

ISLANDER GOES TO THE BOTTOM

Collided With an Iceberg Off Douglas Island.

SIXTY-FIVE WERE DROWNED

Steamer Sank in Fifteen Minutes After the Collision—Boilers Exploded Causing Death of Many—Details of the Disaster.

SAN FRANCISCO, Aug. 18.—A special to the Chronicle from Victoria says:

The steamer Islander, the flagship of the C. P. N. fleet and the largest and fastest passenger steamer on the Victoria-Skagway route, collided with an iceberg off Douglas Island, Alaska, while on her way south with the largest number of passengers that she has ever carried since she was replaced on the run a few months ago and sank within 15 minutes after striking.

Captain Foose, her master and about sixty-five passengers including passengers and members of the crew were drowned. To add to the horror of the terrible disaster, her boilers exploded as she went down, causing the death of many of those who were struggling in the water.

The steamer left Skagway in the evening of Wednesday last and was proceeding out of Lynn canal when the collision occurred. Most of the passengers and the members of the crew who were in bed were rudely awakened by the shock. The majority got out on deck in time to be saved in the hours which were quickly passed, but a large number went down in their staterooms.

Some of the survivors arrived here last evening by the steamer which passed over the scene of the appalling disaster on the following evening and picked them up at Juneau, in which city they had been taken.

The news came as a terrible blow to the citizens of Victoria, many of the best being well known and having families in this city and was particularly sudden as the steamer had been expected and many were awaiting her arrival when the Queen came in with the news. It was impossible last night to obtain a complete list of the dead as Purser Bishop remained at Juneau to attend to the forwarding of the passengers and kept the ship's papers with him. He sent a letter to M. Vincent, secretary of the company but gave few names of those who had been lost; and no details of the wreck.

The officers and passengers who came were likewise unable to give any but a very incomplete list. All estimate the loss of life at about sixty-five and give the greatest praise to the officers for the manner in which they acted under the most trying circumstances. The officers on the other hand, state that had the passengers not rushed the boats, the loss of life would have been very small, if in fact, any at all were lost.

The survivors were landed on Douglas Island and the mate was sent to Juneau. A small amount of the gold on board was saved. The papers containing \$10,000 were left in the Purser's safe, the balance in his possession being recovered before the steamer sank.

The city council at Juneau acted in harmony with open hearts and level heads, secured Decker's hall which was hastily converted into a lurch room and resting place, where cold, severe-shattered and unfortunates from the wreck could warm up with hot coffee and suitable food. The words of commendation and gratitude from the men and women of the rescued party for the opening of Juneau homes, the words of sympathy and the extended help in substantial ways, proves that the people of Juneau hold good the reputation for generosity in meeting an emergency of this kind.

WAS BOUND FOR VICTORIA.

Hundred and Twenty-five Passengers on Board and Twelve Stowaways.

VICTORIA, B. C., Aug. 18.—United States Consul Smith, of Victoria, who was a passenger on the steamer Queen from Juneau to Victoria, related the following story of the wreck of the steamer Islander, who struck an iceberg off Douglas Island last Thursday from the survivors, forty of whom were passengers on the Queen.

"The Islander left Skagway for Victoria on Wednesday evening, the 15th at 6 p. m., with 125 passengers and a crew of sixty-one men on board and on or twelve stowaways. All went west the steamer making her usual record of fifteen knots an hour until at 8 a. m. on Thursday morning, when Juneau was passed and the wind and of Douglas Island was reached. Then suddenly the steamer encountered an obstruction and to have been an iceberg and stopped with a jerk which aroused many of the sleeping passengers.

PILOT LABLONDE IN CHARGE.

"Pilot Lablonde was in charge of the steamer at the time, and went immediately to the dining room, where Captain Foose was having his breakfast, and notified him of the trouble. As soon as the vessel struck water rushed in forward in great volumes and the pilot advised that the vessel be run to the beach not over half a mile distant, at once. To this the captain objected, saying the beach was too abrupt. He thought there was no immediate danger but would run a few miles further down

where he knew there was a good landing.

"The captain assured several passengers there was no immediate danger and that they could go back to bed and see the first officer down to examine. That officer reported there was great danger and urged that the vessel be beached at once. The first officer ordered the boats put down, but his order was countermanded by the captain, who however, finally yielded to the seriousness of the situation and allowed the first officer to go down the ladders.

RUSH FOR TREASURE.

"Meanwhile the passengers, aroused by their peril, appeared on deck and a rush was made to the purser by those who had given him treasure for safe keeping. Purser Bishop handed out all except two bags of \$1000 each which were not claimed and went down with the vessel. The box of the steamer steadily sank and twenty minutes from the time it struck, the front deck was under water and the stern was protruding above water, wide high and dry in the air and under.

The captain remained on the bridge until the last and finally jumped on a raft, which he saved a few minutes when the steamer lay forward and finally out of sight. As he fell an explosion occurred and the captain lay on the ground on the life raft and sank.

"Considerable difficulty was experienced in saving any of the treasure. The shore, though it was only a short distance away, owing to the dense fog prevailing, was not visible. Some of the men, however, who were on the raft were saved in the last few minutes before the wreck, but later sinking down the rocks and all the boats reached shore.

DIED OF EXHAUSTION.

A number of those who were saved in the water and were picked up by the steamer, died of exhaustion.

Several were recovered only after four or five days of suffering. Some of the survivors were taken to the hospital, but many of them died of exhaustion.

Chief Engineer Brownlee stated that he was in bed when the accident occurred and was awakened by the heavy shock. He also examined the engines, found nothing wrong, but saw the water level in the boiler rising and saw the water level in the boiler rising and saw the water level in the boiler rising.

HEROES OF THE DISASTER.

All the rescued speak in high terms of the courage and assistance given by Chief Engineer Brownlee and First Officer Smith, who saved several lives. The incident ended at the water, and several stamps among many who were on the raft and resulted in death from the exposure, in which the bodies were buried.

M. M. Brumbauer, of Portland, Oregon, had \$14,000 in gold dust in his suitcase, but promptly abandoned it, jumped into the water, was rescued and is thankful.

D. H. Hart, a Klondike king, had \$40,000 in gold dust, which he abandoned, jumped into the water and reached shore safely. M. Mantin, of Winnipeg, dropped his satchel containing \$1000 and a friend, a porterman with \$2000 and a friend, another Klondiker whose name is not given is reported to have taken his portmanteau containing \$40,000 in gold dust, from the purser and jumped from the sinking steamer as a boat, which he failed to reach. Both man and treasure sank.

LOST WIFE AND CHILD.

At Juntan Consul Smith says Dr. Phillips of Seattle, who escaped but who lost his wife and child. The doctor insisted on one called at his stateroom, told the shock and says his wife and child were thrown down. He found his wife and child, but his head struck against his wife's and preventing him from going down the shaft. He went down with the steamer, caught hold of some wreckage, was helped up and resuscitated. He called for his wife and child and soon his little girl's body was brought to him. He said he would not leave Juneau until he recovered his wife's body.

PILOT LABLONDE'S STORY.

Pilot Lablonde, who had charge of the Islander, said that the vessel struck the iceberg at 8 a. m. The vessel was fine and as always expert in her work, a sharp lookout was kept. About 2:45 a. m. the cruise came. The boat was under full speed and no fog. The fatal blow was no doubt given with the water. After she struck it stopped the engines. Then Captain Foose appeared with the night watchman who reported the ship striking for water. I told Captain Foose that we had better head for the beach, but the mate was asking water so fast she would not answer her helm. Then I called the mate and ordered the boats out. The mate and I and they were hoisted with passengers. Many passengers jumped overboard with their possessions on. I jumped overboard and was in the water two hours and a quarter before securing a piece of wreckage.

M. M. G. of Vancouver was awarded by the steamer and got on a raft with about a dozen others. The raft drifted about twelve feet and I saw a light noise like a shell explosion. He does not think the water exploded for there was not enough wreckage in sight.

The raft drifted toward the stern of the ship about twenty-five feet, when the stern was lifted high in the air and fell about five feet, and he ship and forward and went down bow foremost. The movement of the ship kept the raft from being dragged down with the vessel, the sinking vessel. They were in the water about two hours when a boat came out and took them ashore.

WAS A LARGE STEAMER.

The Islander was the largest passenger vessel of the Canadian Pacific Navigation Company. She was built at Glasgow, at a cost of over \$2,000,000, and arrived at Victoria, December 9, 1898, and was put on the Victoria and Vancouver route. She has since been engaged in the Vancouver trade, occasionally going to Alaska and the Columbia river.

She was a twin screw steamer, 240 feet long, forty-two feet beam and 14.5 feet deep. She possessed great speed, had accommodations for several hundred passengers and a large freight capacity.

THEY HONORED JOSEPH

HIS SEVENTY-FIRST BIRTHDAY CELEBRATED.

Glowing Tribute of Adelbert Sternberg Who Fought With Boers Against British Army.

NEW YORK, Aug. 18.—In celebration of the seventy-first birthday of Emperor Franz Joseph of Austria, about sixty Austrian-Americans, who have made their home in this city, gathered in the Union Square Hotel last night and held a banquet to celebrate the birthday of the emperor who is known to the world as the 'Old Man.'

Among those present were Ferdinand Prosser, the Austria-Hungarian consul in this city; Count Coronado Matos, a lieutenant in the Austrian navy and chamberlain to the emperor; and Count Adelbert Sternberg, who fought with the Boers against the British and was made a prisoner.

Adelbert Sternberg has spoken of the emperor, Count Sternberg talked in behalf of the Austria-Hungarians in this city. After a tribute to the emperor, he praised the army of Austria and said the highest suit of honor for an Austrian would ever be the emperor's coat of arms.

"Far from the land where we were born," he said, "we stand today on the soil of a new country, with a great and awakening future. Yet, however great are the temptations that surround us, however mighty the new spirit which is blowing, we will never forget our small and poor but fatherland, and we will stand by it with the same loyalty and devotion which we have shown for the emperor and his army."

After his references to the Austrian army, Count Sternberg said: "We must realize that in these days, the war carried on by states and nations is no longer a bloody one. It is an inevitable struggle for existence and progress. The army of the laborer, the modern army, which should in itself, obtain its prizes from mother earth and the advanced forces of culture and well-being are the modern warriors on the battlefield of the world's market."

"Nowhere has this army developed so greatly, nowhere has it gained such victories as just here on this soil where it is your great fortune to reside. This soil is fertilized with freedom, is sowed with reason and gold is the harvest. Under the flag of freedom and humanity, the Americans have gained the happiest victories over all the arch enemies of mankind and now they are marching at the head of the whole world, as pathfinders for Europe."

"That you, gentlemen, may quaff from the rich spring that are starting from this soil, that you will obtain all that is beautiful and pleasing from Austria—that I hope with all my heart."

NEW RAILROAD OFFICIALS.

Important Developments in Denver and Rio Grande Affairs Expected.

DENVER, Aug. 18.—The News says: The Denver and Rio Grande railroad will next week announce a new official, following the requirement of the Rio Grande Western. He is L. S. Robertson, division superintendent of the Louisville & Nashville railroad.

Mr. Robertson is superintendent of the Memphis division, the most important part of the great southern road and he will be enough to Denver directly through the suggestion of General Manager Maxwell of the Rio Grande system, Mr. McCall having come from the same position on the Louisville & Nashville a year ago to the Rio Grande.

The coming of Mr. Robertson is said to represent some important developments in Rio Grande operations. He will be in charge of the traffic department, on the subordinate way but with special jurisdiction on the Western.

SHOT THESE BOYS.

Shannon Kiefer Taken Fatal Revenge for Accident to His Pool Table.

CHICAGO, Aug. 18.—Enrage because Shannon Kiefer was shot and fatally wounded by a pool table, Shannon Kiefer, who conducts a saloon at 315 West Twenty-first street, today sent a party of boys who shot and killed two of his boys last night. Three of them were wounded and two were killed.

The boys were shot as they were going to work. One boy, shot in the left side, taken to county hospital, will die.

William Harris, 16 years old, shot through the stomach, taken to county hospital will die.

Charles Bonhauer, 17 years old, shot through the left arm and side, taken to county hospital, condition serious.

Thomas Reider was arrested.

FIRST TRAIN DESPATCHER.

Man Who Ran First Train Over the Lake Shore on Telegraph Orders Is Dead.

NEW YORK, Aug. 18.—Samuel J. Clifford, 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, New York.

After being positions on the Erie and Lake Shore road as operator and train despatcher, he became a partner in the

ARE MUCH INTERESTED

SPECULATION ON EFFECT OF RECENT NAVAL MANEUVERS.

Believed French Cruisers Could Successfully Raid British Commerce.

NEW YORK, Aug. 18.—The report of the admirals, appointed to determine the effect of the recent naval maneuvers is being anticipated with unusual interest by the London correspondence of the Tribune.

A good many people argue that the maneuvers prove that French cruisers could successfully raid British commerce in the English channel and that the existing arrangements of King Edward's navy are by no means satisfactory.

It is said that during the maneuvers Admiral Wilson's operations were aided by the invention of wireless telegraphic messages intended for his opponent.

Should the admirals confirm this statement, there will be less talk about the value of wireless telegraphy in future naval warfare.

SHANGHAI SAID.

SHANGHAI, Aug. 18.—An article in the Shanghai Evening News says that the British military authorities are preparing for the prosecution of the Chinese, who have been arrested in connection with the recent disturbances in the city.

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BAD BLOOD, BAD COMPLEXION.

The skin is the seat of an almost endless variety of diseases. They are known by various names, but are all due to the same cause, acid and other poisons in the blood that irritate and interfere with the proper action of the skin.

To have a smooth, soft skin, free from all eruptions, the blood must be kept pure and healthy. The many preparations of arsenic and potash and the large number of face powders and lotions generally used in this class of diseases cover up for a short time, but cannot remove permanently the ugly blotches and the red, disagreeing pimples.

Eternal vigilance is the price of a beautiful complexion.

When such remedies are relied on, the skin is kept in a state of artificial health, but the poisons are not removed. The result is a more or less permanent eruption on the face, which is not removed by the use of face powder and lotions generally used in this class of diseases cover up for a short time, but cannot remove permanently the ugly blotches and the red, disagreeing pimples.

It is the greatest of all blood purifiers. It is the only one guaranteed purely vegetable. Bad blood makes bad complexions.

SSS purifies and invigorates the old and makes new, rich blood that nourishes the body and keeps the skin active and healthy and in proper condition to perform its part towards carrying off impurities from the body.

If you have Pimples, Tetter, Acne, Salt Rheum, Itchiness, or your skin is rough and pimply, send for our book on Blood and Skin Diseases and write our physicians about it. No charge what-so-ever for this service.

SWIFT SPECIFIC COMPANY, ATLANTA, GA.

MISS ROOSEVELT ILL.

The Vice-President spent Sunday With Her at New York Hospital.

NEW YORK, Aug. 18.—Vice-President Roosevelt spent Sunday in this city at the hospital where his daughter Miss Roosevelt is a patient. It is expected that the young lady will leave the hospital in a day or two.

GOVERNMENT PROPOSALS.

Office of C. Q. M. Vancouver Barracks, Wash., Aug. 18, 1901. Sealed proposals, in triplicate, will be received here until 10 o'clock a. m. August 21st, 1901, for furnishing and delivery at Vancouver Barracks, Wash., 125 standard artillery horses. Delivery to commence within 60 days after award of contract. Preference given to animals of domestic production, conditions and quality and price being equal. U. S. reserves the right to reject any or all bids or any part thereof.

Offers will be received at the office of the association, where full particulars may be had.

FOR SALE. The Columbia River Packers Association has for sale, two schooners and one launch. A description of the schooners follows: Schooner "Kinney"—Length, 35; beam, 11.3; depth of hold, 2.10; schooner "Hattie"—Length, 31.5; beam, 9.8; depth of hold, 2.5.

Offers will be received at the office of the association, where full particulars may be had.

GOVERNMENT BIDS. Proposals for potatoes and onions, of new crop, to be furnished at Vancouver Barracks, Wash., Aug. 18, 1901. Sealed proposals for furnishing and delivering potatoes and onions for seven months, beginning Oct. 1, 1901, will be received here and at office of Commissaries at Fort Stevens, Ore.; Boise Barracks, Fort Lawton, Wash.; Fort Canby, Casey, Plager, Walla Walla, Wright and Vancouver Barracks, Wash., until 11 a. m. Aug. 30, 1901, and then opened. Information furnished on application. Envelopes containing proposals should be endorsed "Proposals for Potatoes and Onions," and addressed to Commissary of Post to be supplied, or to C. P. E. Wye, A. C. Q. Chief Commissary.

DYSPEPTICIDE. The greatest aid to DIGEST