

WRECKED ON A REEF

Particulars of the Loss of the Steamship Mexico.

PROSPECTORS STALLED AT DYEA

Many of Them Find It Impossible to Get Through the Passes--Freight Carriers Are in Demand.

VICTORIA, Aug. 11.—The steamer Mexico which was wrecked at the entrance of Sitka harbor at 4 o'clock a. m. August 5th, had been running at half speed because of the dense fog until a few moments before the rock was struck. Pilot Connells rang for full steam ahead, and soon after there was a terrific shock on the starboard quarter. So great was the momentum that the ship was carried through the reef which, it is believed, was the West Devil rocks, and into deep water beyond.

Instantly there was a call of the crew, and without the slightest confusion the seventy-five passengers on board were safely placed in the ship's boats. Soon after the vessel struck the heavy fog cleared and it was bright and sunny before she went down.

There was no excitement on board. The passengers and watch below were awakened by the shock. The alarm was quickly given and all were quickly dressed, and, reassured by the coolness of the officers, awaited their time to enter the boats. The vessel was valued at about \$100,000.

SEATTLE, Wash., Aug. 11.—The steamer Topeka, from Alaska, arrived here this morning, bringing the crew of the steamer Mexico, which was wrecked near Sitka.

When seen this morning, Captain Thomas preferred to give out no extended statement concerning the loss of the Mexico, pending investigation to be made this afternoon by Inspector W. J. Bryant. The captain was in bed when the accident occurred at about 4:30 o'clock Thursday morning. From the time the steamer struck the rock until it disappeared beneath the waves about two hours elapsed. Captain Thomas and Pilot Connell were the last to leave the sinking ship. The self-control of the passengers was commended by Captain Thomas. He said there was no unnecessary excitement; the passengers were aroused and put in boats with as many of their personal effects as possible.

When asked concerning conditions at Dyea, he said the people there were making the best of their situation. The opening of a trail through White's Pass was under consideration by those seeking entrance to Yukon waters. Chilkoot Pass is full of prospectors as far as Sheep Camp.

Wharfage facilities at Dyea are poor, although the Mexico landed her cargo of both passengers and freight safely on the upland by means of boats. A new wharf is being built at Skaguay. It is doubtful if many people there now get out this winter.

Percy Higgenbotham, who went up on the Mexico as far as Dyea just for the trip and came back on the same steamer, this morning describes in a graphic manner the sinking of the ill-fated vessel. Said he:

"The vessel went on the rock early in the morning and when the officers said that the passengers had better take to the life boats every one was cool and calm and the ladies, when going down the ladder over the side of the steamer to get in the small boats, sang Christian endeavor songs. The captain was cool, but he couldn't realize that the boat was



Celebrated for its great leavening strength and healthfulness. Assures the food against alum and all forms of adulteration common to the cheap brands.
ROYAL BAKING POWDER CO., NEW YORK.

doomed. Some one rushed to him and asked, 'Can I get my baggage in a small boat?' 'Calm yourself,' said Captain Thomas. 'Better get in a small boat yourself and leave the baggage to take care of itself. It is impossible that the Mexico will sink.' Some other passenger rushed to him for advice a little later and the captain said: 'Take no chances; get in the boat. I'm going to save my ship if I can. She will not sink; she cannot sink.'

"Within 20 minutes after the shock the steamer's hold was filled with water and the baggage was floating around. We could hear the swish of the water and could feel the steamer settling. After all others had left the vessel and stood away out of danger to watch the work of dissolution, the captain and his second mate, McCarthy, remained on board. Twenty minutes before she went under the captain and mate left the wreck in the steamer's launch.

"Just two hours and 10 minutes after the rock was struck the Mexico's bows sank underneath the water out of sight. Then the bows bobbed up again and the stern sank under. Suddenly the bows shot upward in a perpendicular line, and the good ship Mexico went to the bottom like a shot, stern first. Just as the vessel went under, the charrhones, which had not been tightly secured to the dock, broke loose and floated to the top. Then it was that this charrhouse, seven lifeboats and one steam launch, loaded with passengers, was all that appeared of the Mexico remaining on the surface of the water.

"No one knows exactly in how much water the wreck of the Mexico lies. Seventy fathoms of line were put out without touching bottom.

"As soon as the Mexico went under, and the captain had taken the bearings of the ill-fated spot, the lifeboats pulled away for Percy Island, 13 miles distant, where the passengers landed on a rock and had something to eat. Then the long row was renewed, and the passengers were landed at Metlakatla, 17 miles from the island, and 30 miles from the point where the vessel went down, and there all remained until picked up by the steamer City of Topeka, bound south."

Owing to the fact that the Mexico sank in water so deep no effort will be made to raise her. The Pacific Coast Steamship people, owners of the wrecked steamer, say the Mexico must be in about 85 fathoms of water, and nothing can be done at such a depth.

The Mexico was one of the best-known steamers on the Pacific coast. She was built in 1882 by Dickie Bros., of San Francisco, the Risdon Iron works furnishing her engines, and was owned by the Oregon Improvement Company, and was in charge of Captain Huntington. The Mexico registered 1797 tons, and had a carrying capacity of 1341 tons. She was 275 feet long, 36 feet beam and 20 feet depth of hold. She was a wooden steamer, and did good service during her 15 years existence.

Do you want your windows cleaned, carpets taken up, beaten and re laid, or janitor work of any kind done by a first-class man? If so, telephone Henry Johnson at Parkins' barber shop. Phone 119. a10-1f

Yellow washing powder will make your clothes the same color. Avoid this by using Soap Foam. It's pure white. a2-3m

PROSPECTORS TURNING BACK.

Many Find It Impossible to Get Across the Pass.

SEATTLE, Wash., Aug. 11.—The steamer Rosalie arrived this morning from Dyea, and from the statements of the passengers it seems probable that a large number of people who started for the Yukon will return to Seattle without having gone further than Dyea or Skaguay. It is reported on good authority that outfits are being sold for almost nothing and disgusted Klondikers are arranging to come home as fast as possible. Several were passengers on the ill-fated Mexico and some 20 or 30 men have returned to Juneau.

Between 2500 and 3000 miners are now encamped at Dyea. They have organized to keep down packing rates, and are doing everything possible to get over the pass. A rate of 20 cents per pound from Dyea to the head of Lake Bennett has been decided on by the miners' organization and no one is allowed to pay more. This step was made necessary owing to the fact that men with money were on the ground and offering as high as 30 cents per pound in some cases to get goods across. The poor man was left behind and something had to be done. As is usual in such cases an organization was effected, it is said, and parties were appointed to see that the rate for packing was kept down.

F. B. Porter, of New York city, who has been in Alaska for months on mining business, came down on the Rosalie. He said:

About 3000 people are encamped at Dyea. They are living in tents waiting for a chance to get their goods to Lake Bennett. Many have already sold their outfits and are arranging to come back. Skaguay trail is not open beyond the summit. Some time ago a man reported that the trail was open, and many of those going into the Klondike landed there. Juneau men who attempted to take a small outfit over this trail were compelled to turn back. They returned to Juneau, enlarged their outfits and will go in over the Dyea trail. Men are needed to pack on these trails, not horses. Horses get along all right until they reach the summit, then a man has to pack his own outfit or sell it. There are 150 Indians at Dyea who are getting 20 cents per pound."

Captain Robertson, of the Rosalie, was seen this morning. He said:

"We made a quick trip up in 3½ days. Our passengers were landed at the dock at Skaguay. I did not go ashore to investigate the condition of the miners already there, so can give little information on that score. There was considerable confusion along the trail, and a great many of the miners are not having very much success in getting their stuff in. They have pitched their tents and piled up their outfits waiting for packers, and for the trail to be fixed up. I was informed that men were at work widening the trails, and that they would soon be in a passable condition. The first pack train was expected back from the lake the evening we left. They expect to make the trip in two days.

SKAGUAY ROUTE IS OPEN.

But the Trail Is Reported in Poor Condition.

DYEA, Alaska, Aug 4 (via Seattle, Aug. 11.)—The British steamers Islander and Gees have arrived with about 500 prospectors, which increases the number on the Dyea and Skaguay trails to fully 1500.

Late reports have come in to the effect that the Skaguay route is open to the lakes, and that it is about forty-five miles long. It is of a zig-zag course over the mountains, and the road is very soft. There are some 200 or 300 head of horses on the trail, and they will soon tramp the road into a deplorable condition. The probability of one man in ten reaching the Klondike is remote.

Old Alaska prospectors, some of whom have wintered in the Yukon and know what to expect are becoming frightened and are turning back. Not that they fear the hardships, but that they are apprehensive of a famine on account of so many men rushing headlong to the mines without enough provisions to last them two months.

The best evidence that those upon the ground regard the situation with more or less alarm is the fact that many are paying 20 cents a pound to have freight packed across Dyea pass. This is an increase of 3 cents per pound since the sailing of the Al-Ki, at which time 16

Closing Prices



Shirt Waists

SHIRT WAIST SELLING with us has been profitable. The bulk of our stock has been disposed of, and what we have on hand we are quite willing and can afford to offer to our customers at

Decided Bargains.

All 50c and 75c
WAISTS
Reduced to 35c

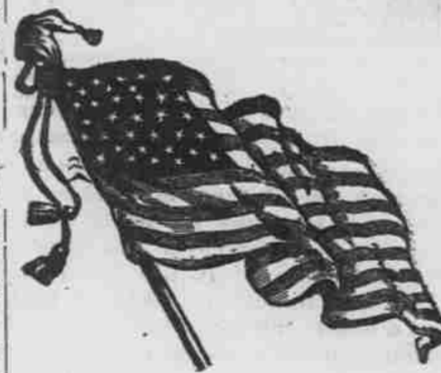
All \$1.00
WAISTS
Reduced to 50c

All \$1.25 and \$1.50
WAISTS
Reduced to 75c

At the Busy Store.

A. M. WILLIAMS & CO.

New York Weekly Tribune



—FOR—
Farmers and Villagers,
—FOR—
Fathers and Mothers,
—FOR—
Sons and Daughters,
—FOR—
All the Family.

With the close of the Presidential Campaign THE TRIBUNE recognizes the fact that the American people are now anxious to give their attention to home and business interests. To meet this condition, politics will have far less space and prominence, until another State or National occasion demands a renewal of the fight for the principles for which THE TRIBUNE has labored from its inception to the present day, and won its greatest victories.

Every possible effort will be put forth, and money freely spent, to make THE WEEKLY TRIBUNE pre-eminently a National Family Newspaper, interesting, instructive, entertaining and indispensable to each member of the family.

We furnish "The Chronicle" and N. Y. Weekly Tribune one year for only \$1.75.

Write your name and address on a postal card, send it to Geo. W. Best, Tribune Office, New York City, and a sample copy of The New York Weekly Tribune will be mailed to you.

PRESCRIPTION DRUGGIST

TOILET ARTICLES AND PERFUMERY.

Opp. A. M. Williams & Co., THE DALLES, OR.

M. Z. DONNELL.

BISHOP SCOTT ACADEMY

FOUNDED 1870.

A Boarding and Day School for Boys, Under Military Discipline.

The 20th year under the present management begins Sept 14, 1897. This institution is thoroughly equipped for the mental, social, physical and moral training of boys. A thorough preparation for any college or scientific school. Graduates at present in Yale, West Point, Massachusetts Institute of Technology, State University of California, Oregon, Pennsylvania, Stanford and McGill. During vacation visitors welcome from 9 to 12 a. m. For catalogue and other information, address the Principal, J. W. HILL, M. D., Portland, Oregon. Postoffice drawer 17.



Garland's Happy Thought Salve.

We used your Salve on our little child, who had Scald Head. One jar cured her. We had been using an ointment that the doctor prescribed, but it did not heal it up; so we can say Garland's Happy Thought Salve is the best thing for us.
MRS. HASKELL,
Kenney Street, Seattle, Wash.

Sold by Donnell the Druggist, 50 cents a jar.