Morning Oregonian.

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TALE OF THE WRECK

Terrible Scenes When the Islander Went Down.

42 DEAD BY LATEST ESTIMATE

Officers of Ship Charged With Being Intoxicated, but This They Deny—Conflicting Stories as to Conduct of the Crew.

VANCOUVER, B. C., Aug. 19.—The steamer Farallon arrived here this afternoon from Skagway, bringing the passengers who escaped death in the wreck of the steamer Islander. The total number of deaths is placed at 42. There is no new list of the passengers drowned, but the following names are contained in the official list of those saved:

R. Longmop, Seattle; H. R. McBeth, Portland; A. L. Doyle, St. Louis; B. J. March, Seattle; A. Fosser, Vancouver; G. W. Doyle, Seattle; F. Dedicsh, Seattle; H. Roal, Seattle; R. M. Wright, Seattle; W. G. Preston and bride, Seattle; H. M. Morrison, Vancouver; L. F. Markwell, Seattle; Dr. Phillips, Seattle; S. Jamieson, Vancouver; M. Coughley, Seattle; S. Appleburn, Victoria; N. Pigeon, Vancouver; A. Pigeon, Vancouver; W. S. Smith, Vancouver; T. D. Gennen, Seattle; E. H. Waller, Vancouver; C. H. Sharman, Vancouver; J. E. Cotter, Vancouver; W. W. Power, Vancouver; John McFarlane, Vancouver; Thomas Knowles, Victoria; M. Hart, Seattle; J. H. Snodgrass, Seattle; H. Brigham, Seattle; T. G. Stevens, Seattle; R. Wilkinson, Vancouver; A. Pluth, Seattle; G. F. Brown, Seattle; L. S. Robe, Seattle; R. Ross, Seattle; B. Penat, Vancouver; B. Brissan, Vancouver; H. W. Anderson, Seattle; T. Castlebery, A. Keiski, Seattle; V. Koki, Seattle; J. L. Betham, Vancouver; Mr. and Mrs. Bowman and boy, Vancouver; C. Doyle, Vancouver; T. H. Brown, Victoria; J. E. Bousman, Seattle; M. Dickey, Seattle; P. Ridgeley, Seattle; J. L. Wilcox, San Francisco; E. G. Young, Vancouver; W. Nelland, Vancouver; F. F. McNaughton, Vancouver; J. Cockler, Seattle; Joseph Cockler, Mr. and Mrs. McLauchlin and child, Seattle; E. M. Dennis, Seattle; E. G. Condson, Seattle; C. C. Ray, Ottawa; M. A. Belcourt, Vancouver; Mrs. Wetmore, Tacoma; Mr. and Mrs. Zahn, Seattle; Mr. and Mrs. Edward, Mrs. E. Mills, Seattle; Dr. McFarland, Seattle; E. G. Hinde-Bowker, Vancouver; J. K. McLellan, Vancouver; J. G. Morgan, Vancouver; J. C. Henderson, Vancouver; L. J. Deane, Vancouver; George Puddicumbe, Vancouver; J. T. Snider, Vancouver; L. Gill, Vancouver; J. Douill, Vancouver; M. Green, Vancouver.

According to the statements of passengers arriving today, very few people died on board the steamer. Most of them perished in the water and around the rafts as the ship went down. Those in the water suffered terribly from exposure, among them Captain Foote, who succumbed and sank from sheer exhaustion.

As Told By Passengers.

L. S. Robe, one of the passengers on the ill-fated Islander, returns with one of the most intelligent accounts of the terrible disaster. His demeanor unmistakably indicates that he believes the officers of the Islander were derelict in their duty. Indeed, the charge is more or less freely made by the survivors that the captain and the pilot had been drinking heavily. The vessel, too, had not aboard the marine law requirements in the quantity and character of life-saving equipment. It is also remarkable that, in view of the statements that a dense fog prevailed, the vessel was running at full speed. Robe said:

It is known that an hour before the departure of the Islander 107 tickets had been sold. This did not include children in arms. Including the crew, there were in all 181 persons on board. There are 113 survivors, making 68 people lost. The vessel struck at 2:15 A. M., 10 miles north of Juneau, off Douglas Island and opposite the entrance to Taku Inlet, whence the treacherous ice came. She was then making 104 revolutions to the minute, little short of 15 knots per hour. When she struck I looked out of my cabin window, but it was densely dark. When I came on deck I sought a responsible officer, but none was in sight. I passed to the forward part of the vessel, where I found crowds of passengers, but no officer. On the hurricane deck I found Captain Foote in the stateroom back of the pilot-house. He made no reply to my inquiry as to what was the matter. One boat was already in the sea with but seven occupants, many crying from the vessel for it to come back. Four men with myself secured a life raft. By this time I stood in two feet of water, and the ship was sinking rapidly. When the ship exploded, which I think was due to compressed air, the whole upper part of the vessel seemed to rise. We were an hour on the raft. It was leaky and unsafe, and overturned several times. We were finally picked up by a boat, which made shore and returned to rescue others. The tug Flossie came from Treadwell, and delivered us at Juneau."

Another Account.

John L. Wilcox, of San Francisco, who returned on the Queen, tells a clear story of the wreck.

"I was returning from Dawson and boarded the Islander at Skagway on August 14. At the time of the accident we were going ahead at the rate of 17 miles per hour. It was densely foggy and we could scarcely see 50 feet ahead. Suddenly there was a shock and I grabbed my clothing and ran on deck. It was then 1:50 a. m. It was too dark to make anything out over the side of the vessel. I went below to try and save some of my things, but the water was rushing in too fast. I found the decks crowded by frightened passengers. Some officer called to the men to lower the boats, and then told the passengers there was no danger. Many actually went back to bed. When nearly two feet of water covered the stateroom deck, they stampeded for the upper deck. Finally the boats were lowered, and I entered the first one. We stood by to assist. The pilot was intoxicated, having come aboard in that condition and had not sobered up. The Captain had also been drinking during the evening. As the Captain stood on the bridge he made a leap for one of the rafts, which turned over, but which was righted again. For 30 minutes he stood in full view, then suddenly calling out 'Good-bye boys,' he jumped into the water and sank at once. Fully 20 minutes must have elapsed between the shock and the sinking of the vessel, and there was plenty of time to have beached the vessel and saved the lives of all."

W. G. Preston and wife, who were in the first dispatches yesterday reported drowned, were the last to leave the ship. When seen tonight Mr. Preston said:

"We were awakened by a severe shock. I arose and looked out, but as we were still moving went back to bed. I again arose, however, and heard voices in the hall saying that we had struck an iceberg. Mrs. Preston and I, without stopping to fully dress or to put on life preservers, went on deck. We were just in time for the last lifeboat, which was already being lowered. As it reached the main deck one of the davits broke and the stern of the boat was precipitated into the water, throwing Deputy Customs Inspector Walker, of Skagway, overboard. He was picked up later.

"The officers of the ship handled the situation in an extremely incompetent manner. No warning was given to the passengers in their staterooms, and after they had come on deck of their own accord they were assured that there was no danger. This nothwithstanding the fact that the ship sank within 20 minutes.

"There is no truth in the statement that the passengers were panic-stricken and, by their actions in casting off before the boats were sufficiently loaded, responsible for any of the loss of life. The only boat which was greatly underloaded was the first to get away. This was the steel lifeboat, the best on the ship. It contained but seven men, all of whom were members of the ship's crew, and this fact was remarked on when the boat reached the landing point. The passengers retained their presence of mind and did most of the work of lowering the boats and getting away. A notable exception to the conduct of the majority of the officers was that of First Officer Neroutsos. He was on deck and gave able assistance to the passengers."

Acts of Heroism.

Chief Engineer Brownlee was one of the heroes of the wreck. He worked until the ship sank from under him to save the lives of the passengers. When the third assistant engineer aroused him, he glanced at the clock and found it exactly 2:10 A. M. Water was pouring into the boiler compartment from the forehold. Two firemen at once rushed up to the "top wheel" and succeeded in closing the water-tight compartment. One of these men is now no more, but that deed alone is sufficient to enroll his name among the list of heroes. Had it not been for their promptitude, the chief says, the steamer would not have rmained above water five minutes.

The chief encountered the captain just as he left his room ,who inquired if she was taking much water. "I told him," said Mr. Brownlee, "that within a very few minutes she would be under, and the captain proceded to the deck. With one exception that was the last time I saw him." Continuing, the chief said that he received several telegraph orders of "full speed astern" and "full speed ahead," but it was absolutely impossible to carry them out. By this time the bow had settled to such an extent that the propeller was out of the water, and consequently could not work. He rushed to the deck and the bridge, and explained the situation to the captain. While there he saw the lifeboats, six in number, and the liferafts launched. This was done very successfully under the direction of Captain Harris, formerly of the sealing schooner Carlotta G. Cox, the mate and the second officer. Having told the captain that he could do nothing, the chief returned below, as the second and third engineers were in the engine-room awaiting their orders. He told them to get out and save themselves, as in a few minutes the steamer would sink. The other two seized life-preservers from their room, and the three rushed for the dining-room on their way to the deck. But it was impossible to reach the stairs forward. The ship was half full of water, which was pouring along the saloon. "We thought we were caught in a trap," said the chief, "but managed to keep our heads, or I would not be here now. We ran and climbed over the stanchion and to the deck. We were not there more than a few seconds when the ship went down." George Allen, the third engineer, the chief believes, jumped overboard, and must have struck the propeller. He never saw him again.

Mr. Brownlee and the second engineer hung to the railing at the stern as high as they could get, that place being the only part which was not under water. As the ship went down they were still there. With them was an old gentleman, from Vancouver, named Morgan. When he came to the surface Mr. Brownlee caught hold of a piece of wreckage, and just then Dr. Phillips, of Seattle, popped up and grasped the same piece. It was only a frail support at best, and Phillips was in a terrible state of mind, having just seen his wife and daughter drawn to their doom in a whirlpool formed by the sinking of the ship. Another man was observed struggling in the water, and the end of the wreckage was passed to him. He was one of the oilers, and his name was Burke. Thus there were three men clinging to one frail piece of wreckage, which was only about four by four, or thereabouts. The case was a desperate one. The horror of the situation was added to by the condition of mind of Dr. Phillips.

Died From the Cold.

Suddenly the fog which had wrapped all in obscurity lifted and Mr. Brownlee discovered a quantity of wreckage not far away. He succeeded in securing enough for a small raft. By this time his legs were so numb with cold that he could not move them and he was compelled to rub and punch them persistently to restore circulation. He first hauled Dr. Phillips aboard and after much exertion succeded in reviving him. The two then hauled Burke aboard, but the unfortunate man was too far gone and, murmuring something about being cold, expired on the raft.

More wreckage was secured and the dimensions of the raft increased. The two men realized that unless they reached shore or were picked up speedily it would be all over with them. The commenced paddling in what they thought to be the direction of the shore.

Finally, after being in the water from three-quarters of an hour to one hour, they were hailed by Purser Bishop and a boat-load of rescuers, and they knew they were safe. They did not return at once to the shore, but continued to row back and forth in the vicinity of the wreck, picking up here and there a body, or rescuing some benumbed person clinging desperately to portions of wreckage. The boat was soon filled with the living and dead, and then returned to the shore. Here efforts were made to resuscitate those overcome by exposure, some of which were successful and others futile.

Mr. Brownlees, the mate and several others got into a boat and started to pull for the Treadwell mines, two or three miles away. The current was too strong for the weak, enervated men, and the chief engineer landed and walked to the mines. He told his story to the manager, who immediately dispatched two small steamers to the scene.

By the time he had returned, the chief said, the little steamer Flossie had alrady loaded up with the bodies of the dead and with this grewsome cargo was about to start for Juneau. He boarded the steamer and landed at the Alaskan town.

Doors Were Jammed.

N. A. Belcourt, M. P., and C. C. Ray, of Ottawa, were traveling companions on a trip to Dawson. Mr. Belcourt said the steamer was running at full speed, and while possibly no fog had been encountered up to or immediately preceding the collision, there was a dense fog all around when the accident occurred. At first Mr. Belcourt did not think anything very

(Concluded on Fifth Page.)

OREGON WHEAT CROP

Slight Decrease in Yield of Columbia River Counties.

UMATILLA SHOWS IMPROVEMENT

Good Crop in the Valley Will Make the Total Yield of the State Larger Than That of Last Year.

PENDLETON, Or., Aug. 19.—Wheat has supplanted wool as the one great trade topic now discussed all through the Columbia River Valley. There is still an endless procession of dust-covered teams toiling down the hillside and ravines leading into the stations along the O. R. & N. line, but they are no longer dragging to market the bulky sacks of wool. There was a free selling movement of that great staple, and the warehouses have been pretty well cleaned of it, and are now receiving the first of the 1900 wheat crop. Prices for the cereal, which are not altogether satisfactory, together with considerable farm work on hand, have retarded the selling movement, but in a country like this where quantities are reckoned by millions, instead of thousands, there is always enough moving as soon as harvest comences to infuse an air of great activity into the vast country drained by the Columbia River.

The Columbia River counties will not turn off quite so large a wheat crop this year as was harvested last year. Umatilla County will make a slightly better showing, and Union County will fall behind about half a million bushels. The unusually fine crop which the valley is turned off will accordingly be needed to bring the state yield up to greater proportions than it reached in 1900. With the 1901 wheat crop in various stages, from growing green on the stalk to piled high and dry in the warehouses, there is naturally room for a difference of opinion as to the yield. Threshing returns have varied so much in the same localities that estimates vary more than they did a year ago. In Sherman County the cold winds in the month of June cut down the yield quite materially, and had the same effect in shriveling the grain that usually follows hot winds. There is also a much smaller acreage than there was last year the amount Summer fallowed for the crop of 1902 being greater than ever before. Volunteer and Spring-sown grain is yielding very light in most districts.

Estimates as to the total yield run from 1,500,000 to 2,200,000 bushels, with the general average of the conservative element coming together around 1,800,000 bushels. This may be regarded as near a top figure, as some people are now returning sacks on account of the yield falling below expectations, although others more favored are coming back for more sacks to meet the demands of a yield that was greater than expected. In Wasco County conditions are somewhat better than in Sherman, and most of the warehousemen are expecting a crop of about 750,000 bushels, or about the same as last year. Gilliam suffered some from the cold weather, and there is also complaint from hot weather, but the county is considered good for 700,000 bushels.

The greater part of Morrow County is turning off a "dry weather" crop and the total for the county will be deficient in both quantity and quality. The country to Ione suffered worse than any other part of the county, and farmers are now hauling into that town wheat which was grown without a drop of rain from the time it was planted. Naturally under such conditions the results secured are not satisfactory, but the showing of even 10 to 12 bushels to the acre is quite a tribute to the soil. Ione last year handled over 400,000 bushels of wheat, but this year most of the dealers will consider from 250,000 to 300,000 bushels all that is possible in the country tributary to that point. Some of the Spring-sown grain is running as low as four bushels to the acre, and will not pay for the cutting. In spite of its shriveled appearance, some of this dry weather wheat weighs from 57 to 58 pounds to the bushel and will come in handy in grading up with the 60 and 62-pound wheat that is so plentiful in more favored sections of the Northwest. Old Jupiter Pluvius made a strong discrimination this season in distributing moisture on the Heppner branch, for while Ione and vicinity basked all Spring and Summer under cloudless skies, Lexington, farther up the road, and even Heppner and the surrounding country, had a number of fine showers which resulted in some cases in 40-bushel crops. There is but little difference in the amount of acreage, as compared with that of last year, and the yield for the county as indicated by threshing returns and general conditions will be about 700,000 bushels. The crop in Morrow is not so far along as that of Wasco and Sherman, and it is uncertain yet whether the farmers will sell freely or hold awhile in the hope of securing better prices. In Wasco County, which has the lowest freight rate of any point in Eastern Oregon, farmers are not showing much inclination to sell, although they can command better than 50 cents per bushel.

Returns now coming from Union County indicate that at least a portion of the damage caused by the Spring frosts has been repaired, and the yields are much better than was expected at the beginning of harvest. The damage was estimated a month ago as sufficient to cut the crop down to one-half of that of last year. Threshing returns, however, have put a different complexion on the matter, and it is now believed that the out-turn will be two-thirds as large as that of last year, or approximately 1,000,000 bushels.

In Umatilla County.

Umatilla, the banner wheat county of the state, is a good deal of a conundrum this season and experts, or men in a position to be classed as experts, seldom get farther apart in their views than they are this year. Estimates of men whose connection with the business places them in an excellent position for judging the size of the crop range from 3,250,000 bushels to 6,000,000 bushels. The latter figure is not seriously considered, and in averaging up the estimates as they come, it would seem that 4,000,000 bushels would not be far out of the way, and still leave Umatilla by considerable odds the banner wheat county of the state. The numerous extravagant estimates that have been made of the crop of this county are due mainly to the fact that the crop is turning off so much better than was expected early in the season that growers have become unduly excited over it. During the cold weather in June reports were sent out placing the damage by cold winds in some cases as high as 50 per cent. This percentage o floss, had it been real instead of imaginary, would have reduced the yield of the county to les sthan 2,000,000 bushels. Accordingly, when a farmer commenced cutting a field with the expectation of securing 15 to 20 bushels to the acre, and secured 25 to 35 and in some cases 40 bushels to the acre, matters assumed a very roseate hue, and a record-breaking crop seemed assured.

In not all cases, however, have the growers been so agreeably surprised, for some fields have fallen short over 50 per cent of wheat was expected of them. Sales of sacks are a pretty good indication of the out-turn of the crop and cases are cited where men took out 3000 sacks and returned 1700. Others returned from one-third to one-half of the number they had expected to require. A singular thing in conection with the crop damage in some parts of this county is the fact that while the cold weatner blighted narrow strips around the edges of some fields to such an extent that the crop was regarded as almost ruined, the main body of the wheat in the center of the field was apparently uninjured, and is turning off heavy. Another freak of nature is shown in the case of a few fields which were highly cultivated and free from weeds, and which the cold weather fell on with a vengeance, blighting it seriously while in the same localities, wheat which grew on poorly-cultivated lands, and was fighting for existence with the weeds, was uninjured by cold weather, and turned off an excellent crop. This advantage of being lazy on an Eastern Oregon wheat farm should not be taken seriously, however, for there are never two seasons just alike up here.

There is more complaint in Umatilla County than anywhere else about the ravages of the tar weed. This pest is making serious inroads on some wheat fields, and where it is the thickest is said to have cut down the yields as much as 10 bushels per acre. There is also considerable tumble weed in the county, but this is a mild kind of a pest, comphred with the obnoxious tar weed. Smut is more or less prevalent through the county, but the loss from this source will not be great. Threshers who were obliged to handle such an enormous rank growth of straw to get a little wheat last year are all doing fairly well this year as there is no such growth of straw as there was a year ago. A roaring pampero blew over the county a few days ago,

(Concluded on Second Page.)

ADMIRAL CERVERA.

WHO IS TO BE GIVEN A LOVING CUP FOR HIS KINDNESS TO AMERICAN PRISONERS.

NEW YORK, Aug. 19.—Those at the head of the movement, which was started some time ago, to present a loving cup to Admiral Cervera, for his kindness to Lieutenant Hobson and his men while they were prisoners at Santiago, express themselves as much gratified with the interest which has been taken in the matter. Credit for starting the movement is given to Arthur Bird, editor of the Sidney (N. Y.) Record. A. P. Clark, a resident of that town, says that testimonials are being received constantly, heartily favoring the plan, and that among these was a letter from Secretary of the Navy John D. Long, saying: "I shall be glad to see a testimonial of his magnanimity given to Admiral Cervera." Lieutenant Hobson has asked to be allowed to head the list of subscribers.

THE FENCE MUST GO

Hermann Maintains That Carr Violated the Law.

RANGES SHOULD BE FREE TO ALL

He Will Recommend That the Marshal at Once Be Authorized to Remove the Obstruction—Department of Justice Lenient.

WASHINGTON, Aug. 19.—The delay of the Department of Justice in ordering the prompt removal of the fences erected by the Jesse Carr Stock Company around 80,000 acres of the public domain in the northern part of California and Southern Oregon is due to the filing of a $10,000 bond by the company with an appeal to the department from Judge Bellinger's recent decision. The department is now endeavoring to ascertain whether or not it would be justified in granting the appeal and affording further delay.

In order to ascertain whether or not the interests of the Government are injured by this fence, the Interior Department has been called upon for a report, which will probably be made tomorrow. Commissioner Hermann, who makes the first report, says the law specifically provides that no fence shall be erected on the public domain, and holds that Carr has directly violated the law. He further contends that the public range should be open to all, and will make a strong recommendation to the Secretary that the Marshal be authorized at once to remove the fence. Secretary Hitchcock in past cases of a similar nature has been very lenient with stockowners, and given them years in which to remove a fence. In the absence of the Secretary it is not known what recommendation his assistant will make.

It was learned today that Senator Perkins, of California, filed a strong letter with the Attorney-General, asking that a liberal construction be placed upon the law, and that the fence be allowed to remain. It was also said at the Department of Justice that if the "Government's interests" were not injured materially there would be an inclination to grant the appeal. Commissioner Hermann says that while the law is violated directly, it is the other stockholders and settlers who are damaged by the fence, and not the General Government. It is estimated that the removal of the fence would cost only $10,000, a sum which is already available.

THE DEATH ROLL.

General Joseph F. Knipe.

HARRISBURG, Pa., Aug. 19.—General Joseph F. Knipe, a hero of two wars, is dead at his home in this city. He fought through the Mexican War with General Scott, and in the Civil War he participated in all the battles in which the Twelfth Corps took part, from Chattanooga to Atlanta. He afterward served as Chief of Cavalry in the Army of the Tennessee. He was Postmaster of Harrisburg during the Johnson Administration, and at the time of his death was connected with the State Department.

Pioneer Train Dispatcher.

NEW YORK, Aug. 19.—Samuel J. Gifford, who was the first telegraph operator on the Lake Shore & Michigan Southern Railway and despatched the first train ever run over it on telegraph orders, is dead at his home at Dunkirk, N. Y. After filling positions on the Erie & Lake Shore Road as operator and train despatcher, he became a partner in the firm of Skinner & Gifford, which built large shops in Dunkirk for constructing engines and railroad fixtures, and also built in 1875 and 1876 the Texas & New Orleans Railroad, now the Southern Pacific Railway. Mr. Gifford later went into the insurance business.

Red Cross History of Spanish War.

NEW YORK, Aug. 19.—The Spanish Red Cross Society is preparing data for a history of the Spanish-American War, and especially of the work of the Red Cross in that campaign.

SUMMARY OF IMPORTANT NEWS.

South American War.

Battle-ship Iowa will probably leave for the west coast of Panama today. Page 2.

Colombian Minister assures Secretary Hay that traffic is entirely undisturbed. Page 2.

Foreign.

England demands prompt punishment of authors of Chinese massacre. Page 2.

British surprised two Boer lagers and killed 23 men, but were unable to follow up their success. Page 2.

Domestic.

Steel trust started up several plants, but strikers contend that they have lost no ground. Page 2.

Ohio River steamer turned over in a squall and 16 passengers were drowned. Page 3.

Sport.

Constitution-Columbia race was declared off on account of a gale. Page 3.

American and National League baseball scores. Page 3.

Wheat yield of Oregon will be larger than that of last year. Page 1.

Land Commissioner Hermann will recommend removal of the Jesse Carr fence. Page 1.

Pacific Coast.

Latest passengers from Nome bring stories of threatened destitution there this Winter. Page 5.

Bandits rob a Baker City saloon of $400. Page 4.

Machinists' strike at Seattle causes much financial loss to the business of the city. Page 4.

Senator Foster has gone to Washington to have United States Marshal Ide removed from office. Page 4.

Commercial and Marine.

All grades of sugar have dropped 10 cents per 100. Page 11.

Chicago wheat opens weak, but recovers on decrease in visible supply and heavy shipments. Page 11.

Higher range of prices established in New York stock market. Page 11.

Latest estimate of visible wheat shows decrease of 1,440,000 bushels. Page 11.

London authorities' estimate of European wheat crop. Page 11.

The British ship Bardowie has been ordered here from Table Bay to load Fall wheat. Page 10.

Portland and Vicinity.

Cruiser Philadelphia ordered to the Columbia River for the Summer cruise of the Naval Reserve. Page 12.

Origin of Multnomah delegation's letter to Hermann is a mystery. Page 12.

Steps to be taken to punish National Guardsmen for not attending drills. Page 8.

Portland asked for moral support for the San Francisco strikers. Page 7.

Miss Brown's porch party raised $25 for the free swimming bath fund. Page 12.