THE STEAMER "ISLANDER"

STRIKES ON AN ICEBERG

Off the South End of Douglas Island, and J. A. Dean, Cariboo Crossing. Foundered in 40 Fathoms of Water In Less Than 20 Minutes.

SIXTY-FIVE PASSENGERS DROWNED W. Pigeon.

number of passengers that she has carpassengers and members of her crew, were drowned. The steamer left Skagthe crew who were in bed were rudely taking them to Juneau. awakened by the shock. The majority It is estimated that about \$275,000 in staterooms. Some of the survivors arnews came as a terrible blow to the citi- the steamer sank.

The steamer Islander, the flagship of | came down were likewise unable to give the C. P. N. fleet and the largest and any but a very incomplete list. The Believes That the Estimates of the fastest passenger steamer on the Vic story of how the accident occurred and Loss of Life Is Not as Great as Stated. toria-Skagway route, collided with an the experiences of those on board is giviceberg off Douglas Island, Alaska, en in interviews with those who arrived. while on her way south with the largest They all estimate the loss of life at about 65, and give the greatest praise t ried since she was replaced on the run a the officers for the manner in which they few months ago, and sank within fifteen acted under the most trying circum minutes after striking. Capt. Foote, her stances. The officers, on the other master, and about 65 persons, including hand, state that had the passengers not rushed the boats the loss of life would have been very small, it, in fact, any at way on the evening of Wednesday last, all were lost. The survivors were laudand was proceeding out of Lynn canal ed on Douglas Island, and the mate when the collision occurred. Most of was sent to Juneau for help, the steam-the passengers and those members of ers Flossie and Lucy responding and

got out on deck in time to be saved in gold dust went down with the steamer. the boats, which were quickly manned, Of this about \$100,000 was carried by but a large number went down in their passengers, Mr. H. Hart, of Dawson, who has been mining in the Klondike rived here last evening by the steamer for some 16 years, having \$35,000. A Queen, which passed over the scene of small amount of the precious metal was the appalling disaster on the following saved. Two pokes containing \$10,000 evening, and picked them up at Juneau, was left in the purser's safe, the balance to which city they had been taken. The in his possession being returned before The city council of Juneau acted in

steamer had been expected and many hastily converted into a lunch room and made a number of trips to Alaska on the were awaiting her arrival when the resting place, where cold, nerve-shatter the Mischief. In 1893 he took the Mischief. ship's papers with him. He sent a let- Juneau homes; the words of sympathy; vice, Capt. Foote was in command of Andrew Keating, the millionaire, who ter to Mr. Vincent, secretary of the com- the extended help in substantial ways. the steamer Willapa and other vessels makes his home in Kokisilah, Los Anpany, but gave but a few names of those proves that the people of Juneau hold on the West Coast route, and during the geles and Victoria, and his two sons

LOST AND SAVED same months ago, he was given command sident at Kokisilah, survive. Mr. Keatof her. He had been fortunate heretoing made a fortune in South America,

PASSENGERS LOST.

DR. JOHN DUNCAN, of Victoria. MRS. ROSS, wife of the Governor of Yukon Territory, her child and L. Goss, Seattle.

E. MILLS MR. BELL, of Victoria. MRS. (CAPT.) NICKERSON of

ANDREW KEATING, of Kokisilah, L. J. Dee, Cariboo Crossing. and his two sons, aged 22, and E. C. Flint and wife, Dawson. JULIUS, aged 20.

J. A. BETHAM, of Vancouver MRS. J. L. WILCOX, of Seattle. J. M. DOUGLAS, of KELLY, DOUG-

LAS & Co., Vancouver. MRS. PHILLIPS, wife of DR. Joe Kochver, Dawson. PHILLIPS, of Seattle, and child.

CREW LOST. and family.

HORACE SMITH, second steward. S. J. PITTS, cook.

A. BURKHOLDER, oiler, son of W. H. BURKHOLDER, of Victoria. A. BURK, oiler.

J. HATCH, fireman, J. PORTER, coal passer. G. MORAN, coal passer. KENDALL, saloon watchman.

JOE BEARD, second pantryman. TWO WAITERS. GEORGE MILES, barber; leaves wife and two children, also mother, J. Daniels, Seattle, MRS. LAWSON of Johnson street.

L. S. Robe, Dawson. MRS. LAWSON of Johnson street.

V. LAW. M. P. JACK.

LIST OF SURVIVORS. R. A. Belcourt, M.P., Ottawa. C. C. Ray, Ottawa,

R. Bowman, wife and son, Vancouver, H. H. Morrison, Dawson, Charles Doyle, Fort Cudahy. Geo. Doyle, Fort Cudahy.

Virgin Doyle, Fort Cudahy. Arthur Longmake, Fort Cudairy, H. Roal, Dawson, W. H. Smith. Vancouver.

H. W. Henderson, Dawson, H. H. Hart, San Francisco. J. E. Brown, San Bernardino.

G. C. Le Blanc, pilot, Victoria. Allan J. Walker and Wife, Skagway.

R. W. Highon, Victoria. J. Denny, 4th engineer. H. Fraser, 3rd pantryman. C. H. L. Sherman, mounted police, R. Taylor, deck-boy.

White Horse. G. H. Walter, mounted police, White Wm. Neelands, Dawson. R. J. Marsh, W.P. & Y. Ry.

Geo. W. Sargison, steward, Victoria.

J. L. Cotter, mounted police, White Louisa Bertha, Dawson,

J. O. Snodgrass, Dawson. W. Dickey, Seattle.

Geo. Ferry, quartermaster.

Owen McLaughlin, wife and child, Skagway.

J. C. Henderson, Skagway. E. Everett G. Young, Vancouver. -. Olean, coal passer, Victoria.

John Kochsvar, Dawson. B. Caster, sailer C.P.N. Co. Charlie Ross, Dawson.

William Zaha and wife, Dawson. CAPT. H. R. FOOTE; leaves wife T. R. Robertson, Skagway.
Mrs. Gertrude Whitmore, Tacoma. E. M. Green, Seymour st., Vancouver S. Jameson, Russ House, Vancouver. Mrs. E. Mills, Dawson.

George Peddecomb (or Rubbicomb), J. W. McFarland, Atlin. L. Gill, Vancouver. F. Didish, Rosine, Wiscons

Russel Wilkinson, Leamington, Ont. J. L. Wilcox, San Francisco. Miss Green, Tacoma R. M. Wright, Willow, N. D.

E. M. Dennis, Dawson. J. G. Morgan, Winnipeg. H. Daglish, Atlin. T. Knowles, Atlin.

S. Appleboun, Dawson. Capt. McFarland, Dawson. Geo. Spence, steward's department Ed. Hudson, coal passer. Daniel Stewart, fireman. Geo. Nash, fireman. Wm. Chalmers, steward's department,

Harvey Lacey, Seattle.
M. Blumauer, Portland, Ore. John Dickson, C.P.N., Victoria. H. M. MacBeth, Portland. Three Chinese.

Dick Morrisey, fireman. Pat Lavin, fire J. McDonald, fireman. H. Hansen, Dawson, N. Dickey, Seattle. H. H. MacDonald, deck-boy. P. Castleburgh, Dawson

J. D. Yeaman, Dawson, F. H. Brown, Dawson. F. G. H. Bowker, Vancouver. F. F. McNaughton, White Horse.

E. G. Carlson, Seattle. J. D. Snider, Seattle.

Noble Johnson, St. Mary's Ont. Geo. Powell, 2nd mate.

Wm. N. Powers, Eagle City.
O. L. Spinks, Dawson.
Dr. Phillips, Seattle (wife drowned).

A. L. Brownlee, chief engineer. Geo. T. Brown, Dawson.

A. C. Belch, Dominion Creek. Capt. Chas. Harris, Victoria. J. F. Comfort, Dawson. H. S. Herbert, Dawson.

J. K. Devlin, Porcupine

W. G. Preston and wife, Seattle, H. A. Brigham.

K. B. McLennan, Vancouver.

Anton Krishe, Dawson.

Jack Kochyer, Dawson. OFFICIAL'S OPINION.

Geoge McL. Brown, executive agent crew; five working passage; eight stowof the C. P. R., and a director of the C. aways, and five children. .

HAPLESS VICTIMS

THE DEAD CAPTAIN.

Has Been o nVictoria-Owned Stea-

and serving on Lake Ontario. It was in 1890 that the late mariner came to Victoria, and was in command of the had turned his attention to his minin steamers T. W. Carter, Spinster and Mischief. He commanded the steam schooner Mischief when that vessel actwell known and having families in this city, and was particularly sudden, as the heads secured Decker's hall which was sealing fleet in the Behring sea, and Dawson.

When he went into the C. P. N. servessel struck on the rock now being removed by the Dominion government em-

Capt. Foote was a prominent yachtsman and had always taken much interfirst commodore of the Northwestern International Yachting Association, which is composed of the various club of British Columbia and Washington, and had held office as treasurer of the association. He had offered a special prize in connection with the coming exhibition for the best model of a yacht by a boy under fifteen years of age. He fellow-mariners and the traveling public, of years by George Russell, the Yates clear about 12 feet, when they heard a with all who knew him, and the news of his death will be received with sadness by many.

DR. JOHN DUNCAN. One of Victoria's Leading Physicians Among the Number Drowned in Disaster.

teamer Queen says Dr. John Duncan, of this city, was seen standing on the deck of the steamer just before she sent south.

senger who came down on the

sank, with a life belt on, and it believe ing district when the accident occurred

SOME OF THE VICTIM

who had been lost, and no details of the good the reputation for generosity in wreck. The officers and passengers who meeting an emergency of this kind. one of the vessels operated by the com- They had been North on a pleasure trip pany to Lynn canal. He was master and were on their way home. After reof the steamer Danube until when the tiring they were not seen again. A wid the Queen, for distribution an fast liner Islander was placed in service ow, four sons and two daughters, all reand sident at Kokisilah, survive. Mr. Keatfore, the only accident to any steamer in and latterly spent his time traveling which he was in command being the along the Coast, taking up his resider stranding of the steamer Danube one at different places for short periods dark night in Victoria harbor, when that While in Victoria he resided on Doug las street, near Princess Avenue.

W. G. Preston and bride were no drowned, as stated in the first reports. Mrs. Ross is a daughter of Mr. Mc-Kay, of Kingston street, in this city. Mr. J. H. Douglas was a member of the wholesale drug firm of Kelly, Douglas & Company, of Vancouver.

A. Burkholder, one of the oilers who lost his life, is a son of Mr. W. H. putting it over the rail a man jumped Burkholder, of Caledonia avenue. George Miles, the barber, is a native

son of Victoria. His mother, Mrs. Lawson, resides on Johnson street, and be-sides he leaves a widow and two chilwas very popular not only among his dren. He was employed for a number over her forecastle deck. They shoved

A medical man who arrived by the Queen said that many had died after being taken out of the water from exhaustion and the cold, and that others

water on Thursday last. Some are being buried at Juneau and other will be

was hauled into the boat, thankful to

THE**SURVIVORS**

PASSENGERS' EXPERIENCES. Some Men Left Their Gold and Oth- have his life saved, though he lost his ers Tried to Take It.

A number of the passengers tell of dropped a satchel laden with \$4,000 in

thrilling experiences during the disaster gold, and a friend lost his portmanteau to the Island. Mr. A. Brumbauer of with \$3,000 in gold in it, and each es Portland, who was bringing out caped to tell the story, while one masatchel which contained \$14, who had just come out from the Klon-000 in Klondike gold, rushed up on dike—his name cannot be learned—is reto the upper deck when the boat was ported to have taken his portmantea

those lost, but from the fact that 113 as they got on deck the steamer was were saved, the number lost cannot be as great as has been stated. In my opinion, the loss of life will not exceed by the ventilating shaft, and his wife and child shot down, and he himself was There were 107 passengers on board drawn into the ventilating shaft, but his of the steamer when she left Skagway, head caught and prevented him from be-according to the best authorities; the ing drawn down to death with his wife crew numbered 61, and there were four or five stowaways, making a total of the people, so at this rate the loss would be 60. Mate Neurotsis said the lost the steamer and caught hold of some

passage workers. But others say there where he was resusitated after difficult were more than five stowaways and five work. When he came to, the bereaved children, who were on board were not Doctor called for his wife and child, and oon his little girl's body was brought to Another estimte of the number on him. He told Consul Smith that he board is 77 first-class passengers; 30 would not leave Juneau un steerage passengers; 30 second-class; 61 body was brought to him. would not leave Juneau until his wife's

Hon. N. A. Belcourt, M. P., from Ot tawa, who was one of the passengers saved from the wrecked Islander, brought down by the steamer Queen, says that he had dinner with Dr. John curred he was asleep, and the shock she struck a piece of ice, how large it is ing by. There was much excitement on impossible to say, for no one saw it. The both main and upper decks. that he went to endeavor to save Mrs. Ray, of Ottawa. No one came to arouse them. He says that they could not opifeboat from the upper deck and for-tunately/alighted safely. Both he and Mr. Ray did yeoman service in restoring

the cabin floor and staterooms, also

was raised and place din the hands of in fact, Mr. LaBlanc says, he has struck a life preserver, the forward part of the U. S. Consul Abraham E. Smith, of Vic- logs which have caused more concussion. steamer went under, carrying away the toria, B. C., who was a passenger on

said that he was awakened by a steward orderly and there was nothing like a ed then as follows: ble chance for him there, and securing and then got the raft in the water withnoise like a slight explosion. He does not think the boilers exploded, for there were in the water about two hours, when not think it was the one the steamer swering the helm at all.

was a rush of air and water, which carstruck. It was about six feet high and "I heard the mate's voice on the upried away the woodwork and threw up-

when the news of the wreck reached here, said in an interview last night, after having talked with the officers who returned and the passengers; "The purser is remaining in the North to attend to the forwarding of the passenger P. N. Company, who was in the cityfed that no one called at his stateroom, BY THE PILOT to the forwarding of the passengers, and he retains the ship's papers. It is therefore impossible to give an exact list of staterooms as quick as they could, and

Captain LeBlanc Who Was On the Bridge At the Time Tells His Story of the Appalling Disaster.

numbered 65, of whom 16 were mem- wreckage, and finally was found float-bers of the crew; three stowaways four ing with the debris and helped ashore,

Duncan the evening before the calamity. seen through the gaps in the clouds in fact, it was a fairly good night. The 'push off' He had been feeling unwell and was up Islander was going along at nearly full "I saw one fellow, I don't know who to midnight, when he saw Capt. Foote with a number of other passengers in the dining room. When the accident occurred he was asken and the check. officers had expected to meet ice, but, en the door of their room and had to ning steamers to Alaskan ports, they better. Capt. Foote did not leave the said Capt. LaBlanc, like all others run- indeed. They could not have behaved

returned on glasses, and was looking along the disaster, a steamer's course for ice. Just before the down by the head, and after the boats quantity of debris from the wreck to the surface, and drifted on the tee on the starboard bow and had clear-two rafts, which were left on the upper thin floor and statements of the starboard bow and had clear-two rafts, which were left on the upper thin floor and statements of the starboard bow and had clear-two rafts, which were left on the upper thin floor and statements of the boats. The Indians were early on hand, and with axes they smashed trunks, stole articles of value and carried off boat to do yaluables, no one caring to stop them.

While the Queen was en route down to Victoria, a concert was given on board on Saturday evening for the hence.

Was to be seen of any ice, and not until forward, and the other was thrown over the starboard quarter aft. All the people left on board by the departed boats made a rush for the rafts. On the forward, and the other was thrown over the starboard quarter aft. All the people left on board by the departed boats made a rush for the rafts. On the forward, and the other was thrown over the starboard quarter aft. All the people left on board by the departed boats made a rush for the rafts. On the forward, and the other was thrown over the starboard quarter aft. All the people left on board by the departed boats made a rush for the rafts. On the forward, and the other was thrown over the starboard quarter aft. All the people left on board by the departed boats made a rush for the rafts. On the forward, and the other was thrown over the starboard quarter aft. All the people left on board by the departed boats made a rush for the rafts. On the forward, and the other was thrown over the starboard quarter aft. All the people left on board by the departed boats made a rush for the rafts. On the forward, and the other was thrown over the starboard quarter aft. All the people left on board of the starboard quarter aft. All the people left on board on

North by way of St. Michael in June, making water forward. shortly after two o'clock and went on it the steamer was making much water, for I, together with Second Mate Powdeck. There was a large crowd of peo-ple around the boats, but they were very Capt. LaBlanc describes what happen-

got on the raft. When they left the we'll beach her here, for the beach is too steep. We'll run her back to Hilda Bay, on there.' "Seeing at that time that the steamer

not think the boilers exploded, for there was settling down by the head, I urged landed me ashore with the other survivous not enough wreckage in sight. The Capt. Foote not to go to Hilda Bay, but raft drifted towards the stern of the to beach the steamer right where she vivors, and with them we ship about 25 feet, when the stern was, which was about three-quarters of taken care of by the people. were resustated after hours of hard work. Others again were taken with cramps while on the rafts and died from the effects of them.

Thirteen bodies were taken out of the water on Thursday last. Some are bevessel. The raft was very deep in the but then seeing for nimself how the water and kept swinging and tilting, but every one managed to hold on. They

They saw another raft with about eight people on it, and they were all saved. One of the people on this raft said that he saw the captain jump from the ship as she was going down. The night was somewhat foggy, so much so that they could not see the land from the ship, although it was only three-quarters of a mile away. The boats were able to find their way ashore by the sound of a little waterfall. When they were on the raft an iceberg passed them, but he does not think it was the one the steamer not think it was the one the steamer at all.

twelve feet long. He heard one man say per deck about then, and I called to a cloud of debris. I do not think the that he lost \$50,000 in gold. He did not him, 'Clear away the boats!' He an-boilers exploded. The splintered wood-

Capt. LaBlanc, pilot of the wrecked jority if not all of the passengers, al-Islander, who was on the bridge and in though the time was short. There was charge of the steamer at the time of the room for all, though, in the boats and wreck, tells of the disaster as follows: on the rafts, and had the passengers He says the steamer left Skagway at not acted on the principle of every man 6:30, Skagway time, 7:30 Victoria time, for himself, as the majority did, the tale and although it was blowing strong, and of dead would probably not have been dark, and a bit cloudy, it was a good so large. They clambered along the night for traveling. The stars could be chains, loosed away the tackle, and seen through the gaps in the clouds- crowding in, were eagerly shouting,

"As for the crew, they behaved well, was advised to jump into the break their way out through their winfigured that any piece of ice that could bridge until the water practically lifted Doctor was advised to jump into the water practically interest water, but refused to do so. He had dow. Mr. Belcourt jumped into the not be seen could not do any damage him off. All thought of the passengers and looked to their safety before seekr. Ray did yeoman service in restoring e persons rescued from the icy water.

Passengers who arrived on the steamer at the time of the accident with his night

bergs that might be there, but nothing and one we launched over the port side was to be seen of any ice, and not until forward, and the other was thrown over

er, had completely disappeared under the the steamer before I could get a life vessel. The crash was not a heavy one belt, and while I was running to secure Capt. LaBlanc immediately rang for raft. I then launched myself from the the engines to be stopped, and hardly steamer's side and swam out to the raft. had he done so when Capt. Foote came This raft was very much overloaded One of the Survivors Says the Capt. Foote had been below. Soon af was on the forward part of the raft, ter Capt. Foote reached the bridge the while I and Second Mate Powell were night watchman ran up from the lower hanging on to the stern. Steward Simp-E. M. Green, of Vancouver, who went deck and reported that the steamer was son was with Capt. Foote, and I did not see them after the raft upset, and do not Capt. LaBlanc asked the watchman know whether they regained the raft. panic. He saw that there was no possible chance for him there, and securing the chance for him there, and securing the belts which he buckled on he steamer ashore at once, and after order the other. I found a piece of wreckage the steamer ashore at once, and after order the chance to support ourselves. stwo life belts, which he buckled on, he went forward with four or five others and launched a life-raft. As they were the stand launched a life-raft. As they were lightly and launched a life-raft. As they were lightly ligh I did so, I told Capt. Foote that it was though, I managed to do so. I don't on, but they compelled him to get off, our only chance to put her on the beach, and then got hie raft in the water with. Capt. Foote did not seem to realize the danger, and he said to me, 'I don't think when I climbed up on the wreckage I noticed that it was then daylight,

"While I had been fighting for my and the ship can be saved if we put her life in getting on board the wreckage, wards me, and when I was on the timber I saw it coming. It took me off and vivors, and with them we were well

crew. On the arrival of the box were in the water about two hours, when a boat came out and took them ashore.

"When he saw how she was settling, Juneau the steamers Flossise and Lucy They saw another raft with about eight and he made up his mind to go ashore, were despatched to our assistance and

one in Klondike gold, rashed up on to the upper deck when the boat was settling by the head, and Capt. Foote to have taken his portmantean from the care of Purser Bishop and with growing the loats, and when he was bearding the lifeboat he was arraid to throw his satisfied down into a place, for fear that the weight of the gold down into a place, for fear that the weight of the gold down into a place, for fear that the weight of the gold would stave a hole through the bottom of the lifeboat, and thus cause the loss of the lives of those who were in the boat as well as loosing his own chances of safety. He concluded to shandon his gold, and dropping his satchell on the deck, he slid down into the water and life, he had lost here was a set with his own life, he had lost here with his own life, he had lost here with his own life, he had lost here with his treasure of safety. He concluded to shandon his gold, and dropping his satchell on the deck, he slid down into the water and life, he had lost had been some years in the Yukon, and had amassed a little fortune, which they were coming out to enjoy. When the boats were being and the life had the weight of the gold down into a place, for fear that the weight of the gold down into a place, for fear that the weight of the gold down into a place, for fear that the weight of the gold down into a place, for fear that the weight of the gold down into a place, for fear that the weight of the gold down into a place, for fear that the weight of the gold down into a place, for fear that the weight of the gold down into a place, for fear that the weight of the gold down into a place, for fear that the weight of the gold down into a place, for fear that the weight of the gold down into a place, for fear that the weight of the gold down into a place, for fear that the weight of the gold down into a place, for fear that the weight of the gold down into a place, for fear that the weight of the gold down into a place, for fear that the weight of the gold down into a place, for fear

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