

TUG CHEHALIS SUNK BY PRINCESS VICTORIA

Eight People Were Drowned in the Accident at the Narrows, Vancouver Harbor, on Saturday Last.

(Special to the Times.) Vancouver, July 23.—Eight persons drowned and six saved is the record of the sinking of the steam tug Chehalis by the steamer Princess Victoria on Saturday afternoon, as briefly stated in the Times of that day. The accident is the worst that ever occurred in harbor waters. It will be for a marine court to decide responsibility and blame if any, but the heavy tide running in at the time was primarily the cause of the disaster.

DR. W. A. B. HUTTON. P. J. CHICK. CHAS. BARNETT BENWELL. MRS. R. H. BRYCE. W. H. CRAWFORD (deckhand). Two Japanese firemen (names unknown). One Chinese cook (name unknown).

CAUTION SAVED. P. G. SHALLCROSS. R. N. RICH. J. O. BENWELL. R. H. BRYCE. CHIEF ENGINEER C. A. DEAN.

Both vessels were leaving the harbor. The Princess Victoria was almost an hour late in getting away, and was not losing any time as she turned her bow into the tide just inside Brockton Point. The Chehalis had left the Union Steamship Company's wharf at about 1.30 o'clock. It took her ten minutes to cross to North Vancouver, where she took aboard Mr. and Mrs. R. H. Bryce, who live across the bay. Then the excursion party set out for the north.

The Chehalis ran along the north side until to avoid the shoals she naturally got into the tideway, where the current must have been running from six to nine miles per hour. She made Very Little Headway against the tide and in order to avoid the full force of the current, Captain House appears to have attempted again to reach the north side.

Just then the Princess Victoria came up. She struck the Chehalis on the port side about six feet from the stern. Four or five people were sitting on the deck of the tug. They were thrown many feet into the air. The little steamer, broken and shattered, sank within a few seconds.

The accident occurred in full view of many hundreds of people. Pleasure craft, especially sail boats and launches, were starting out for their afternoon races. The Victoria and Brockton Point grounds a lacrosse match was in progress, and the people in the grand stand were horrified to witness the accident.

Hundreds ran out of the grounds down to the beach, but very little could be done by that time. Lightkeeper Jones, of Brockton Point, witnessed the accident and hurried out in his boat. He picked up Engineer Dean, who was well nigh exhausted. The Princess Victoria had immediately stopped after the accident, and several life boats were lowered. They picked up three of the survivors. A buoy thrown by Miss Tatlow from the deck of the Victoria was seized by P. G. Shallcross, and he was drawn on board by J. O. Benwell, a well-known merchant, who was picked up by a launch.

The Chehalis was one of the best tugs owned by the Union Steamship Company, and had been chartered for the purpose of taking a party north to investigate the oyster beds at Blunden Harbor. Mr. Shallcross was negotiating a sale of the oyster beds to a syndicate of English capitalists, and was taking with him Dr. Hutton, of the Rock Bay hospital, who was an expert on oyster culture, and was to examine the beds and report to R. H. Bryce, purser of the steamer, and president of the British Columbia Native Oyster Company, and P. J. Chick, former purser of the Cassiar, was secretary-treasurer for the same company. Mr. Rich was traveling for pleasure as a friend of Mr. Shallcross, and Mr. Benwell and his son were also on a pleasure trip. Mrs. Bryce was going as far as Lund and was to wait there until the boat returned. Before leaving, Mr. and Mrs. Bryce had dined with some friends at North Vancouver, and seemed very happy over the prospect of the pleasure they would derive from the trip before them. Indeed, it seemed evident that all went out in high spirits.

Mr. Bryce, who recently succeeded Percy Chick as purser of the Cassiar, owes his rescue to the swimming qualities of his two dogs which were on board the tug. Bryce and Engineer Dean were opening some packages of fruit on the deck when the Victoria came in sight. Bryce immediately ran to the cabin to call his wife to see the big steamer pass. When Bryce came back the engineer looked apprehensively towards the Victoria and said, "Great Scott, she will run us down." Bryce says that he laughed and declared there was no danger. Just then the bow of the Princess seemed to swoop, and a moment later he was knocked bodily off the tug. He was stunned by a blow he believes when his head struck against the bow of the oncoming steamer. But the cold water revived him, and as he was coming to his senses he heard the roar of the screws of the big steamer. He tried to keep away from the proellers and a moment later came to the

surface at the stern of the steamer. He tried to see if his wife or anyone else were in sight, and a moment later found his two dogs, a setter and a spaniel. He rested his hands on the animals, and five minutes later was picked up by a boat from the Princess Victoria. He was bleeding from the nose and forehead. Mr. Bryce insists that the Chehalis was her proper course, and that there was plenty of seaway for both vessels. Mr. Benwell and Mr. Chick were together in the cabin when the crash came. Together they tried to open the cabin door, but it was jammed, and the last Benwell can remember was holding Chick's hand at the door knob. Benwell then found a window, and in some way got through. He must have been thrown against the coal bunkers, for when he was rescued his boat pockets were filled with small bits of coal.

P. G. Shallcross, commission merchant, a brother of J. J. Shallcross, of Victoria, gives a well-connected account of the disaster. He says: "I was sitting with Mrs. Bryce in the cabin when the boats were drawing together, and could see the Princess Victoria as she drew near. I did not think of collision until I heard a man shout that the Victoria would strike us. With that I jumped up and got out of the cabin, and as I got on my feet I saw that Mrs. Bryce, evidently not realizing the seriousness of the occasion or struck by fear, had not moved from her chair, ran towards her, but just as I started there was a tremendous shock, and I was thrown against the side of the cabin. At the same instant the water poured in, and in the darkness I could not locate her.

"Very fortunately I did not have heavy clothes on. I had changed my business suit for a flannel one, and had light shoes instead of boots. When the cabin was flooded, I thought that was the beginning of the end, for it seemed to be impossible to get out. Being a swimmer and used to the water, I held my breath until I felt my lungs pain, and in easing them I took a couple of gulps of water. At the same instant I felt a suction, and was being drawn into the water. I struck on the side of one of the openings and managed to get through, though not without some difficulty. It was, but a moment after that I was on the surface and breathed the good air once more. I went right under the Victoria and came up on the other side. Another moment and I could not have stood it. The water I took was choking me, and had I not got into the suction by moving around as I was in my effort to escape I would soon have had enough water in me to send me down.

"I do not know what became of Mrs. Bryce. When the water made everything dark she was sitting where I saw her last, and I did not even see her when struggling in the water inside the cabin. I heard someone say that she came to the surface once, but I hardly think it possible. It is more than likely that she was imprisoned in the cabin and went down with the boat.

Mr. Shallcross, being on the inside, said he could not say how the accident was caused. The Chehalis was backing a strong tide, and he was of the opinion that both steamers were heading for the quiet water setting outward which lay just inside the tide rip. As the boats came close together he could see a launch on the other side of the Princess Victoria and said he thought that no matter which way the big steamer turned she would have run down one turt. The tide was very strong, and it was this, he thought, that prevented the Victoria from being able to turn her bow away when it was seen that a collision was about to occur.

None of the survivors saw Dr. Hutton after the accident. Some of the Victims. Mrs. Bryce, the only lady who was drowned, was for many years head milliner in Drysdale's, Vancouver, and had a host of friends in the Terminal City. It was only about 18 months ago that she and Mr. Bryce were married. For the past six months they have made their home in North Vancouver. Dr. W. A. B. Hutton, who was among the drowned, was well-known in Vancouver. For the past 18 months he had been connected with the Anglican mission ship Columbia, which does a season work among the loggers up the coast. His headquarters were at Rock Bay. After a hard stretch of work he had come down for a holiday, an assistant who had been appointed having gone up last week. Dr. Hutton was an expert chemist and possessed a practical knowledge of oyster culture. It was in this capacity that he became interested in the oyster project at Blunden Harbor, along with Mr. Bryce and Mr. Chick, and was going up with them on this trip. He had been on the coast for six or seven years, and his work looked up to him as a physician-in-charge of the Washington Memorial hospital in Washington, D. C. It was while there that he married. Returning to Winnipeg he became house surgeon in the general hospital in the Prairie Capital, and lecturer in chemistry and registrar at Manitoba College. Dr. Hutton's wife died while he

was in Winnipeg. He leaves a daughter, nine years of age, who is at present in New York. Percy J. Chick was a native of England and was about 32 years of age. After completing his education in England at the well-known City of London school, on the Thames Embankment, where he took a special course in architecture and engineering, he came to Vancouver in the early part of 1890. Soon after his arrival he secured a position with Messrs. Garden, Hermon & Burwell, who were then laying out the first street railway lines in Vancouver. Later he secured a position in the lighting department of the Vancouver Electric Railway & Light Company, and afterwards was draughtsman for N. S. Hoffer, architect. When the Union Steamship Company placed the steamer Comox on the northern coast run he was appointed purser of that vessel, and on the addition of the steamer Camosun to the company's fleet occupied a similar position on that steamer. A few months ago he was laid low with a severe attack of pneumonia. Acting on the advice of his physician, he resigned his position with the Union Steamship Company a few weeks ago, and had decided to engage in business either in Vancouver or in the Interior. At the time of the disaster he was en route to Blunden Harbor to inspect some oyster beds, of which Mr. Robert Bryce and deceased were the owners. Mr. Chick leaves a widowed mother and several brothers and sisters, all of whom are resident in the Old Country.

Only Passenger in Victoria Who Actually Saw Collision Related Events in Detail. A passenger on the Princess Victoria, who does not wish his name made public, gives a very clear account of the disaster. With three others he was standing at the bow of the vessel and saw the Chehalis from the time she first appeared in sight. His account is as follows: "We left Vancouver rather late, a little after two o'clock. As the Princess Victoria came abreast of the Brockton Point light and turned to go through the Narrows, I was standing at the bow with three other passengers, all of whom remained in Vancouver. There was a very strong tide coming in, sweeping towards the south bank. We noticed the Chehalis coming apparently from the North Vancouver wharf also headed for the Narrows. As she neared the Princess Victoria she got caught in the tide rip and was washed in the course of the vessel that struck her. I believe the captain, or whoever was in charge, thought he could clear the Chehalis, and accordingly kept on his course. I could see the boats were going to strike, and shouted to him: 'Reverse your engines and run full speed astern.' I do not think he heard me, for he did not whistle or reverse the engines until after the Chehalis had been struck. If it had not been for the heavy tide there would have been no accident. Had the Chehalis been struck in the same place in calm water the Princess Victoria would have slewed her round and passed on without much damage being done. "As she struck there were only four

districts of Holland and Scilly and Channel Islands. Young bulbs obtained and separated here are grown under ideal conditions for transplanting. The experimental stage may now be said to be passed, and the actual commercial stage entered upon. Next spring will see the opening of a large trade in this new line, and it will increase a year or two more. These particularly favorable conditions are almost parochially local, and confined in entirety to Victoria. No place on the coast, within the temperate zone, has been struck by such a moderate rainfall and such an equable climate all the year round. In these three benedictions of nature lie Victoria's pre-eminence as a vegetable, fruit and flower growing district.

(Continued from page 1.) Victoria's Miles of Garden Under Glass. (Associated Press.) New York, July 22.—Russell Sage, the aged financier, died at his home, Cedar Croft, at Lawrence, Long Island, today. The immediate cause of death was heart failure, resulting from a complication of diseases due to old age. He would have celebrated his 90th birthday on August 4th.

The Funeral. New York, July 23.—The funeral of Russell Sage, who died at his summer home in Lawrence, Long Island, yesterday afternoon, will be held in the First Presbyterian church, Park Rock, away, of which Rev. Robt. Leitch is pastor, to-morrow afternoon at 4 o'clock. The burial will be in Oakwood cemetery, Troy.

Dr. J. C. Schemuck, the local physician attending Mr. Sage, said last night that, judging from what he heard from Mr. Sage on various occasions he felt positive that Mr. Sage had left everything in his wife's control. He said: "Mr. Sage was undoubtedly the wealthiest man in the street. His fortune can be conservatively estimated at from \$10,000,000 to \$100,000,000. As to the disposition of his wealth I have no idea what provisions Mr. Sage made, I have no doubt, however, that there will be some charitable bequests. Mr. Sage was not a mean man, nor was he a miser. Like other wealthy men who have been taught the value of economy, Mr. Sage began by saving his pennies until it became a part of his nature.

Financial disturbances which might possibly follow the removal from life of so important a factor in the great affairs of business have long been discussed, and every contract Mr. Sage has made in the loaning of money in the last two years has contained a clause stipulating that in the event of his death no payment of moneys lent should be demanded on that account. For his death, as in his life, Russell Sage had provided against every human contingency which might injuriously affect the enterprises in which he was so active for a life time extraordinary in its length.

Russell Sage was born in Oneida county, New York, on August 4th, 1816, and was nearly 90 years of age at the time of his death. In early life he was for some years active in politics in the city of Troy, where he moved and engaged in mercantile pursuits after receiving a public school education. In 1848 he was an alderman of the city mentioned, and served for seven years as treasurer of Rensselaer county. From 1853 to 1857 he was a member of the United States congress, and was the first person to advocate national purchase of Washington's home at Mount Vernon.

Shortly after this he went to New York and engaged in financial business. He was great advocate of hard and continuous work and practiced what he preached. No recreation entered into his scheme of living, and he always pool-pooled the idea of vacations. He was the first to make public a distinction on this subject that attracted considerable attention. Russell Sage had never been known to devote any part of his enormous fortune to charitable organizations.

Will Enter Politics. Washington, July 22.—The executive committee of the American Federation of Labor to-day made good its threat to enter into politics by issuing a circular exhorting all its friends and members to work for the election to congress of men known to be favorable to the cause of labor. In Madagascar silk is the only fabric used in the manufacture of clothing.

A tornado struck west of Valley City, N. D., on Saturday and did considerable damage. Several persons were reported injured, but so far as learned no one was killed.

THE FLOWER SHOW. Entries Must Be in by Saturday Night—Prizes for Fruit and Vegetables. At the flower show to be held on the 1st and 2nd of August in the drill hall prizes will be given for the best collection of fruit and for the best two bunches of grapes. There will also be prizes for the best collection of vegetables to fill a box 3 ft. x 2 ft. x 5 in., outside measurement, arranged one deep; for the best three cucumbers and for the best dish of 12 tomatoes.

One of the attractions of the flower show which is exciting a great deal of interest is the competition in the open amateur class for the special prize which has been kindly donated by Mrs. Ber-

nam visible on the deck of the Chehalis—two in the bows and two astern. When the collision took place the two stern started pushing forward, but the tug turned over almost immediately. She went down stern first with her bow in the air and came up within half a minute bottom up. Three men were clinging to the keel, and, as she sunk for the second time, struck and swam towards the Princess Victoria. As showing how severe the tide was, I may say they were washed nearly over to the North Vancouver landing before being picked up.

"The other three men who were saved must have got clear before the Chehalis came up, as there were only three visible clinging to her bottom. Directly after the accident the captain and crew of the Princess Victoria did all possible to rescue the survivors. The engines were reversed as soon as possible, and the starboard after boat was manned and lowered at once. This boat rescued the three men I saw. A gasoline launch and rowboat were also brought out from Brockton Point. These, I think, saved the other survivors.

"I think the bodies of those drowned are still in the Chehalis, if they have not been taken out. She sank so quickly that there was almost no chance for anyone not on deck to escape. It was only owing to the tide which Mr. Robert Bryce and deceased the Chehalis will be found damaged to any extent, if at all. We were the only four passengers who saw the accident, although there was considerable excitement afterwards.

Hon. R. G. Tallow, minister of finance, was also on board the Princess Victoria. Seen this morning he said: "I did not know anything about the disaster until a minute or two afterwards. I was sitting in the stern reading and felt no shock to amount to anything." This statement has been corroborated in other quarters, and tends to show that the accident was caused by the heavy tide catching the Chehalis almost broadside on and hurling her right in the course of the Princess Victoria. The time was too short to prevent any change of course being made, in fact, it happened within a few seconds, and the unfortunate tug was struck without any possible chance for escape.

THE STORM. Electrical Display on Saturday Night Was a Novelty to Victorians.

The electric storm which visited Victoria on Saturday night was a surprise, and it will be remembered as one of the severest ever seen in the city. It is seldom that Victorians even hear thunder or see lightning, and the storm on Saturday was therefore a genuine novelty. E. Baynes Reed, the local meteorologist, who has been here for a great many years, says that the storm was very unusual. He never remembers one like it during his residency in Victoria. He ascribes it as being due to the intense heat of Saturday on the American plateau, in which the city of Walla Walla is situated. In this district 108 degrees of heat were registered. This produced a heavy thunderstorm, which moved northward along the Sound and Straits, reaching a point west of here. It was plainly evident to Victorians that the storm was distant. Yet the flashes of lightning penetrated window blinds and caused a feeling of alarm to those suffering from nervousness. The peals of thunder at intervals were quite loud, and reminded many Easterners of days gone by.

The storm lasted for probably half an hour and was accompanied by very little rain.

RUSSELL SAGE HAS PASSED AWAY

WAS THE WEALTHIEST MAN ON WALL STREET

Fortune of Financier is Estimated at More than Seventy-Five Million Dollars.

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OVER TWO SCORE KILLED AND WOUNDED

In Head-on Collision Between Passenger and Freight Trains in North Carolina—Telegraph Operator Blamed.

(Associated Press.) Charlotte, N. C., July 23.—About 30 persons were killed and more than that number were injured as the result of a head-on collision between a through eastbound passenger train and an extra freight near Rockingham, N. C., four miles west of Hamlet, at 8.30 o'clock last evening. Many of the victims are said to be negroes.

The official reports sent to the general offices of the Seaboard Air Line showed that 19 dead and 23 injured had already been taken from the wreck up to this hour.

The officials of the road attribute the disaster to the failure of the telegraph operator at Rockingham to deliver orders to the passenger train.

As soon as the news of the wreck reached Hamlet a wrecking engine was sent out and the division superintendent and other officials of the road hurried to the scene and took charge of the work of relief.

Advices from the wreck are meagre. The passenger train was running from Florida to the north. Engineer F. B. Lewis, of Hamlet, and Fireman Hull, of the passenger train, were killed. The negro fireman of the freight also is said to have been killed, while the engineer of the freight saved himself by jumping.

Only a few of the bodies extricated from the wreck have been identified. Railroad men and passengers who escaped immediately set to work to recover the dead and injured imprisoned in the wreckage, nearly all of the victims being found to be negroes. Both the second and first class coaches were overturned. It is possible that the death list may be somewhat augmented.

Thirty-Eight Reported Dead. Raleigh, N. C., July 23.—It is reported that 38 persons were killed in the collision between the passenger and freight train on the Seaboard Air line near Hamlet, N. C., yesterday.

IN COLLISION. Friday night as the steamer Charming was making a landing at her wharf in James Bay she collided with the stern of the Tees, breaking through the latter's guard and smashing one of her plates. The accident was a very serious one, and the vessel was damaged.

HUNDREDS OF PERSONS PERISHED IN FLAMES. Sumatra, Russia, July 20.—The latest from Syzran, province of Simbirsk, is that the city is a heap of ruins. Hundreds of persons lost their lives and several men suspected of incendiarism were lynched. Food for the starving inhabitants of Syzran is being sent from here and from Saratov.

BULLENS WILL BUILD THE HYDROGRAPHIC STEAMER

Ottawa, July 21.—An order by council was passed yesterday awarding to the British Columbia Marine Railway Company, of Esquimalt, the contract for the construction of the hydrographic steamer to be used on the Pacific coast.

The tender of the Victoria Machinery Company is \$121,000. The tender of the Polson Company was over \$202,000.

NATURE'S ESSENCE

Extracted from the Roots of Native Forest Plants. Go Straight Back to Nature for Your Health. There is Your Strength.

Consider your body as an engine which supplies you with all activity of mind and body. Keep the machinery well oiled and it runs smoothly. It does not groan in doing its work. But let the stomach, which is the fire-kilner to the human engine, get "out of kilter" and we soon meet with disaster. The products of undigested and decomposing food is poison to the system.

The "Golden Medical Discovery" is just the tissue builder and tonic you require when recovering from a hard cold, grip, pneumonia or a long siege of fever or other prostrating disease. No matter how strong the constitution, our stomach and liver are apt to be "out of kilter" occasionally. In consequence our blood is disordered, for the stomach is the laboratory for the constant manufacture of blood.

It is a true saying that no man is stronger than his stomach. Dr. Pierce's Golden Medical Discovery strengthens the stomach—puts it in shape to make pure, rich blood—helps the liver and kidneys to expel the poisons from the body and thus cures both liver and kidney troubles. If you take this natural blood purifier and tonic, you will assist your system in manufacturing each day a pint of rich, red blood, that is invigorating to the brain and nerves. The weak, nervous, run-down, debilitated condition which so many people suffer from, is usually the effect of poisons in the blood; it is often indicated by pimples or boils appearing on the skin, the face becomes thin and the feelings "blue." Dr. Pierce's "Discovery" cures all blood humors as well as being a tonic that makes one vigorous, strong and forceful. It is the only medicine put up for sale through druggists for like purposes that contains neither alcohol nor harmful drugs, and the only one, every ingredient of which has the professional endorsement of the leading medical writers of this country. Some of these endorsements are published in a little book of extracts from standard medical works and will be sent to any address, free on receipt of request therefor by letter or postal card, addressed to Dr. R. V. Pierce, Buffalo, N. Y. It tells just what Dr. Pierce's medicines are made of, and how they are made. It also gives the general ingredients of which Dr. Pierce's medicines are composed, by leaders in all the several schools of medical practice, and recommending them for the cure of the diseases for which the "Golden Medical Discovery" is advised, should have far more weight with the sick and afflicted than any amount of the so-called "testimonials" so conspicuously flaunted before the public by those who are afraid to let the ingredients of which their medicines are composed be known. Bear in mind that the "Golden Medical Discovery" has the BADGE OF HONESTY on every bottle wrapper, in a full list of its ingredients.

Dr. Pierce's Pleasant Pellets cure constipation, invigorate the liver and regulate stomach and bowels.

After the opening of the inquiry into the transaction in connection with the charges have been given out works department of the U. S. Army and Navy, Fred Peters, K. C., appointed by the president over the case.

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