he pulled out his pipe some of the passengers on the raft began to make cutting remarks to and for the ears of the captain.

Capt. Foote replied: "Oh I've lost my ship, I suppose. I will have to take my medicine, but I ran die as game as any of you!"

The man in the centre remarked that there was little enough room on the raft anyhow, and said he did not think there was room enough for the captain.

"I guess there is too many of us on the raft," said Capt. Foote. "Good-bye, boys"—and with these words he slipped off the raft and swam away. Part of this last conversation of the dead captain was heard by Second Officer Powell, and others of the survivors tell of remarks that were made by passengers on the raft after the second officer left the raft.

It was half an hour after the raft left the steamer that Second Mate Powell and Capt. LeBlanc left her. She had

family to the upper deck. The steamer was then already well down by the head and water was rushing along the passageways from the flooded forward part, driving great gusts of air back as the water ran in. The suction of the water was great, and hardly had the little family reached the main deck than the suction from one of the ventilators, which was blowing towards it, and Mrs. Phillips was drawn in and shot down, and the little girl followed, and thus they went to death, while the doctor, who had been caught by his chin on the ventilator top struggled back to the deck. Dazed by the loss of his wife and child he was about to jump from the vessel when the Islander slid forward and plunged down by the force of the suction. When he came to the surface he was hauled

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EVERY MAN A HERO.

Officers and Crew Looked After the Interests of the Passengers. The scene of the wreck was not near Tantallon Point, but some eight or nine miles further north along the Douglas Island coast. It was while in the head below Hilda Point that the steamer struck the ice. That Capt. Foote acted as he did in not wanting to immediately put the steamer on the beach is easily understood in view of the past experience of that navigator when in command of the steamer Danube about two years ago. The Danube struck a piece of ice off Taku Arm, which tore a hole in the steamer's bow, but the bulkheads saved the steamer from flooding, and she steamed into Juneau a little down by the head, but otherwise intact. She was temporarily repaired at Juneau, and steamed down to Victoria with a hole in her bow just at the waterline, which was temporarily patched with canvas and cement.

When the Islander struck, Capt. Foote, who acted coolly, and gave his orders in calm voice, according to those who stood by, evidently thought that, as in the case of the Danube, the bulkheads of the Islander would save the steamer. She had four bulkheads. One was about

halfway of the saloon and climbed upon the hurricane deck. He did not see Powell again, and the second steward without doubt went down in the vessel. When he reached the upper deck the steward found a number of people trying to launch the rafts. One raft was just clearing the rigging as he ran up and caught a life line as it went over the side, being drawn to it with his body to the waist in the water. He left the raft and took hold of the steamer's jack-staff, on which he was supporting himself when he saw Capt. Foote about daylight. He called to the captain to come over, but the captain who had an ear called back that it was too late, and soon afterwards went down.

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STEWARDS' WORK.

Remained With the Ship Endeavoring to Get Passengers Out. Among the officers who came down from Vancouver last night on the steamer Yosemite with Mate C. Neurotos and Engineer Brownlee who went to Vancouver to confer with Capt. Ross was Steward Simpson, and from him it was learned that the second steward, Horace Fowler, and Engineer Smith, as given in the previous reports, went down with the vessel. Steward Simpson remained with the vessel until it went down beneath him. He stayed by the ship until the lights went out, and by the companionway, looking down to Fowler, who was at the bottom, he having been making sure that the passengers and Engineer Brownlee, who went to Vancouver to confer with Capt. Ross, was almost insane from the effects of his sufferings, and here they clung until they were picked up and landed ashore.

After Dr. Phillips was resuscitated, he

DR. DUNCAN.

Was Surgeon to the Canadian Volunteers During the Rebellion.

The sketch of the late Dr. John Duncan, which appeared in the Colonist, is necessarily brief. Dr. Duncan was born at Dunbarville, Ontario, a little town named after his father. As a young man he joined the Princess Louise Dragoon Guards, and he went to the Northwest during the Redoubt rebellion as a surgeon to the Canadian volunteers, and served all through that campaign. Thirteen years ago he came to Victoria with Dr. Baillie as surgeon, and after serving for a few years with this company, started practice for himself. A couple of years ago he erected a handsome office and residence on Port street. Besides his practice as a doctor, he leaves another George, Rev. W. A. Duncan, of Salt Ste. Marie, Ontario. Dr. Duncan was an enthusiastic dog and horse fancier, and at all the kennel shows his dogs were among the prize winners. It was largely through his efforts that the Kennel Club was reorganized this year. To his friends he was known as "Doc," and satisfied his fancy for horses by purchasing a farm in Metchison, where he turned his attention to breeding thoroughbreds on a small scale. He had a host of friends in the city and was highly esteemed.

Mr. Morgan of Winnipeg One of Those Who Went Down With the Ship But Survived. J. H. Morgan, an insurance agent of Winnipeg, who was one of those who went down with the steamer, but was lifted to the surface by his life preserver, says that at the time of the wreck, he, Capt. H. R. Foote, and Mr. P. T. Brown of Dawson, and Mr. Douglas were in the dining room. Capt. Foote came off with 12:30 a. m., and he asked the mate to give him a little and changed their minds and went down to the dining room. They were sitting at lunch when the boat struck, and as soon as the crash occurred, Capt. Foote jumped from his seat and ran upstairs two at a time, and up to the bridge. Morgan followed the captain on to the bridge, and says the captain was giving his orders very clearly and coolly. The captain stayed to the last, and Morgan remained there too. His watch stopped at 2:12, which was about the time he thinks that the vessel struck the ice.

THE HOME-GANG. Large Crowd Awaited the Arrival of Survivors on the Yosemite. There was a scene of much excitement at the inner wharf when the Yosemite arrived last night. A large number of the survivors of the steamer Islander, who had come down on the Farallon to Vancouver. Several hundred people gathered on the wharf to meet the steamer. Quartermaster George Hindle, who was one of the arrivals, was reported to have been rescued by Capt. Charles Harris, who came home by the Yosemite, was warmly welcomed. He was one of the workers who assisted materially in aiding the passengers to get into the boats when the Islander foundered. Himself a passenger, he could not forget that he was a sailor, too, when the accident occurred, and when Second Mate Powell went to get one of the boats out, Capt. Harris was already there directing the work, and the second officer went to another boat. Capt. Harris remained with the vessel, like the other sailor heroes, and when he was forced by the sinking of the steamer to save himself, he helped many others to get out to safety. A. C. Beach, another survivor, who arrived by the Yosemite, was one of the first Canadian contingents, who was wounded at Esquadrage, and after returning

YOUR CUSTOM with a fine assortment of EARNEST SADDLES, NEW PATENT GOODS. WE ask no odd MERIT AND PRICES WILL TELL. J. H. MORGAN, 44, Yates Street.

MINERAL ACT, 1896. (Form F.) Certificate of Improvements. Notice. Union Mining Division of the Alberta Mining Division of the Department of the Interior. On Mineral Hill S. W. of the "Old Mill" Certificate No. 28333, containing six days from the date hereof, to apply for the Mining Recorder for a Certificate of Improvements for a Certificate of Improvements of the above claim. And if the Mining Recorder for a Certificate of Improvements of the above claim. Dated this 18th day of June, 1901. LIVINGSTON THOMPSON.

NOTICE—Prize No. 2. Prize No. 3. and Prize No. 4. Mineral Claims,