

## IROQUOIS SINKS MANY LIVES LOST

### WELL KNOWN VESSEL GOES DOWN OFF SIDNEY

**Drowned Are Estimated Between Twenty and Forty—It Is Certain That Many Are Dead.**

(From Monday's Daily.)

The little steamer Iroquois, Capt. Sears, which plies between Sidney and the Gulf Islands, was wrecked shortly after nine o'clock this morning and a large number of the passengers and crew drowned—estimates varying from 20 to 30.

Owing to the scene of the disaster being some considerable distance from the long distance telephone the most conflicting stories reached the city and it was not until noon that it was definitely known that the loss of life had been so great.

First bulletins had stated it was believed all those on board had been saved with the exception of Purser Munroe.

The Times got into communication with its special correspondent at Sidney at 1 p.m., and learned that it was estimated that there were between 20 and 40 passengers aboard, the first estimate being made by Capt. Sears and the second by the officials of the Victoria & Sidney Railway company.

#### SAVED

Capt. Sears.  
M. Phillips, deckhand.  
John Bennett, passenger.  
H. S. Moss, passenger.  
M. MacFarlane.  
J. Ishler.  
— Thompson, engineer.  
Two Indians and one Halfbreed.

#### DROWNED

Mrs. Hooson and child, Pender Island.  
Olsen.  
Chert Hartnell, steward.  
Ray Hartnell, O. P. R.  
D. N. Davidson.  
A. D. Munro, purser.  
— Bryden.  
One man's body recovered.  
Was wearing a ring bearing initials "P. M. F."  
Chinese cook.

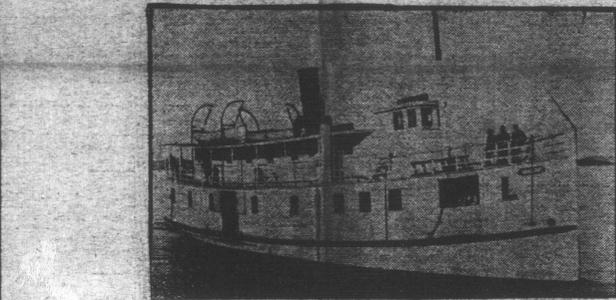
Eight women reported missing, said to have been seen going aboard. Names not obtainable at present.

Capt. Sears came ashore with a number of others who were saved on a raft, which was part of the wreck. The accident occurred in the channel near Mary Island, opposite Capt. Curtis' house, which has been turned into a morgue and hospital. Capt. Curtis put off in his launch, George and Clifford Brethour, of Sidney, also put out in launches and did good rescue work. Many Indians also put out in their canoes, and every boat and launch about the place went to aid the drowning.

**Went Down Suddenly.**  
One of the witnesses of the Iroquois disaster this morning stated that with several others he was standing on the Sidney dock when the boat steamed out at about 9:15. The sea was very rough but, steaming with the wind, she had no difficulty in making way. When about a mile from the dock, between Shell Island and Robert's point, the spectators could see there was something wrong. The boat listed, swerved around and went down with astonishing suddenness. It appeared that she had struck a reef or part of her upper deck still showed above water. Shortly after the disaster Captain Sears and two Indians came ashore on a raft.

**Captain Sears' Story.**  
Capt. A. A. Sears, master of the ill-fated vessel, who, with Chief Engineer Thompson and three Indians were the first to reach shore in one of the Iroquois' lifeboats, regarding the accident, said:

"We left the dock at Sidney at the regular hour this morning with a heavy load of general freight, including considerable hay, fertilizer and iron. The wind was blowing rather strong from the southeast, but I have gone out in far worse storms than the one this morning.  
"When we were about to make the entrance to Canoe Channel the wind struck us on the beam and, together with the seas, gave the vessel a slight list. Her cargo then shifted to the lee side and when the purser informed me of this I sent the first mate with the deckhands below to try and right her. While they were below I put her to the wind, but soon it was found that she



**STEAMER IROQUOIS**  
The well known little vessel plying among the islands of the gulf, and on which thousands of Victorians have traveled, which met with disaster this morning.

made and that they were dispatching a vessel to our assistance."  
Fireman Andrew Olson said to a friend at Sidney yesterday: "This place (the engine-room) is all blocked up. If anything happens it'll all up with me."  
A woman at the wharf says she saw a tug sink this morning. A tug was seen coming this way, and passing here. Nothing is known here of any tug going from Victoria.

Captain Kirkendale, shipping manager, who for several years was mate on the Iroquois, states that she was a sound, seaworthy little vessel and the only likely reason for her turning turtle is that she had a heavy deck load. This, he explained, probably shifted when the seas struck the boat and instead of righting she was carried over.

Shortly after the disaster a raft, black with people, was seen to put out from her. The raft was seen to be drifting rapidly before the wind and then suddenly disappeared. It is believed all on board were lost.  
The body of an unidentified deckhand came ashore at 3 p.m. in the pockets of his trousers was a bank certificate showing that he had 15 sterling on deposit in the Liverpool bank.

One more body drifted into Capt. Curtis' place but the name could not be learned.  
One man is reported saved in addition to the list above.

The Iroquois was built in Port Moody in 1900 and was registered in Victoria her number being 112,072. She was propelled by a compound 20-horse-power engine and a single screw. Her dimensions were as follows: Length 33 feet, beam 20 feet, depth of hold 7.7 feet, gross tonnage 195, registered tonnage 94. She was owned by the Sidney and Nanaimo Transportation Company, of which Capt. Sears and A. Munro were the two shareholders.

Capt. Sears came ashore with two Indians at Armstrong's place. They had great difficulty in saving the boat from being smashed on the rocks.  
Thompson, the chief engineer, was on the islander when that vessel was wrecked some years ago.  
Mrs. Houston, Pender Island, sister to Miss Lawson, is believed to be among the drowned.

William Aitken, Vancouver, is known to have been a passenger on the Iroquois, bound for Nanaimo. Mr. and Mrs. Woollett, of Mayne Island, are also believed to have been aboard. They had been staying at the Balmoral hotel, and left in time to catch the boat.

Seven or eight men breakfasted at the New England restaurant this morning prior to leaving for Sidney. M. Young, the proprietor, does not know the names of any of them, however.

**Deck Hand's Story.**  
Joe Cowichan, who, with Johnny Jimmy, was among the deck hands on the vessel, and who was in the boat which reached the shore safely with Capt. Sears, speaking to the Times this morning said:  
"It was too rough. We should not have gone out. The big seas, they hit us and we began to heel over. The freight shifted and the captain he told us to go below and try and place it back. She had so much freight on and it all went over on the port side and we could do nothing. Soon she got a bigger list and down the ways she went and the water

### SO WING SPRING WHEAT IN MANITOBA

#### OPERATIONS WILL BE GENERAL THIS WEEK

#### Rain or Snow, Would Be Welcome—Increased Acreage Will Be Sown

(Special to the Times.)  
Winnipeg, April 10.—Manitoba farmers are making a start in earnest today on seeding operations on their high lands and seeding will be general by the end of the week. Tardy spring jumped into summer last week and temperatures of sixty and seventy in the shade were recorded yesterday all over the prairie west. It did not get within half a dozen degrees of frost here last night.

Reports regarding the seed bed are conflicting, but it is pretty clear that farmers could do with rain or better still three or four inches of snow. Alternate frosts and thaws of the past few weeks have made the top soil very friable, and where land is light it is a little on the loose side for seeding.  
With good weather from now on the future of this spring's seeding is likely to be the greatly increased acreage laid down to spring wheat, especially in Saskatchewan.

### LOGGER DROWNED ON WEST COAST

#### Employee of Deakin Logging Company Loses Life When Canoe Capsizes

(Special to the Times.)  
Port Renfrew, April 10.—Wilson Jones, an employee of Alfred Deakin's logging camp, lost his life on Saturday evening, through the capsizing of a canoe.

Jones and a fellow workman, Kelly, were returning to camp from Saugrey Cove in a canoe which Jones was rowing. When within twenty yards of shore one of the 'no-locks' slipped, causing Jones to fall back and capsize the canoe.  
Kelly, who is an excellent swimmer, caught Jones and told him to cling to the overturned canoe until he swam ashore for assistance, but the strain was too great and Jones fell back into the water.  
The body was recovered half an hour later and will be sent to Victoria for interment.

#### BRITISH STEAMER AGROUND.

Quillman, East Africa, April 10.—The British steamer Inceberg from New York and Norfolk for Yokohama and Yokohama, stranded to-day on Juan De Nova Island, off the west coast of Madagascar. No casualties have been reported.

### MINERS WILL NOT ONE HUNDRED AND DESERT UNIONS TWENTY-EIGHT DEAD

#### INTERNATIONAL BOARD SUPPORTING STRIKERS

#### Leaders Declare Men Are Determined to Hold Out

(Special to the Times.)  
Lethbridge, Alta., April 10.—President W. B. Powell, of the United Mine Workers of A District 18, who was in the city yesterday with Donald McNabb, former labor M. P., addressed a meeting of miners and urged them to do no violence, to conduct themselves properly and warned them they would have to pay their own fines. Mr. Powell says they have been fighting with clubs, guns and sandbags long enough, but such methods are out of date in the twentieth century. This battle is one of philosophy.  
Mr. McNabb says the offer of the operators to give an increase of 5.55 per cent. to all except 'pillar and stump' men applies to less than 40 per cent. of contract miners. In all developed mines a great many of the men are on pillars and stump work. He says the miners are in a safer and more social frame of mind in this strike than they were in the big strike four years ago. They did not want to strike, but now they have had to, are in it to stay. There is no inclination whatever to do any violence.

Asked as to the reports that men had threatened to break away from the unions to get back to work, Mr. McNabb, who had just returned from a visit to all the camps between Fernie and Lethbridge, says there is not one iota of truth in the reports. No mention is made anywhere of 'breaking away.' The international board is backing the men financially and morally to the very limit and the men are content to await developments.  
Asked about Mackenzie King's proposed investigating board for the sake of the public, President Powell said he had no objection to it, but would not say whether he would do anything about asking for arbitration.

While no official statement has been made, it is believed the explosion was caused by safety powder ignited by a lamp and followed by dust. When the night crew left the mines, shortly before the explosion happened, Night Fire Boss Sparks reported the condition of the mine as good, and the day shift was sent to work.  
Immediately following the explosion, several of the convicts employed in the mine, discovered the black damp was forming. They spread the alarm, and many started a race with death to the entrance.  
Forty-five of the miners, either reached the outside in safety or got within halting distance in the shaft and were taken out by rescuers. Scores of volunteers were on hand, brought by the alarm, and many made heroic efforts to bring out the victims. This work proved effective until the deadly gases reached the main shaft into which the men were headed.

### MOUNTED POLICEMEN FOR THE CORONATION

#### Yukon Contingent Leaves for Regina Enroute to London

Dawson, Y. T., April 10.—The Yukon's contingent of Northwest Mounted Police, which started Friday for the coronation, comprises six constables of splendid physique. Capt. Taurington, who is being transferred from the command of the Dawson division to Regina, will have charge of the party that may go to London with the full mounted police contingent of sixty men and officers now being assembled under Col. Perry, commander of the forces.  
No word has been received here of the expedition of fourteen mounted policemen which left Macpherson for Dawson in December. The general opinion among woodsmen is that the party lost its way. There is a possibility that one or more having been disabled, the party turned back to Macpherson. A relief expedition has been out for four days, with instructions to go through to Macpherson if necessary. The spring rush from the outside is now in full blast. The overland trail is in splendid condition, the snow being late in disappearing.

**LEAVE FOR NORTH.**  
Lieut.-Governor Brown and Premier Scott of Saskatchewan Will Visit Prince Rupert.  
Seattle, Wash., April 10.—Hon. Walter Scott, premier of Saskatchewan, Lieut.-Governor Brown and John C. Young, a Dominion capitalist, were passengers yesterday on the Grand Trunk Pacific steamer Prince George from Prince Rupert, as guests of Captain C. H. Nicholson. They left last night on the steamer for the north, making only a stop of a few hours while the vessel was in port.

#### TWO LOSE LIVES IN FIRE

Bodies of Victims Found in Shack at Seattle.  
Seattle, Wash., April 10.—Charles Johnson, 40 years old and unmarried, and an unidentified man about 30 years of age, were burned to death in a shack 200 yards north of the Great Northern dock at Smith Cove, early yesterday morning. Their charred remains were found by two longshoremen, who lived less than a block away.

**RELIEF FOR CHINESE.**  
Washington, D. C., April 10.—The American National Red Cross has cabled another \$5,000 to Shanghai, China, for the relief of the famine sufferers.

**SUICIDE PACT.**  
Man and Woman in Hospital and Are Not Expected to Recover.  
Los Angeles, Ca., April 10.—As the result of a suicide pact, S. L. Danias, a Spaniard, 57 years old, and Eva Booveck, who posed as Danias' adopted daughter, lie at the county hospital today. It is said that the affair must have been greatly exaggerated, as otherwise they would have been advised.

**RUMOR THAT GENERAL HAS BEEN KILLED—EUROPEANS FLEEING FROM CANTON.**  
London, April 10.—A special dispatch to the Daily Express from Hongkong says that a serious uprising is reported to have occurred at Canton. The Tartar general commanding the troops has been murdered and the other troops have been hurried to the city, which is in a state of siege. There is no confirmation of the reports.  
The Evening Times claims to have advised that all the northern Chinese troops stationed at Canton have mutinied because they are dissatisfied over the action of the Prince Regent in proclaiming himself commander-in-chief of the army. The paper states that Europeans at Canton are fleeing toward Hongkong.  
London banks having connections in Hongkong have heard nothing of the reported revolt and think the affair must have been greatly exaggerated, as otherwise they would have been advised.