

FOURTEEN DROWN IN SEA TRAGEDY

S. S. Iroquois Founders off
Shell Island—Nine Bodies
are Recovered After the Dis-
aster

SURVIVORS' STORIES OF TERRIBLE WRECK

Many Victorians Among Those
Who Went Down with Ves-
sel Which Sailed from Sidney
Yesterday

The steamer Iroquois foundered half
a mile off Shell Island, ten or fifteen
minutes after leaving Sidney, at 9:10
a. m. Monday. Fourteen of these
board are known to have been lost,
eight passengers and six crew. Four
passengers, among them one woman,
and seven of the crew were saved.

The drowned are:
Miss ISABELLA FENWICK;
Miss EDITH FENWICK;
Mrs. EVAN HOOSON and her three-
year-old son,
JOHN BRYDSON;
J. McPHILLIPS;
JAN BARTON;
Mr. PROPHET;
A. D. MUNRO, purser;
ERNEST HARTNALL, steward;
ANDREW OLSON, second engineer;
D. N. DAVIDSON, deckhand;
TOM CHAN LUNG, Chinese cook;
FOONG YET SIM, dishwasher.

The saved are:
Miss MARGUERITE BARTON;
H. S. MOSS;
H. J. HARTNALL;
JOHN BENNETT;
Capt. A. A. SEARS;
JOHN ISBISTER, mate;
W. THOMPSON, chief engineer;
JOE PHILLIPS, deckhand;
PROSPER DAVID, deckhand;
TWO INDIAN DECKHANDS.

Whether other passengers were lost
is uncertain, as no passenger list was
kept. The conductor of the V. & S.
train stated that he sold thirteen
tickets to passengers from Victoria,
of whom thirteen boarded the steamer,
three refusing to go on board.

The Misses Fenwick, who with Miss
Barton, one of the rescued, were in-
terested in St. Margaret's School, on
Cook street, came from England three
years ago. They were the only girls
between 30 and 35 years of age.

Mrs. Evan Hooson, who was return-
ing to her home at Pender Island, with
her three-year-old son, had come to
Victoria to have the lad's collarbone
set. She was a daughter of the late
Mr. Henry Lawson, who was a former
editor of the Colonist, and a sister
of Miss M. Lawson, editor of the
woman's page of the Colonist, and
Miss Lawson, of Kingston Street.

Her husband came to Sidney
in a launch from Pender Island on
hearing of the accident.

J. McPhillips and John Brydson
were not known at Sidney. In the
possession of the former were found
notes showing that he hailed from
Thos. Runbon, W. Wales, Mr. Prophet
was manager of the Bullman Lumber
company's mill at Beaver Point, and
was on his way there. Jan Barton
was an Australian, joined to Salt
Spring.

A. D. Munro, purser, was part owner
with Capt. Sears of the lost steamer,
and an old resident of Victoria, where
he leaves a wife and child. Ernest
Hartnall, the steward, was a resident
of Victoria, and was accompanied on
the China coast by his brother, who was saved.

The Chinese cook was part owner in a
handy business on the wreck, which
her dead hand still clung to.

Miss Margaret Barton, who was
saved, was associated with the Misses
Fenwick in St. Margaret's School, on
Cook street, and was bound to Salt
Spring on a holiday. H. S. Moss, who
lives at 1145 Yates street, was ac-
companied by H. J. Hartnall, of the C.
P.R., a brother of the lost steward, on
a fishing trip to Salt Spring Island.

John Bennett was on his way to Salt
Spring Island.

PENNED BENEATH DECK

The Iroquois, in the darkness of the
wrecked steamer, five or six women
screamed in their raft, while the sea
broke in. Survivors who broke out,
smashing their way through windows,
hanging over the weather side to the
inclined deck of the listed steamer,
say the agonizing screams rang in their
ears. Most of the women went down in
the wreck. One elderly lady was seen
lying on the cushions of the saloon
seat, having been shifted from her
position. Two others were seen beat-
ing against the glass of the saloon win-
dows when survivors clambered out, to
struggle up the side to the deck.

The Iroquois was heavily loaded. She
carried ten tons of phosphate fertilizer
in the bow, feed, bar iron and general
merchandise, about thirty tons, and
piled high on the upper deck, was
a large quantity of coal. A strong south-
east squall was blowing, and the
steamer while she was moored to the
Sidney wharf. The train from Victoria
arrived at 9 a. m. The conductor stated
that he sold sixteen tickets for the
steamer. The passengers who em-
barked included a number of school
teachers, some island residents, one or
two men seeking work, and two Vic-
torians bound on a fishing trip. Purser
A. D. Munro was the last to board the
steamer and was standing beside the
pilot house, in which Capt. Sears was
at the wheel when the steamer left, and
stood nearby the boat deck.

The steamer was rolling to and fro
swinging clear of the wharf, and after
gone but a mile or two when she listed
heavily and the cargo shifted. Mate
Isbister and the deckhands went down
to try and trim the shifted freight, but
they could do nothing. The steamer
rolled upright once, but did not right.
She lay well over on her port side, with
her guard under water, and began to
break clear of the hull, which went
down in fourteen fathoms about half a
mile from Shell Island, near the en-
trance to Canoe pass.

Standing on the wharf at Sidney,
many watched the little steamer found-
er. They saw her roll over, lie on her
side. Then they saw the boats leave,
and knew that they were watching a
disaster. Mr. George J. Brethour hur-
riedly put out his launch from Sidney
to the rescue, accompanied by Mr.
MacArthur and Mr. Frank Warrington,
but misfortune prevented them from
reaching the people fighting in the sea.

The launch's steering gear broke down.
There were some of these boats, but the
disabled launch could not reach them.
As soon as the steering gear was re-
paired, the launch started back and did
some work. A launch, which went
down in fourteen fathoms about half a
mile from Shell Island, near the en-
trance to Canoe pass.

At Coal Island, where some Saanich
and Cowichan Indians have a camp,
where they store seaweed, harvested on
the island, the Indians hurriedly put out
their canoes as soon as they saw the
accident, and in saving
some and picking up bodies of victims.

Harry Hartnall, brother of the drowned
steward, was seen by the Indians adrift
on a door, and he was rescued by them
with their canoes.

At Mosquito Island, the Indians re-
covered the body of the purser, A. D.
Munro, and the Chinese cook's assist-
ant, who was known on board as "Jum-
bo."

The Chinese had a life-preserver on
the wreck, clinging to a ball of twine
which was seen swept from the wreck, which
her dead hand still clung to.

TENDING THE SURVIVORS

It was at the residence of Capt. Cur-
tis, on a hillside overlooking Canoe
pass, that the saddest scenes were en-
acted. There were several in the cap-
tain's residence, Miss Margaret Barton,
a school teacher, who was rescued,
was swathed in blankets and tended by
Mrs. Curtis and others. In a large room,
across the hall, lying on a hurriedly
made bed on the floor was Joe Phil-
lips, a deckhand, unconscious. Standing
before a blazing fire in an open grate
were other survivors, two passengers,
H. S. Moss and John Bennett. Mate
Isbister had been warmed and clad in
dry clothes and started out to assist
anything will save her, she's going."
Then there was a heavy rumble. The
cargo had shifted. It was a heavy
load, with hay piled as high almost as
the deckhouse on the boat deck.

"When the cargo shifted," said Mr.
Moss, the steamer lurched over to port
and it was possible to walk on the
weather side. Munro, the purser, had
gone below where some deckhands,
with the mate, had been sent by Capt.
Sears to move the shifted cargo. "Soon
afterward the house shifted from its
hull, it broke clear. The boat was
dashed was the only one I could see
then. The other was under the water
on the lee side. The most of the women
were inside the house. We could
hear them screaming. Some of them
clambered out, but most of the women
must have gone down inside the house."

"The boat from the upper side was
floated off the wreck with a number of
people in it, some say fourteen, others
eight—I don't know just how many.
The boat was broken in one place. Most
of those in it had lifeboats on it."

RESCUE WORK

Sidney was shocked. Flags fluttered
at half mast. The community was too
busy in its work of endeavoring to
save life and succor the survivors to
feel the blow for some time. The peo-
ple worked hard. All who had launches
or boats, or any craft—one man work-
ed along the shoreline in a punt in the
effort to render assistance—hurried out.
Mr. G. J. Brethour's launch was, first
out, but owing to the misfortune en-
countered by the boat, it was unable to
reach the shore. The launch of Mr.
MacArthur and Mr. Frank Warrington,
which brought Mate Isbister, H. S. Moss
and John Bennett from Mary Island,
and recovered several bodies. Mr. James
Crichtley, the town clerk, was indes-
cribably hurried here and there, and
after a long search, he found a body
floating in the water. He hurried here
and there, and after a long search, he
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There were two Indians of Robert's
bay who were heroes. They went out
again and again in a small launch, and
it was due to their efforts that Miss
Barton, the only woman recovered, was
saved. She had been clinging to a
lifeboat on it, close to shore, and waded
in and recovered it. They waded in
waded deep, and dragged the body above
high water mark, where they left it, and
notified those on the launch, who re-
sued them, and the launch returned and
recovered the body.

What Capt. Sears says
Capt. A. A. Sears, master, who was
interviewed at Sidney, where he went to
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gineer W. Thompson and two Indian
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"We left the wharf at 9 a. m. soon
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from the train—I think about fifteen
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to bring the wind on the beam, the
steamer listed to port, when about half
a mile off Shell Island, it must have
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the wharf, and the cargo shifted. I was
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The launch in which they were, was
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Joe Phillips, deckhand, interviewed
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at Capt. Curtis' house, where he was
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heavily loaded and he did not think she
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tons of phosphate fertilizer in the bow
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They worked for a minute or two, but
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"I don't know how I got ashore," said
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The lost purser, Mr. A. D. Munro, was
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Thompson asked Munro to stay with
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"No, I'm going to take my chance on
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The engineer said: "I saw him drown
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His body was picked up by the In-
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it was washed ashore a bale of hay.
He had no life preserver. The Chinese
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W. Roberts and J. R. Brennan, both
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Sears being the first to land, Roberts
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them and asked them to help him haul
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up on the rocks. They went away.
Capt. Sears left at once on his way to
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At the offices of the Victoria & Sid-
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Many witnesses standing on the
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On Sunday evening, March 11, he left
his apartment with an intention of
visiting the Nisi Prius club, an organ-
ization of Cleveland lawyers. He re-
mained there until 2 a. m. Sunday, and
then he returned to his home he com-
plained of not feeling well.

The following week his condition was
such that he was obliged to go to bed.
From that day to the time of his death,
his condition was grave, though he
several times rallied. Despite the fact
that he realized that he did not have
long to live he was cheerful and opti-
mistic almost to the last.

WASHED ASHORE

John Isbister tells a similar story to
that told by Mr. Moss. He went down
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it up by that time, and he broke
his way out to the weather side and
climbed up the listed deckhouse to the
deck, where he found Capt. Sears and
others launching a boat. He got in the
boat in which Capt. Sears left the wreck
and reached shore at Armstrong's point
with the captain. He then started
around to Capt. Curtis' place where peo-
ple had been landed who survived, and
some bodies were brought ashore.

Thompson has been in four ship-
wrecks, having seen one of the sur-
vivors of the wreck of the Iroquois,
in Stephen's passage many years ago.

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VICTIMS OF DISASTER

Miss Isabelle Fenwick and Miss
Edith Fenwick were bound to Mayne
Island to spend a vacation and Miss
Barton was going to Salt Spring Island.
All three were interested in the St.
Margaret's school, which they conducted
at Salt Spring Island. The school has an
enrollment of sixty to seventy pupils.
The Misses Fenwick have no relatives
here. Two brothers live in Portland,
Ore. Three years ago Miss Barton and
Miss Isabelle Fenwick came here from
England and opened a school, building
up the attendance from an enrollment
of two scholars to such large propor-
tions that the Misses Fenwick wrote to
their home in England for their older
sister, Miss Edith, who came one year
later, to help in running the school.

Miss Edith Fenwick was a graduate
of Chestnut Hill College for Women in
England.

A. D. Munro, the purser, who lost his
life, was about 45 years of age. He
lived at 1698 Quadra street, and was a

farther with Capt. Sears in the owner-
ship of the Iroquois. He seemed to
have a premonition warning him of the
disaster, according to those with whom
he conversed on the wharf at Sidney. He
was the last man to board the steamer.
Mr. Munro is a brother of Mr. A. K.
Munro, of the Victoria Book & Station-
ery Company, and his sisters are Mrs.
R. P. Rithel, Mrs. (Capt.) John Trv-
lar, Mrs. Keith-Wilson, and Mr. Ken-
neth Munro is a brother. He married
about two years ago, and leaves a wife
and child. He started his shipping
career in 1884 in the C. P. N. Co's ser-
vice, a purser of the steamer Roseville,
and has been on many local steamers.

Mrs. Hooson, who with her son, a
three-year-old boy, are among the miss-
ing, and lived with her husband at
Pender Island. She was a daughter of
the late Mr. Henry Lawson, formerly
editor of the Colonist, while Miss M.
Lawson, editor of the woman's page of
the Colonist and Miss Lawson