



Yates's Half Price for B. W. Yates's Straw Hats

20 DOZENS BOYS' STRAW HATS REDUCED TO 20c EACH



The Wreck Of The Islander

Chief Officer Neroutos Makes His Official Report to Capt. Gaudin.

Reputation of Untoward Statements Reflecting on Officers and Crew.

When the official report of the loss of the Islander, which was made to Capt. Gaudin, local agent of marine and fisheries, yesterday afternoon by Chief Officer Neroutos, the surviving senior officer of the lost steamer, reaches Ottawa, arrangements will be made for the holding of an investigation into the facts of the catastrophe. While the investigation will not necessarily be held in Victoria, it is most likely that this city will be the scene of the sittings of the inquiry, and Capt. Gaudin, local agent of marine and fisheries, will undoubtedly be the commissioner appointed to hold the investigation, although the appointment rests with the Minister of Marine at Ottawa.

The Officers Labeled.

Falsely Worn Into Interview at Seattle Refuted by Chief Officer Neroutos.

Chief Officer Neroutos, of the Islander, who has hitherto declined to be interviewed, intending to reserve his statement in full for the investigation, has come forward to refute untrue statements made to the Post-Intelligencer by some of the rescued passengers, who, after some of the officers and members of the crew died like heroes in the attempts to save them, have said that the greater part of the work of casting off the boats was done by the passengers. The crew and officers were conspicuous by their absence. No warning whatever was given to the passengers in their staterooms or that they were in danger.

As Mr. and Mrs. Preston, who were on the Islander, just as the last boat was being lowered, did not see the work of lowering the boats, the untrue statements attributed to them are worth noting, but in order that no confusion may be read what these men, for whose safety many of the Islander's crew gave their lives, have had to say to Seattle papers, the following interview with Water Street, the man who rescued them, is given. He has lived at the Hotel Diller at Seattle for four years, and has been carrying goods to Dawson, said:

"We were awakened by a heavy shock and by small articles in our stateroom falling to the floor. I immediately opened the window looked out and saw that we were moving as if nothing had happened. Accordingly I went back to bed, first looking at my watch and seeing that it was five minutes past 2 o'clock. I was not satisfied, however, and again arose. I heard voices in the hall, and heard some one say that we had struck an iceberg. I then dressed and went out into the hall and found that the bow of the ship was already considerably lower than the stern.

were thrown to the surface by the explosion. Many clung to stray pieces of wreckage and were picked up two or three hours later.

"We finally landed in a cove near the lower end of Douglas Island. The boats were landed in the cove, and the men who had been able to keep afloat by clinging to pieces of wreckage. Some eight or ten hours later we were picked up by the steamer Flossie and carried to Juneau.

"Our escape was nothing short of miraculous. Had we stopped to put on life preservers, or even to fully dress, we surely would have been left on the ship. As it was, we caught the last lifeboat after it had begun to be lowered.

"Mrs. Preston was cool and collected and retained her presence of mind admirably, another fact which strikes me would like to state that the passengers were not, as I have heard has been reported, in a panic. They were all very brave and did not show any signs of being in a panic.

An Incident.

How the First Officer Saved the Life of a Woman and Her Child.

Truthless Tales.

Absurd Statements Made by a Survivor of the Wreck.

In the Seattle Times an interview is given with one J. T. Snyder, of Juneau, who came down on the steamer Flossie, and tells of evidence having been developed at the inquest held at Juneau that the master and pilot of the steamer Islander were in the habit of drinking liquor, and that the reason why they were in the forward compartment, and when the water came in on him he set up a cry and rushed down the deck, and the sailors' quarters were immediately under the water.

"You can also state," said Mr. Neroutos, "that I did not notice any number of passengers on the boat deck until the last boat on the starboard side was being lowered. I then went back to my stateroom and assisted my wife through the hall and smoking room. As we came through the smoking room we found not less than a dozen or fifteen men standing there and doing nothing. They were apparently dead and did not realize that they were in danger.

Some by passengers. The crew and officers were conspicuous by their absence." will be no doubt taken for what it is worth. The statement made by him in the interview be correct—that the first boat away from the steamer carried seven people, each one of whom was a member of the crew, a statement which is a deliberate falsehood, is also worthy of little belief from a man who jumped into the last boat, being in time to "barely take his place." As for his statement that the passengers were not alarmed by the crew, the heroic deed of Second Steward Fowler in the act of looking that all passengers were safely in the lifeboats, is striking refutation of that. And from such a source rumors voiced to the Seattle paper of the captain and pilot being under the influence of liquor, which have been shown by the best authorities to have been deliberate mis-statements—are surely not worthy of the slightest notice.

A Noble Fellow.

Second Steward Fowler Told Recreators to Save Passengers First.

Portrait of St. John.

Large Shipments of Live Stock Will Be Made This Winter.

Shooting Butterflies.

How Speediness of Some of the High-Flying Kinds are Obtained.

Danube Sails.

She Carries Big Cargo North—Queen City Goes to West Coast.

Marine Notes.

Validity of U. S. Divorces.

Toronto Lady's Case Will Be Heard Before Judge McDougall.

Called Suddenly.

Constable Mount of the Police Force Dies After Three Days' Illness.

Changed Their House Flags

Dodwell Co.'s Alaskan Liners Secured by the Pacific Coast S. S. Co.

Danube Sails for Skagway Queen City For the West Coast.

By charter and purchase, Dodwell & Co.'s Alaska fleet, operated as the Washington & Alaska Steamship Company, yesterday passed into the hands of the Pacific Coast Company. The vessels included in the transfer are the steamers City of Seattle, Victoria and Port Henry, which have been pending for several weeks, were finally and definitely closed on Monday, at a conference between President Farrell, of the Pacific Coast Company, and Charles Neelson, of the Northern Pacific, and several other interested parties. Some two weeks ago these vessels practically passed into the hands of the Northern Pacific Steamship Company, which had been purchased by Dodwell & Co.'s Alaska fleet, and the consummation of that deal marks the end of the Alaska Steamship Company, at least temporarily, as Dodwell & Co. will continue to operate the fleet as agents.

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SHAMROCK'S MAST.

A Wonderful Spar That Caused Surprise In New York.

From Brooklyn Eagle.

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MISSOURI LYONING.

A Reign of Terror Among Colored People of Springfield.

Springfield, Mo., Aug. 20.—"Panic City," where William Godley and Carter, colored, were lynched last night in connection with the murder of Miss Cassell, was today in the hands of hundreds of armed men, who are intent on driving all negroes from the town. All negroes who are in this city are being ordered to leave. When it is considered that the height of the bridge above mean high tide is only 135 feet, some estimate can be formed of the great spar. The largest sailing ship afloat can have been used in housing their topgallant masts. Yet the Shamrock's mast, when stepped, will tower this figure by some 30 or 35 feet.

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COLOMBIAN RAIDERS.

Flag Chinese Traders and Extort Money From Them.

Colon, Colombia, Aug. 20.—The Chinese assert that among the raiders who were several negroes from Jamaica, who after robbing the traders, demanded and obtained \$200. The Chinese raucous is rising by leaps and bounds. An American dollar is now equivalent to four Colombian paper money. Dr. Rico, Colombian paper money. Dr. Rico, Colombian paper money. Dr. Rico, Colombian paper money. Dr. Rico, Colombian paper money. Dr. Rico, Colombian paper money.

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SIERRAS TUNNEL.

Chief Engineer of Southern Pacific Says No Survey Is Yet Ordered.