

DAWSON MAIL
WENT DOWN

Shipments of 8th and 10th Were
on Steamer Islander.

There have been many anxious inquiries made concerning the mail which the wrecked steamer Islander was taking south from Skagway. Immediately upon the receipt of the news of the disaster Postmaster Harrison telegraphed to Skagway to find out what mail was aboard. The reply stated that there were 12 sacks, five sacks of which were from the steamer Columbian which left Dawson on the 8th and seven sacks from the steamer Dawson which left Dawson on the 10th. This includes the common and registered mail for both Canada and the United States. It is thought that the American registered mail which left Dawson on the steamer Whitehorse on the 6th inst. was also aboard but advice concerning that have not yet been received.

In reply to a question regarding the money orders which were sent in these mails Mr. Hartman said that as both orders which accompany the order, are lost, it will be necessary for him to get an authorization from Ottawa to issue orders to replace them. The matter will receive immediate attention so that the money can be returned to the senders at the earliest possible date.

SAILOR
DROWNED

Off Steamer Tyrrell About 40
Miles South of Circle.

With the arrival of the Tyrrell last night was learned the details of an accident which resulted fatally to Ole Viklund, a miner of the Birch creek diggings who was working his way from Circle City to Dawson as a deck-hand on the boat. The Tyrrell at the time of the accident was taking on wood at a point 20 miles above Circle City at an early hour in the morning, the barge being on the outside of the boat. The mate of the vessel had hauled in the gangplank which was placed across the bow of the barge, when Viklund stepped on the outer edge of it and in some manner was precipitated into the water, falling into the current on the outer side of the barge. Lines were instantly thrown to him, but he was either too badly frightened or chilled to help save himself. He reappeared once near the stern of the vessel and then was seen no more. A boat was lowered and the beach for quite a distance below the woodyard was patrolled for some time, but all to no avail. The deceased was a Swede and nothing was known of him as he had come aboard only a few hours previous to the accident.

The Pacific Cold Storage Co. offers every facility for keeping frozen products.
Case goods 25c, Sideboard, 113 First ave.
Kodak tripods; \$3.50 Goetzman's.

Just Received
MIRRORS, Several Sizes
CANDY SCALES, Three Styles
MILK SHAKE GLASSES
ILLUMINUM SHAKERS
ICE SHAPE PLANES
SHINDLER,
THE HARDWARE MAN

The Bank Saloon

CORNER FIRST AND KING
STREETS.

STRAIGHT LIQUORS

Heaven Ry, Canadian Club, all brands
of Scotch and Glen Sherry, Port
Wine and Cognac.

Ale and Porter. Pabst Malt Extract.

Anheuser-Busch Beer

AND CIGARS

25-CENTS - 25
PETE McDONALD, PROP.

Practically All the Freight Brought Up River on
the Steamer Tyrrell Was Consigned
.....to.....

T. G. WILSON

The Same Is Now Being Stored in the Immense
Warehouses Owned by Him.

This Stock Can Be Bought at Prices Profitable
to the Purchaser in Any Quantity. You Can Buy
in One Ton Lots, 100 or 1000 Tons.

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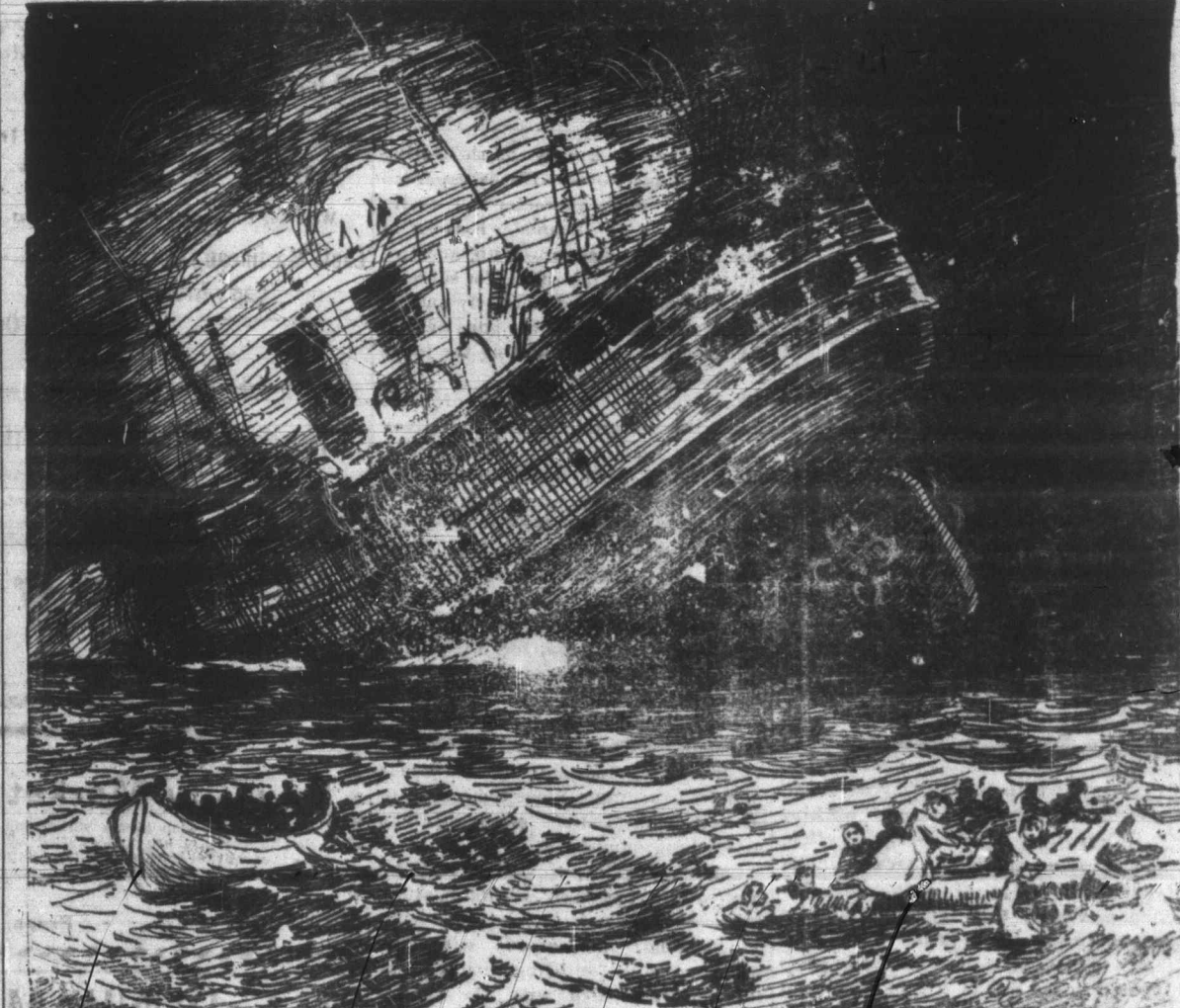
Good Goods ONLY-AT
MILNE'S
First Ave. Phone 79.

We have been carrying the same brand of
Steam Hose
For three years and it is without a peer in the market for strength and durability, and at the same price that inferior hose is sold for elsewhere. Use It Once and You Will Have No Other

McL., McF. & Co.,
LIMITED

ADDITIONAL DETAILS
OF UNFORTUNATE WRECK

Brings Little Comfort to Bereaved and Anxious Ones—Mesdames Nickerson and Henderson Not Lost as Reported—Many Reports as to Who Was to Blame—Baby Ross Drifted Ashore on Door—Kindness of Juneau People Unbounded—Conflicting Stories as to Actions of Officers—Channel Was Full of Floating Ice—Complete List of Passengers as Taken From Company's Skagway Office.



DARKNESS, DESOLATION AND DEATH SURROUNDED WRECKING OF STEAMER ISLANDER.

Skagway, Aug. 17.—The names of Mrs. Captain Nickerson and Mrs. J. C. Henderson are found on the list of those saved from the steamer Islander wreck. Both were erroneously reported as among the dead.

In an interview at Juneau Captain Lablanc said the night was clear but it now transpires that a heavy fog prevailed.

Dr. Phillips, a passenger who came on the steamer's deck the same time as Captain Foote says the latter at once started to lower a boat and had it in the water by the time the steamer's crew reached the deck; he placed his wife and little girls safely in the boat and then started to help others. The boat was soon capsize by others jumping into it and all were drowned. The other boats were being lowered at this time and all but the one containing Captain Foote's family safely reached shore.

Captain Tibbels of the steamer Flosie says that at the time of the wreck a heavy mist hung over the water which was as smooth as glass. He ran his steamer into Juneau under slow bell as the channel was filled with ice. The steamer Bertha which arrived soon after reported much floating ice.

Among the passengers there is a great difference of opinion as to who was to blame for the accident. It is stated that Captain Foote was intoxicated when the steamer left Skagway and was still in that condition at the time of the accident.

The surviving passengers were taken south on the steamers Farallon and Queen which were at Juneau when the accident occurred.

The beach for miles is strewn with wreckage torn from the steamer by the explosion.

Skagway, Aug. 16, 10:30 p. m.—The previous list of names wired as persons saved from the wrecked steamer Islander was published in the Dispatch of Juneau but does not fully correspond with the list at the company's office here, many names appearing differently in the two lists. As published in the Juneau Dispatch 24 persons were lost, but Mrs. Nickerson and Mrs. Henderson being saved leaves 22 passengers unaccounted for, and as far as known here, some of these may yet be safe.

Reports of the accident differ widely. Some say that when Pilot Lablanc ordered the boats lowered Captain Foote countermanded the order and the boats were not lowered for seven minutes. Others, including N. A. Belcourt and other prominent Canadians, say the blame can be attached to no one, and that all the boats were lowered, loaded and had cleared from the sinking ship in 17 minutes after she struck. All the people had life preservers and all the life rafts were used.

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Captain Foote stayed with the vessel until she sank and then he jumped into the water and was picked up by a raft. Some say he fell off the raft from sheer exhaustion, while others assert that he jumped off saying: "Goodbye, boys!"

The surviving engineers and firemen worked heroically, making three trips with the boats from the sinking ship to the land.

The body of Mrs. Governor Ross' baby drifted ashore on a log with a life preserver on its little body.

Eleven bodies were taken to Juneau where they were cared for. The thought

fulness and kindness of the Juneau people were unbounded. They did everything that could be done for the dead and supplied the living with food, clothing and money.

A coroner's inquest was in progress when the Flosie left but no important evidence was adduced.

The following are the names of the Islander's passengers taken from the books of the company here and the agent says he does not think many went aboard without tickets:

Second-class—Mr. Markwell, J. V. Snodgrass, T. D. Yeaman, T. D. Stephens, T. Rogers, J. J. Panti, H. W. Henderson, R. Wright, N. Pigeon and A. Pigeon, J. A. Breckham, J. G. Dean, L. J. Dean, John Kockerer, Joe Kockerer, Jack Kockerer, A. Pluth, J. T. Snyder, L. Beather, Wm. Meadows, N. Casper, A. Kriches, E. G. Carlson, J. R. Wilkes, N. Dickey, Thomas Knowles

First class—W. C. Smith, M. Green, Mr. and Mrs. Mills, G. Puddicombe, V. L. Doyle and Claas Doyle and Geo. Doyle, A. Langemah, Dr. Phillips and wife, Mr. Bell, Dr. J. Duncan, Miss Kate Barnes, C. Flint, Capt. Harris, Mrs. Flint, Mr. and Mrs. John L. Gill, J. Daniels, Mr. and Mrs. Ross, U. S. Hebert, Mr. Morrison, M. Castleberg, F. Castleberg, J. N. Macfarlane, Mr. and Mrs. Preston, Mr. and Mrs. J. C. Henderson, E. W. Jorg, J. Dahl, C. C. Ray, N. A. Belcourt, F. F. Comforth, A. C. Beech, M. J. Braelen, E. M. Denning, Mrs. Nicholson, Mrs. Ross and maid, Mr. O. McLaughlin and wife, H. Daglish, Mr. Bowker, Mr. McNaughton, J. E. Brown, J. K. McLennan, W. N. Powers, H. H. Hart, E. L. Spinks, Geo. Brown, Mr. Keat-

PLENTY OF
RICH DIRT

Miner From Big Salmon Talks
of Its Glowing Possibilities.

NEW TOWN LOCATED AT THE MINES.

Is But 20 Miles Distant From
Hootalinqua.

NEW CREEKS YIELD WELL

Discovery Claim, Livingston Washed
Up \$1,600 in Two Days—
Ground Is Shallow.

Monroe Toby, one of the old timers in the Big Salmon district, arrived in the city a few days ago full of information and enthusiasm concerning that new and comparatively little known section. With this year's work the camp is just getting its second wind, so to speak. The discoveries were originally made in '99 when Cottonova and Livingston were spoken of as future Eldorados. Then came a year or so of depression, claims in many instances were abandoned and it was only a handful of the most persistent who jolted on, packing their grub in on their backs, confident they would win out if they only stuck to it. This year has seen quite a stampede, new discoveries have been made, old ones have turned out well, steamboat connections to within 20 miles of the mines have been arranged, trails are now cut through and a town has been started in the primeval forest within easy reach of a half dozen different creeks.

"The country is very easy to get to now, in comparison to what it was a year or so ago," said Mr. Toby. "The steamers take you up the Hootalinqua 25 miles to what is known as Mason's Landing and then it is but 20 miles across to the town which has just been founded on Livingston creek. At the landing on the Hootalinqua, founded by a man named Mason, is a store, hotel and restaurant and headquarters for the pack trains operating to the mines. The trail from the landing to the South fork is about such as would be expected in a new country. It is a bad one in places, steep, crosses several swamps and climbs over two distinct divides. It could and doubtless will be greatly improved in the near future. This winter will see a great deal of supplies slided to the mines over the snow. Those who have been over it say that in an air line Whitehorse is but 45 miles distant from the camp as against 135 by the river route and that is some talk of putting in a winter trail there this year."

"What is needed most in the Big Salmon country is capital. It is an erroneous idea for men to think they can go in there with a few months' grub and begin taking out money immediately. It can't be done. The ground, if shallow, must be stripped, since lumber has to be shipped out, drains dug and so on and that not only takes time but money as well. One

Could Not Tell Why.
Mr. Joseph Dahl a merchant of Circle City, on his way to the outside, stopped over in Dawson to look up Mr. E. L. Webster, general agent of the New York Life Insurance Co., stating he wanted to buy a policy. Did not know why, "only" that he wanted the insurance." His name appears among the lost on the steamer Islander. In consequence his wife will have a neat sum of money paid over to her. As she is left in only moderate circumstances it will be a great help.

Mr. Nelson A. Soggs has sold his interest in the jewelry business to his partner Mr. Veeco who is now continuing the business on Second street opposite the Bank of British North America.

Continued on page 4.

AMES MERCANTILE CO.

The Store That Sells HIGH CLASSED,
Not High Priced, Merchandise.

If at any time for any reason you are dissatisfied with a purchase made here, send it back. We will refund your money and pay the freight.

All Next Week we will continue our Special Sale on
Ladies' Tailor Made Suits at
\$7.50, \$10.00 and \$15.00

Men's Business Suits, all wool,
At \$15, Worth at Least Double