

## Loss of Steamer Islander and Sixty-five Lives.

### She Strikes an Iceberg off Douglas Island and Sinks in Twenty Minutes.

### Capt. Foote Goes Down With His Vessel.

### Thrilling Experience of Survivors -- Dr. Duncan and Mrs. Ross Drowned.

#### CREW LOST.

Capt. Foote, Master, Victoria.  
Geo. Allen, 3rd engineer, Victoria.  
Horace Smith, 2nd steward, Victoria.  
P. Burke, oiler, Victoria.  
--- Burkholder, oiler, Victoria.  
Geo. Miles, barber, Victoria.  
S. J. Pitts, cook, Victoria.  
M. Jock, saloon waiter, Victoria.  
Joseph Beard, 2nd pantryman, Victoria

Hugh Porter, coal passer.

A Kendalls, night saloon man, Victoria.

--- Moran, coal passer, Victoria.

Two Chinese waiters, one coal passer and one waiter.

#### PASSENGERS LOST.

Mrs. J. H. Ross, wife of Governor Ross, of the Yukon, with her one-year-old child, and a niece, aged 15.

Dr. John Duncan, of Victoria.

Mrs. Phillips and child, Seattle.

Mrs. W. S. Smith, Vancouver.

J. L. Bethan, Vancouver.

W. H. Keating and two sons, Koksilah.

J. M. Douglas, of Kelly, Douglas & Co., Vancouver.

Mrs. J. L. Wilcox, Seattle.

Mrs. Capt. Nickerson, Victoria

--- Bell, Vancouver.

Mrs. J. C. Henderson.

#### BODIES RECOVERED.

Dr. John Duncan.

P. Burke.

H. Porter.

M. Jock.

--- Dall and two children.

#### THE SURVIVORS

Saved--N. A. Belmont, M. P., Ottawa; C. C. Ray, Ottawa; R. Bowman, purchasing agent of C. P. R., wife and son Oscar, Vancouver; A. H. Morrison, Dawson; Chas. Doyle, Fort Cadahy; Virgin Doyle, Fort Cadahy; Arthur Longmako, Fort Cadahy; H. Roni, Dawson; Dr. W. H. Smith, Vancouver; H. W. Henderson, Dawson; H. H. Hart, San Francisco; G. L. Blanc, pilot, Victoria; Allan J. Walker and wife, Skagway; R. N. Highon, Victoria; Chas. Denny, fourth engineer, Victoria; H. Fraser, third pantryman, Victoria; C. H. L. Sherman, Northwest Mounted Police, White Horse; G. H. Walker, Mounted Police, White Horse; R. P. Marsk, W. P. & Y. Railway; Geo. W. Simpson, steward, Victoria; G. L. Cotter, Mounted Police, White Horse; Louisa Bertha, Dawson; L. Goss, Seattle; J. W. Snodgrass, Dawson; A. Dickey, Seattle; Geo. Ferry, quartermaster; Owen McLaughlin, wife and child, Skagway; L. J. Dean, Carlboo Crossing; E. C. Flint and wife, Dawson; J. C. Henderson, Skagway; Everett G. Young, Vancouver; Anton Krishie, Dawson; Jack Kachter, Dawson; K. B. McLennan, Vancouver; O. Olsen, coal passer, Victoria; John Koecher, Dawson; B. Carter, sailor, C. P. R.; A. C. Frank, Vancouver; Joe Kocher, Dawson; A. Puth, Dawson; Charlie Ross, Dawson; William Zahn and wife, Dawson; T. R. Robertson, Skagway; Mrs. Gertrude Whitmore, Tacoma; E. M. Green, Seymour street, Vancouver; S. Jameson, Russa House, Vancouver; Mrs. E. Mills, Dawson; Geo. Poddomb, or Ruddicombe, Tacoma; J. W. McFarland, Atlin; L. Gill, Vancouver; F. Didish, Paeine, Wisconsin; Russel Wilkinson, Lemington, Ont.; J. L. Wilcox, San Francisco; Max Green, Tacoma; L. T. Maxwell, Seattle; R. M. Wright, Wilcox, N. D.; J. Daniels, Seattle; L. S. Robe, Dawson; E. M. Dennis, Dawson; J. G. Morgan, life insurance agent, Winnipeg; H. Daglish, Atlin; T. Knowles, Atlin; S. Applebaum, Dawson; Capt. MacFarland, Dawson; Geo. Spence, steward's department; Ed. Hudson, coal passer; Dave Stewart, fireman; J. Nash, fireman; William Chalmers, steward's department; Harry Lacey, Seattle; M. Blumner, Portland, Ore.; John Dickson, porter, C. P. R., Victoria; H. M. MacBeth, Portland; three Chinese cooks, and baker; Dick Morrissey and Pat Lavin, firemen; J. MacDonald, fireman; H. Hansen, Dawson; N. Dickey, Seattle; M. Murphy, fireman; H. H. MacDonald, R. Taylor, deck boys; F. Castleburgh, Wm. Neelands, Dawson; J. D. Youman, Dawson; P. H. Brown, Dawson; T. G. Hinde-Bowker, Vancouver; F. F. McNaughton, White Horse; E. H. Carlson, Seattle; J. T. Snider, Seattle; Noble Johnson, St. Mary's, Ont.; Geo. Powell, second mate; Wm. W. Powers, Eagle City; G. L. Sparks, Dawson; Dr. Phillips, Seattle, wife drowned; A. L. Brownlee, chief engineer; H. F. Bishop, purser; Geo. T. Brown, Dawson; E. P. Ridgley, Dawson; J. A. Dean, Carlboo Crossing; A. G. Beach, Dominion Cruisers; Capt. Harris, Victoria; F. F. Comfort, Dawson; W. S. Herbert, Dawson; J. K. Devlin, Porcupine; W. G. Preston and wife, Seattle; H. A. Brigham, J. G. Stevens, M. Euphey, W. Pison.

The most appalling catastrophe in the marine history of the city was brought to the city last evening viz., that the steamer Islander, the pride of the C. P. N. fleet, the lucky flagship of years in the Alaskan service, struck an iceberg and sank in sixteen minutes in forty fathoms of water.

The news was received by the steamer Queen, which reached the outer wharf here at eight o'clock last evening. Hardly had she touched the wharf when the purser shouted to some acquaintances on the dock: "The Islander has gone down with 24 passengers and 16 of her crew."

Immediately the news flew like wildfire, and the city in the course of an hour or two was in a state of ferment. Many citizens were expecting friends from the North, and the uncertainty attending the accident, for full particulars were not received, added to the agony endured by hundreds of citizens.

The bulletin boards were at once surrounded and a crowd, which blocked the streets in front of every office where a single vestige of news was likely to be obtained, speedily congregated.

As far as can be learned, the details of the catastrophe are as follows: The ship was standing southward to Victoria at the time of the accident, with one of the largest Crowds of Passengers on board her which has ever trod her decks since the first few days of the Yukon excitement. She had on board, according to a report, 107 passengers, in addition to the crew of 71 which manned her. She had waited at Skagway for a big crowd of argonauts who were due from White Horse, and these lost no time as they arrived in shipping on the big liner, so that the Skagway offices of the company did a roaring trade.

All went well on the home bound voyage until the big ship reached a point about six miles from Juneau, at the south end of Douglas Island. This point was reached about 2:15 on Thursday morning. The night, according to report, was misty, and suddenly the vessel struck heavily. The shock awoke some of the passengers and crew, and, realizing that something terrible had happened, they hurried on deck. Pilot La Blanc was on watch, and reported the vessel having struck an iceberg. Not only this, but the engineer reported the water pouring in below at a rate which made it impossible for the pumps to handle it, and which stamped the vessel as doomed. Steward Simpson rushed below, as well as other officers, and with axes battered down the doors and other parts of the passageways in order to expedite the freeing of the imprisoned passengers, who now began to pour up the ladders in a state of excitement. These were soon huddled on the upper works of the ship, and those who were fortunate enough piled into the life boats and life rafts, which had been put hastily over the side.

By this time it was apparent that the loss of the ship was only a matter of a few moments, as she was gradually going down, bow first.

In some of the boats there were very few people, the third boat out carrying only about seventeen passengers. This was accounted for by the dazed condition of a great number of the unfortunate people, who awakened suddenly out of their sleep, seemed bewildered and had lost a proper sense of their predicament.

Even those in the boats were unable to obtain their bearings, owing to the fog, and many of them rowed around in circles, picking up people here and there who were hanging to doors and other fragments of the vessel which had been thrown over the side when the alarm was sounded. Dr. John Duncan, of Victoria, and Mrs. Ross, wife of the Governor of the Yukon, together with Mrs. Ross's daughter and a Mrs. Bell, observed standing on the hurricane deck apparently dazed by their danger. They were advised by one of the officers to put on life preservers, but almost immediately the vessel went down.

As to what happened when she went down, there seems to be some difference of opinion. Some state that as she took the water her boilers exploded, while others deny it. One man was running along the passageway when she sank, and says that he was carried to the surface together with the upper works of the vessel, which seemed to be wrenched clear of the boat as she sank.

Many lives were undoubtedly lost by the suction caused by the sudden appearance of the vessel. The following incident will illustrate this: Dr. Phillips, of Seattle, with his wife and child, was in his stateroom. Mrs. Phillips feeling the shock urged her husband to get up and ascertain what was wrong, feeling sure that there was some trouble. He rushed out, and hurriedly returning told his wife and daughter to dress, and they ran for the deck.

Just then the ship lurched and sank, and the wife and child were caught by the suction of the air shaft, which carried to the bottom. Phillips was struck above the eye by the air shaft, which prevented him getting into the shaft, thus saving his life, and he was thrown into the water, coming up under a cabin door, to which he climbed with Engineer Brownlee, who rose to the surface at the same time. Two men afterwards got hold of some wreckage and managed to reach shore. Mr. Phillips was worked on for four hours before he was completely resuscitated. Mr. W. G. Preston and wife, of Seattle, were on the boat on their wedding trip. Mrs. Preston showed remarkable bravery, as on passing through the smoking room to reach the upper deck they noticed fully fifteen men in a dazed condition with life preservers on but doing nothing to save themselves. Mrs. Preston advised them to get on deck at once, several of them following her and her husband on deck.

On reaching shore Engineer Brownlee and the first officer called for a volunteer crew to go up to Juneau and solicit aid there. Plenty of volunteers were found and the little company walked up the beach to the Treadwell mine, a distance of twenty-five miles, reaching that point about 8:30 a.m. Here the Treadwell steamer Lucy and the Juneau Steamer Flossie promptly responded to their appeal, and were soon on their way for the purpose of picking up those who might still be clinging to spare rigging and floating parts of the vessel.

They headed for the beach, where the survivors had gathered, and reached Juneau again about noon, having on board the bodies of six passengers which had been picked up on the beach, and the survivors. Some of those who were fortunate enough to reach the shore died afterwards from the effects of their long exposure in the icy waters of that sea. One of the crew, whose name was unobtainable, was in such a state of misery that he begged those who were endeavoring to save his life to let him die. He subsequently succumbed to the effects of his terrible experience. Those who were saved were picked up at Juneau, sixty of them by the Queen, which reached port last night, and the balance took passage on the Parallax, which is due today, having been left by the Queen at Juneau. C. C. Ray, of Ottawa, and N. A. Belmont, M. P., of Ottawa, who were on board, and who came down to Victoria on the Queen, estimate the number on board and the probable loss as follows: First class passengers (accurate)..... 70 Second class passengers..... 30 Crew..... 61 Stowaways and helpers (sure of)..... 12 Total..... 199 Saved 113, lost 67, with some doubt as to the number of children. This estimate was compiled after consultation with the officers of the ship, and is believed to be accurate, although it does not agree with that of Purser Bishop, who was saved, and who sent down as an estimate to the manager of the company, 24 passengers and 16 of a crew. The list includes Capt. Foote, the master, who leaped as the vessel was sinking, on to a raft, but who seemed dazed, and with the expression "There are too many of us good-by, boys," Swam Off and Was Drowned. Of the crew the following are known to be drowned: Geo. Allen, Victoria, 3rd engineer; Horace Smith, 2nd steward; S. J. Pitts, cook; two Chinese waiters; F. Burke, oiler; Burkholder, oiler; Geo. Miles, barber; Hugh Porter, coal passer; M. Jock, saloon waiter; Jos. Beard, second pantryman; A. Kendalls, night saloon man; one fireman; one coal passer; and one waiter; Moran, coal passer. Others lost of the passengers were: Mrs. Ross, wife of the Governor of the Yukon, with niece of 15 and child of one year; W. G. Preston and wife, Seattle; Dr. John Duncan, Victoria; Mrs. Phillips and child, Seattle; Mrs. W. S. Smith, Vancouver; J. L. Bethan, Vancouver; J. M. Douglas, of Kelly, Douglas & Co., Vancouver; and W. H. Keating and two sons, of Koksilah.

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Purser Bishop reports that the bodies of the following had been recovered at time of writing: Dr. Duncan, P. Burke, H. Porter, M. Jock, Dall, and two children. Just as the Queen left Juneau the little steamer Brought in Nine More and reported several more floating. Mrs. Nickerson, wife of Capt. Nickerson, was also reported drowned, together with Mr. Bell, of Vancouver.

THE ENGINEER'S STORY. Thrilling Escape From the Boiler Room of the Liner.

Of all those who were aboard the ill-fated steamer there is doubtless none whose experience is more thrilling than that of Chief Engineer Brownlee. Naturally the disaster was replete with tragic and sad incidents, and despite the terribly brief period in which it was possible to save life, there were instances of extreme heroism which will never be published. It is an appalling story that is told by the chief engineer, a narration that is hardly paralleled in a lifetime. In his plain straightforward account there is undoubtedly an adequate measure of accuracy which affords ample commentary on his coolness and promptitude.

That he is alive and well is a miracle. He was with the steamer when she went down. His hand was upon the railing near the flag staff when that last vestige of the strately craft was swallowed in the sea.

Many went down as he did and never arose again. Others were buffeted in the icy waters for hours, only to expire when drawn to security. The chief engineer was in the water for about an hour, and for a while his position was precarious; in fact death stared him in the face. His story given by him to a Times representative last night follows:

He was sleeping in his cabin adjoining the engine room when suddenly he heard a sound, and felt her roll and rock. He heard considerable commotion at once, and leaped from his bed and turned on the light. As he did so the bell which connects his apartment with the engine room in which Third Engineer George Allen was on duty rang, and the chief knew that he was wanted immediately. He happened to glance at the clock as he turned on the light, and it was exactly 2:16 p.m.

A hurried investigation showed him that water was pouring into the boiler compartment from the fire-hole. A couple of firemen at once rushed up to the necessary contrivance. "The top wheel," and succeeded in closing the water-tight compartment. One of those men is now no more, but that deed alone is sufficient to earn him a name among the list of heroes as well as that of his command. Had it not been for their promptitude, the chief says, the steamer would not have remained above water five minutes.

The chief encountered the captain just as he left his room, who inquired if he was taking much water. "I told him," said Mr. Brownlee, "that within a very few minutes she would be under, and the captain proceeded 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 ahead and full speed astern," 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 life rafts launched. This was done very successfully under the direction of Capt. 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 waiting his orders. He told them to get out and save themselves as in a few minutes the steamer would sink.

The other two grabbed life preservers from their rooms, 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 saloons. "We thought

"We were Caught in a Trap," says the chief, "but managed to keep our heads, or I would not be here now. We ran and climbed over the station and to the deck. We were not there more than a few seconds when the ship went down."

Mr. George Allen, the third engineer, landed at the Alaskan town. He first intended taking passage on the Parallax, but he saw the Queen approaching the place, waited for her and got aboard. Just before he left Juneau eight first-class bodies were brought in. The place where the Islander struck the iceberg was about a mile from the south end of Douglas Island.

The chief had no time to take much note of the state of affairs on the decks. He was busy in the engine room until his own life was almost imperiled.

This was not Mr. Brownlee's first experience in marine disasters by any means. He was in the wrecks of the Gardonyi, about twelve years ago, and the Stikine Chief. But these and others pale before the dreadful affair off Douglas Island on Thursday morning.

PILOT LA BLANC'S STORY. Interviewed by the Daily Dispatch, of Juneau. He Tells of the Disaster.

The Alaska Dispatch, published at Juneau, says: "The steamer Islander, of the Canadian Pacific Navigation Company, and one of the crack steamers operating between Victoria and Skagway, struck an iceberg at 2 a. m. on Thursday morning, off Douglas Island, and sank, followed by the blowing up of her boilers, and the exact number of killed drowned, wounded, and amount of gold dust lost by her heavy list of returning Klondike cannot be estimated at this writing."

The word reached Treadwell at 8:30 a. m. by a party of passengers, headed by the chief engineer, who walked up the beach, a distance of 25 miles, to appeal to the city for help.

"The Alaskan arrived in from the scene of the wreck at 12 o'clock with six dead bodies.

"The description of the disaster by the survivors is heartrending, and those who live to tell the story are each and everyone a hero and worthy of being called men and women.

"Capt. Foote walked the bridge until the ship sunk, and went down with his vessel, a marine hero, who performed every duty which a captain could be called upon to do.

"The Islander struck an iceberg, and so severe was the shock that every door was jammed fast in the state rooms, and the ill-fated passengers, numbering 107, and crew of 71, were forced to break through the windows to reach the deck. Steward Simpson lost 10 in his department, and his description of the wreck is very clearly given.

"He was awakened by the shock, and could not get out of his stateroom until he broke through the window.

He reached the bridge, where Pilot La Blanc was on watch, and with the mate, ordered out the lifeboat, as she was taking water fast, and the chief engineer reported the pumps unable to take care of the water. He also went below, and with an axe broke down the lower stateroom doors, and stayed with his work until the water forced him to the upper deck. By this time the ship's boats were loaded and had got away; and while the officers were getting out the last lifeboat Capt. Foote called to all hands to clear the ship as she was about to go down. This was the captain's last order, as at that moment the ship sunk, and the captain, leaping clear of the wreck, was picked up by a lifeboat. The night was very misty and all hands were forced to shift for themselves.

"By the time he had returned, the chief said, the little steamer Flossie was already loaded with dead, and with this gruesome load was about to start for Juneau. He boarded the steamer and

to portions of wreckage. The boat was soon filled with the living and the dead, and the boat returned to the shore. Here efforts were made to resuscitate those overcome by exposure, some successful and others futile.

Mr. Brownlee, 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 mine. He immediately told his story to the manager, who at once dispatched two small steamers to the scene.

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(Continued on page 8).



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CABINET COMPLICATIONS. In referring to the resignation of the leader of His Majesty's loyal opposition in New Zealand on the ground that there appeared to be no field for the exercise of his talents, the Toronto Globe slyly suggested that the chiefs of the Conservative opposition in the various provincial legislatures might as well follow his example, as they are neither advancing their personal fortunes nor strengthening the cause of their party by their efforts. The Toronto paper, however, expressed its belief that there was work for an opposition in British Columbia. If the editor had sat in the gallery of the House here during the late session he might have had his belief confirmed that the field of usefulness for an opposition was extensive, but he would surely have wondered why his readers failed to take advantage of their opportunities. There are good reasons for the belief that the unsettled, waiting-for-something-to-turn-up state of feeling in the Legislature explicitly typifies the present situation within the cabinet. Mr. Turner has for some time realized that his day is done, and he does not care to take any part in the scheme of the men who are anxious to impart a decided political complexion to the government. He will soon be out of the way, and the intrigues are now actively at work perfecting their designs. The member for Nelson was made a confidant of the conspirators, and through his paper he has either been indiscreet enough to betray them or the Tribune was used as the vehicle of threatening the Premier with what might happen if he refused to fall in with the designs. The successor of Mr. Turner must not only be a man of the right party complexion, but all who are not of the true faith must be turned out of the government and their places filled with believers. Mr. Wells, the one efficient administrator in charge of a department, the only cabinet minister with whose departmental work no fault could be found and who was generously complimented by both sides for his efficiency, and Mr. Prentice, who is certainly better qualified for his duties than the Minister of Mines who acquired mining experience in a law office—these two men are to be cast out and the three vacancies created are to be filled by the appointment of Messrs. Green, Ellison (or Houston) and Tatlow. Mr. Eberts, whose record has been burnished till it shines like fine gold in recent revelations, is to be retained as political head, and if the Premier proves obstinate, he may be made the actual head of the cabinet. That is the conspiracy as revealed by articles in the Nelson Tribune and by developments across the bay. The following from Mr. Houston's paper indicates very fairly the attitude of the member for Nelson towards certain members of the government. "Revelstoke wants \$5,000 for a new public school building, but the board of school trustees and the city council have been told to wait until next spring. Rossland also wants a school building and refuses to contribute a cent towards its cost; but instead of telling them to

wait until next spring, the Minister of Education assures the authorities of that city that the province will bear the burden alone. This is the kind of justice that the Hon. J. D. Prentice, Minister of Education, deals out to the people of Kootenay. And such a man has the gall to aspire to be Finance Minister of the province!" When the time is up for the final move the artful dodgers are not likely to find the Premier a mere figure on the board. He has been used to having his way for a considerable number of years now, and it is our belief that in this case his way is not that of Messrs. Eberts and McBride. In case the disruptionists think they are the stronger party, there are two courses for the Premier to pursue, resign or appeal to the country. As a perfectly disinterested party, the Times believes that notwithstanding the unpopularity of some of the acts of the Dunsmuir government, the political head and the ornamental head would both disappear in a general election. Neither is there much to fear from Mr. Houston and his personal following.

RAILWAY RUMORS. Some of the Mainland papers have forgotten the part they were playing a few months ago and are openly rejoicing at the possibility of the advent of Jim Hill into their cities. We thought the spasms wouldn't last. It was unnatural, in common with Canadians from one end of the country to the other they had been in the habit of shouting for the encouragement of railway building, even imploring the people to pay large bonuses to induce railway construction, yet a short time ago they stood aghast at the thought of the devastation that would be wrought by Jim Hill's Hue if brought into British Columbia. Their present attitude shows that their former position was artificial, had been produced by some sinister agency, and that as soon as the moment of weakness passed away the true welfare of the country would be considered. The latest phase of the subject is very gratifying to all who realize that without railroads there can be no satisfactory development in British Columbia, and that to obtain the best possible results from these common carriers we must have competition. The Great Northern is very active in the interior, and we shall very soon have ample evidence of the progress which travels along its iron bands. There are said to be indications that its activities will soon be felt in the coast cities also. We hope when these activities manifest themselves on something more substantial than paper the newspapers will not fall from grace again and fight as hard as ever for monopoly. The C. P. R. is a concern of which Canadians are all proud but it will be found ten years from now that we have greater reason to be proud of it, if good, healthy, legitimate competition has induced it to fight for its position by improving its lines and its rolling stock wherever possible and building branch lines wherever necessary to retain its supremacy in Canada.

Col. Gregory's five-year term as commanding officer of the Fifth Regiment will expire in about a month. It is no reflection upon his predecessor to say that the regiment was never in a higher state of efficiency than it has been in during the present Colonel's regime. He has set a fine example to the officers and men under him of manliness, temperance, loyalty, attention to duty, and of all the qualities which the present commander-in-chief of the army admires in a British soldier. The Colonel has intimated that it is his wish to retire in accordance with the regulations, and when he makes up his mind it is not easy to persuade him he has made a mistake. But if the wishes and petitions of his brother officers and those over and under them have any effect Colonel Gregory's name will not appear on the retired list for another five years at least.

The Colonist has a very entertaining article this morning on the feat of Mr. Smith-Curtis in scaling the Hope Mountains. But the aforesaid article must be an enigma to readers of the paper, for not a word on the feat of the member for Rossland appeared in the news columns of our enterprising contemporary, and there is not a line in the able essay to indicate why Mr. Smith-Curtis walked up the hill and down again. The mountain climber certainly had an object in view, as the Legislature and the Colonist will realize, perhaps to their sorrow. Mr. Curtis is not a man of few words. The article is a great compliment to the Times. The editor gave evidence of his knowledge that Colonist readers buy the Times when they are in search of news.

Vancouver is becoming quite a big city. Victorians rejoice with the citizens of the most populous city in the province in the progress she has made in ten years. When she becomes the chief city of Canada Victoria will be close in her wake. One farmer has been found in Manitoba who will have at least \$30,000 to put in the bank as a result of the harvest. Farming as an occupation is "looking up" in Canada. At this rate it will soon surpass newspaper work. The newspaper men who are on deck ten years from now will have some interesting data for comparison in census figures. St. Louis will hold a "world's fair" in 1903. The managers are trying to work the newspapers for free advertising all ready.

Walter S. Fraser & Co., Ltd. DEALERS IN HARDWARE. Iron, Steel, Pipe, Fittings, and Brass Goods. Building, Mining and Logging Supplies a Specialty. Lawn Mowers, Hose and Garden Tools. TELEPHONE 3. P. O. BOX, 423. Wharf St. Victoria, B. C.

While the census return of the population of Victoria proper is no doubt approximately correct, it must not be forgotten that a very large number of people practically residents of the city are not included in the figures. Esquimalt, virtually part of this city, and the fleet and its thousands of men comprise one of our chief bulwarks in more than one sense. The soldiers of the King stationed at Work Point we count as part of our population. Our residents are fond of plenty of room, and all round the outskirts there is a fringe of settlements such as is not possible in many other cities in Canada because they have not the facilities for convenience and comfort, such as water and drainage, that are to be found here. Indians are not included in the enumeration. They are not within the limits. How many thousands should be added to our population on account of these various classes of people we shall not undertake to say, but there is no doubt that Victoria is actually larger than the census gives her credit for being, and is growing more rapidly than most of the cities of Canada. This is a small matter, we admit, but it is worth drawing attention to.

The result of the efforts of the representatives of the various brotherhoods to bring the strike on the C. P. R. to an end has not thus far been such as to encourage belief in the efficiency of conciliation in such cases. It has been plainly stated that President Wilson, of the Trackmen's International Union, personally stands in the way of a settlement and that there is no hope of a solution while he remains in the country, or at least in a place where he can actively interfere in the negotiations. The inevitable result of this development must be to strengthen the belief that the strike was ill-advised in the first place.

Nelson Tribune: Canada has only 5,000,000 people and the United States has 70,000,000; but Canada can whip the United States at rowing, yachting, baseball, lacrosse, and in fact every outdoor sport in which muscle is a factor.

BY SUMMER WATERS. Will T. Hale. Loading by the Summer waters at the closing of the day—Scents and colors that are pleasing—Wetted shells of last year's walnuts that about me scattered lie—Seen the skulls of fishy warriors slain in battles long gone by—The green heron, like a corsair, hovers where the ripples flow; Still belated bees are humming where the elder-blossoms glow; But all tumult waxes—fainter—borne to regions far away—As I loaf by Summer waters at the closing of the day.

Elms and beeches wave above me, yet before my drowsy view Cloud-cathedrals shine out whitely through the gateways of the blue. In the peace that wraps all nature as a holy foliage of green, Doubt is listless and ambition is heret that has been;

The forgotten are remembered, as the hour seems nearing fast When "He's" "Hut" "Carry" rings me "to put up my things at last— And I feel so near to heaven I can hear the harp's melody. As I loaf by Summer waters at the closing of the day!

THE RULE OF THE MONEY KING. Mail and Empire. John D. Rockefeller has a goodly store laid by for a rainy day. It is estimated by a Wall Street broker that the great monopolist is now nearly a billionaire, or to be more accurate, he is credited with being the possessor of \$945,000,000. The American Republic started business as a protest against the tyranny of kings and the concentration of wealth. It has now its oil king on the high road to affluence, and a king for nearly every industry by which men earn their daily bread. The Republic cast out one king only to have his place filled by many much more tyrannical and influential.

HONOR TO WHOM HONOR IS DUE. Nelson Economist. Without desiring to urge upon the Duke of York any departure from his own preconceived ideas in the matter of conferring titles, we may say that a neighborhood for that distinguished barrister, Counselor K. Perry Mills, would not only reflect credit on the recipient, but would have a tendency to enshrine the Duke in the hearts of the British people both at home and abroad. Of course it is said without prejudice to the lead pipe which some members of the local cabinet are believed to have on the distribution of titles.

SORT OF SLIDING SCALE. Boston Transcript. It is said that the roar of the lion can be heard farther than the sound made by any other living creature. Next to that comes the note of a woman who has found a mouse in her bosom.

A BOLD STAND. Montreal Star. Friend—"Each side of the question presents difficulties. Next to that comes the note of a woman who has found a mouse in her bosom."

WHAT THEY NEED. Marlon Chronicle. Many men who believe they need but a chance of a streak of luck, need an alarm clock first of all.

REMEMBER! That All Our Groceries and Provisions Are Sold At CASH PRICES. Deaville Sons & Co., Hillside Ave., Victoria.

MR. VINCENT'S CONVERSION. Regina Leader. "If you have tears to shed, prepare to shed them now." That is the only consolation we can give the Conservatives on the desertion from them of Mr. Howard Vincent. He was their god, their hero, who was to give effect in Great Britain to Mr. Charles Tupper's fanciful inter-imperial preferential tariff. And now, alas! Mr. Howard Vincent has come over to us and has endorsed the policy of the present Dominion government. Here are his words: "The recent vote in the British House of Commons, he says, 'in no way represented the great depth of public gratitude to Canada for inaugurating British preferential trade the moment the hands of her statesmen were freed by the denunciation of restraining treaties.' As a result of that denunciation, he says, 'Canada has been enabled to take the first practical step in the great movement which will result in giving a preference to all British goods in all British markets, and she is today admitting our produce to her markets on terms far more favorable than those she accords to the produce of the foreigner. That will never be forgotten by the people of England. It will be their water. From Liverpool and Sheffield, from Canterbury and northern Scotland, from Yorkshire and Lancashire, came expressions from the true representatives of the workmen of grateful appreciation to Canada—of desire to show it by deeds. Let us get forward, he urged, by passing checks. As we accept away the treaties, so also shall we sweep away the other obstacles in our path.'"

SUGAR ONE OF THE STAFFS OF LIFE. Dr. Felix Oswald, in What to Eat. In one direction the Hispanish goodwife has even contrived to get-or-keep-ahead of the Massachusetts matron. All but the poorest of the poor manage to conclude the meal with a bit of something sweet—a small bunch of raisins, a fig, a fragment of brown cake sugar, if there is nothing else. For there is something more in that custom than the habit of pondering to the passion for sweetmeats, the systematic experiments of French army physicians have established the fact that sugar is entitled to rank with the staffs of life, and in its capacity of sustaining mental and physical vigor under difficulties takes precedence even of bread.

STEVENS' PRAYER. Belleville Intelligencer. A firm of publishers has issued a card, suitable for hanging on a wall, on which is printed the late Robert Louis Stevenson's prayer. Very few people but would be benefited by having it within easy reach. Here it is: "God, I beseech thee, send me a petty round of trifling concerns and duties. Help us to play the man; help us to perform them with laughter and kind faces; let cheerfulness abound with industry. Give us to go blithely on our business all this day; bring us to our resting beds weary and content and undisturbed, and grant us in the end the gift of sleep, Amen."

WOULD BE INTERESTING, ALL RIGHT. Stratford Beacon. The Toronto Star declares that W. F. Maclean, M. P., proprietor of the Toronto House, thinks of leaving the Dominion House with a view to contesting for the local legislature for East York. Having failed to secure what he wanted at Ottawa, the Star says that Mr. Maclean is going to put forth an effort to be elected to the Ontario House, in the hope of ousting Mr. Whitney. Mr. Maclean has been red-hot over the present leader of the local opposition for some time, and should he be an aspirant for this position things would be decidedly interesting.

THE TROTTING RECORD. Brockville Recorder. In the last half century the record has been lowered from 2:20 in 1845, to 2:02 last Friday. The record has been lowered thirty-seven times by only sixteen horses. A kite-shaped track and pneumatic-tired racing sulley has had considerably to do with it, and invention, as well as the improvement in horseflesh, by mixing fast running stock and fast trotting blood, is entitled to some of the credit.

THIS WILL PLEASE RUD. Ottawa Citizen. Chamberlain and Kipling seem to be about the only two public men left who have retained a grip on their horse sense.

THE SALTER SHOE. "If wishes were horses, beggars would ride." Good intentions won't make good shoes. Good materials and reliable work cost money. "As good" shoes can't possibly be retailed for less than the "Makers' price," stamped on the soles of— "The Salter Shoe"

J. Fullerton and J. M. Baker, SOLE LOCAL AGENTS.

AN IDEAL INVESTMENT

PROPERTIES. McKitterick District, Kern County. 100 acres in the famous oil belt, pronounced by experts at oil lands. Drilling on adjoining property. Also 40 acres nearly adjoining the above, on which we are now operating, our well No. 1 being down over 900 feet, with indications almost identical with those of the heaviest producing wells of the district. Midway District, Kern County. 100 acres in the vicinity of the best producing oil properties. Coalinga District, Fresno County. 100 acres near the most celebrated producing wells of the district, of undoubted high value. Glenn District, Glenn County. We have just purchased 100 acres in the heart of this new district. This property has oil seepages on the surface and promises to become immensely valuable. Berryessa District, Napa County. We are now negotiating for 2,000 acres in this new district, which will undoubtedly secure. The oil produced here is of exceedingly high grade and contains a large percentage of lubricating oils, which command a high price in the market. Being incorporated under the laws of South Dakota, this Company's stock is positively non-assessable, and stockholders cannot be frozen out.

Oil Land Company. OFFICES: 405, 406 AND 407 PARROT BLDG., San Francisco, California. Under the able management of COL. L. P. CRANE, President; L. L. STEPHENS, Vice-President; G. W. LYNCH, Secretary; JAMES HARLOW, Field Superintendent; HORACE A. GRANT, Field Superintendent; WESTERN NATIONAL BANK of San Francisco, Depository. Incorporated under the Laws of South Dakota, February 20th, 1901. CAPITAL STOCK, \$1,000,000.00. Fully paid up and positively non-assessable. Divided into 1,000,000 Shares. Par Value, \$1.00 each. REFERENCES: Pacific Coast Underwriting Company, Pacific Coast Petroleum Miners' Ass'n.

Special Note. We will deposit Gold Bonds guaranteeing the above proposition, with interest at 3 per cent, if buyer pays par value (\$1.00) for our stock. This makes it as safe as Government Bonds. Buyer to have full benefit of all dividends and advances in price. The organization of this Company differs radically from all others, as all of its stock belongs to the treasury—there being absolutely no promoters' stock. Every shareholder stands on the same footing as the most favored person connected with the Company, and all stock issued must show upon the books of the Company as having been paid for in full. Profits on Oil Shares are phenomenal. Many cases can be cited where they advanced 100 for 1 inside of a year in companies whose prospects were not as bright as ours are to-day. 100,000 Shares of this Stock are now offered at 15c per Share. This extremely low price is made for the purpose of quickly developing our property and giving the first purchasers the benefit usually given to promoters. Mail Your Orders at Once. Make all Checks, Money Orders or Bank Drafts payable to A. R. Thomas, Broker, Nelson's Bank Building, Seymour Street, Vancouver, B. C. AGENTS WANTED.

THE VERDICT. Of competent judges is that Saunders's Groceries are the best in the city. You will say the same thing when you try them. Fresh Stock, First-class Groceries, Right Prices. SALMON, 3 tins for 25c. PICKLED WALNUTS, plate 25c. SLICED HAM, per tin 25c. SLICED DRIED BEEF, per tin 25c. CHICKEN SOUP, per tin 15c. TOMATO CATSUP, per tin 15c. PURE NATIVE POULTRY, per bottle 25c. A few WASHBOARDS, still at 15c. each. Telephone or mail orders receive our careful attention. The Saunders Grocery Co., Ltd., 29 AND 41 JOHNSON STREET.

Henderson's Directory. Firms of private residents who intend removing shortly, and anyone in Victoria who wishes to verify the correctness of the insertion of their name in the forthcoming issue of the Directory, can do so by notifying the publishers by Monday evening, 19th inst. Henderson Pub. Co., Ltd. Ltd. William's Building, 28 Broad Street. P. O. Box, 629.

PRESERVING KETTLES. Watson & McGregor's. Telephone 745. 20 Johnson Street. Kingham & Co. Have Removed. Their Coal Office to 28 Broad, corner Stronach Ave. OFFICE TELEPHONE, 694. WHARF TELEPHONE, 697. COPE'S Limerick Twist. HANCOCK. 154 GOVERNMENT STREET. Sole Wholesale and Retail Agents For B. C.

Shovel-em-out Clearing Sale. Now is your time to take advantage of the TREMENDOUS CUT we are making on Bicycles. Columbia, Cleveland, Crescent, Cadet, B. & H. and Day. All marked down to COST. We also have a few second-hand wheels at \$10 each. M.W. Waitt & Co. 44 Government Street.

THE ONLY GENUINE STANDARD BRANDS OF FLOUR. Ogilvie's Hungarian Ogilvie's Glenora Patent. ALWAYS SPECIFY OGILVIE'S. J. Fullerton and J. M. Baker, SOLE LOCAL AGENTS.





Watchful Care. It is indispensable in the compounding of the prescription on which depends the recovery of the invalid. We assure that...

WEATHER BULLETIN. Daily Report Furnished by the Victoria Meteorological Department.

Victoria, Aug. 17.—5 a.m.—The barometer is rising on the coast, but fair and warm over the province will probably increase. Rain has fallen on the Pacific slope during the last 24 hours. The weather is cloudy and cool on the coast, but fair and warm inland. High temperatures will again be recorded between the American ranges. A thunderstorm occurred at Salt Lake City, Forcasts.

CITY NEWS IN BRIEF.

Try new White Label Blue Ribbon Tea. SMOKE "CAPITAL" CIGARETTES. Tacoma Carnival. Only \$3.00 to Tacoma and return by the popular steamer Rosalia. E. E. Blackwood, Agent.

OUR PRESCRIPTION DEPARTMENT

Is fully up-to-date, and under the care of carefully trained pharmacists of experience. Our night clerk is a graduate of Ontario College of Pharmacy, Toronto.

WE WANT

To fill your prescriptions. Our dispensing department is complete, our drugs pure and fresh.

THE MOBILIZATION

Fifth Regiment May Not Participate—Col. Gregory's Term of Office Expires September 20th. Even if the Trades and Labor Council is unsuccessful in having the date of the proposed mobilization of militia at Macaulay point altered, it is very probable that the Fifth Regiment will not be required to take part in the manoeuvres.

Leave Your Orders With Us

SMALL FRUITS FOR PRESERVING. Red and Black Currants, Raspberries, Apples, Peaches, Plums, etc.

JOHNS BROS.

255 Douglas Street.

WE WANT

To fill your prescriptions. Our dispensing department is complete, our drugs pure and fresh.

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YESTERDAY'S CONFERENCE

Proposition to Be Submitted to Property Owners Regarding Raising of Douglas Street. A conference was held yesterday afternoon between the members of the council and the owners of the buildings on Douglas street between Pandora and Johnson, which it is proposed to raise to the proper level.

The New Health Food

Erskine, Wall & Co., Have It. Malt Breakfast Food Is a Perfect Health Food For Young and Old.

BUYING MACHINERY FOR DAWSON CREEKS

Miner From the North in the City Tells of the Conditions in the Northern Camp.

INAUGURAL ADDRESS BY THE NEW RABBI

An Eloquent and Impressive Discourse Was Delivered in Temple Emanuel Last Night. In his inaugural address at the services held in Temple Emanuel last evening Rabbi Rev. Montague N. A. Cohen delivered an earnest, eloquent and most impressive discourse, taking his subject from the following, appearing in Isaiah: "How beautiful upon the mountains are the feet of Him who bringeth good tidings, who publisheth peace, who bringeth good tidings of good, who publisheth salvation, who saith unto Zion: 'Thy God reigneth.'"

OUR

"Special" Blends of Indian-Ceylon Tea. At 50c, 40c, 25c. per lb. are values worth trying, if you like good tea.

THE WESTSIDE

VICTORIA'S POPULAR STORE. SATURDAY, AUG. 17, 1901. HALF HOLIDAY—The Westside closes from 1 to 7 o'clock on Saturdays during August.

Half Holiday Sale of BOYS' SCHOOL NEEDS

The close of the holidays irresistibly forces the needs of the young folks on the attention of parents and guardians. The clothing sold by The Westside is celebrated for its reliable make, style, material and finish, besides being reasonably priced.

Special Sale of Kid Gloves To-Night. Time is the essence of a bargain. A bargain isn't really one unless you want the goods; that's why this is a hundred times more a bargain because you want the goods.

THE HUTCHESON CO., LD., VICTORIA, B.C.

CAREER AND CHARACTER OF ABRAHAM LINCOLN. An address by Joseph Choate, Ambassador to Great Britain, on the career and character of Abraham Lincoln—his life—his early struggles with the world—his character as developed in the later years of his life and his administration, which placed his name so high on the world's roll of honor and fame.

Underwear For Men

An undergarment of cool loose fabric is most comfortable for present wearing. One of light Balbriggan will make a most pleasurable addition to your wardrobe.

WATSON & HALL, 55-YATES ST.

Boys' School Suit Sale

BOYS' THREE-PIECE SUITS, regular price \$4.00, \$4.50, \$5.00, to-day and to-morrow \$3.00 each. BOYS' BROWNIE SUITS, \$2.00, \$2.50, \$3.00, \$3.50.

Men's Hat Sale

30 dozen MEN'S HATS, mostly soft, in black and colors, regular price \$1.25 to \$1.50, Friday and Saturday \$1.00.

McGundless Bros. 37 Johnson St.

GIVE YOUR WIFE

A delightful surprise by taking her some in a box of Perrin's Newport Chocolates. They are fresh and delicious, put up in 25c. and 50c. boxes, by W. W. FAWCETT & CO., Chemists, 29 Government St.

THE MUTUAL LIFE OF CANADA

Noted for its favorable rates, high dividends and honorable dealing. It is a Company of Policy-holders, by Policy-holders, for Policy-holders—and a "Policy" in it pays.

DO YOU WISH

To leave a Guaranteed Cash Income, after your death, to your wife or wife and family, as long as they live? IF YOU DO, Invest in one of the CONTINUOUS INSTALLMENT POLICIES on the Life Limited Payment Life or Endowment plans issued by THE MUTUAL LIFE OF CANADA.

R. L. DRURY, PROVINCIAL MANAGER, 34 Broad Street.

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R. L. DRURY, PROVINCIAL MANAGER, 34 Broad Street.



When We Prepare Your Prescription

It is just what your doctor intended it should be. Pure, Accurate, Reliable. A perfect weapon with which to fight disease. LET US PREPARE YOURS. John Cochrane, Chemist. N.W. Cor. Yates & Douglas Sts.

LOSS OF STEAMER ISLANDER AND SIXTY-FIVE LIVES

(Continued from page 1)

A Passenger's Story.

F. G. Hinde-Bowker, late manager of the British American Corporation, who was a passenger, says: "My first intimation of an accident was the rushing of passengers on the deck, which woke me up. I was in the cabin with Mr. Magdalen. I got up and went out of the cabin and saw the steamer sinking at the bow. I woke my partner up and we dressed. By this time she was still lower in the water. The time I got out of the cabin the water was abreast of the smoking room floor. I went on the upper deck, followed by my partner. I saw the boats were gone; I went to a fall hanging davit. By this time only the stern was out of water. I saw a raft in the water with eight or ten people on it. I slid down the rope on to the raft, and as soon as I got on the stern of the steamer sank and sucked the raft and people down. We were some time under water, but I held on, and when I came up only two of us were left. We halted two men who were swimming, got them aboard, also a Chinaman. By this time the steamer had sunk out of sight. Many people hung on at different times, but it was not air tight, and we had much difficulty in keeping afloat. We were turned over on our sides, but generally managed to right ourselves. The scene was heart-rending. The life jackets were scarce, and people were begging, pleading and crying for help. We gathered lumber and made our raft float. We were picked up by one of the boats returning from shore, and do not speak too highly of the officers and crew."

The Pilot's Story.

Pilot LaBlanc, who had charge of the steamer at the time she struck, says: "The night was fine, and as we always expect to meet ice a sharp look-out was kept. About 2:45 a.m. the crash came. The boat was under full steam and no ice was in sight, and there was no fog. The fatal berg was no doubt even with the water. After she struck I stopped the engine, and Capt. Foote appeared with the night watchman, who reported the ship leaking forward. I told Capt. Foote that we had better head for the beach, but that the water was taking water so fast she would not answer her helm. Then I called the mate and ordered the boats out. This was done and they were loaded with passengers; many passengers jumped overboard with life preservers on. I jumped overboard and was in the water two hours and a quarter before securing a piece of wreckage."

MESSRS. BELCOURT AND RAY, Two Ottawa Gentlemen, Who Were Providentially Saved.

N. A. Belcourt, M.P., and C. C. Ray, Ottawa, were travelling companions on a trip to Dawson and were passengers on the return journey on the Islander. Both gentlemen came to Victoria last night, and left again on the Charnier this morning for Vancouver. Mr. Belcourt related the story of the catastrophe to the Times, as he passed through, as follows: "The collision with the iceberg occurred about fifteen miles from Juneau, about a mile off the southern point of Douglas Island, and at 2:15 a.m. on Thursday morning. 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 serious had happened, and as the boat appeared to be keeping on its way he thought of again relaxing his bed, from which he had arisen when the shock was felt. Presently he heard a commotion among the passengers and felt bumping and saw water coming in. On trying to open his stateroom door he was unable to do so. Mr. Ray tried it was also unsuccessful. The conclusion had evidently been reached that the vessel was jammed the frame work of the cabin, which caught the doors like a vise. Mr. Belcourt and Mr. Ray got out of the window. The former returned to procure a life preserver, but failing to find one immediately got out again and getting up on the railing of the steamer instantly jumped to a boat that he saw below. He was about one of the last men to leave the steamer, and not more than a few minutes elapsed from the time he got out of his cabin until he made a leap in the dark. Fortunately he alighted on the shoulders of one of the passengers and in the last boat to leave the steamer. The Islander was then sinking at the bow very fast. The boat started for the shore and when it reached the stern of the Islander the propeller was high out of the water and being in the air at a terrific rate. The unfortunate steamer went down within twenty minutes after striking."

MESSRS. BELCOURT AND RAY were in the small boat an hour and a half before reaching shore, which was, however, not more than a mile away, but owing to the fog could not see the shore. The first boats to reach the shore were directed there by the sound of falling water. Landing fires were started and the light served as a beacon to the other boats groping their way through the fog. On landing the rescued the boats returned to the scene of the accident and picked up a number of people.

Six Bodies Were Brought to Shore by morning-five men and a little girl.

The mate went to Juneau in the life-boat and from that place sent for that city. Before leaving Juneau for Victoria Mr. Belcourt saw eight or nine more bodies brought to that place, and it was reported that still others had been recovered, but not brought in. Those rescued came down from Juneau on the steamers Farallon and Queen. SOME OF THE DEAD. A Number of Peculiarly Sad Cases in Connection With the Tragedy. The case of Mrs. Ross is a peculiarly sad one. She left Victoria on the Islander a few days ago to join her husband, who has recently been appointed Governor of the Yukon Territory. It is only a few days since she left her parents in this city Mr. and Mrs. John McKay, Kingston street, with whom she has been visiting for a few months, to take up her residence in the Yukon, and a letter received a few days ago told her plans for the future. It was for the purpose of carrying out those plans that she was on her way to Victoria, it being her intention to purchase furniture and furnishings for the new home of the Governor, a cut of which appeared in the Times a short time ago. She left five of her children in Dawson, but brought the youngest, an infant of about a year, with her, together with a niece, the daughter of her brother living in Dawson. Another sad case is that of Engineer Allan. He was married but a short time ago to Miss Dewar, and had just got comfortably settled in his new home, the shock to his bride was a terrible one. Among the passengers on the ill-fated Islander was H. H. Hart, the well-known Klondike mine owner. He is one of the survivors, but had it not been for the fact that he priced his life above the gold he was bringing out with him in the gold boxes, he would have been lying beneath the icy waters near Douglas Island. Mr. Hart was making one of his periodical visits to the outside. He had with him about \$40,000 in gold. When the Islander struck he and seven others, including Capt. Foote, Mr. Douglas, of Vancouver, were seated around a table in the dining room. When the shock was felt, he said the captain leaped to his feet and made for the deck. He and the others followed. He managed to get into the third boat and was taken ashore. The news of the death of George Miles will be received with keen regret throughout this city, which is highly esteemed. He was a wide-awake, genial, generous and possessing a happy combination of the most estimable qualities, none knew him but entertained for him the greatest regard. He was distinctly a Victorian, and intensely loyal to the city in which he has passed his life, and the intelligence of his demise comes as a heart-breaking shock. For years he has been employed in George Russell's barber establishments, and his place will be hard to fill. The bereaved widow and the little children left fatherless will receive the sincerest sympathy of the community. One of the best known of those who met their doom on the morning of the 15th, was Dr. John Duncan, of Victoria, who was just completing a trip to Dawson, where he had gone on a combined business and pleasure expedition. His brother, Dr. Geo. Duncan, has undertaken partly for the purpose of visiting him. The deepest regret will be felt at the untimely cutting off of this well-known practitioner at a comparatively early age. Dr. Duncan was not alone prominent in his profession, but he also took a keen interest in agriculture, especially in the breeding of thoroughbred horses. One of his hobbies was the cultivation of his farm in the vicinity of Victoria. At all times a prominent figure in the city his death will create a great gap. A number of the sub-officers of the ship, such as Officer Burkholder, have long been residents of the city, where they leave parents and other relations, to whom the news of their death comes with heart-breaking suddenness. Until more complete lists are obtainable, it will not be known into how many homes the death Angel walked on the morning of the disaster. INCIDENTS OF THE WRECK. Some of the Passengers Were Dazed-Minors Leath to Drop Their Field. One of the most complete accounts of the disaster is given by a prominent passenger of the steamer, "The" who obtained from many of the survivors the particulars of their individual experiences. As for the wreck itself it is recognized that no two stories are identical. Each narrative differs from the others, and in some cases there are discrepancies more or less extensive, but they all go to show that there was such a calamity occurred in marine history. From what was learned there was little confusion. In fact so sudden came the stroke of disaster, that the passengers were more dazed than terrified, and by the time their bewilderment gave way to fear, when realization of the awfulness of their situation dawned upon them, the beautiful vessel was almost submerged. The voyage up to this point was of the most enjoyable character. The vessel was making splendid speed, about 15 knots, and when the struck it was as though she had been made the target of a bolt from a clear sky. According to the survivors Pilot LaBlanc was on the bridge at the time, the captain being below. Immediately the ship struck he is said to have called the captain. When the latter appeared the pilot advised him to endeavor to reach the beach. The captain was averse to doing this, however, and apparently did not realize the danger. Precarious Position of His Steamer. In the meantime the chief engineer, who was in bed, had come out and with the other officers found that the water was pouring into the boiler room very rapidly. The boats were ordered out by the first officer, C. Naroutos, who worked like a hero through the entire trying situation. The ship was sinking rapidly and the boats were ordered out in time. Some of the passengers claim that they were not awakened, and that this fact explains why it was that some of the boats only carried a few survivors. The engineer seeing that it was useless to keep the engine going stopped them, and it did not appear to be very much concerned, although it cannot be said that there was any great confusion. There was no time for that. One woman came out in night apparel with a baby in her arms. Hurriedly she threw the little one to the officers, who placed it safely in the lifeboat. A little party stood huddled on the hurricane deck. They were Dr. Duncan, Mrs. Ross, wife of the governor of the Northwest territory, her daughter and niece. They were like the majority of the others, dazed did not seem to realize that their doom was imminent, but they apparently made no effort to save themselves. One of the engineers advised them to put on the life preservers, but shortly afterwards the ship was swallowed up and the entire party drowned. Dr. Duncan's body was found on the beach and removed to Skagway. When the steamer commenced to sink, and it was seen that no earthly expedient could avail, the captain is said to have jumped on to the life raft which was already there for accommodation. Realizing that his weight would work havoc there he exclaimed, "I see there are too many here, so good-bye, boys," and swam away. He was shortly afterwards seen to sink. H. H. Hart, the Klondike mine owner, who was with him, was also a survivor, and forty thousand dollars' worth of gold. He let it go and was saved. Another argonaut who was bringing quite a lot of gold. Harvest of Golden Treasure thought to save both his and his life. But, alas for his vain hope; he lost both. One of the passengers narrates one of the most touching incidents of the disaster. Among the passengers was Dr. George Phillips, the dentist of Seattle, who, with his wife and daughter, had been on a pleasure trip. He had been on a pleasure trip, and he had been on a pleasure trip. Their vacation over they were returning to their home on the Sound. The bereaved husband and father now returns alone, half maddened by his own sorrow, which has robbed him of so much. The manner of the death of his wife and daughter was more or less strange in a calamity of remarkable and inexplicable incidents. They were in their stateroom when Mrs. Phillips was aroused by a distinct knock. She opened her door and found the vessel had struck. She awakened her husband; told him she thought there was some trouble aboard and asked him to get up and see. He did so, and one look was enough to apprise him of what had happened. He rushed back to the room and told his wife and daughter to hurriedly dress themselves and get out on deck. They did so but just as they reached the deck the vessel went down, and they were hurled by the suction toward the air shaft. The wife and daughter were drawn to their doom but the husband, and father struck against the shaft and in some manner was diverted from the course of the current. Coming to the surface he grasped the identical piece of wreckage which proved invaluable to the chief engineer. "There's a man here," he ultimately rescued in company with Mr. Brown, and his experience from then on was the same as that of the chief engineer. A dense fog, however, rendered it impossible. The lifeboats were swayed around in circles the occupants being unable to locate the island, which could not have been more than half a mile distant on the outside. Suddenly Mr. Preston, who was in one of them, heard the sound of the waves striking the beach and exclaimed: "There's a man here, but we can't see him, and he is in the water." All the other life-saving craft. These were put out again and many picked up, while a number of bodies were brought in. Some of the rescued were half dead from exposure. Those who were in better shape resorted to every possible means to reanimate them, and in many instances with slight success. But with some all efforts were futile, and the silent, prostrate figures on the shore told more eloquently than words the story of sorrow. As an illustration of the dazed condition of the passengers, Mr. and Mrs. Preston, of Seattle, saw about fifteen men in the smoking room with their life preservers on, but apparently turned to stone. According to the stories told by some of the passengers, the proportion of women saved was small. When the survivors were brought ashore some of them were so numb and disheartened, and had so little life left. Little Life Left in them, that they begged to be left alone, to let them die. When the tide turned, the superstructure of the steamer appeared above the waves. Some unscrupulous Indians, not all away by the scene, which meant so much destruction, snatched everything they could for booty. They could do this without interference, as those on the shore were engaged in trying to fan the feeble spark of life in many of those brought ashore. The purse's papers were lost, but Mr. Bishop returned to Skagway in order to ascertain full information regarding the number and identity of the passengers. One hundred and seven tickets were sold, but there were a number of children on board who might not have been charged. If so, the loss will be somewhat greater than at first thought. Some of the passengers say that when the Islander sank there was an explosion, and portions of her came up. Others dispute this, and so far the point is not quite clear. An entertainment was given on the steamer Queen on her way to Hoon, in aid of the sufferers, United States Consul, Hon. A. E. Smith, presided, and the affair was very successful, \$272 being raised among the passengers. To this was added the sum of \$61 from the crew, which brings the total up to \$333. A committee was appointed, consisting of Mr. Smith, Mr. Bowker and Mr. McLellan, of Vancouver, to take charge of the money and see what arrangements could be made toward directing general attention to the sad case. CAPT. HAMILTON FOOTE, Sketch of the Skipper Who Died With His Ship. A sad interest attaches to the fate of the skipper of the Islander who perished with his vessel. Hamilton B. Foote was a native of the Emerald Isle, having been born in Dublin in 1838. For several years he was in the steamship service out of European ports, subsequently coming to the United States, where he served for a time on the Lake Ontario. In 1890 he came to Victoria, and had charge of the steamer, E. M. Carter, Spitzer and Mischief, making a number of trips to the north and to Alaska—indeed to the very coast upon which he was to meet his fate. In 1898 he took the Mitchell to St. Michael with the first cargo of British goods after the Russian occupation, nearly 30 years previously. He has always been an enthusiastic yachtsman, and at different times held office in the Northwest Association. Of recent years he has been with the C. P. N., running on dif-

ferent boats, and when the company was absorbed by the C. F. N., the latter corporation placed him in command of the Islander—the flag captain of their fleet. He was doomed to enjoy his fresh honors but a short time, as the foregoing shows.

THE FATED SHIP.

Steamer Islander Was the Pride of the Local Fleet. Steamer Islander, whose career has thus been brought to an abrupt and terrible termination, has long been the pride of the C. F. N. fleet. She was brought to Victoria in 1888, being built on the Clyde for the C. P. N. Company at a cost of over \$200,000, and was brought around the Horn by Capt. Walbraun, now of the D. G. S. Quadra. She was a magnificent twin-screw steel steamer, 240 feet long, with 42-foot beam and 14 feet 8 inches hold, and with engines 20, 30 and 52 by 36 inches. At the time of her being brought here she was the premier vessel of the northwest, although she proved to be more expensive to operate than was anticipated, owing to her length being reduced after she was designed. She had very large freight capacity, and accommodation for over one hundred passengers. For years she was the favorite excursion boat for the tourists and pleasure of the gold excitement broke out in Yukon she was in great demand by the north bound gold hunters. She was also operated on the ferry service to the Mainland, but her consumption of coal being rather that of the Charnier she proved uneconomical. Her last trip was made recently she was tied up. When the C. P. N. took over the line, she was placed in commission for the northern trade, and had made but a few trips when she met her doom as has above described.

Personal.

Among the names appearing on the register of the Oriani hotel is that of L. E. Hodston, who arrived from London a short time ago, on what is reported to have been his very important business trip. He came on behalf of an Old Country syndicate for the purpose of inspecting the different coal mining properties of the Island. He went through the mines at Nanaimo and other places, and shortly after left on his return trip home. Wm. Stephenson, a pioneer of Cariboo, where he has spent the past 30 years engaged in the mining business, is spending a holiday at the Coast. He states that when he left that district business was rather quiet. Mr. Stephenson came to this country when Victoria consisted of but a few log cabins. Since arriving here, he has been renewing acquaintances with pioneers residing in this city. B. E. Shoemaker, of the United States Railway mail service, of Spokane, accompanied by his wife, are in the city spending a vacation. They intend spending some days here, visiting the different points of interest. They are guests at the Donjon hotel. C. O. Gingrich, R. L. Langust, F. Long, H. Sandon, G. Pugmore, M. Melery, P. Tullman, S. W. Duggan and L. Russell, accompanied by their mascot, Miss Mabel Russell, are members of the Chehalis baseball nine registered at the Dominion hotel. Among the guests staying at the Oriani hotel are M. D. Grover, general counsel for the Great Northern railway, accompanied by his wife and family, J. W. Blabon, traffic manager of the Great Northern railway, is also at the Oriani hotel. Rev. J. G. Miller, principal of Bishop Ridley College in St. Catharines, has been in the city, a guest at the Dallas, for several days. To-day he went down to Williams Head to visit Dr. and Mrs. Watt. The following tourists, from North Yakima are registered at the Victoria hotel: D. C. McKee and wife, Chas. McAllister and wife, C. L. Owen and Thos. Watson. S. Neelands, of Nelson, is spending a few days in the city, and will leave for the Interior shortly. He is a guest at the Dominion hotel. Mrs. J. D. McAnlay, accompanied by the Misses McCarty, are among the numerous tourists registered at the Oriani hotel. J. H. Mason and wife, of Fergus Falls, Minn., are visiting friends in the city. They are guests at the Dominion hotel. Rev. W. H. Barracough returned last evening, after attending the Epworth League convention at Vancouver. A. E. McNaughton, president of the Y. M. C. A. Vancouver, of Vancouver, is also in the city. Ben. Gordon, C. F. Todd and G. C. Meech and wife were among the arrivals from the Mainland last night. H. W. Findley, of the Vancouver Province, is in the city. He is a guest at the Victoria hotel. Mrs. Wm. Sweeney and Miss Beatrice Sealey, of Kamloops, are guests at the Dominion hotel. J. E. Hall, of Dunsmuir, is among those registered at the Victoria hotel. Dr. R. H. Carter and wife returned last night from a trip to the Sound. A. S. Hilley, of New York, is a guest at the Victoria hotel.

COMING FOR COAL.

(Special to the Times.) Nanaimo, Aug. 17.—Steamer Titania will arrive at the New Vancouver Coal Company's wharf to-day to take on a cargo of coal. She will require about 5,800 tons. The management of the company say her arrival has no effect upon the shut-down, as it was known before the decision was taken. There are about 10,000 tons in the company's bunkers, with No 5 working, which produces about 400 tons a day. The mines at Eskaton start on Monday morning again. It is not known how long work will be continued. From present indications the work starting here on Monday is only temporary.

GOOD MEDICINE FOR CHILDREN.

"Through the months of June and July our baby was fretting and took a running out of the bowels and sickness of the stomach," says O. P. M. Holliday, of Deming, Okla. "His bowels would move from five to six times a day. I had a box of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the house and gave him four drops in a teaspoonful of water and he got better at once." Sold by Henderson Bros., Wholesale Agents.

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1/2 acre and cottage, Craigflower road; a bargain.

Lot and cottage, James Bay; a good buy.

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## STORIES OF BRAVERY AND HEROISM

### Engineers of the Lost Islander Nobly Upheld the Proud Record of Britain's Mercantile Marine.

#### STOOD TO THEIR POST TILL RELIEVED BY THEIR CHIEF

Latest Particulars Regarding the Catastrophe—J. G. Morgan's Hard Battle for Life in the Icy Waters of Taku Arm.

Queen last night, but being written under the trying circumstances which it was, was not as complete as possible or desirable.

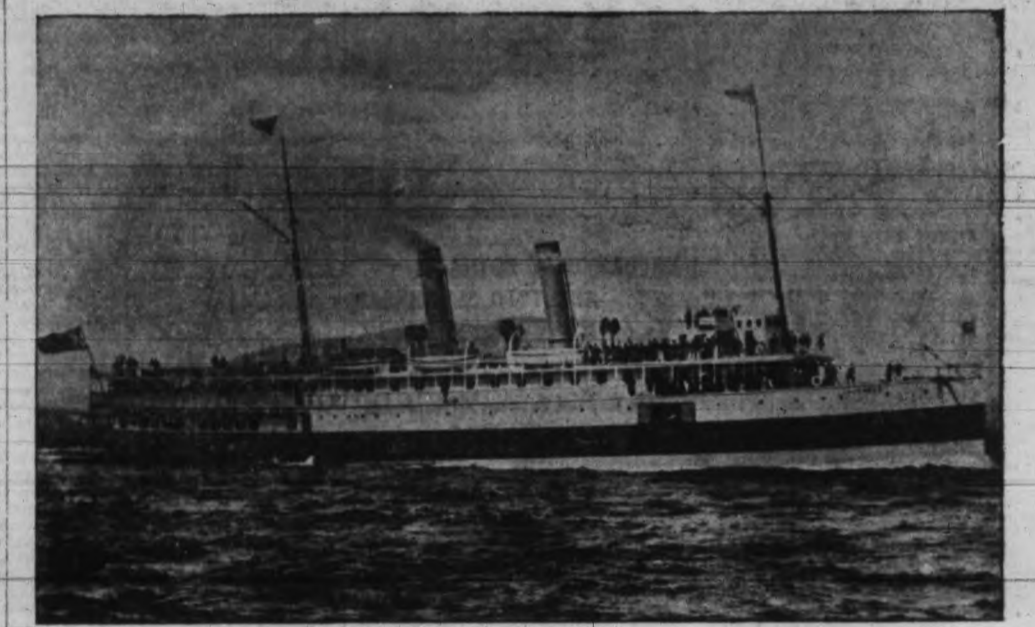
**THE CHIEF ENGINEER.**  
His Coolness and Resource Greatly Commended—Heroism of First Officer.

Chief Engineer Brownlee is being universally commended for the coolness he displayed throughout the disaster, remaining with his engines and his subordinates in the engine room until the very last moment. In fact had he delayed a moment longer he and the others would have been caught in a terrible trap from which there could be no escape.

Although the chief told his story without any embellishment or any desire to impart anything more than information for the benefit of the readers, there is an undertone of heroism throughout his trying experience. When he found that he could not obey the telegraphed orders owing to the sinking of the bow and the raising of the propeller out of the water, and consequently its sphere of usefulness, he immediately rushed to the deck to inform the captain. While there he realized the danger. He had in fact done so previously, as was evident in his reply to the captain's question as to whether the ship was filling. That was only a few moments after she had struck,

The first poignant grief experienced last night when the tidings of the terrible calamity to the Islander was received gave way this morning to more sober sorrow, but the terrible accident continues to form the absorbing topic of conversation on the streets. The most frantic friends of those on board continued to linger around the bulletin boards late last night, and midnight saw many of them still keeping vigil, hoping

phenomenally fortunate. Perhaps fortunate is hardly the term to employ in connection with the matter, for he was a most devoted student of the navigator's science, and it is said that about \$500 worth of instruments which he had accumulated, went down on the vessel. His act in swimming away from the raft when he found that his presence on it would be likely to imperil the safety of the others is also cited as an act ex-



THE WRECKED STEAMER ISLANDER.

against hope that less more authentic information might show their fears to be groundless. The anxious waiters for news were early around the newspaper and telegraphic offices again this morning, and eagerly bought up the early editions which the two city papers put on the street at sunrise. The news contained in these gave little encouragement to the weary watchers, for while they contained fuller lists of lost and saved than was possible the previous night, they only emphasized the fear that fuller details may increase rather than lessen the list of lost.

The large number of passengers and the loss of the official lists is partly responsible for this uncertainty, while the intelligence that a number who had survived the rigors of exposure on the Arctic waters of the sea where they were wrecked only to die from the after effects of their exposure is by no means reassuring.

One of the features in connection with the wreck upon which the greatest surprise is expressed is the fact that the Islander should go to her doom under the command of such a capable navigator as Capt. Foote. The unfortunate skipper, to whose life-history fins was written last Thursday morning and who went down to his death on the vessel in which he took such a pardonable pride, was one of the most lucky skippers in those waters. In his career here since 1890, first on smaller craft such as the Mischief and later in the C. P. N. vessels and eventually in the Islander, he was

truly characteristic of the man. In this tragedy, as in so many on the high seas, some of the most sublime heroism displayed was in the engine room, where the "men of the greasy jeans" calmly waited at their posts for orders from their chief, while the water poured through the rent in the hull threatened their lives every moment. On another page will be found a statement by Chief Engineer Brownlee, which, and the reply he made was, "That she would sink in a few minutes."

Despite the alarming condition disclosed by his trip to the "deck," faithful to his department he went back to the engine room where his men, with equal true heroism, awaited his orders. He was not certain evidently from the state of the ship that he would ever get out again, but back he went and released his men from duty, thereby enabling them to escape from the sinking vessel. Mr. Allen unfortunately subsequently perished, but Messrs. Allen and Deany were saved. The chief was also largely instrumental in saving Dr. Phillips from a watery grave, and it was his efforts which kept Bu-ko alive so long.

Moreover, just before being rescued by the crew under Purser Bishop, he took on board the improvised raft the mate, who was alone on a piece of wreckage. The idea was that in union there is strength, and doubtless the mate appreciated this, for his experience, if anything, equals that of the chief engineer. The conduct of the first officer was also most admirable, and won him the unstinted encomiums of those who observed his wonderful coolness and his splendid work throughout.

Another action of the chief engineer and one that fittingly terminated a commendable series, was his act of volunteering to form one of the crew to row to Treadwell mine for assistance. All the members of that crew were more or less weakened, and when they found their strength insufficient to cope with the strong adverse current, Brownlee got off and walked to the mine, where he told the heartrending story to the manager.

These points were very much subordinated in the account given the Times reporter by the chief, but there was just enough there, no matter how he tried to conceal it, to show the splendid part he played.

He is now in Vancouver, having left for the Terminal City on the Charmer this morning.

In regard to the first officer, more than one passenger has referred to his untiring activity, his unselfish devotion to duty, and his successful efforts to save life. The fact that he was in the water for a long time, supported by a piece of wreckage, would indicate that he stayed with the ship as long as possible. The actions of such men as these stand out in fine relief against the dark background of the disaster.



CAPT. FOOTE.

### PREPARING FOR THE KING'S CORONATION

#### THE OFFICIALS ARE BUSY COMPLETING THE PLANS

The Ceremonies at Westminster Abbey—Arrangements for Entertaining Embassies and Royal Guests.

(Associated Press.)  
New York, Aug. 10.—A special dispatch from Liverpool, signed by Mr. Isaac N. Ford in the Tribune, says: "Court officials are enjoying the first holiday which they have had since the opening of the new reign. The King has kept them employed in a most business-like way, and has changed all the methods and habits of the court, laying out work for every one and insisting upon having it done with precision and dispatch. Inquiries have been ordered and a few details of organization introduced, until the officials, accustomed to the more leisurely ways of the Queen's reign, are fairly out of breath."

"Arrangements have been made for the coronation with painstaking care, and the plans are now in process of elaboration during the King's absence on the continent. Four great officials will have charge of the coronation ceremonies. The Lord Chamberlain will be master of all details at Buckingham and St. James's palace, the Master of the Horse and the Earl Marshal will direct the progress of the Royal procession to Westminster Abbey and its return to the palace, the Lord Great Chamberlain (and the highest court must decide who he is) will have charge of the ceremony at the Abbey, and arrangements for seating the elect among the titled and privileged few. The triumphal progress of the King and Queen on the day after the coronation and the arrangements for entertaining the special embassies and royal guests are matters of detail already under consideration.

"Conditions have been transferred since the last coronation, and the ceremony has become vastly more difficult to arrange owing to the increased pressure of titled and privileged people seeking admission to the Abbey. Spaces have been allotted already in the Abbey, and plans made for the accommodation of the titled classes and Royal guests, and the official's assert that when the ministers, the court officials, the diplomatic corps and the colonial representatives are crowded in there will not be room for anybody else.

"During the protracted ceremony the nave will be reserved, but effectively cut off from a view of the coronation service."

### ABSOLUTELY PURE

## Lime Fruit Juice

### Hudson's Bay Co., Agents.

IF YOU WANT TO PURCHASE

## Real Estate

Call and See

### F. G. Richards

AT NO. 19 BROAD STREET.

From him you can get the best bargains to be had in Victoria in dwellings, either cottages or two story, also in building lots. Agents for the Phoenix, of Hartford, Fire. Money to loan at low rates of interest.

Remember the No. 19 BROAD, CORNER OF VIEW STREET.

### LEE & FRASER

REAL ESTATE AGENTS.

#### HOUSES FOR SALE.

South Turner St., commodious 7 roomed cottage, hot and cold water, with full sized lot \$2,000

Caledonia Ave., 5 roomed 2 story house for \$2,000

Superior St., 7 roomed house, hot and cold water, sewer connections, cheap \$2,625

Quindra St., a splendid chance to purchase a home, 7 roomed house, with all conveniences, lot 9,950, reduced

Marion St., 2 story house, with brick foundation and two full sized lots \$2,700

#### FARMS FOR SALE.

South Saanich, 150 acres good land, 25 acres cleared, 100 acres fenced, for cash \$8,500

Gordon Head, 15 acres first-class land, for cash 1,500

Strawberry Vale, 5 acres, half cleared, with barn 1,000

Wilkinson road, 5 acres, with buildings 900

Cedar Hill road, 3 acres and good house 1,100

Happy Valley, 100 acres, 25 acres cleared, small house, splendid springs of water, to be sold cheap, 1,500

Metchoan, 100 acres, with 8 roomed modern house, stable, barn, etc., etc. 1,500

#### LOTS FOR SALE.

Pandora St., three splendid corner lots, for \$2,500

Off Oak Bay Ave., fine lots for 125

### ACCIDENT TO TRAIN

(Special to the Times.)  
VANCOUVER, Aug. 18.—The east-bound train yesterday collided with a tree at Hope. The engine was smashed and eagerly bought up the early editions which the two city papers put on the street at sunrise. The news contained in these gave little encouragement to the weary watchers, for while they contained fuller lists of lost and saved than was possible the previous night, they only emphasized the fear that fuller details may increase rather than lessen the list of lost.

#### SERIOUS ACCIDENT.

J. G. Tiarks Thrown From His Bicycle Yesterday Afternoon.

Yesterday afternoon while riding to his home John David Tiarks was the victim of a serious accident.

The accident occurred in the vicinity of his home, on Gorge road. Just how he was thrown from his wheel is not known, but it is thought that the wheels of his bicycle slipped on the dust, throwing him off his balance and precipitating him over the handle-bars. He landed on his head in the road, hitting a stone. Passersby picked him up and carried him to his home.

Medical assistance was at once secured, and everything possible done to relieve the sufferer.

Dr. Hamilton gives it as his opinion that Mr. Tiarks is in a very serious condition. He thinks the brain has been injured, and gives little hope for his recovery.

As the Times goes to press Mr. Tiarks is a little better.

### Fire, Life and Accident Insurance

9 and 11 Troncoe Ave., Victoria, B. C.

### Real Estate For Sale

2.21 acres fronting on Dallas road for \$4,700.

This is equal to about \$350 per acre, but it will be sold in one block.

### A. W. MORE & CO., LD.,

85 Government St., Next Bank of Montreal.

### "Potatoes"

If you want a good sack of Island grown ripe potatoes, ring up

**Sylvester Feed Co., Ld.,**  
CITY MARKET.

### Don't Overlook It!

The cut price sale of our hot weather specialties of Canned Goods is like picking up money. You can't afford to pass it by. Foretell regret by buying now. The regular price of these goods is 35c. tin.

ARMOUR'S CORNED BEEF, 2 lb. tins, 25c.  
ARMOUR'S ROAST BEEF, 2 lb. tins, 25c.  
ARMOUR'S BRAWN, 2 lb. tins, 25c.  
ARMOUR'S PIGS' FEET, 2 lb. tins, 25c.  
ARMOUR'S MUTTON, 2 lb. tins, 25c.  
ARMOUR'S KIDNEYS, 2 lb. tins, 25c.  
ARMOUR'S MINCED COLLOPS, 2 lb. tins, 25c.

**DIXIE H. ROSS & CO.,**  
CANNED GROCERS.

## J. PIERCY & CO.

Yates Street, Victoria.

Wanted—Experienced Shirt Makers; also learners to work in our factory. Apply at Warehouse.

### Painting & Paperhanging

(Interior or Exterior) and interior decorating of any description.

Only first-class workmen employed.

**J. W. MELLOR, 76-78 Fort Street.**  
ESTIMATES FURNISHED ON APPLICATION.

## NICHOLLES & RENOUF, LD

Poultry Netting, Garden Tools, Bone Mills, Lawn Mowers, Garden Barrows, Paints and Oils.

## NICHOLLES & RENOUF, LD.

61 Yates Street Victoria.

### THE PREMIER COASTER BRAKE

THE LATEST AND BEST.

**John Barnsley & Co.,**  
Government St. Guns and Ammunition

### NOLTE

GLASSES ADJUSTED. EYES TESTED FREE.

FORT ST.

### Hammocks! Hammocks!

At greatly reduced prices to clear FRUIT JARS.

Plata, 75c.; Quarts, 90c.; Half-Gallon, \$1.25.

**HASTIE'S FAIR,**  
77 GOVERNMENT STREET.

GET YOUR TENNIS GOODS from J. Barnsley & Co., 115 Government street. Kodaks and supplies.

### FLY FISHING

## Lakeside Hotel,

Cowichan Lake.

This well known resort will open for the season on April 1st. Stage leaves Duncan Monday, Wednesday and Friday. Special return tickets issued by the E. & N. Railway, good for 15 days, \$5.00.

### CHEAP HOMES

Small deposit and monthly installments of \$10 Each.

9 ACRES IN JAMES BAY, subdivided into city lots; ten minutes from Post Office; prices from \$275 upwards. For particulars apply to

### B.C. Land and Investment Agency, Ld.,

40 GOVERNMENT STREET.



Campbell's Prescription Store

We keep the largest stock of Drugs and Toilet Articles in the province.

Prescriptions promptly and carefully executed.

NO CHANGE IN THE STRIKE SITUATION

TRACKMEN HAVE MONEY TO CONTINUE STRUGGLE

President Wilson Is Still in Montreal—The Recent Accident at Ingolf—A Girl Burned to Death.

Montreal, Aug. 17.—Considerable interest in C. P. R. trackmen's strike circles was created to-day by the announcement that one of the strike committee is about to be declined for temporizing with the management of the C. P. R. President Wilson, of the Trackmen's Union, is still in the city, and has taken no notice of the request made by the conciliation committee that he leave the city within 24 hours.

Will Take Possession. Winnipeg, Aug. 17.—The C. P. R. secured an order to issue writs under the Overriding Tenants' Act to obtain possession of all section houses occupied by the striking men. The sheriff will immediately taken possession.

Editor of Free Press. John W. Dufour arrived from Montreal and took editorial charge of the Free Press to-day. Mr. Magrum, the retiring editor, is removing to Ottawa, being at present at Banff with his family.

Scared the Burglar. Mrs. Whyte, wife of General Manager Whyte, of the C. P. R., was aroused in the middle of the night by a burglar in her bedroom. The rascal turned on a dark lantern on Mrs. Whyte, who naturally became very much alarmed and screamed loudly. Her screams scared the burglar, who, in his hurry to get out, dropped Mrs. Whyte's jewel box, which he had in his possession. He, however, took a valuable diamond pin which was in a pin cushion, and this was all the booty he secured. Mr. Whyte returned from Yokohama to-day for Victoria, returning from his trip around the world.

The Ingolf Accident. The remains of Daniel Le Blanc, one of the victims of the railroad accident at Ingolf, were sent east to Montreal, N. B., this morning for interment in one of the cemeteries here, but so far no arrangements have been made. McKegan's body will likely be kept until it is ascertained whether an inquest will be ordered.

Fatally Burned. Mary Retel, the nine-year-old daughter of Carl Retel, was fatally burned in a tenement fire on Higgins street to-day.

Principal Dead. Miss Sarah Bennett, principal of Alexandra school, is dead.

Returned to the Church. Toronto, Aug. 17.—Rev. D. C. Howzack, who was for some years pastor of Parkdale Presbyterian church and resigned to go into law, in which he had previously practiced, has now returned to the church, becoming pastor of Deer Park Presbyterian church.

Fatal Result. Campbellton, N. B., Aug. 17.—Peter Stevens, the fireman of the express train which collided at Assamataganah, died this morning from his injuries. He was 27 years old and married only one month.

WILL NOT CARRY AGAIN. Capt. Blackburn Returns Home After Trans-Atlantic Trip in a Sloop.

New York, Aug. 17.—Capt. Howard Blackburn, "the fearless navigator," of Gloucester, Mass., who last June crossed the Atlantic from Massachusetts to Portugal in a small sloop, has reached New York on his way home. The hazardous trip was not without great hardships, and Capt. Blackburn, who has made several trips with a similar degree of danger attached to them, says that he will make no more trips.

TO INSPECT CANALS.

New York, Aug. 17.—Seven members of a sub-committee of the French chamber of deputies are now in this city. They have come to this country for the purpose of studying canals in the interest of the Maritime Canal de Deux Mers, the construction of which, from the Atlantic ocean to the Mediterranean, via the valley of the Gironde, is contemplated by the French government.

RELIEF FOR DESTITUTE.

Washington, Aug. 17.—The war department has directed the commanding officer at Jackson barracks, New Orleans, to issue 500 rations to destitute people who were driven into Fort Phillip by the recent Gulf storm.

CARDINAL GIBBONS.

Liverpool, Aug. 17.—Among the passengers booked to sail on the Cunard line steamer Etruria from this port, via Queenstown, to-morrow for New York, is Cardinal Gibbons.

VAN WALTERSSE TALKS. Papers Are Weary of the Field Marshal's Speeches

Berlin, Aug. 17.—Since the funeral of the Dowager Empress Frederick this has been Field Marshal Count von Walderssee's week. Immediately after the interment of the remains of the Empress a chorus of criticisms of Von Walderssee broke forth in the press, owing to his speech at Hanover.

Papers of the most different shades are weary of Von Walderssee's talk, which is not only regarded in bad taste in the allusion to other nations, whose "names paled in China," but as magnifying the Chinese campaign far beyond its actual importance. It is a curious fact that many papers are discussing which nation Von Walderssee meant as the one whose name paled. They agree that it could only have been Great Britain. Indeed the reference is regarded as being so direct as to be impudic. The Anglo-sphere papers, however, rejoice that Von Walderssee expressed himself frankly. Even these papers advise him to "speak briefly if not at all."

One of the most interesting inferences drawn from Walderssee's speech is that he hopes to become Count von Bulow's successor as chancellor. This is widely believed, but anyone who saw how bent and weary Von Walderssee looked in the funeral procession cannot credit the story.

One of the sharpest criticisms of Von Walderssee comes from the Cologne Volks Zeitung, a leading Central organ, which commends him to Dr. von Miquel, the former minister, and refers to him as "playing the role of secret Gemenkammer (anti-chancellor). The paper asks whether Von Bulow regards it in Germany's interest that Von Walderssee should make such speeches, adding: "It is impossible to maintain Germany's policy at all. If a zig-zag course is had enough in international politics much more must many cooks spoil the broth in diplomatic affairs. The article closes sharply as follows: "Either the nation will have to accept the chancellorship of Von Walderssee or he must stop talking."

The Hamburger Nachrichten (National Liberal), disposes of Von Walderssee rather savagely. It says: "His Hanover speech by no means shows his fitness for chancellorship. It is most unmanly for him to boast of diplomatic achievements in China in a form directly wanting to other nations."

REPORT THAT BOTHA IS ABOUT TO SURRENDER

London Sun Says Understanding Has Been Reached Between Kitchener and Boer Leader, Who Will Surrender.

London, Aug. 17.—The Sun says to-day that it has been the understanding of General Botha's forces at Hondweni, on the borders of Zululand, announced in a dispatch, does not foretell a fight with Botha, but his surrender in pursuance with an understanding reached between General Botha and General Kitchener.

The Sun adds that the government is so satisfied that the war is virtually over, that Lord Milner, now on his way back to South Africa, has in his pocket a draft of a complete constitution and plans for the future government of the annexed territory.

Sixty years ago but 150,000 children were enrolled in the East Indian schools. There are 4,000,000 pupils now.

Fatal Result. Campbellton, N. B., Aug. 17.—Peter Stevens, the fireman of the express train which collided at Assamataganah, died this morning from his injuries. He was 27 years old and married only one month.

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Dominion Trading Stamp Co. Ltd.

WE GIVE TRADING STAMPS We Give Trading Stamps WE GIVE TRADING STAMPS

SPECIAL NOTICE TO COLLECTORS OF STAMPS

The cases instituted by the city against ourselves and merchants using Blue Trading Stamps have been dismissed by the courts, the business of issuing Trading Stamps for cash purchases is now freed from the unfair position that it was forced into by the persecution of parties interested in their suppression.

THE NEXT REGULAR RED LETTER DAY WILL BE SEPTEMBER 28TH

But collectors are advised to watch for the announcement of a Special Red Letter Day prior to that date.

The Dominion Trading Stamp Company, Ltd. COR. FORT AND BROAD STREETS.

INVADERS EXPELLED. Statement Regarding the Present Situation in Venezuela.

New York, Aug. 17.—The following cable message has been received by the Associated Press from Torres Cardenas, general secretary of President Castro, of Venezuela, in reply to a dispatch addressed to the President, asking him for a statement on the Venezuela-Colombia situation:

NOTICES OF MOTION. City Council Will Have Three Before Them This Evening.

A number of motions will come before the council at their regular meeting this evening. Beside that of Ald. Stewart's, of which mention was made in these columns on Saturday evening, there is one by Ald. Brydon, and another by Ald. Beckwith. The former's is as follows:

ARMY CONTRACTS. Tenders in Duplicate Addressed to the Officer Commanding Troops, Work Point Barracks.

Tenders in duplicate addressed to the Officer Commanding Troops, Work Point Barracks, will be received until 12 noon on Friday, 30th September, 1901, for the supply, etc., of:

BLACKSMITHS' PICNIC. First Annual Outing of Carriage and Horse Shoers Held at Cordova Bay.

The first annual picnic of the carriage makers and horse shoers of the city was held at Cordova Bay last Saturday. All the shops were closed during the day, and about 200 people attended. A good programme of sports was provided. A baseball match was played between the wood workers and blacksmiths, which was won by the latter team.

GARDEN FETE. The Women's Auxiliary and Daughters of Piety will give a garden fete on Thursday.

The Women's Auxiliary and Daughters of Piety will give a garden fete on Thursday, August 23rd from 3 to 10 p. m., at the Provincial Royal Jubilee hospital. The affair is under the patronage of the Lieutenant-Governor and Lady Joly de Lotbiniere; Rear-Admiral A. K. Bickford and Mrs. Bickford; Colonel Grant, R. E., and Mrs. Grant; His Worship the Mayor, and the president and board of directors of the Provincial Royal Jubilee hospital.

INVASION OF VENEZUELA. The Government of Venezuela, presided over by Gen. Castro, is justified in all its works and acts.

Caracas, at Venezuela.—In the name of His Excellency Gen. Castro, I reply to your cablegram in the following terms: "The government of Venezuela, presided over by Gen. Castro, is justified in all its works and acts. It is essentially liberal in its practices. It is of the opinion that the Conservatives of Colombia, probably led by ruinous and wicked passions, have decided to assist in a revolutionary movement against Venezuela and her government. All of this has been actually proven by the official publications issued by the cabinet in Bogota. They date from the 1st of April. This view has been denied either by the Conservative government of Colombia or by her envoy extraordinary and minister plenipotentiary in this capital.

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MICA AXLE GREASE. Makes short roads. And light loads. Good for everything that runs on wheels. Sold Everywhere. Made by IMPERIAL OIL CO.

ARMY CONTRACTS. Tenders in duplicate addressed to the Officer Commanding Troops, Work Point Barracks.

BUSINESS DIRECTORY

BUILDER & GENERAL CONTRACTOR. THOMAS CATERALL—16 Broad Street. Alterations, office fittings, wharves repaired, etc. Telephone 1371.

HOUSEHOLD GOAL

Best Double Screened Household Goal \$6.50 Per Ton Delivered. Weight Guaranteed.

GAS FOR COOKING

NO EXPENSE. Whatever to Have a Complete GAS COOKING RANGE.

ROSLYN GOAL

LUMP OR SACK \$6.00 per ton. DRY COED WOOD \$3.50 per cord. SPLINDLED BARK \$4.00 per cord.

LOANS

On Improved Real Estate. \$1,000, repayable in 120 months, at \$12.19.

ROYDS & DEASY

DEALERS IN FIRE DEPARTMENT APPARATUS. General Commission Agents. Fire, Life, Marine and Accident Insurance.

New Vancouver Coal Co., Limited. NANAIMO B. C. Coal Mined by White Labor. New Wellington Coal. Washed Nuts, \$5.00 per ton. Sack and Lumps, \$6.50 per ton.

DRINK CITRADE. COOLS & REFRESHES. LEMONS & CITRONS. Warranted Pure From the Fruit. At all bars and refreshment stands.

Thorpe & Co. Ltd. SHAWNIGAN LAKE. THE OLD RELIABLE SHAWNIGAN LAKE HOTEL. Will be found the most comfortable and Best Summer Resort on The Line The E. & N. Ry.

Best Double Screened Household Goal. \$6.50 Per Ton Delivered. Weight Guaranteed. HALL & WALKER, 100 Government St.

GAS FOR COOKING. NO EXPENSE. Whatever to Have a Complete GAS COOKING RANGE. Placed in your home ready for use.

ROSLYN GOAL. LUMP OR SACK \$6.00 per ton. DRY COED WOOD \$3.50 per cord. SPLINDLED BARK \$4.00 per cord. J. BAKER & CO., Phone 407, 33 Belleville St.

LOANS. On Improved Real Estate. \$1,000, repayable in 120 months, at \$12.19. \$1,000, repayable in 96 months, at \$14.10. \$1,000, repayable in 60 months, at \$20.99. And Other Sums in Proportion. Apply to Robert S. Day, 42 FORT STREET.



# Loss of Steamer Islander and Sixty-five Lives.

## She Strikes an Iceberg off Douglas Island and Sinks in Twenty Minutes.

## Thrilling Experience of Survivors -- Dr. Duncan and Mrs. Ross Drowned.

### Capt. Foote Goes Down With His Vessel.

### CREW LOST.

Capt. Foote, Master, Victoria.  
Geo. Allen, 3rd engineer, Victoria.  
Horace Smith, 2nd steward, Victoria.  
P. Burke, oiler, Victoria.  
--- Burkholder, oiler, Victoria.  
Geo. Miles, barber, Victoria.  
S. J. Pitts, cook, Victoria.  
M. Jock, saloon waiter, Victoria.  
Joseph Beard, 2nd pantryman, Victoria

Hugh Porter, coal passer.

A Kendalls, night saloon man, Victoria.

--- Moran, coal passer, Victoria.

Two Chinese waiters, one coal passer and one waiter.

### PASSENGERS LOST.

Mrs. J. H. Ross, wife of Governor Ross, of the Yukon, with her one-year-old child, and a niece, aged 15.

Dr. John Duncan, of Victoria.

Mrs. Phillips and child, Seattle.

Mrs. W. S. Smith, Vancouver.

J. L. Bethan, Vancouver.

W. H. Keating and two sons, Koksilah.

J. M. Douglas, of Kelly, Douglas & Co., Vancouver.

Mrs. J. L. Wilcox, Seattle.

Mrs. Capt. Nickerson, Victoria

--- Bell, Vancouver.

Mrs. J. C. Henderson.

### BODIES RECOVERED.

Dr. John Duncan.

P. Burke.

H. Porter.

M. Jock.

--- Dall and two children.

### THE SURVIVORS

Saved--N. A. Belcourt, M. P., Ottawa; C. C. Ray, Ottawa; R. Bowman, purchasing agent of C. P. R., wife and son Oscar, Vancouver; A. H. Morrison, Dawson; Chas. Doyle, Fort Cudahy; Virgin Doyle, Fort Cudahy; Arthur Longlake, Fort Cudahy; H. Ross, Dawson; Dr. W. H. Smith, Vancouver; H. W. Henderson, Dawson; H. H. Hart, San Francisco; J. E. Banta, San Bernardino; A. S. C. Le Blanc, pilot, Victoria; Allan J. Walker and wife, Skagway; R. N. Highon, Victoria; Chas. Denny, fourth engineer, Victoria; H. Fraser, third pantryman, Victoria; C. H. L. Sherman, Northwest Mounted Police, White Horse; G. H. Walker, Mounted Police, White Horse; R. P. Marsk, W. P. & Y. Railway; Geo. W. Simpson, steward, Victoria; G. L. Otter, Mounted Police, White Horse; Louisa Bertha, Dawson; L. Goss, Seattle; J. W. Snodgrass, Dawson; A. Dickey, Seattle; Geo. Ferry, quartermaster; Owen McLaughlin, wife and child, Skagway; L. J. Dean, Cariboo Crossing; E. C. Flint and wife, Dawson; J. C. Henderson, Skagway; Everett G. Young, Vancouver; Anton Krishé, Dawson; Jack Kocher, Dawson; K. B. McLennan, Vancouver; O. Olsen, coal passer, Victoria; John Kocher, Dawson; B. Carter, sailor, C. P. N. Co.; A. C. Fraser, Vancouver; Joe Kocher, Dawson; A. Pluth, Dawson; Charlie Ross, Dawson; William Zahn and wife, Dawson; T. R. Robertson, Skagway; Mrs. Gertrude Whitmore, Tacoma; E. M. Green, Seymour street, Vancouver; S. Jameson, Russ House, Vancouver; Mrs. E. Mills, Dawson; Geo. Poddcomb, or Ruddicom, Tacoma; J. W. McFarland, Atlin; L. Gill, Vancouver; F. Didish, Pacific, Wisconsin; Russel Wilkinson, Leamington, Ont.; J. L. Wilcox, San Francisco; Max Green, Tacoma; L. T. Maxwell, Seattle; B. M. Wright, Wilcox, N. D.; J. Daniels, Seattle; L. S.

Robe, Dawson; E. M. Dennis, Dawson; J. G. Morgan, life insurance agent, Winnipeg; H. Daglish, Atlin; T. Knowles, Atlin; S. Applebaum, Dawson; Capt. MacFarland, Dawson; Geo. Spence, steward's department; Ed. Hudson, coal passer; Dave Stewart, fireman; J. Nash, fireman; William Chalmers, steward's department; Harry Lacey, Seattle; M. Blumauer, Portland, Ore.; John Dickson, porter, C. P. N., Victoria; H. M. MacBeth, Portland; three Chinese cooks, and baker; Dick Morrison and Pat Lavin, firemen; J. MacDonald, fireman; H. Hansen, Dawson; N. Dickey, Seattle; M. Murphy, fireman; H. H. MacDonald, R. Taylor, deck boys; F. Castleburgh, Wm. Neelands, Dawson; J. D. Yoeman, Dawson; P. H. Brown, Dawson; T. G. Hinde-Bowker, Vancouver; P. P. McNaughton, White Horse; E. H. Carlson, Seattle; J. T. Snider, Seattle; Noble Johnson, St. Mary's, Ont.; Geo. Powell, second mate; Wm. W. Powers, Eagle City; G. L. Spinks, Dawson; Dr. Phillips, Seattle, wife drowned; A. L. Brownlee, chief engineer; H. F. Bishop, purser; Geo. T. Brown, Dawson; E. P. Bridges, Dawson; J. A. Dean, Cariboo Crossing; A. C. Beach, Dominion Creek; Capt. Harris, Victoria; F. F. Comfort, Dawson; W. S. Herbert, Dawson; J. K. Devlin, Porcupine; W. G. Preston and wife, Seattle; H. A. Brigham, J. Q. Stevens, M. Empley, W. Pignon.

The most appalling catastrophe in the marine history of the city was brought to the city last evening, when the steamer Islander, the pride of the C. P. N. fleet, the lucky flagship of years in the Alaskan service, struck an iceberg and sank in sixteen minutes in forty fathoms of water.

The news was received by the steamer Queen, which reached the outer wharf here at eight o'clock last evening. Hardly had she touched the wharf when the purser shouted to some acquaintances on the dock: "The Islander has gone down with 24 passengers and 16 of her crew."

Immediately the news flew like wildfire, and the city in the course of an hour or two was in a state of ferment. Many citizens were expecting friends from the North, and the uncertainty attending the accident, for full particulars were not received, added to the agony endured by hundreds of citizens. The bulletin boards were at once surrounded and a crowd, which blocked the streets in front of every office where a single vestige of news was likely to be obtained, speedily congregated.

As far as can be learned, the details of the catastrophe are as follows: The ship was standing southward to Victoria at the time of the accident, with one of the largest Crowds of Passengers-- on board her which has ever trod her decks since the first feverish days of the Yukon excitement. She had on board, according to a report, 107 passengers, in addition to the crew of 71 which manned her. She had waited at Skagway for a big crowd of arizonians who were due from White Horse, and these long no time as they arrived in shipping on the big liner, so that the Skagway offices of the company did a roaring trade.

All went well on the home bound voyage until the big ship reached a point about six miles from Juneau, at the south end of Douglas Island. This point was reached about 2:15 on Thursday morning. The night, according to report, was misty, and suddenly

The vessel struck heavily. The shock awoke some of the passengers and crew, and realizing that something terrible had happened, they hurried on deck. Pilot La Blanc was on watch, and reported the vessel having struck an iceberg. Not only this, but the engineer reported the water pouring in below at a rate which made it impos-

sible for the pumps to handle it, and which stamped the vessel as doomed. Steward Simpson rushed below, as well as other officers, and with axes battered down the doors and other parts of the passageways in order to expedite the freeing of the imprisoned passengers, who now began to pour up the ladders in a state of excitement. These were soon huddled on the upper works of the ship, and those who were fortunate enough piled into the life boats and life rafts, which had been put hastily over the side.

By this time it was apparent that the loss of the ship was only a matter of a few moments, as she was gradually going down, bow first.

In some of the boats there were very few people, the third boat carrying only about seventeen passengers. This was accounted for by the dazed condition of a great number of the unfortunate people, who awakened suddenly out of their sleep, seemed bewildered and had lost a proper sense of their predicament. Even those in the boats were unable to obtain their bearings, owing to the fog, and many of them rowed around in circles, picking up people here and there who were hanging to doors and other fragments of the vessel which had been thrown over the side when the alarm was sounded. Dr. John Duncan, of Victoria, and Mrs. Ross, wife of Governor of the Yukon, together with Mrs. Ross's daughter and a Mrs. Bell, were observed standing on the hurricane deck apparently dazed by their danger. They were advised by one of the officers to put on life preservers, but almost immediately the vessel went down.

As to what happened when she went down, there seems to be some difference of opinion. Some state that as she took the water her boilers exploded, while others say that one man was running along the passageway when she sank, and says that he was carried to the surface together with the upper works of the vessel, which seemed to be wrenched clear of the boat as she sank.

Many lives were undoubtedly lost by the suction caused by the sudden disappearance of the vessel. The following incident will illustrate this. Dr. Phillips, of Seattle, with his wife and child, was in his stateroom. Mrs. Phillips feeling the shock urged her husband to get up and ascertain what was wrong, feeling sure that there was some trouble. He rushed out, and hurriedly returning told his wife and daughter to dress, and they

Just then the ship lurched and sank, and the wife and child were caught by the suction of the air shaft and carried to the bottom. Phillips was struck above the eye by the air shaft, which prevented him getting into the shaft, thus saving his life, and he was thrown into the water, coming up under a cabin door, to which he climbed with Engineer Brownlee, who rose to the surface at the same time. Two men afterwards got hold of some wreckage and managed to reach shore. Mr. Phillips was worked on for four hours before he was completely resuscitated. Mr. W. G. Preston and wife, of Seattle, were on the boat on their wedding trip. Mrs. Preston showed remarkable bravery, as on passing through the smoking room to reach the upper deck they noticed fully fifteen men in a dazed condition with life preservers on but doing nothing to save themselves. Mrs. Preston advised them to get on deck at once, several of them following her and her husband on deck.

On reaching shore Engineer Brownlee and the first officer called for a volunteer crew to go up to Juneau and solicit aid there. Plenty of volunteers were found and the little company walked up the beach to the Treadwell mine, a distance of twenty-five miles, reaching that point about 8:30 a.m. How the Treadwell steamer Lucy and the Juneau Steamer Flossie

Promptly Responded to their appeal, and were soon on their way for the purpose of picking up those

who might still be clinging to spare rigging and floating parts of the vessel. They headed for the beach, where the survivors had gathered, and reached Juneau again about noon, having on board the bodies of six passengers which had been picked up on the beach, and the survivors. Some of those who were fortunate enough to reach the shore died afterwards from the effects of their long exposure in the icy waters of that sea. One of the crew, whose name was unobtainable, was in such a state of misery that he begged those who were endeavoring to save his life to let him die. He subsequently succumbed to the effects of his terrible experience. Those who were saved were picked up at Juneau, sixty of them by the Queen, which reached port last night, and the balance took passage on the Farallon, which is due to-day, having been left by the Queen at Juneau.

C. C. Ray, of Ottawa, and N. A. Belcourt, M.P. for Ottawa, who were on board, and who came down to Victoria on the Queen, estimate the number on board and the probable loss as follows: Stowaways and helpers (sure of 7). 12 Second class passengers. 12 Crew. 31 Stowaways and helpers (sure of 7). 12 Total. 150

Saved 113, lost 67, with some doubt as to the number of children. This estimate was compiled after consultation with the officers of the ship, and is believed to be accurate, although it does not agree with that of Pursur Bishop, who was saved, and who sent down as an estimate to the manager of the company, 24 passengers and 16 of a crew. The lost includes Capt. Foote, the master, who leaped as the vessel was sinking, on to a raft, but who seemed dazed, and with the expression "There are too many of us--good-bye, boys."

Swam Off and Was Drowned. Of the crew the following are known to be drowned: Geo. Allen, Victoria, 3rd engineer; Horace Smith, 2nd steward; S. J. Pitts, cook; two Chinese cooks; P. Burke, oiler; Burkholder, oiler; Geo. Miles, barber; Hugh Porter, coal passer; M. Jock, saloon waiter; Joe Beard, second pantryman; A. Kendalls, night saloon man; one fireman; one coal passer; and one waiter; Moran, coal passer. Others lost of the passengers were: Mrs. Ross, wife of the Governor of the Yukon, with niece of 15 and child of one year; W. G. Preston and wife, Seattle; Dr. John Duncan, Victoria; Mrs. Phillips and child, Seattle; Mrs. W. S. Smith, Vancouver; J. L. Bethan, Vancouver; J. L. Wilcox and wife, Seattle; J. M. Douglas, of Kelly, Douglas & Co., Vancouver; and W. H. Keating and two sons of Koksilah.

Brought in Nine More and reported several more floating. Mrs. Nickerson, wife of Capt. Nickerson, was also reported drowned, together with Mr. Bell, of Vancouver.

THE ENGINEER'S STORY. Thrilling Escape From the Boiler Room of the Liner. Of all those who were aboard the ill-fated steamer there is doubtless none whose experience is more thrilling than that of Chief Engineer Brownlee. Naturally the disaster was replete with terrible and appalling incidents, and it was possible to save life, there were many cases of extreme heroism which will never be forgotten.

It is an appalling story that is told by the chief engineer, and is hardly paralleled in fiction. In his plain, straightforward account there is undoubtedly an adequate measure of accuracy which affords ample comment on his coolness and promptitude. That he is alive and well is a miracle.

He was with the steamer when she went down. His hand was upon the railing near the flag staff when that vestige of the stately craft was swallowed in the sea. Many went down as he did and never arose again. Others were buffeted in the icy waters for hours, only to expire when drawn to security. The chief engineer was in the water for about an hour, and for a while his position was precarious; in fact death stared him in the face. His story given by him to a Times representative last night follows:

He was sleeping in his cabin adjoining the engine room when suddenly he heard the ship strike with a grinding, crunching sound, and felt her roll and rock. He heard considerable commotion at once, and turned on the light. As he did so the bell which connects his apartment with the engine room in which Third Engineer George Allen was on duty, rang, and the chief knew that he was wanted immediately. He happened to glance at the clock as he turned on the light, and it was exactly 2:16 a.m.

A hurried investigation showed him that water was pouring into the boiler compartment from the fore-hold. A couple of firemen at once rushed up to the necessary contrivance, "the top wheel," and succeeded in closing the water-tight compartment. One of those men is now no more, but that deed alone is sufficient to enroll his name among the list of heroes as well as that of his comrade. Had it not been for their promptitude, the chief says, the steamer would not have remained above water five minutes.

The chief encountered the captain just as he left his room, who inquired if he was taking much water. "I told him," said Mr. Brownlee, "that within a very few minutes she would be under, and the captain proceeded to the deck. With one exception that was the last time I saw him."

By timing, the chief said that he received several telegraph orders of "full speed ahead and full speed astern," but it was absolutely impossible to carry them out. By this time the bow had settled to such an extent that the foremast 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 life rafts launched. This was done very successfully under the direction of Pursur Bishop, 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 waiting his orders. He told them to get out and save themselves as in a few minutes the steamer would sink. The other two grabbed life preservers from their rooms, 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

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 the wreck, which was only about four by four or thereabouts. The case was a desperate one. Three men were depending for their lives on a support which was wholly inadequate, while the

Horror of the Situation was enhanced by the condition of Phillips. Finally he was calmed, and the chief gazed about for some more substantial means of support. Suddenly the fog, which had wrapped all in obscurity, lifted, and Mr. Brownlee discerned a quantity of wreckage not far away. He made for it and succeeded in securing enough for a make shift raft. By this time his legs were so numb with cold that he could not move them, and he was compelled to rub and pat them persistently to restore circulation. He first hauled Dr. Phillips aboard, and after much exertion succeeded 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--another victim of the dreadful fatality.

More wreckage was secured, and the dimensions of the raft increased. Those two men realized that unless they reached shore or were picked up speedily it would be all over with them. They commenced paddling in what they took to be the direction of the shore. It was a hard task, and by the ever present reminder of the great ocean tragedy in which they were participating, by the body of the unfortunate oiler.

Finally, after being in the water from three-quarters of an hour to an hour, they were hailed by Pursur 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, rescuing some benighted person.

Clinging Desperately to pillars of wreckage. The boat was soon filled with the living and the dead, and the boat returned to the shore. Here efforts were made to resuscitate those overcome by exposure, some successful and others futile. Mr. Brownlee, the mate and several others got into a boat and started to pull for the Treadwell wharf, two or three miles away. The current was too strong for the weak, encrusted men, and the chief engineer landed and walked to the mine. He immediately told his story to the manager, who at once despatched two small steamers to the scene.

By the time he had returned, the chief said, the little steamer Flossie was already loaded with dead, and with this gruesome load was about to start for Juneau. He boarded the steamer and landed at the Alaskan town. He first intended taking passage on the Farallon, but he saw the Queen approaching the place, waited for her and got aboard. Just before he left Juneau eight more bodies were brought in. The place where the Islander struck the iceberg was about a mile from the south end of Douglas Island.

The chief had no time to take much note of the state of affairs on the decks. He was busy in the engine-room until his own life was almost imperilled. This was not Mr. Brownlee's first experience in marine disasters by any means. He was in the stocks of the Sardinian, about twelve years ago, and the Stiklav Chief. But these and others pale before the dreadful affair off Douglas Island on Thursday morning.

isberg at 2 a. m. on Thursday morning, off Douglas Island, and sunk, followed by the blowing up of her boilers, and the exact number of killed, drowned, wounded, and amount of gold dust lost by her heavy list of returning Klondikers cannot be estimated at this writing. "The word reached Treadwell at 8:30 a. m. by a party of passengers headed by the chief engineer, who walked up the beach, a distance of 25 miles, to appeal to the city for help.

"The Flossie arrived in from the scene of the wreck at 12 o'clock with six dead bodies. "The description of the disaster by the survivors is heartrending, and those who live to tell the story are each and everyone a hero and worthy of being called men and women.

"Capt. Foote walked the bridge until the ship sunk, and went down with his vessel, a marine hero, who performed every duty which a captain could be called upon to do. "The Islander struck an iceberg, and to severe was the shock that every door was jammed fast in the state rooms, and the ill-fated passengers, numbering 107, and crew of 71, were forced to break through the windows to reach the deck. Steward Simpson lost 10 in his department, and his description of the wreck is very clearly given.

"He was awakened by the shock, and could not get out of his stateroom until he Broke Through the Window. He reached the bridge, where Pilot La Blanc was on watch, and with the mate, ordered out the lifeboat, as she was taking water fast, and the chief engineer reported the pumps unable to take care of the water. He also went below, and with an axe broke down the lower stateroom doors, and stayed with his work until the water forced him to the upper deck. By this time the ship's boats were loaded and had got away; and while the officers were getting out the last lifeboat Capt. Foote called to all hands to clear the ship as she was about to go down. This was the captain's last order, as at that moment the ship sunk, and the captain, leaping clear of the wreck, was picked up by a lifeboat. "The night was very misty and all hands were forced to shift for themselves.

The Pilot's Statement. "Pilot LaBlanc who had charge of the steamer at the time she struck, says: "The night was fine, and as we always expect to meet ice a sharp lookout was kept. About 2:15 a.m. the crash came. The boat was under full steam and no ice was in sight, and there was no fog. The fatal breeze was no doubt even with the water. After she struck I stopped the engine, when Capt. Foote appeared with the night watchman, who reported the ship leaking forward. I told Capt. Foote that she was better head for the beach, but the ship was taking water so fast she would not answer her helm. Then I called the mate and ordered the boats out. This was done and they were loaded with passengers; many passengers jumped overboard with life preservers on. I jumped overboard and was in the water for two hours and a quarter before securing a piece of wreckage."

It is reported that three packages of dust were in the ship's safe, valued at \$10,000. The purser opened the safe and returned all the packages before she sunk.

A Passenger's Story. "F. G. Hinde-Bowker, late manager of the British American Corporation, who was a passenger, says: "My first information of an accident was the rushing of passengers on the deck, which woke me up. I was in a cabin with Mr. Maghien. I got up, went out of the cabin and saw the steamer sinking at the bow. I woke my partner up and we dressed. By this time she was still lower in the water. The mate got out of the cabin, and the water was abreast of the smoking room floor. I went on the upper deck, followed by my partner. I saw the boats were gone. I went to a fall hanging davit. By this time only the stern was out of water. I saw a raft in the water with eight or ten people on it. I did not see the mate on the raft, and as soon as I got on the raft the water was abreast of the stern of the steamer sunk and sucked the raft and people down. We were some time under water, but I held on, and when I



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**THE WRECK.**  
Victoria once more bows her head beneath the weight of a terrible blow. Another of the awful tragedies which seem to be inseparable from the history of communities which send their children out to do business upon the waters has brought sorrow and mourning into many homes. The people in our streets today by their demeanor prove that their hearts go out in sympathy to those who have been so suddenly, so unexpectedly and so terribly bereaved. The fate which overtook the Islander and so large a number of her passengers and crew is a reminder such as seems to be necessary from time to time to captains and navigators of the tremendous responsibilities which they carry upon their shoulders. The paths in our northern waters are intricate and the dangers which beset vessels in fog from icebergs and through tortuous passages are innumerable. These, taken in conjunction with the temptation to make fast time are the enemies which are liable to bring disaster upon the finest ships.  
Naturally there is a disposition in the present time of bitter grief to blame some one for the mishap to the Islander. Various circumstances have been pointed out as coming within the sphere of duty of a newspaper to deal with, such as the fog which obscured the land and the rate at which the ship was going at the time of the accident, but an inquiry will be held and all these things will be attended to in due time and by the proper authorities. It also seems to be a fact that if the Islander had been headed for shore immediately she might have been beached before the sinking of her forward part had lifted her propellers out of the water and rendered them useless. If that had been done there would have been no loss of life through the suction of the sinking vessel dragging helpless people down, all who were in their cabins would have had an opportunity to escape, the exposure would have been greatly lessened and the loss might have been comparatively insignificant. But it is an easy matter when the mind is cool and the body is in no danger to discuss these things and point out what should have been done. The captain had not time to make an examination, and naturally the first thought that occurred to him was to save his ship. It is at least some satisfaction, in the hour of grief and sorrow to know that the officers and crew did all in their power when the gravity of the situation was revealed to them to secure the safety of their passengers.  
There are some exceptional fea-

tures connected with this latest tragedy of our marine history. Many homes have been darkened and in some cases under exceptionally trying circumstances. That all the sufferers have the deepest sympathy of the community it is scarcely necessary to say.  
The various railway labor brotherhoods represented at the conference with the manager of the C. P. R. have clearly expressed their want of confidence in M. Wilson, the president of the trackmen's association, who is directing the operations of the strikers. More proof that Canadian labor men should retain complete control of their own affairs.  
The publishers of Henderson's directory point out that their figures show there are at least four thousand people living in the suburbs of Victoria who are not included in the Dominion census enumeration. This is exclusive of the forces at Esquimalt and Work Point of course.  
The total export trade of the United States increased last year by \$63,000,000 in round figures, but the exports to Great Britain alone increased by \$97,000,000. That is the country, too, that must be put out of business and every evidence of whose declining trade is receiver with manifestations of rejoicing.  
**DRIVING THE BOERS FROM CAPE COLONY**  
**THEY ARE BEING FORCED ACROSS ORANGE RIVER**  
French's Good Work—Rumored Negotiations Between Kitchener and Botha Unconfirmed.  
(Associated Press.)  
New York, Aug. 19.—In a dispatch to the Tribune, dated London, 11 a.m., Mr. Isaac N. Ford says:  
"The effect of Lord Kitchener's, or rather Mr. Chamberlain's, proclamation is directly noticeable in South Africa. There are rumors of a renewal of negotiations between Gen. Botha and Gen. Kitchener, but these are probably fictitious, like the vagaries respecting Mr. Kruger's letters of marque to privateers. The numbers of voluntary recruits has not increased, but it is premature to look for a result of this kind when the proclamation allows several weeks in which the Boers can reconcile themselves to the idea of submission. Practical military men have little confidence in the efficacy of proclamations as a peace-making agency, but admit that it will be useful to have a convenient date for another manifesto withholding belligerent rights and changing the character of the military operations.  
"There has been no material change in the situation during the last week. The Orange River Colony is more peaceful than any other section, but this is because the country has been thoroughly cleared and the combatants have been driven north and south for ammunition and food. Four Boer commanders have been lost recently in the Transvaal, and the burghers seem thoroughly dispirited.  
"Gen. French has the most arduous work among the Cape rebels, but is gaining ground and receding in the area of hostile operations. He is driving Kitchener's and other commandos toward and across the Orange River into districts which have been emptied of population and stock. There is little ground for a larger reserve of optimism, but it is not displayed in the meagre reference to the King's speech to the progress of British arms in South Africa."  
**ONLY EIGHTEEN YEARS OLD.**  
And Eight Years Tortured With Asthma, Kept in an Airtight Room for Months, Was Cured With Clarke's Kola Compound.  
Mr. I. O. Lemieux, C. P. R. engineer, Winnipeg, Man., writes: "My son, who is just eighteen years of age, has been a terrible sufferer from asthma. Hundreds of dollars I spent on doctors and remedies during these years only brought temporary relief. For months he was kept in an airtight room. About the first of September, 1898, we purchased some Clarke's Kola Compound. He took in all seven bottles, and has since been completely cured. It has certainly been a blessing to him." Sold by all druggists. Enclose six cents in stamps for free sample, to the Griffiths and Macpherson Co., Limited, 121 Church street, Toronto.  
**ROYAL LETTER BAGS.**  
A Berlin newspaper has recently published some curious details respecting the letter bags of the principal European sovereigns. It is the Pope who breaks the record, as he receives every day from 25,000 to 25,000 letters and newspapers. King Edward VII. comes next with 3,000 newspapers and 1,000 letters. The Czar and the German Emperor receive each from 900 to 700 letters, appeals, etc.; the King of Italy, 500. Queen Wilhelmina, from 100 to 150. The Pope, says the same authority, employs no fewer than 35 secretaries. The Emperor William writes a great deal himself, and since Queen Victoria's death he has used black-bordered paper. In ordinary times he uses large sheets of light-blue or dark-grey paper.  
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Chairmen of Railway Brotherhoods Expected to Deal Directly With Strikers.  
(Associated Press.)  
Montreal, Aug. 19.—The C. P. R. trackmen's strike has received its death-blow.  
"Since the men were ordered on strike their committee in Montreal have been issuing circulars, all of them hinting that help was coming from the other organizations on the road. Two weeks ago the five brotherhoods on the road suggested that general chairmen proceed to Montreal and endeavor to effect a settlement of the strike.  
"Their services as a board of conciliation were accepted by the railway company and also by the committee of trackmen. After hearing both sides of the case, the board of conciliation obtained an agreement with the company, which they recommended the Trackmen's committee to accept as being fair and reasonable. The Trackmen's committee have refused to accept and the conciliation committee have issued a report in which they recommended as necessary to a settlement of the strike that President Wilson, of the Trackmen's committee, leave Montreal and not interfere with the Trackmen's committee further.  
"Charges are made that President Wilson is running things with a high hand for his own glorification, that several members of the committee were not allowed to have a voice in the rejection of the recommendation of the five brotherhoods, and that one of them, McTaggart, of British Columbia, representing the bridgemen, who was disposed to accept the terms, has been dismissed by President Wilson and another and more pliable man has been summoned in his place.  
"Among the local trackmen here the feeling is strong that a serious blunder has been made in rejecting the advice of the friendly brotherhoods, who undoubtedly would do anything in their power to help the trackmen, and those who know express the opinion that the five chairmen are not by any means likely to allow themselves to be tripped down and spanked in the large-handed manner Mr. Wilson has attempted.  
"The probability is they will deal directly and individually with the trackmen, advising them to return to work. It is well known to them that most of the trackmen are only too anxious to do so if they could get anything like an excuse. The board of conciliation consists of the general chairmen of the locomotive engineers, conductors, firemen, trainmen and telegraphers, all tried men in negotiating agreements, and it is evident from their report that they were able to at once place their fingers on the difficulty not being so easily hoodwinked as the committee of the trackmen, who are on their first venture.

**REMEMBER!**  
That All Our  
**Groceries and Provisions**  
Are Sold At  
**CASH PRICES.**  
**Deville Sons & Co.,**  
Hillside Ave., Victoria.

**GOOD MEDICINE FOR CHILDREN.**  
"Through the months of June and July our baby was teething and took a running off of the bowels and sickness of the stomach," says O. P. M. Holliday, of Deming, Ind. "His bowels would move from five to eight times a day. I had a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the house and gave him four drops in a teaspoonful of water and he got better at once." Sold by Henderson Bros. Wholesale Agents.  
**LUCK.**  
"Turner-Ricketts, is always complaining about his bad luck.  
"Sprinzer—That's better than to be always growling about other people's good luck.  
"PICKING THE NOSE is a common symptom of worms. Mothers who suspect their child is troubled with worms should administer Dr. Low's Worm Syrup. It is pleasant, safe and effectual.

**FACTS**  
About the  
**Fit-Reform**  
Worth Remembering  
**Fit-Reform Warbrobe,**  
73 Government Street, Victoria

**A SANITARY LEATHER**  
Close the sewers of a city, and a plague sets in.  
Seal the pores of a spot on your hand, and blood poisoning ensues.  
Perspiration must escape from the body, or kill it.  
The feet, and the armpits, are the chief outlets of this sewerage of the system—perspiration.  
And the nearer footwear approaches the porous nature of textile clothing, the less will it interfere with Nature's work.  
Patent and Enamel leathers are absolutely air tight—being painted.  
Chrome, and other mineral tannages, are mere putting up of the natural pores.  
Such leathers would make good boats, but are dangerous foot coverings.  
Natural leather is full of tiny air holes, through which perspiration can escape.  
"Normal Calfskin" tanned by Heyl, of Germany, is the only natural leather of today, and it can be proven porous as cloth—sanitary as linen.  
It is light in weight, because its pores are not filled with doubtful oils, nor with heavy minerals. It is cool in summer, because it carries off perspiration, and contains no heating chemicals.  
It is clean, because there is nothing in it but sheer fibre, and it will shine with almost the brilliance of a Patent Calfskin.  
It is the only leather in which porosity is absolutely proven, by the infallible test of gas filtration, as shown in Slater Shoe stores.  
To be had in Canada, solely in that fixed—priced, and Goodyear Welted, certainty—  
**"The Slater Shoe"**  
**J. FULLERTON AND J. H. BAKER,**  
SOLE LOCAL AGENTS.

**Society for Prevention of Cruelty to Animals**  
VICTORIA BRANCH.  
**THE ANNUAL MEETING**  
Will be held in the City Hall on Wednesday, the 28th inst., at 8 p. m., His Worship the Mayor presiding. The public are cordially invited.  
P. E. KITTO,  
Honorary Secretary.  
**VICTORIA UNDERTAKING PARLORS**  
  
90 JOHNSON STREET.  
F. BROOKS.....MANAGER.  
Telephone: Office, 385; Residence, 740.

**The California Fortune Oil Co.**  
Hon. Alfred J. Fritz, Pres.  
F. Denicke, Secretary.  
605 Parrott Bldg., San Francisco, Cal.  
Has passed the experimental period and to-day offers the best opportunity for investment in the California Oil fields. Its properties are PROVEN LANDS, 300 acres in the Coalinga District, 80 acres in the McKittrick District, 80 acres in the Sunset District. Wells Nos. 1 and 2 have been drilled in Section 34, Township 12, Range 12, IN THE HEART OF THE FAMOUS SUNSET DISTRICT, the oil being abundant in quantity and high-grade in quality.  
**The Product of Wells Nos. 1 and 2 is now on the market.**  
**This Company Will Drill One Well Every 60 Days.**  
In order to carry forward these developments, stock will continue to be sold at 50c PER SHARE for a short time. The price will be advanced at any time without notice.  
REMEMBER that the California Fortune Oil Co. is incorporated under the laws of Arizona, thereby making the STOCK ABSOLUTELY NON-ASSESSABLE.  
Send at once for prospectus and map.  
**A. R. Thomas**  
BROKER  
Molsons Bank Bldg., Seymour St., Vancouver, B. C.  
**Advertise in the Times.**





### Watchful Care

Is indispensable in the compounding of the prescription on which depends the recovery of the invalid. We assert that...

**Cyrus H. Bowes,**  
CHEMIST,  
18 Government Street, Near Yates Street.  
OPEN ALL NIGHT.

### WEATHER BULLETIN.

Daily Report Furnished by the Victoria Meteorological Department.  
Victoria, Aug. 19.-5 a.m.—The barometer is rising on the Vancouver Island coast, but a depression of considerable depth was last night central over the Rocky mountains, and covering also sections of this province and Alberta. Rain fell yesterday in central Oregon. Fair weather was general from the Pacific to the Lakes, with moderate temperatures in the Northwest and high temperatures in the Pacific states between the ranges, but much cooler on the Coast.  
Forecasts.  
For 36 hours ending 5 p.m. Tuesday.  
Victoria and vicinity—Moderate or fresh southerly winds, partly cloudy, not much change in temperature.  
Lower Mainland—Light or moderate winds, generally fair and moderately warm.  
Reports.  
Victoria—Barometer, 30.00; temperature, 50; minimum, 50; wind, calm; weather, clear, smoke.  
New Westminster—Barometer, 30.04; temperature, 48; minimum, 46; wind, calm; weather, clear, fog.

### CITY NEWS IN BRIEF.

Try new White Label Blue Ribbon Tea. —SMOKE "CAPITAL" CIGARS, MADE IN TWO SIZES.  
Tacoma Carnival. Only \$3.00 to Tacoma and return by the popular steamer Rosalie. E. E. Blackwood, Agent.  
A meeting of the sports and races committee of the approaching agricultural exhibition will be held at the city hall this evening.  
Last Saturday evening a concert was given at Oak Bay by the Fifth Regiment. There was a large attendance and the programme was thoroughly enjoyed.  
All the principal hotels and saloons in British Columbia are now using Kola Wine. Try it once and you will always take it. Absolutely non-intoxicating. The genuine has bunch of celery on green background on label.

The Natural History Society will meet in regular session in the society's room at the parliament buildings this evening, when a paper will be read by Rev. Canon Beaulieu on "Hibernian and Specific Variation."  
Pan-American exposition, Buffalo, N. Y., May to November. Ask Chicago, Milwaukee & St. Paul railway about reduced rates. R. M. Boyd, commercial agent, Seattle, Wash. G. J. Eddy, general agent, Portland, Ore.

At the Jubilee hospital on Friday afternoon a general meeting of the members of the Women's Auxiliary, Daughters of Pity, and of other friends assisting in the preparations for the garden fête on Thursday, August 29th, will be held.

The Hinton Electric Company are installing a lighting plant in St. Allen Hotel, Harrison Hotel, St. Nicholas Hotel, and a number of other buildings. The plant will have a capacity for 500 lights, including the engine and dynamo directly coupled. The work will be completed shortly, and will effect a great improvement in the place.

This morning in the police court a Sunday drunk was fined \$5, or in default ten days. The case of the boy Dan Mills, charged with assaulting a Chinaman with a stone, was remanded until tomorrow, the lad's counsel not putting in an appearance. Sen. a Chinese laundryman, was fined \$5 and \$2.50 costs for an infraction of the wash house law in spouting water from his mouth while ironing. He paid his fine.

John Piercy has thoughtfully presented the Times with half a dozen large ripe peaches, grown in the garden at his summer residence, The Garden at his Sanich road, near Elk Lake. The fruit was large and sound and perfect in every respect, and of a delicious flavor. Mr. Piercy, who combines farming on a moderate scale with his extensive wholesale business, should feel encouraged to go into peach culture largely.

The manager of the Seamen's Institute acknowledges with thanks the receipt of reading matter during the month of July from the following: Mrs. H. D. Helpeken, Mrs. Geo. Gillespie, Mrs. F. S. B. Bernard, Mrs. Glennie (Esquimaux), Mrs. R. Maynard, Mrs. McMeekin, Miss Louise C. Smith, Miss F. Archibald, the Lord Bishop of Columbia, Mr. Mortimer Lamb, Mr. F. L. Malpas, Mr. H. Barnard, Mr. S. Greenwood, Mr. A. H. Riddiman, the Times and Colonist daily papers, and one anonymous donor; Mrs. Barnard, Mrs. Pemberton and the Misses Glenard and Pitts, flowers. The following contributions to the Seamen's Institute and Mission Fund during the month of July are also gratefully acknowledged: His Honor the Lieutenant-Governor, \$10; a sailor, 15 cents.

### GIVE YOUR WIFE

A delightful surprise by taking her home a box of Perrin's Newport Chocolates. They are fresh and delicious. Put up in 5c. and 10c. boxes. Sold only by F. W. FAWCETT, 40 Government St., Victoria.

The manager of the Seamen's Institute acknowledges with thanks the receipt of reading matter during the month of July from the following: Mrs. H. D. Helpeken, Mrs. Geo. Gillespie, Mrs. F. S. B. Bernard, Mrs. Glennie (Esquimaux), Mrs. R. Maynard, Mrs. McMeekin, Miss Louise C. Smith, Miss F. Archibald, the Lord Bishop of Columbia, Mr. Mortimer Lamb, Mr. F. L. Malpas, Mr. H. Barnard, Mr. S. Greenwood, Mr. A. H. Riddiman, the Times and Colonist daily papers, and one anonymous donor; Mrs. Barnard, Mrs. Pemberton and the Misses Glenard and Pitts, flowers. The following contributions to the Seamen's Institute and Mission Fund during the month of July are also gratefully acknowledged: His Honor the Lieutenant-Governor, \$10; a sailor, 15 cents.

The collier K'nadren, which took a cargo of coal to Dutch Harbor, arrived this morning from that port after a pleasant voyage. She will repeat the trip.  
The favorite route from this city to Nanaimo is now by the Victoria & Sidney railway and steamer Inouquin. Train leaves every Monday and Thursday at 7 a.m. Single fare \$1.50. Return, good for ten days, \$2.50.  
The Central and Willard W. C. T. U. will hold a parlor meeting on Tuesday afternoon at Mrs. Goodacre's, Pandora street. All members are requested to attend, as there is special work before the convention. Friends are invited.

The public schools of this city reopened this morning with a very favorable attendance. The extra week holidays exercised a beneficial effect in this respect, and there now remains no reasonable excuse why the children should not rush to school en masse.  
It is altogether probable that a successor to Dr. R. E. Fraser as municipal health officer will be appointed at the meeting of the city council this evening. There are, it is understood, four applicants. While it is impossible to give their names to a certainty, among those who have been mentioned in connection with the position are Drs. Robinson, Hart, Holden and Carter.

The annual choir picnic of First Presbyterian church was held on Saturday afternoon, as previously announced, at Kanaka ranch, and was a great success. A large number of friends and members were present, and the afternoon was enlivened with games and bathing. The baseball match was productive of much merriment, 10 men went down to the sinosities of Pitcher Howell's curves. The players were so impressed with their record that the sports and photographer were enlisted, and photographs will be on sale in a few days. After a sumptuous repast, provided by the ladies, an impromptu concert was held around the bonfire. The merry party took the 3:30 car to the city, well pleased with the day's outing.

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### SHIPPING

Per steamer Charming from Vancouver—Sunday—Capt. Collette, J. Buntzen, W. G. Helbrun, Mrs. Allingham, Mr. Craigmiles, H. S. Gardner, A. Smoothing, P. Skell, S. W. Stephens, Ker Tiro, H. A. Webber, W. J. Elliot, Miss Jerome, W. Deform, Mr. Rowley, H. H. Rowley, Mrs. Henderson, Miss Poindie, Miss Hagne, Mrs. Dougall, Capt. Walker, J. Winbray, Miss Dickinson, P. Dickinson, W. J. Jeffrey, G. Jones, W. P. Blakey, Miss Blackwell, P. G. Moody, Miss Adhison, Miss H. Wilson, Mrs. C. Collins, J. Noescomb, Mr. McLeod, Mrs. Sharp, Miss Carwell, Mrs. C. Shaw, Mrs. Torrey, Miss Tower, Miss Palmer, Mrs. C. A. Vany, Mrs. Vany, M. O'Keefe, A. E. Stevens, Miss Smith, J. H. Nelson, P. W. Smith, G. G. Bigger, Mrs. E. J. Carter, J. C. Carrell, Mrs. McDermott, Mrs. Taylor, Mrs. M. Greger, W. A. Springer, J. O'Brien, P. G. Moody, Mrs. Moody, T. M. Radcliffe, J. M. Fabyer, R. C. Davis, A. French, B. A. Morris, O. Copin, Mrs. Copin, R. C. Newcomb, R. J. Hattelman, Mrs. Binshon, Mrs. Jeffrey, L. J. Pettinor, A. Caralchast, C. L. Landis, C. A. Rex, Harry Rex, Mrs. C. A. Rex, Mrs. Talbot, Miss Talbot, La Combe, Mrs. McLeod, Mrs. Wright.

Per steamer Rosalie from the Sound—W. E. Carle, C. W. Slotenberg, S. J. Hughes, Mrs. Hughes, Frank Turner, Mrs. McCrory, J. E. Cornett, P. Terry, Mrs. Massone, Miss R. Manasse, F. J. Nixon, F. C. Watts, Miss Watts, Robert Allen and wife, A. W. Neite, Dr. Sumner, R. E. Steiner, B. H. Thompson, O. R. Westcott, J. McArthur, C. McMullan and wife, Miss Ross, Miss Thorne, Miss Reed, Miss Nixon, Mrs. Binshon, Mrs. McInnis, Miss Gould, A. Thorp and wife, Mrs. J. R. Bignard, Miss Beattie, E. Cohen, G. A. McIntosh, S. Perry, R. C. Stein, W. H. Boyd, G. E. Watkins, J. N. Jackson, C. Watson, P. Ward, P. M. Gray, W. McNeil, G. D. Ross, P. Sallie, Geo. Lock, M. Pugh, Miss Davies, Miss Wood, J. W. Land, Miss Land, C. N. Childs, F. Clark, H. E. Cogrove, James Turner, Mrs. Burton, W. L. Chaloner, A. H. Mitchell, Miss Gordon, L. W. Oida, Mrs. Oida, A. Oiso, Mrs. Olson, W. C. Jackson, J. Thra, P. W. Dearborn, Mrs. Dearborn, J. G. Evans, Dr. Odham, Thos. Doney, J. Parker, J. Gardner, A. T. Goward, E. H. Knusel, D. A. Miller, Miss Levy, Miss Parmenter, R. L. Purdin, Miss Purdin, B. S. Case, W. W. Hoagland, Miss Frye, Miss Potelusch, A. Lyon, Miss Lyon, P. N. McCandless, F. J. Belmont, H. Bentley, F. C. Stevens, E. McElla, F. S. Spottawood, R. B. Powell, J. H. Brodie, D. Hennech, J. C. Melis.

Per steamer Rosalie from the Sound—Shawwalgan Lake Lbr Co, Albion Iron Wks, Order T. J. Lipton, Nty W. A. Jameson, Hickman Tye Hdw Co, Vale & Brooks, J. H. Ford & Son, Victoria Phoenix Brew Co, B. C. Cycle & Supply Co, W. H. Remington & Co, S. Leiser & Co, Vie Mach Dept, Patterson Shoe Co, Davies Prescription Pharmacy, H. B. Co, Lens & Leiser, Saunders Groe Co, Western Printing Co, H. J. Brady, Erskine, W. & Co, I. H. Ross & Co, W. & J. Wilson, D. Spencer, Order Geo Percival & Co, Brackman & Ker M Co, R. P. Rithet & Co, C. H. Wallis, Hinton Elec Co, J. Coughlan.

A certain bishop, as he was going about his diocese, asked the porter of a lunatic asylum how a chaplain whom he (the bishop) had lately appointed was getting on.  
"Oh, my lord," said the man, "his preaching is most successful. The idiots henjays it particler."

Per steamer Rosalie from the Sound—Shawwalgan Lake Lbr Co, Albion Iron Wks, Order T. J. Lipton, Nty W. A. Jameson, Hickman Tye Hdw Co, Vale & Brooks, J. H. Ford & Son, Victoria Phoenix Brew Co, B. C. Cycle & Supply Co, W. H. Remington & Co, S. Leiser & Co, Vie Mach Dept, Patterson Shoe Co, Davies Prescription Pharmacy, H. B. Co, Lens & Leiser, Saunders Groe Co, Western Printing Co, H. J. Brady, Erskine, W. & Co, I. H. Ross & Co, W. & J. Wilson, D. Spencer, Order Geo Percival & Co, Brackman & Ker M Co, R. P. Rithet & Co, C. H. Wallis, Hinton Elec Co, J. Coughlan.

### Leave Your Orders With Us

SMALL FRUITS FOR PRESERVING  
Red and Black Currants, Raspberries, Apricots, Peaches, Plums, etc. The best of each, as you require them. We can fill your orders from the finest qualities to preserving—Pint, Quart and Half-Gallon Bottles, Jelly Glasses, 4 to 16 Quart Enamelled Kettles, Iron and Wooden Spoons, etc.  
**JOHNS BROS.**  
255 Douglas Street.

### WE WANT

To fill your prescriptions. Our dispensing department is complete, our drugs pure and fresh.  
**HALL & CO.,**  
DISPENSING CHEMISTS,  
Clarence Block, Cor. Yates and Douglas Sts.

### NOTED LITERATEUR.

Dr. William H. Drummond Will Deliver Lecture Here on September 5th.  
Dr. William H. Drummond, who is to appear at the opera house on September 5th, has been most enthusiastically received wherever he has appeared. Of his last visit to St. John, the Sun says:  
"Dr. Drummond is a true poet and a discerning philosopher. It is seen by the ordinary reader of his poems, it is still more evident in his own rendering. The touch of nature is so strong, the feeling of emotion is so simple natural, the humor of common life mingled with its pathos, are interpreted by the author's voice better than by his pen. Even the habitant's expletives, which on some lips might appear coarse, under Dr. Drummond's sympathetic treatment have a touch of refinement which leaves the impression of a gentle and reverent emphasis. Nothing but good can be said of his selections or his renderings."

### Personal.

Mrs. W. F. Burton, Miss Goward, A. T. Goward, R. E. Powell and E. H. Bussell returned on the Rosalie this morning from the Tacoma tennis tournament.  
W. Colvin Jackson, of Portland, Ore., arrived on the Rosalie this morning on a visit to his mother, Mrs. E. H. Jackson.  
W. L. Chaloner and A. M. Mitchell arrived on the Rosalie this morning from a short trip to Seattle.

### PASSENGERS.

Per steamer Charming from Vancouver—Sunday—Capt. Collette, J. Buntzen, W. G. Helbrun, Mrs. Allingham, Mr. Craigmiles, H. S. Gardner, A. Smoothing, P. Skell, S. W. Stephens, Ker Tiro, H. A. Webber, W. J. Elliot, Miss Jerome, W. Deform, Mr. Rowley, H. H. Rowley, Mrs. Henderson, Miss Poindie, Miss Hagne, Mrs. Dougall, Capt. Walker, J. Winbray, Miss Dickinson, P. Dickinson, W. J. Jeffrey, G. Jones, W. P. Blakey, Miss Blackwell, P. G. Moody, Miss Adhison, Miss H. Wilson, Mrs. C. Collins, J. Noescomb, Mr. McLeod, Mrs. Sharp, Miss Carwell, Mrs. C. Shaw, Mrs. Torrey, Miss Tower, Miss Palmer, Mrs. C. A. Vany, Mrs. Vany, M. O'Keefe, A. E. Stevens, Miss Smith, J. H. Nelson, P. W. Smith, G. G. Bigger, Mrs. E. J. Carter, J. C. Carrell, Mrs. McDermott, Mrs. Taylor, Mrs. M. Greger, W. A. Springer, J. O'Brien, P. G. Moody, Mrs. Moody, T. M. Radcliffe, J. M. Fabyer, R. C. Davis, A. French, B. A. Morris, O. Copin, Mrs. Copin, R. C. Newcomb, R. J. Hattelman, Mrs. Binshon, Mrs. Jeffrey, L. J. Pettinor, A. Caralchast, C. L. Landis, C. A. Rex, Harry Rex, Mrs. C. A. Rex, Mrs. Talbot, Miss Talbot, La Combe, Mrs. McLeod, Mrs. Wright.

Per steamer Rosalie from the Sound—W. E. Carle, C. W. Slotenberg, S. J. Hughes, Mrs. Hughes, Frank Turner, Mrs. McCrory, J. E. Cornett, P. Terry, Mrs. Massone, Miss R. Manasse, F. J. Nixon, F. C. Watts, Miss Watts, Robert Allen and wife, A. W. Neite, Dr. Sumner, R. E. Steiner, B. H. Thompson, O. R. Westcott, J. McArthur, C. McMullan and wife, Miss Ross, Miss Thorne, Miss Reed, Miss Nixon, Mrs. Binshon, Mrs. McInnis, Miss Gould, A. Thorp and wife, Mrs. J. R. Bignard, Miss Beattie, E. Cohen, G. A. McIntosh, S. Perry, R. C. Stein, W. H. Boyd, G. E. Watkins, J. N. Jackson, C. Watson, P. Ward, P. M. Gray, W. McNeil, G. D. Ross, P. Sallie, Geo. Lock, M. Pugh, Miss Davies, Miss Wood, J. W. Land, Miss Land, C. N. Childs, F. Clark, H. E. Cogrove, James Turner, Mrs. Burton, W. L. Chaloner, A. H. Mitchell, Miss Gordon, L. W. Oida, Mrs. Oida, A. Oiso, Mrs. Olson, W. C. Jackson, J. Thra, P. W. Dearborn, Mrs. Dearborn, J. G. Evans, Dr. Odham, Thos. Doney, J. Parker, J. Gardner, A. T. Goward, E. H. Knusel, D. A. Miller, Miss Levy, Miss Parmenter, R. L. Purdin, Miss Purdin, B. S. Case, W. W. Hoagland, Miss Frye, Miss Potelusch, A. Lyon, Miss Lyon, P. N. McCandless, F. J. Belmont, H. Bentley, F. C. Stevens, E. McElla, F. S. Spottawood, R. B. Powell, J. H. Brodie, D. Hennech, J. C. Melis.

Per steamer Rosalie from the Sound—Shawwalgan Lake Lbr Co, Albion Iron Wks, Order T. J. Lipton, Nty W. A. Jameson, Hickman Tye Hdw Co, Vale & Brooks, J. H. Ford & Son, Victoria Phoenix Brew Co, B. C. Cycle & Supply Co, W. H. Remington & Co, S. Leiser & Co, Vie Mach Dept, Patterson Shoe Co, Davies Prescription Pharmacy, H. B. Co, Lens & Leiser, Saunders Groe Co, Western Printing Co, H. J. Brady, Erskine, W. & Co, I. H. Ross & Co, W. & J. Wilson, D. Spencer, Order Geo Percival & Co, Brackman & Ker M Co, R. P. Rithet & Co, C. H. Wallis, Hinton Elec Co, J. Coughlan.

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## Islander Disaster

Our sympathy is extended to all sufferers from this unfortunate affair.  
Congratulations to all survivors who have escaped from a watery grave.  
**ERSKINE, WALL & CO.**

FIGHTING THE NILE SUDD.  
There are difficulties and dangers in tearing a passage through the dense masses of floating vegetation which periodically obstruct the Nile, making navigation impossible. A free waterway has now been opened up the Nile as far as Uganda. In all fourteen blocks of the sudd, as the drifting marshes are called, have been removed. The total length of the river cleared being 83 miles. The actual work was done by some 750 Soudanese prisoners under the direct orders of two young officers of the British Royal Navy. The following is an extract from a journal kept by one of them:  
"Now, as to how we do it. On arriving at a block we tie up the steamer and set everything on fire, then cut down all the dead papyrus, which is on the sudd, until it soon looks like a very rough field. Then this field is dug into small sections, four or five yards square; the trenches are dug to about two feet under water, the sudd itself being one, two, or three feet above water, and from six to ten underneath. Next we put pieces of wood around our section (cut up telegraph poles), fix a vire hawser round the section, shove well down in the trenches and behind the posts, and bring the two ends on the steamer. The steamer then, backed astern, and eventually pulls out the section, which floats away down stream. The wire is got on board again, the poles are recovered, and the steamer proceeds for another section. The force and jerk which the steamer brings on the wire severs the roots of the section underneath from the others—or at least sometimes does! That's the idea."

CAREER AND CHARACTER OF ABRAHAM LINCOLN.  
An address by Joseph Choate, Ambassador to Great Britain, on the career and character of Abraham Lincoln—his early life—his early struggles with the world—his character as developed in the later years of his life and his administration, which placed his name so high on the world's roll of honor and fame, has been published by the Chicago, Milwaukee & St. Paul Railway, and may be had by sending six (6) cents in postage to F. A. Miller, General Passenger Agent, Chicago, Ill.  
—We have opened up some new lines in our "Manchester Department." These goods are bought at close figures, and purchased the best spot cash for the money you have to spend. Walter Bros. (Give this your attention.)  
AMER AS HORSE-BREEDER.  
It may not be generally known that Abner Rabuan, the Amer of Afghanistan, is a horse-breeder on a large scale. Some years ago he founded a government stud, which now comprises about 2,000 animals. Some are English thoroughbreds and some Arabian, while others are Arabs, Turko-man, and Indian country-bred horses. To look after them the Amer employs an English veterinary surgeon named Clements, who teaches twenty young Afghans his profession, and imparts to them the correct principles of horse-breeding—the Road.

Never buy an article merely because the price is low; the article may be lower still and consequently you will be disappointed. Use your better judgment and purchase the best spot cash for the money you have to spend. Walter Bros.  
GOOD HEALTH IS IMPOSSIBLE without regular action of the bowels. Laxative Pills regulate the bowels, cure constipation, dyspepsia, biliousness and sick headache.

## Wheels

To Rent, Repaired and Stored.  
Best repair shop in the city; all work guaranteed.  
**IDE THE**  
Iver Johnson Bicycle  
B. C. Cycle & Supply Co.  
56 GOVERNMENT ST., VICTORIA, B. C.

## CASTORIA

For Infants and Children.  
The fact is that Castoria is on every tongue.  
**BIRTHS.**  
MURDY—At Nelson, on Aug. 15th, the wife of E. R. Purdy, of a daughter.  
GIBSON—At Ashcroft, on Aug. 9th, the wife of C. H. Gibson, of a son.  
MENTYRE—At Vernon, on Aug. 10th, the wife of D. Mentyre, of a son.

## "Special" Blends of Indian-Ceylon Tea

At 50c., 40c., 35c. per lb are values worth trying, if you like good tea.  
Best Mocha and Java Coffee, 40c. per lb.  
**WATSON & HALL,**  
PHONE 448. 55 YATES ST.

## RALSTON PHYSICAL CULTURE

Mrs. D. R. Harris, certified teacher of the above system, will re-open her school on Monday, September 2nd. For terms, etc., address, 42 Superior street, James Ivey.

## TO-LET

COMFORTABLY FURNISHED HOUSE  
9 rooms and bath, lawn and fruit garden; splendid location; \$35.00 per month.  
**SWINERTON & ODDY.**  
106 GOVERNMENT STREET.

## Boys' School Suit Sale

BOYS' THREE-PIECE SUITS, regular price \$4.00, \$4.50, \$5.00 and \$5.50; to-day and to-morrow \$3.00 each.  
BOYS' BROWNIE SUITS, \$2.00, \$2.50, \$3.00, \$3.50.  
BOYS' CAPS, sailor style, in different colors, regular price 50c and 75c; to-day and to-morrow 25c.  
BOYS' BLOUSES reduced to about one-half.  
BOYS' STRAW HATS, regular 50c; to-day, 25c.  
BOYS' SWEATERS, all wool, all sizes, Friday and Saturday 50c—This line has only been in stock a few days. Remember 50c for a boy's all-wool sweater!  
50 pairs KHAKI KNEE PANTS, regular price 75c; Friday and Saturday 50c.

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30 dozen MEN'S HATS, mostly soft, in black and colors, regular price \$1.50 to \$1.75, Friday and Saturday \$1.00.

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## Shovel-em-out Clearing Sale

Now is your time to take advantage of the TREMENDOUS CUT we are making on  
**Bicycles**  
Columbia, Cleveland, Crescent, Cadet, B. & H. and Day  
All marked down to COST.  
We also have a few second-hand wheels at \$10 each.

## M. W. Waitt & Co.

44 Government Street.  
**COPE'S**  
Limerick Twist  
**HANCOCK**  
154 GOVERNMENT STREET.  
Sole Wholesale and Retail Agents for B. C.

## THE WESTSIDE

VICTORIA'S POPULAR STORE ..... 19TH AUGUST, 1901.

## Only Five Days More OF THE GREAT FIRE SALE

Buy now, when reductions have reached their lowest limit, when every effort of the management is being exercised to have a grand finish to this Great Fire Sale  
**"White Embroidery Sale"**  
At Wholesale Prices and Less  
This is The Westside's Bargain Story for Tomorrow which will interest hundreds of Ladies. All our Embroideries are made on the celebrated handlooms of St. Gall, Switzerland, and we stock only the very best kinds—Here's the price story:  
CAMBRIC EDGINGS, Usual 7½ to 10c. Sale 5c  
SWISS MUSLIN EDGINGS, Usual 10 to 12½c. Sale 7½c  
NAINSOOK EDGINGS, Usual 15 to 20c. Sale 12½c

## SALES CONTINUED

BOYS' CLOTHING SALE. LADIES' SHIRT-WAIST SALE. MEN'S FURNISHING SALE.  
**THE HUTCHESON CO., LD., VICTORIA, B. C.**

## The B. C. Furniture Co.

FURNITURE—Our assortment of Bed-Room Suits, Dining Suites and Parlor Suites have Style, Quality and Value that cannot be excelled anywhere. We can meet all House Furnishing Requirements in the most satisfactory manner. Call and inspect our stock.  
**J. SEHL, MANAGER**

## THE VERDICT

Of competent judges is that Saunders's Groceries are the best in the city. You will say the same thing when you try them. Fresh Stock. First-class Groceries. Right Prices.  
SALMON, 3 lbs for ..... 25c  
PICKLED WALNUTS, BINS ..... 25c  
SLICED HAM, per tin ..... 25c  
SLICED DRIED BEEF, per tin ..... 25c  
CHICKEN SOUP, per tin ..... 25c  
TOMATO CATSUP, per tin ..... 10c  
PURE NATIVE BUTTER, per lb ..... 25c  
A few WASHBOARD, still at ..... 15c each  
Telephone or mail orders receive our careful attention.  
**The Saunders Grocery Co., Ltd.,**  
30 AND 41 JOHNSON STREET.

## Underwear For Men

An undergarment of cool loose fabric is most comfortable for present wearing. One of light Balbriggan will make a most pleasurable addition to your wardrobe. Tan colored Balbriggan, satcen trimmings.  
50c.  
75c.  
**W. G. Cameron,**  
VICTORIA'S CHEAPEST CASH CLOTHIER,  
55 JOHNSON STREET.

## Freight

Liverpool, England, TO Victoria and Vancouver  
THE A-1 ITALIAN SHIP  
**MAGDIARMID**  
SEPTEMBER LOADING  
For rates, etc., apply to  
**Robert Ward & Co., LD.**  
VICTORIA AND VANCOUVER.



LOSS OF STEAMER ISLANDER AND SIXTY-FIVE LIVES

(Continued from page 3.)

came up only two of us were left. We hailed two men who were swimming, got them aboard, also a Chinaman. By this time the steamer had sunk out of sight. Many people hung on at different times, but it was not air tight, and we had much difficulty in keeping afloat. We were turned over once by others climbing on, but generally managed to right ourselves. The scene was heart-rending. The boats were scattered and overcrowded, and people were adrift, begging, pleading and crying for help. We gathered lumber and made our raft float. We were picked up by one of the boats returning from shore. I cannot speak too highly of the officers and crew.

MESSRS. BELCOURT AND RAY. Two Ottawa Gentlemen, Who Were Providentially Saved.

N. A. Belcourt, M.P., and C. C. Ray, Ottawa, were travelling companions on a trip to Dawson and were passengers on the return journey on the Islander. Both gentlemen came to Victoria last night, and left again on the Charmer this morning for Vancouver. Mr. Belcourt related the story of the catastrophe to the Times, as he passed through, as follows:

The collision with the iceberg occurred about fifteen miles from Juneau, about a mile off the southern point of Douglas Island, and at 2:15 a.m. on Thursday morning. 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 serious had happened, and as the boat seemed to be keeping on its way he thought of again retiring to bed, from which he had arisen when the shock was felt. Presently he heard a commotion among the passengers and felt a bumping motion of the steamer. On trying to open his stateroom door he was unable to do so. Mr. Ray tried it and was also unsuccessful. The concussion had evidently

Jammed the Frame work of the cabin, which caught the doors like a vise. Mr. Belcourt and Mr. Ray

Got Out of the Window. The former returned to procure a life preserver, but falling to find one immediately got out again and getting up on the railing of the steamer, instantly jumped to a boat that he saw below. He was about one of the

Last Men to Leave the steamer, and not more than a few minutes elapsed from the time he got out of his cabin first until he made his leap in the dark. Fortunately he alighted on the shoulders of one of the passengers and in the last boat to leave the steamer. The Islander was then sinking at the bow very fast. The boat started for the shore and when it reached the stern of the Islander the propeller was high out of the water and beating up an air at a terrific rate. The unfortunate steamer went down within twenty minutes after striking.

Messrs. Belcourt and Ray were in the small boat an hour and a half before reaching shore, which was, however, not more than a mile away, but owing to the fog could not be made out. The first boats to reach the shore were directed there by the sound of falling water.

As the landing fires were started and the light served as a beacon, to the other boats groping their way through the fog. On landing the rescued the boats returned to the scene of the accident and picked up a number of people. Altogether

Six Bodies were Brought to Shore by morning-five men and a little girl. The male went to Juneau in the life boat and from that place sent the steamer Flossie to bring the rescued to that city. Before leaving Juneau for Victoria Mr. Belcourt saw eight or nine more bodies brought to that place, and it was reported that still others had been recovered, but not brought in. Those rescued came down from Juneau on the steamers Farrallon and Queen.

SOME OF THE DEAD.

A Number of Peculiarly Sad Cases in Connection With the Tragedy. The case of Mrs. Ross is a peculiarly sad one. She left Victoria on the Hatlog a few days ago to join her husband, who has recently been appointed Governor of the Yukon Territory. It is only a few days since she left her parents in this city, and Mrs. John McKay, of Kingston street, with whom she has been visiting for a few months, to take up her residence in the Yukon, and a letter received a few days ago told of her plans for the future. It was for the purpose of carrying out those plans that she was on her way to Victoria, it being her intention to purchase furniture and furnishings for the new home of the Governor, a cut of which appeared in the Times a short time ago. She left five of her children in Dawson, but brought the youngest, an infant of about a year, with her, together with a niece, the daughter of her brother living in Dawson.

Another sad case is that of Engineer Allan. He was married but a short time ago to Miss Dewar, and had just got comfortably settled in his new home. The shock to his bride was a terrible

for the fact that he prized his life above the gold he was bringing out with him. He would doubtless by this time be lying beneath the icy waters near Douglas Island. Mr. Hart was making one of his periodical visits to the outside. He had with him about \$40,000 in gold. When the Islander struck he and seven others, including Capt. Foote, Mr. Douglas, of Vancouver, were seated around a table in the dining room. When the shock was felt he said the captain leaped to his feet and made for the deck. He and the others followed. He managed to get into the third boat and was taken ashore.

The news of the death of George Miles will be received with keen regret throughout this city, where the deceased was widely known and highly esteemed. In the prime of life, genial, generous and possessing a happy combination of the most estimable qualities, none knew him but estimated him for his greatest regret. He was distinctly a Victorian, and intensely loyal to the city in which he has passed his life, and the intelligence of his demise comes as a heart-felt shock. For years he has been employed in Geo. Russell's harbor establishment, and his place will be hard to fill. The bereaved widow and the little children left fatherless will receive the sincerest sympathy of the community.

One of the best known of those who met their doom on the morning of the 15th, was Dr. John Duncan, of Victoria, who was just completing a trip to Dawson, where he had gone as a combined business and pleasure expedition. His brother, Dr. Geo. Duncan, has been in Dawson some time, and the trip was undertaken partly for the purpose of visiting him. The deepest regret will be felt at the untimely cutting off of this well known practitioner at a comparatively early age. Dr. Duncan was not alone prominent in his profession, but he also took a keen interest in agriculture, especially in the breeding of thoroughbred horses. One of his hobbies was the cultivation of his farm in the vicinity of Victoria. At all times a prominent figure in the city his death will create a great gap.

A number of the sub-officers of the ship, such as Oiler Burkholder, have long been residents of the city, where they leave parents and other relations, to whom the news of their death comes with heart-breaking suddenness. Until more complete lists are obtainable, it will not be known into how many homes the Death Angel walked on the morning of the disaster.

INCIDENTS OF THE WRECK.

Some of the Passengers Were Dazed—Miners Loath to Drop Their Gold.

One of the most complete accounts of the disaster is given by a prominent passenger of the steamer Queen, who obtained from many of the survivors the particulars of their individual experiences. As for the wreck itself, it is recognized that no two stories are identical. Each narrative differs from the others, and in some cases there are discrepancies more or less extensive, but they all go to show that rarely has such a calamity occurred in marine history. One of the first things noticed by the passengers was the confusion. In fact so sudden came the stroke of disaster, that the passengers were more dazed than terror-stricken, and by the time their bewilderment gave way to fear, when a realization of the awfulness of their situation dawned upon them, the vessel was almost submerged. The voyage up to this point was of the most enjoyable character. The vessel was making splendid speed, about 15 knots, and when she struck it was as though she had been made the target of a bolt from a clear sky.

According to the survivors Pilot La Blane was on the bridge at the time, the captain being below. Immediately the ship struck he is said to have called the captain. When the latter appeared the pilot advised him to endeavor to beach the ship. The captain was averse to doing this, however, and apparently did not realize the

Precautions Position of His Steamer. In the meantime the chief engineer, who was in bed and came out with the other engineers found that the water was pouring into the boiler room very rapidly.

The boats were ordered out by the first officer, C. Naroutous, who worked like a hero through the entire trying situation. The ship was sinking rapidly and the boats were swung out just in time. Some of the passengers claim that they were not awakened, and that this fact explains why it was that some of the boats only carried a few survivors.

The engineer seeing that it was useless to keep the engines going stopped them. There did not appear to be very much discipline, although it cannot be said that there was any great confusion—there was no time for that. One woman came out in a night apparel with a baby in her arms. Hurriedly she threw the little one to the officers, who placed it safely in the life-boat.

A little party stood huddled on the hurricane deck. They were Dr. Duncan, Mrs. Ross, wife of the governor of the Northwest territory, her daughter and niece. They were like the majority of the others, dazed, not seeming to realize that their doom was imminent, for they apparently made no effort to save themselves. One of the engineers advised them to put on the life preservers, but shortly afterwards the ship was swallowed up and the entire party drowned. Dr. Duncan's body was found on the beach and removed to Skagway.

When the steamer commenced to sink, and it was seen that no extra equipment could avail, the captain is said to have

Jumped on to the Life Raft which was already taxed for accommodation. Realizing that his weight would work havoc there he exclaimed, "I see there are too many here, so good-bye," and swam away. He was shortly afterwards seen to sink.

H. H. Hart, the Klondike mine owner, had with him between thirty thousand and forty thousand dollars worth of gold. He let it go and was saved. Another aeronaut who was bringing quite a

Harvest of Golden Treasure thought to save both his life and his. But, alas! for his vain hope; he lost both.

One of the passengers narrates one of the most touching incidents of the disaster. Among the passengers was Dr. George Phillips, the dentist of Seattle, who, with his wife and daughter, had been on a pleasure trip to the north.

Their vacation over they were returning to their home on the Sound. The bereaved husband and father now returns alone, half maddened by the deplorable tragedy which has robbed him of so much. The manner of the death of his wife and daughter was more or less strange in a calamity of remarkable and inexplicable incidents. They were in their stateroom when Mrs. Phillips was aroused by a distinct but not altogether alarming shock when the vessel had struck. She awakened her husband; told him she thought there was some trouble aboard and asked him to get up and see. He did so, and one look was enough to apprise him of what had happened. He rushed back to the room and told his wife and daughter to hurriedly dress themselves and get out on deck. They did so but just as they reached the deck the vessel went down. All three were impelled by the suction toward the air shaft. The wife and daughter were

Drawn to Their Doom but the husband and father struck against the shaft and in some manner was diverted from the course of the current. Coming to the surface he grasped the identical piece of wreckage which proved invaluable to the chief engineer and other Burke. He was ultimately rescued in company with Mr. Brownlee, and his experience from then on was the same as that of the chief engineer.

A dense fog made navigation impossible. The lifeboats were rowed around in circles the occupants being unable to locate the island, which could not have been more than half a mile distant on the outside. Suddenly Mr. Preston, who was in one of them, hears the sound of the waves striking the beach and exclaimed: "There's land!" This was safely reached, and was soon found by all the other life-saving craft. Those were put out again and many picked up, while a number of bodies were brought in.

Some of the rescued were half dead from exposure. Those who were in better shape resorted to every possible means to reanimate them, and in many instances with signal success. But with some all efforts were futile, and the silent, prostrate figures on the shore told more eloquently than words the story of sorrow.

As an illustration of the dazed condition of the passengers, Mr. and Mrs. Preston, of Seattle, saw about fifteen men in the smoking room with their life preservers on, but apparently turned to stone.

According to the stories told by some of the passengers, the proportion of women saved was small. When the survivors were brought ashore some of them were so numb and disheartened, and had so

Little Life Left in them, that they begged to be left alone, "to let them die."

When the tide turned, the superstructure of the steamer appeared above the waves. Some unscrupulous Indians, not at all awed by the scene which meant so much destruction, smashed everything they could for booty. They could do this without interference, as those on the shore were engaged in trying to fan the feeble spark of life in many of those brought ashore.

The purser's papers were lost, but Mr. Bishop returned to Skagway in order to ascertain full information regarding the number and identity of the passengers. One hundred and seven tickets were sold, but there were a number of children on board who might not have been charged. If so, the loss will be somewhat greater than at first thought. Some of the passengers say that when the Islander sank there was an explosion, and portions of her came up. Others dispute this, and so far the point is not quite clear.

An entertainment was given on the steamer Queen on her way down in aid of the sufferers. United States Consul Hon. A. E. Smith, presided, and the affair was very successful, \$272 being raised among the passengers. To this was added the sum of \$60 from the crew, which brings the total to \$332. A committee was appointed, consisting of Hon. Mr. Smith, Mr. Bowker and Mr. McLennan, of Vancouver, to take charge of the money and see what arrangements could be made toward directing general attention to the sad case.

CAPT. HAMILTON FOOTE.

Sketch of the Skipper Who Died With His Ship.

A sad interest attaches to the fate of the skipper of the Islander who perished with his vessel. Capt. Hamilton Foote was a native of the Emerald Isle, having been born in Dublin in 1838. For several years he was in the steamship service out of European ports, subsequently coming to the United States, where he served for some time on the Lake Ontario. In 1890 he came to Victoria, and had charge of the steamers T. W. Carter, Spinstar and Mischief, making a number of trips to the north and to Alaska—indeed to the very coast upon which he was to meet his fate. In 1893 he took the Mischief to St. Michael with the first cargo of British goods after the Russian occupation, nearly 30 years previously. He has always been an enthusiastic yachtsman, and at different times held office in the Northwestern Association. Of recent years he has been with the C. P. N., running up different boats, and when the company was absorbed by the C. P. R. the latter corporation placed him in command of the Islander—the flag captain of their fleet. He was doomed to enjoy his fresh honors but a short time, as the foregoing shows.

THE FATED SHIP.

Steamer Islander Was the Pride of the Local Fleet.

Steamer Islander, whose career has thus been brought to an abrupt and terrible termination, has long been the pride of the C. P. N. fleet. She was brought to Victoria in 1888, being built on the Clyde for the C. P. N. Company at a cost of over \$200,000, and was brought around the Horn by Capt. Walbran, son of the D. G. S. Quader. She was a magnificent specimen of a steamer, 240 feet long, with 42-foot beam and 14 feet 8 inches hull, and with engines 20, 20 and 32 by 36 inches. At the time of her being brought here she was the premier vessel of the northwest,

900 DROPS CASTORIA. Vegetable Preparation for Assimilating the Food and Regulating the Stomachs and Bowels of INFANTS, CHILDREN. Perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and Loss of Sleep.

SEE THAT THE FAC-SIMILE SIGNATURE OF CHAS. H. SLITCHERS IS ON THE WRAPPER OF EVERY BOTTLE OF CASTORIA. Castoria is put up in one-size bottles only. It is not sold in bulk. Don't allow anyone to sell you anything else on the plea or promise that it is "just as good" and "will answer every purpose."

although she proved to be more expensive to operate than was anticipated, owing to her length being reduced after she was designed. She had very large freight capacity, and accommodation for over one hundred passengers. For years she was the favorite excursion boat for the northern trips, and when the gold excitement broke out in Yukon she was in great demand by the north bound gold hunters. She was also operated on the ferry service to the Mainland, but her consumption of coal being double that of the Charmer she proved rather expensive for that route. Until recently she was tied up. When the C. P. R. took over the line, she was placed in commission for the northern trade, and had made but a few trips when she met her doom as above described.

Pacific Coast Steamship Co. For San Francisco. LEAVE VICTORIA, P.M. Steamship City of Puebla, Walla Walla and Umatilla, carrying H. B. M. mails. July 3, 8, 13, 18, 23, 28, Aug. 2, 7, 12, 17, 22, 27, Sept. 1. Steamer leaves every fifth day thereafter.

FOR SOUTH-EASTERN ALASKA LEAVE SEATTLE 5 P.M. City of Topeka, July 5, 19, Aug. 3, 18, Queen, July 9, 24, Aug. 8, 23. Coastwise, July 12, 22, Aug. 1, 13, 25, A.K.I. July 14, 24, Aug. 11, 23. Steamer leaves every fifth day thereafter. The steamer Queen will leave Victoria for ports in South-Eastern Alaska at 8 a.m. July 10, 25, Aug. 9, 24. Steamer leaves Victoria every fifth day thereafter.

WALTHAM WATCH CO.'S ELGIN WATCH CO.'S DUBNER WATCH CO.'S CELEBRATED WATCHES. Will be sold by us until further notice at prices 10 per cent. lower than departmental stores. All the material used in the manufacture of these watches is of the best quality and will duplicate any invoice of theirs at above reduction. WATER JOURNALING DEPARTMENT will be conducted strictly on Toronto prices. The best of material only used, and a full staff of first-class workmen employed. All work guaranteed twelve months.

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ANDREW SHERET, 102 Fort St. Plumber. Gas, Steam and Hot Water Fitter.

F. R. STEWART & CO., WHOLESALE FRUIT AND PROVISION MERCHANTS. 60 YATES ST., VICTORIA. NOTICE. All mineral rights are reserved by the Esquimalt and Nanaimo Railway Company within that tract of land bounded on the north by the south boundary of Gonzales District, on the East by the Straits of Georgia, on the north by the 20th parallel, and on the west by the boundary of the R. & N. Railway Land Grant.

The White Pass and Yukon Route TO ATLIN, HOOTALINGA, BIG SALMON, WHITE HORSE, STEWART RIVER KLONDIKE AND ALL YUKON MINING DISTRICTS.

THROUGH LINE SKAGWAY TO DAWSON, 559 MILES. TIME TABLE OF RAIL DIVISION. NORTH BOUND. SOUTH BOUND. Connections made at Cariboo with lake steamers for Atlin. At White Horse the British Yukon Navigation Co.'s fleet of fine river steamers connect with the trains and afford direct and daily service to all River points.

FAST MAIL... Str. Majestic (Speed 16 Knots). NORTH BOUND. SOUTH BOUND. DODWELL & CO., LTD., Agents, 84 Government Street, Phone 580.

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NORTHERN PACIFIC TICKET OFFICE. Cor. Government and Yates Streets, VICTORIA, B. C. CHEAP RATES. PAN-AMERICAN EXPOSITION. \$86.00. Tickets on sale 1st and 2nd Tuesday of each month.

Victoria & Sidney RAILWAY. Trains will run between Victoria and Sidney as follows: DAILY: Leave Victoria at 7:00 a.m., 4:30 p.m. Leave Sidney at 8:15 a.m., 5:15 p.m. SATURDAY: Leave Victoria at 7:00 a.m., 2:30 p.m. Leave Sidney at 8:15 a.m., 5:15 p.m. SUNDAY: Leave Victoria at 9:30 a.m., 2:30 p.m. Leave Sidney at 10:15 a.m., 5:15 p.m.

THE GREAT NORTHERN. Passengers can leave and arrive daily by steamers Utopia, Rosalia and North Pacific, connecting at Seattle with overland lines. JAPAN-AMERICAN LINE. Fortnightly sailings.

E. & N. RAILWAY TIME TABLE NO. 41. NORTHBOUND. Leave Victoria at 9:00, 9:28, 10:15, 10:28, 10:56, 12:45, 1:00. Arrive Wellington at 1:00.

NORTH-WESTERN'S Fast Mail. THE NORTH-WESTERN LINE. Have added two more trains (the "Fast Mail" and "The Pioneer") to our service, making eight trains daily.

GOLDSTREAM DUNCANS SHAWNIGAN LAKE. The following rates will be in effect on Sundays only, until further advised: GOLDSTREAM And return, 50c.; children under 12, 25c. DUNCANS And return, \$1.00; children under 12, 50c. SHAWNIGAN LAKE And return, GOOD FOR SATURDAY AND SUNDAY, 75c.; children under 12, 50c.

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OCEANIC Steamship Company. FOR Hawaii, Samoa, New Zealand and Australia. S.S. SONOMA, to sail Thursday, Aug. 22, at 10 p. m. S.S. MARIPOSA, to sail Saturday, Aug. 31, at 2 p. m. S.S. AUSTRALIA, to sail for Tahiti, Sept. 11, at 10 a. m.

"The Milwaukee" A familiar name for the Chicago, Milwaukee & St. Paul Railway, known all over the Union as the Great Railway running the "Pioneer Limited" trains every day and night between St. Paul and Chicago, and Omaha and Chicago. "The only perfect train in the world." Understand! Connections are made with All Transcontinental Lines, assuring to passengers the best service known. Luxurious coaches, electric lights, steam heat, of a verity equalled by no other line.

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### THREE STRAIGHT SETS AND TRICK WAS DONE

R. B. Powell, Clever Exponent of This City, Captured Pacific Northwest Championship at Tacoma.

There is a new holder of the tennis championship of the Pacific Northwest, a Victorian having captured the coveted trophy after a record which is distinguishable for its brilliancy. R. B. Powell, the new champion, has achieved international renown by vanquishing Hardy, the crack Californian, and his victory should prove a source of much gratification, not only to votaries of the splendid game in which he excels, but also to all who desire to see Victoria's athletic sons lower the colors of their rivals either at home or abroad.

Powell's play has rarely, if ever, been eclipsed at Tacoma. In accuracy, speed and generalship he was truly great, while his play from the net was wholly consonant with his steady style. The score was 7-5, 6-3 and 8-6, the Victorian thus winning in three straight sets.

The Seattle P.-I. says: "Powell played a wonderful game, driving hard, smashing well and volleying fast and accurately. Time and time again he passed Hardy at the net."

There are several points in regard to this match worthy of mention. One of these is the fact that this has been the first occasion on which the championship was won in three straight sets. The contest between Mr. Powell and the Californian crack therefore establishes a record in this respect. In the game itself on two occasions the Victorian's strong finishing ability was conspicuous. In the first set Hardy had 5-4 and 4-0 love against him, yet he won out 8 to 6. In the third set the Californian man had 4-1 against him and he repeated his two previous performances. He is formidable to come to this tournament to show the Northwestern votaries a few "wrinkles" in tennis. As one of the four great players of the Golden State, it was assumed that his competitors would be scattered like chaff before his irresistible prowess.

The tournament has shown that there has been no deterioration in the play of the local players or the cracks on the Sound. None may dare cry decadence as far as Victoria is concerned when four first prizes rest securely within the limits of this municipality. Somebody more formidable than Hardy will have to make his appearance to prove to the Northwestern players—that they are neophytes at the game.

It is understood that an effort will be made to induce Mr. Powell to enter the tournament in California next month, and should he consent he will carry with him the unbounded confidence of Victorianists in his ability to make a notable success for the coast championship.

Unfortunately Freeman, the holder of the Northwest championship last year, was unable to defend the title owing to his accident at Tacoma recently. The game between him and the Victorian crack would undoubtedly have been a royal one.

The ladies' doubles was also won by Victorians. Mrs. Burton and Miss Goward, after sweeping all before them, contributed another prize to the quartette of firsts which were captured by the players of this city. The game on Friday between Goward and Hardy was won by the California player only after a royal battle, the score standing 6-4, 6-4.

Breeze, the Tacoma champion, gave R. B. Powell a hard tussle. He carried the first set by storm, but lost the second, Powell settling down to his steady play that makes him almost unconquerable. In the final Breeze made things lively for the Victorian, and at one time had a score of 4-1 in his favor. Powell, however, is a strong finisher and ran the game up to 7-5, winning the set and the match.

The Victorians, Powell and Goward, lost the doubles. In this connection, however, it should be remembered that both men had been playing unrelentingly and were not in condition to play the game of their lives. Nevertheless, they put up a creditable struggle. The score was 6-3, 1-6, 6-3, 9-7.

The Victoria players have returned from the scene of their triumphs bringing the trophies of their prowess with them. They achieved a very fine record, in fact, a magnificent one, and one few, including the championship singles

## TORPID LIVER

Gives warning by Sallow Complexion.

### Garfield Tea

never fails to cure. AT ALL DRUGGISTS, 25 CENT.

of the Pacific Northwest, tell exactly where Victoria stands in tennis circles.

**COWICHAN TOURNAMENT.**  
On Friday afternoon the annual tournament of the Cowichan Lawn Tennis Club commenced. Play started at 2 p.m. and continued until about 7:30 in the evening. The tournament was a handicap, as the entries were confined to members of the club. Some excellent play was witnessed in the different matches, and although the odds were in some cases heavy, they were not unresponsible.

The game between Miss H. Robertson and Mrs. Knox was a splendid contest. Miss H. Robertson, however, finally defeated her opponent. Miss Maitland and Miss Robertson also played an excellent match. Miss Maitland, after an even game, finally won. In the gentlemen's doubles perhaps the hardest match was seen. E. Musgrave and D. Livingstone met Messrs. Parry and Knox. The former couple won. The following are the scores:

**Gentlemen's Singles.**  
A. H. Lomas (owe 15) vs. F. Middleton (scratch), won by Lomas, 6-1, 6-3.  
E. C. Musgrave (owe 15) vs. D. Livingstone (rec. 30), won by Livingstone, 6-2, 6-2.  
E. Shaw vs. F. Maitland Dougall, won by Shaw, 6-2, 6-2.  
L. Smythe (owe 15) vs. W. Rolston (rec. 15), won by Smythe, 6-2, 6-4.

Mrs. Knox vs. Miss H. Robertson, won by Miss Robertson, 6-4, 6-4.  
Miss Robertson vs. Miss Maitland Dougall, won by Miss Maitland Dougall, 6-5, 6-5.  
Miss Prevost (rec. 15) vs. Miss Musgrave (owe 15), won by Miss Prevost, 6-4, 6-3.

Mrs. J. Maitland Dougall (rec. 15) vs. Miss Rolston (15.2) won by Mrs. M. Dougall, 6-2, 6-3.  
Mrs. Leather (owe 15) vs. Mrs. Lucas (rec. 15.2), won by Mrs. Leather, 6-1, 6-1.  
**Mixed Doubles.**  
Mrs. Knox and Miss Mary Livingstone (rec. 15 in 2, 3, 4, 6, 7, 8, 10, 11 games) vs. Mr. A. Muttter and Miss Kinsome, won by Mrs. Knox and Miss Livingstone, 6-3, 6-5.  
Mr. Elkington and Mrs. Leather (owe 15) vs. Mr. O. Smythe and Miss J. Holmes, won by the latter, 6-1, 6-2.  
Mr. C. Kingston and Mrs. Lucas (rec. 15) vs. E. C. Musgrave and Miss Livingstone (owe 15), won by the latter, 5-6, 6-3, 6-2.

**Ladies' Doubles.**  
Mrs. Knox and Miss Maitland (owe 15) vs. Miss Robertson and Miss Muttter (rec. 15), won by the latter, 6-2, 2-6, 6-3.  
Mrs. Leather and Mrs. Elkington (owe 15) vs. Mrs. Lucas and Miss S. Hadwin (rec. 15.2), won by Mrs. Elkington and Mrs. Leather, 4-6, 6-5, 6-1.

Mrs. J. Maitland Dougall and Miss Prevost (rec. 15.3) vs. Miss I. Holmes and Miss Mary Livingstone (rec. 30), won by the latter, 4-6, 6-1, 6-4.  
**Gentlemen's Doubles.**  
E. C. Musgrave and D. Livingstone (scratch) vs. A. N. Parry and W. Rolston (rec. 15), won by Musgrave and Livingstone, 4-6, 6-4, 6-5.

**BANKERS' TOURNAMENT.**  
At the Belcher street courts the third annual tournament for the championship of the Bankers is now in progress. The preliminary games and first rounds have already been played off, and some very even and exciting matches have been contested. In the gentlemen's singles a hard game was witnessed between Hill and Lewin. The former won after playing two hard sets. The match between Vernon and Pinder was also well contested, the former, however, finally winning. The Canadian Bank of Commerce held the cup at present. The following are the results up-to-date:

A. Gillespie beat H. A. Holmes by default.  
P. W. Keefer, owe 3-8 of 15, beat B. Green, rec. 3-6 of 15-6, 6-4.  
J. Coruwall beat C. Cambie by default.  
F. C. Cummins, rec. 3-4 of 15, beat P. R. Fowler, rec. 3-6 of 15, beat G. A. Taylor, rec. 15-6-3, 7-5.  
C. H. Vernon, rec. 3-4 of 15, beat F. Pender, rec. 15-4-6, 7-5, 8-6.  
T. M. Foote, scratch, beat A. W. Hartman, rec. 30-7-5, 6-2.  
T. M. Foote, scratch, beat K. Gillespie, rec. 15-6-0, 4-6, 6-3.  
E. Carr Hilton (owe 30) beat F. H. Gordon, rec. 15-4-6, 3-0, 6-0.  
E. Carr Hilton (owe 20) beat F. Lewin, owe 15-7-5, 7-5.

**LACROSSE.**  
VICTORIA WEST DEFEATED.  
The junior lacrosse match which was played at the Caledonian grounds on Saturday afternoon between the James Bay and Victoria West teams proved a very exciting contest and a splendid exhibition of lacrosse. There was a good attendance, and although the score, which was seven to nothing in favor of the James Bay stick-handlers, would indicate a one-sided game, this was not the case, the match throughout being full of interest and brilliant playing. It was undoubtedly the superior team play of the Bays which won them the game. The Victoria West players individually showed up well, but they could not withstand

the excellent combination of the James Bay organization.  
A star game was played for the Bay by both Lovelidge at point and Laing at cover point, while Finlayson, centre, also distinguished himself. Stevens at point played the star game for the Victoria West.

Haley Wilson gave good satisfaction as referee, while Eddie Milne captained the Bays on to victory. Geo. Coldwell acted as field captain for the Victoria West boys.  
The score follows:  
Game. Won by. Scored by. Time.  
1-James Bays.....Fred. Cutlin.....21 min.  
2-James Bays.....Pike.....2 min.  
3-James Bays.....Edmonds.....2 min.  
4-James Bays.....Pike.....6 min.  
5-James Bays.....Pike.....12 min.  
6-James Bays.....F. Cutlin.....2 min.  
7-James Bays.....Finlayson.....1/2 min.

**THE WHEEL.**  
HANCOCK BROKE RECORDS.  
The track record for a mile, both professional and amateur, was beaten by Joe Hancock, the crack bicycle rider of Victoria, at the Oak Bay track on Saturday afternoon. He also reduced the Canadian record for a third of a mile. Hancock was paced by Messrs. Thompson, Jackson, Bartlett and Beumont, on Clayton and Co.'s track, and made the time in 2:42.25, which is three-fifths of a second better than that made some years ago by Cotter, a professional. Spain held the best previous amateur record, doing the mile in 2:08. The first third was done by Hancock in 38 seconds, which is three seconds faster than the Canadian record for that distance.

**BASEBALL.**  
VICTORIA WON.  
At the conclusion of last Saturday's baseball match a long-drawn, triumphant British yell swept the atmosphere. It was not exactly musical, but it was justifiable, as it told of victory and exultation. It was a modern day "scalp halloo," such as a lusty Mohawk or Delaware would have given a century ago when he lifted the powdered head ornament of some colonial head. Hancock made the time in 2:42.25, which is three-fifths of a second better than that made some years ago by Cotter, a professional. Spain held the best previous amateur record, doing the mile in 2:08. The first third was done by Hancock in 38 seconds, which is three seconds faster than the Canadian record for that distance.

able. "Their goose was cooked," to use a vulgar but very effective and excusable saying, and the game closed with the score of 14 to 7, the visitors scoring a solitary and isolated run in the last inning. Comment on the match is unnecessary, with the exception that the locals should put in more time at field practice. They do not cover the infield as they should, a weak spot being the open territory between Haynes and McConnell or third base and shortstop, through which a number of swift liners sped uninterrupted.  
The score follows:  
Victoria: a. b. r. b. b. s. p. o. s. e.  
McConnell, s. a. 5 1 1 0 1 3 2  
Haynes, 3rd b. 5 1 1 1 0 1 0  
Potts, r. f. 5 2 3 0 3 1 1  
Schwengers, c. 5 3 3 3 13 1 0  
Barnswell, 1st b. 4 2 1 1 7 0 0  
Burnes, c. f. 5 2 3 0 0 0 0  
Holness, p. 4 0 2 0 0 13 1  
Widdowson, 2nd b. 5 0 0 0 1 1 1  
Roarko, r. f. 2 3 1 2 0 0 1  
Total.....40 14 15 8 25 20 6  
\*Neelands out twice on bunted balls.  
Cheatalls:  
Home run, Burnes.  
Setgrid, c. 5 1 1 0 9 0 0  
Talgerman, 2b. p. 5 1 1 0 3 2 4  
Long, s. s. 5 0 1 0 1 1 0  
Dugger, p. 2b. 5 2 1 0 0 9 2  
Samdon, r. f. 4 0 0 0 2 0 0  
Russell, c. f. 5 1 1 0 3 0 0  
Melor, i. f. 4 1 3 0 1 0 2  
Neelands, 1st b. 4 0 0 0 0 0 0  
Prigmore, 1st b. 4 1 1 0 5 0 0  
Total.....41 7 9 0 21 12 3  
Score by Innings.  
Victoria.....1 2 3 4 5 6 7 8 9  
Cheatalls.....2 2 0 0 0 0 0 1 7  
Summary.  
Barnes runs, Victoria 3, Cheatalls 1.  
Two base hits, McConnell, Potts, Burnes.  
Three base hits, Potts, Barnswell, Dugger.  
Home run, Burnes.  
Passed balls, Schwengers 1.  
Wild pitches, Holness 1, Talgerman 1.  
Hit by pitched ball, Barnswell, Dugger.  
Bases on balls, by Dugger 3.  
Struck out, by Holness 12, by Dugger 9.  
Time, 1 hour, 22 minutes.  
Umpire, G. Smith.  
Scorer, S. D. Schantz.

**YACHTING.**  
ANOTHER WIN FOR CONSTITUTION.  
Larchmont, N. Y., Aug. 17.—To-day's race between Constitution and Columbia was only a matter of seconds. For the fourth time the two yachts finished a contest and for the eighth time Constitution came out a winner. To-day the margin was small, for the boat Columbia only by 38 seconds, corrected time. In elapsed time she won by two minutes and eighteen seconds.  
BIRROCK BLOOD BITTERS is the best known remedy for dyspepsia, constipation and biliousness, and will cure all blood diseases from a common pimple to the worst scrofulous sore.  
**WILL MEET HERE.**  
Fire Chiefs Select Victoria as Next Meeting Place.  
Tacoma Aug. 17.—The fire chiefs today, after listening to an exceedingly interesting paper, elected the following officers: President, A. H. Meyers, Spokane.  
President, J. H. Christie, Vancouver, B. C.  
Secretary, H. W. Bingham, Seattle.  
The next convention will be held at Victoria, B. C.  
The annual cost of a British soldier is 604. Over seven million pounds is expended yearly on burials in England.

**THE NEW OXYGEN TREATMENT.**  
Maybe you read the other day an account of an "Oxygen Hospital," and the manner in which scientific men are applying this element to the cure of disease. Medical men are beginning to understand that we can do a lot of things with oxygen besides breathe it.  
Powley's Liquefied Ozone is demonstrating every day the many different applications oxygen can be made use of in relieving disease.  
In treating stomach disorders, dyspepsia, dysentery, catarrh, and other summer ailments Powley's Liquefied Ozone is invaluable. It can be made a most refreshing beverage, and it prevents other and more serious disorders by keeping the system healthy.  
John Small, Esq., Collector of Customs for the port of Toronto, has given us permits to refer quantities to him as to the value of Powley's Liquefied Ozone in curing stomach and summer ailments.  
You should experience the cooling effect of drinking diluted Ozone whenever you feel overcome by the heat. It refreshes you wonderfully.  
5c. and \$1.00, at all drug stores.  
The Ozone Co. of Toronto, Limited.  
The Liquid Ozone Co., Chicago, U.S.A.

**TO CONTRACTORS.**  
Tenders are desired for the erection of a New High School, VICTORIA.  
Plans and specifications may be seen at the office of the architect, F. M. Battenbury, on and after Saturday, Aug. 24th. Tenders to be sent in to the office of the Trustee of School Board before 6 p. m. Saturday, Aug. 25th. Lowest or any tender not necessarily accepted.

Sealed tenders addressed to the undersigned, and endorsed "Tender for Heating Apparatus, New Westminister, B. C.," will be received at this office until Saturday, the 31st August instant inclusively, for the supplying and placing in position of a heating apparatus at the Public Building, New Westminister, B. C., according to plans and specifications to be seen at the Department of Public Works, Ottawa, at the office of Wm. Henderson, Victoria, B. C., and the office of Alex. Hamilton, Clerk of Works, New Westminister, B. C.  
Tenders will not be considered unless made on the form supplied, and signed with the actual signatures of tenderers for the accepted cheque or a chartered bank, payable to the order of the Minister of Public Works, equal to ten per cent. (10 p. c.) of the amount of tender, must accompany each tender. The cheque will be forfeited if the party declines the contract or fails to complete the work contracted for, and will be returned in case of non-acceptance of tender.  
The Department does not bind itself to accept the lowest or any tender.  
By order,  
FRED. GELINAS,  
Secretary,  
Department of Public Works, Secretary,  
Ottawa, 24th August, 1901.  
Newspapers inserting this advertisement without authority from the Department, will not be paid for it.

**RECONSTRUCTION AND REPAIRS, NORTH ARM FRASER RIVER BRIDGES, AT EUBRNE, B. C.**  
Sealed tenders, properly indorsed, will be received by the undersigned up to noon of Saturday, August 25th, instant, for the reconstruction of the Elbe Bend Approach, and for the renewal of the floor system of the Victoria Bridge, at Euburn, B. C., and at the Government Office at New Westminister, B. C., on and after Saturday, the 17th day of August.  
Each tender must be accompanied by an accepted bank cheque or certificate of deposit, made payable to the undersigned, for a sum equal to ten (10) per cent. of the tender, which will be forfeited if the party tendering declines to enter into contract when called upon to do so, or if he fails to do the work contracted for. Cheques of unsuccessful tenderers will be returned upon signing of contract.  
The Department is not bound to accept the lowest or any tender.  
W. S. GOBE,  
Deputy Commissioner of Lands & Works, Lands and Works Department, Victoria, B. C., 12th August, 1901.

**RESERVE.**  
Notice is hereby given that all the unappropriated Crown lands situated within the boundaries of the following areas are hereby reserved from pre-emption, sale, or other disposition, excepting under the provisions of the mining laws of the Province, for two years from the date hereof, pursuant to the provisions of sub-section (3) of section 41 of the "Land Act," as amended by section 6 of the "Land Act Amendment Act, 1901," to enable the Cassiar Power and Industrial Company, Limited, to select therefrom timber limits for wood pulp and paper manufacturing purposes, as provided by an agreement bearing date the 50th day of July, 1901, viz.:  
Areas numbered from 1 to 40, inclusive, upon a chart filed in the Lands and Works Office (numbered 4298-01), and therein colored red, which areas are situated on the east and west shores of Observatory Inlet, on both shores of Hastings and Alice Arms on the east shore of Portland Canal and Portland Inlet, on both sides of Hutzy-mated Inlet, on the Nanai Bay and River, and on islands in said waters; containing in the aggregate about 125 square miles.  
Deputy Commissioner of Lands & Works, Lands and Works Department, Victoria, B. C., 30th July, 1901.

**Naval Contracts.**  
Tenders will be received on behalf of the Lords Commissioners of the Admiralty until noon of Thursday, the twenty-ninth day of August, 1901, for supplying such quantities of Fresh Beef, Mutton, Vegetables, Bread, Biscuits, Tea, Sugar, Flour, Salt, Preserved Beef and Mutton, as may be required for Naval purposes at Esquimaux; also for Milk, Butter, Eggs and Fowls for the Naval Hospital, for a period of one year, commencing on 1st October next.  
The necessary forms and any further information can be obtained upon application at this office.  
C. W. CROYSBELL,  
Assistant Victualling Store Officer in Charge,  
H. M. Naval Yard, Esquimaux,  
August, 1901.

**Tenders.**  
Tenders will be received up to 5 p. m. on Friday, the 23rd instant, for the painting of St. Paul's church, Victoria West. For particulars apply to  
D. FRASER,  
Secretary, Board of Managers,  
76 Government Street.

**THE WEST DENTAL PARLORS.**  
A Revelation in Dentistry.  
For one month more the following fees will remain:  
Full upper or lower sets (vulcanite or celluloid) \$10 per set.  
Combination gold and vulcanite plates (the very best made), \$40 each.  
Partial plates, gold crowns and bridge work at very reduced rates.  
Teeth extracted and filled absolutely without pain, and all work will be guaranteed perfectly artistic and of the finest material and workmanship.  
Remember the address:  
**The West Dental Parlors,**  
OVER HIBBEN'S GOVERNMENT ST., OPPOSITE BANK OF MONTREAL.

**GARDEN FETE.**  
The Ladies' Aid-Society of First Presbyterian church will give a Garden Party Wednesday afternoon and evening, Aug. 21st, at the residence of Mrs. F. Holden, 55 Meares street. "The Cecilia Orchestra" will supply music in the evening.

**Patents Trade Marks and Copyrights**  
Searched of the Records carefully made and reports given. Call or write for information.  
**Rowland Brittain**  
Mechanical Engineer and Patent Attorney, Bank of B.N.A. Building, Vancouver.

**Oil.**  
President, J. F. KRAUSE San Jose  
Secretary, E. C. STOWE San Jose  
Capital \$1,000,000. Par Value of Shares \$1.00  
Owns 640 acres of the best proven oil land in the Colinga and Kern City District. Many wells in Colinga District have proven to be gushers. 25 carloads of oil are shipped from Colinga daily. Storage tanks of a capacity of 35,000 barrels each are being erected. Pipe lines are being built.  
**BUY NOW**  
**SHARES AT 25c EACH.**  
FOR FURTHER PARTICULARS APPLY TO  
**A. R. WATERFALL,**  
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Deputy Commissioner of Lands & Works, Lands and Works Department, Victoria, B. C., 30th July, 1901.

**Naval Contracts.**  
Tenders will be received on behalf of the Lords Commissioners of the Admiralty until noon of Thursday, the twenty-ninth day of August, 1901, for supplying such quantities of Fresh Beef, Mutton, Vegetables, Bread, Biscuits, Tea, Sugar, Flour, Salt, Preserved Beef and Mutton, as may be required for Naval purposes at Esquimaux; also for Milk, Butter, Eggs and Fowls for the Naval Hospital, for a period of one year, commencing on 1st October next.  
The necessary forms and any further information can be obtained upon application at this office.  
C. W. CROYSBELL,  
Assistant Victualling Store Officer in Charge,  
H. M. Naval Yard, Esquimaux,  
August, 1901.

**Tenders.**  
Tenders will be received up to 5 p. m. on Friday, the 23rd instant, for the painting of St. Paul's church, Victoria West. For particulars apply to  
D. FRASER,  
Secretary, Board of Managers,  
76 Government Street.

**THE WEST DENTAL PARLORS.**  
A Revelation in Dentistry.  
For one month more the following fees will remain:  
Full upper or lower sets (vulcanite or celluloid) \$10 per set.  
Combination gold and vulcanite plates (the very best made), \$40 each.  
Partial plates, gold crowns and bridge work at very reduced rates.  
Teeth extracted and filled absolutely without pain, and all work will be guaranteed perfectly artistic and of the finest material and workmanship.  
Remember the address:  
**The West Dental Parlors,**  
OVER HIBBEN'S GOVERNMENT ST., OPPOSITE BANK OF MONTREAL.

**GARDEN FETE.**  
The Ladies' Aid-Society of First Presbyterian church will give a Garden Party Wednesday afternoon and evening, Aug. 21st, at the residence of Mrs. F. Holden, 55 Meares street. "The Cecilia Orchestra" will supply music in the evening.

**Patents Trade Marks and Copyrights**  
Searched of the Records carefully made and reports given. Call or write for information.  
**Rowland Brittain**  
Mechanical Engineer and Patent Attorney, Bank of B.N.A. Building, Vancouver.

**Oil.**  
President, J. F. KRAUSE San Jose  
Secretary, E. C. STOWE San Jose  
Capital \$1,000,000. Par Value of Shares \$1.00  
Owns 640 acres of the best proven oil land in the Colinga and Kern City District. Many wells in Colinga District have proven to be gushers. 25 carloads of oil are shipped from Colinga daily. Storage tanks of a capacity of 35,000 barrels each are being erected. Pipe lines are being built.  
**BUY NOW**  
**SHARES AT 25c EACH.**  
FOR FURTHER PARTICULARS APPLY TO  
**A. R. WATERFALL,**  
Real Estate and Insurance Broker. Fairfield Block, Vancouver, B.C.

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When We Prepare Your Prescription

It is just what your doctor intended it should be. Pure, Accurate, Reliable. A perfect weapon with which to fight disease. LET US PREPARE YOURS. John Cochrane, Chemist. N.W. Cor. Yates & Douglas Sts.

STORIES OF BRAVERY AND HEROISM

(Continued from page 1.)

hiding back ground of fatality which overshadows this terrible disaster of the northwest.

PURSER SAVES LIVES.

Mr. Bishop Succeeds in Rescuing Survivors of Islander.

Purser Bishop, in a letter to his wife and family in this city, gives no additional particulars of the loss of the ship

FOURTH ENGINEER'S STORY.

Thinks the Vessel Was Struck About Amidships.

J. Denny, the fourth engineer of the Islander, being off duty, was asleep in his berth when the accident occurred. The impact was not sufficient to awaken him, but his room-mate awoke and roused him. They tried the steward's door and that officer said it would not open because the jam was sprung. It proved to be locked, the steward forgetting in the confusion to unlock it.

Mr. Denny saw George Miles about two minutes before the ship went down. He was standing on the deck and was apparently unconcerned, making the remark that he could swim to land. He jumped about two minutes before the vessel went down when it was making headway, so that he was left some distance behind and had not the opportunity of clinging to the wreckage such as was afforded those who waited until she sank before they jumped. He accounts for the loss of Engineer Allen on similar grounds.

It is his opinion that the steamer struck about midway of her hull, the jagged edges of the submerged berg tearing a long, ugly scar in her bottom. She seemed to rest on the iceberg, for when she finally went down it was with a sliding motion forward.

afterwards recovered. With the exception of a few trifling bruises, however, he is as well as ever.

FARALON ARRIVES.

Number Lost By Sinking of Islander Estimated at Forty-two.

(Special to the Times.)

Vancouver, Aug. 19.—Sleamer Faralton has arrived with the official statement of the Islander's death at forty-two, and has arrived with official statement of the Islander's death at forty-two.

THE LATE CAPTAIN POOTE

Was One of Most Successful Skippers in Alaskan Service.

Captain H. R. Poote, who was in command of the Islander, leaves a widow and small family resident in this city, to whom the news of the sad fatality was a severe blow. The late skipper has been a resident of Victoria for many years, and there are few navigators in this city who have worked their way to the front more creditably. He had earned a deserved reputation for caution, and was looked on as one of the most successful captains in the Alaskan service. He has had command of the Islander since she was placed on that run, and for some time previously occupied prominent positions in the employ of the C. P. N. Company. His first

way to show our tender sympathy for the widows and orphans across the line to whom the arrival of this vessel will bring sad news of desolation and loss of those most dear to them. I rise simply to move that the thanks of the passengers here assembled are hereby given to Capt. David Wallace for his courtesies on this trip, and especially for the use of the saloon for this entertainment; also to those who so kindly helped to render it attractive and pleasant.

Chairman Goodyear then put the question, which was carried unanimously. Hon. N. A. Belmont of Ottawa, who was one of the passengers on the Islander, made some feeling remarks expressive of his appreciation as a Canadian of the sympathy and generous aid of the Americans on the Queen as shown by the concert and donations of the evening.

All present then sang "God Save the King" and "The Star Spangled Banner," and the exercises closed.

After the meeting the sum of \$61 additional was contributed by the crew of the Queen, making the total relief fund \$333.

THE EX-CLIPPER.

No Hopes That She Can Ever Be Raised.

With the sinking of the Islander in Lynn canal one of the swiftest and most palatial boats on the Pacific coast passed into oblivion, with no hope of her ever being raised. Where she sank there is a depth of 40 fathoms of water and when it is considered that it is impossible to work below 12 fathoms it will be seen that the doom of the unfortunate liner is sealed forever. She was fully insured, however, and her loss will therefore not be felt by the owning company except in the excellent service which she provided and for which it will be difficult to find another vessel to uphold her record for speed and comfort. Her hull lies at the southern end of Douglas island and opposite Taku inlet, from which place comes an incessant flow of bergs one of which was responsible for the disaster. Her loss is a proof of the necessity for double-bottom boats for service on this coast, although in point of construction the Islander was a splendid ship. Her hull was constructed of the best steel. It was provided with three collision bulkheads, one forward, one amidships and one aft. The steamer was built by Napier, Shanks & Bell of Glasgow, in 1888 and was modelled by that firm under instructions from Capt. Irving, who was then manager of the C. P. N. Company. She arrived here in December of the same year with Capt. Wallbran in command. The voyage was made in the fast time of 80 days. When launched the steamer had a guaranteed speed of 17 knots and her machinery was quite in keeping with the somewhat remarkable speed at that time. She was furnished with two triple-expansion engines of enormous power, and there were few steamers on the coast at the time of her advent that could at all compare with her.

The Islander plied on the Vancouver run for five or six years immediately after her arrival on this coast, and prior to her arrival on this coast, a large sum of money was spent on her in making her second to none in point of furnishings on the Alaskan run.

She was wrecked in December of the same year with Capt. Wallbran in command. The voyage was made in the fast time of 80 days. When launched the steamer had a guaranteed speed of 17 knots and her machinery was quite in keeping with the somewhat remarkable speed at that time.

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MISS C. G. FOX will re-open her school on Monday, 19th, at 36 Mason street. Miss H. A. Fox will receive music pupils at the same address.

SHORTHAND SCHOOL, 15 Broad street (up-stairs). Shorthand, typewriting, bookkeeping taught. E. A. Macmillan, principal.

LADY AND GENTLEMAN require small furnished cottages or flat, with bathroom and kitchen, for six months. Kitchen utensils, horse linen, glass, china and pictures not needed. Address "Anglo-Indian," Times Office.

TENDERS.

Tenders, addressed to the undersigned, will be received up to Monday, Aug. 20th, for the exclusive privilege of selling refreshments, soft drinks, etc., at the Labor Day celebration, to be held at the Caledonia grounds, Monday, Sept. 2nd.

TENDERS.

Tenders are requested for the erection of a grand stand at the Bowker Park Riding Grounds. Plans and specifications can be seen at the office of the Exhibition, Market Building.

TENDERS.

Tenders must be in my hands on Wednesday, August 21st, at 6 p. m. Lowest or any tender not necessarily accepted.

Unreserved AUCTION

House and Lot

Kingston Street, James Bay

Lot 948, Block 42, Victoria City.

Under instructions from the owner, Mr. Ashton Smith, I will sell the above property at my auctions, 77, 79 and 81 Douglas street, Victoria, B. C., FRIDAY, AUGUST 24th, at 2 p. m.

For further particulars and order to view premises, apply to the auctioneer, W. T. HARRIAGE.

Labor Day

(SEPT. 2.)

Monster Celebration

Under the patronage of His Worship the Mayor and Board of Aldermen.

Big Trades' Procession

In the forenoon, in which the combined labor forces of Vancouver, Nanaimo and Victoria will take part. Liberal prices offered for boats.

Baseball Match

NANAIMO V. VICTORIA.

Programme of Athletic Sports

During the afternoon at Caledonia Park.

JOHN LOGG, Chairman Committee.

J. D. McNIVEN, Secretary Committee.

THE BUSY MAN OF TO-DAY

Couldn't accomplish half the work without the aid of the many labor-saving electric appliances. If you want your house, store or building wired for electric lighting, burglar alarm, call bells, telephones or any electrical device, we will do it in the most scientific manner at a reasonable price.

THE HINTON ELECTRIC CO., LD.

62 GOVERNMENT STREET.

MONUMENTS

BE SURE TO GET STEWART'S PRICES

on Monuments, Cemetery Coping, Imported Scotch Granite Monuments, etc., before purchasing elsewhere. Nothing but first-class stock and workmanship.

Corner Yates and Blanchard Sts.

B. H. Hurst & Co.

STOCK BROKERS.

Mineral and Financial Agents.

44 FORT ST.

WANTED—A woman, in look after child, res. Apply Mrs. J. Pierce, 163 Menzies street, James Bay.

WANTED—A strong youth to drive wagon. J. W. Mellor, Fort street.

WANTED—At once, boy to learn tailoring trade and work in store. Apply Wm. Stewart, 41 Fort street.

Figures Tell The Tale

From January 1st to July 1st, 1901, the importations into the United States of

G. H. Mumm's "Extra Dry"

reached the enormous quantity of 66,008 cases, or 33,273 cases more than that of any other brand, which is sufficient evidence of the popularity of this justly celebrated Champagne.

ONLY THE FIRST PRESSINGS of the best grapes from the choicest vineyards in the Champagne District are used by G. H. MUMM & CO., and owing to their great skill in the composition of their cures by combining quality, purity and natural dryness with the smallest percentage of alcohol, no other Champagne, no matter at what price, can excel their "Extra Dry."

NO WEDDING SUPPER, party or public function is complete without the G. H. MUMM'S "Extra Dry," used at all notable Dinners and Banquet both in Europe and the United States.

TO BE OBTAINED at all first class Hotels, Clubs and Refreshment places throughout British Columbia and the Yukon Territory.

All Grocers who handle Wine have the G. H. MUMM'S; take no substitute, there is none other quite so good.

Pither & Leiser

Importers, Victoria, B. C.

DO YOU SHAVE?

We have the best Razors, Stropps, Lather Brushes, Soaps, etc., in the market. All fully warranted. Full instructions given in stropping and keeping your razor sharp.

78 GOVERNMENT STREET FOX'S

THE BEST OF THE BEST

Mackilligin's O. V. Scotch Whisky.

W. A. WARD

Sole Agent. Bank of Montreal Bldg., Victoria, B. C.

Telephones

Long Distance Line, Victoria to Saanichton and Sidney

HAS BEEN INSTALLED.

TARIFF:

Table with 2 columns: Description and Price. Two Minutes' Conversation 10c, Each Additional Half Minute 2c, Written Message of 10 words 25c, Each Additional Word 2c.

Ask for "Long Distance" when you wish to talk business, or with your friends in the country.

Victoria & Esquimalt Telephone Co., Ltd.

For Sale Campers, Attention

100 Acres Good Land, South Saanich

\$1,250

We are headquarters for everything you want.

Cooked meats of all kinds. Pork, Veal and Ham, and Chicken. Fresh Butter, Eggs, and all kinds of Fruit.

W. N. Beatty, Manager.

97 AND 99 FORT STREET.



SCENE OF THE DISASTER.

other than those contained in the Juneau Dispatch, which was enclosed and which is quoted elsewhere in this paper. In the letter Mr. Bishop briefly states that he was fortunate in reaching shore and in saving the lives of a number of passengers.

One of the Chinamen supposed to be lost is Ah Sing, who for many years was a faithful servant of Ben Gordon, of this city, and who, before embarking on the steamer, had a superstitious fear that some disaster was going to occur.

TWO OF THE LOST.

Dr. Duncan and Mr. Bell Contemplated a Trip to the Stewart.

Friends of Dr. John Duncan, of whom there were none more intimate than Ben Gordon, of this city, were appalled here on learning of his death in the Islander disaster. Mr. Gordon went to the same school as Dr. Duncan in Duncanville, Ont., a place named after the father of the deceased, and both were among the first charred members of the old Princess Louis Dragoon Guards of that town. After receiving his education Dr. Duncan came west in 1885, at the time of the Riel rebellion in the Northwest, which he saw through from beginning to end, having joined the Canadian volunteers as surgeon and served in the fore rank in all the exciting events of that campaign. He came to Victoria some 13 years ago as surgeon of C Battery, and after spending a few years with this company branched off into business for himself. Having been of a genial, kind disposition, and very skillful in his profession, his practice soon became a lucrative one, and it is only a few years ago since he erected on Fort street one of the handsomest and most comfortable office buildings in the city.

He went north in company with P. W. Bell, another of those whose names appears on the roll of lost, but a short time ago. They had contemplated when leaving here on making the voyage in part by canoe. Their destination was the Stewart river, where Dr. Duncan was interested in a number of mining properties which he was anxious to visit and inspect. On their return to Skagway, Dr. Duncan wired to Victoria stating that he would take passage for Victoria on the Islander. This was the last word received from him.

Mr. Bell, who accompanied him, was also a prominent citizen. He was chief factor in the Hudson's Bay Company for a number of years. Two daughters survive him, one being Mrs. Fred Pemberton, of this city. The other, who is not married, is now visiting in Victoria.

BRAVE BATTLE FOR LIFE.

Inspector Morgan Has a Terrible Experience—His Big Loss.

J. H. Morgan, the well-known Winnipeg life insurance agent, was one of the miraculously saved. He went down with the ship, being sucked down deep in the water, but the life preserver brought him to the surface and sustained him

charge in the company's service was the Whilaps, running at that time to points on the West Coast. This appointment he received because of his familiarity with the coast, having for years exclusively traded along the island shores in the little steamer Mischief.

When he first came to Victoria he was engaged in the boat building industry, and he it was who built the little steamer Spinnaker, which ran for a time along the coast. He came here from the Northwest to which country he moved in early life from Eastern Canada. He always took an active interest in the work of the Natural History Society of this city, and in this that organization now loses a most valuable member.

THOUGHTFUL ACT.

The Company Looking After Those Requiring Assistance.

George McL. Brown, executive agent for the C. P. R., has gone round the city today calling at all the residences of the bereaved relatives of the officers and crew to render every assistance to them in the company's power. Many of the families, having been thrown by the dreadful accident into straightened circumstances the action on the part of the corporation aroused much favorable comment throughout the city.

Mr. Brown also stated to the Times this morning that the corpses recovered would be brought down for interment.

THE QUEEN BENEFIT.

Funds Raised at It for Benefit of Survivors.

An entertainment was held on the steamer Queen on Saturday night to raise funds for the Islander survivors. There was a very large attendance. Hon. M. Goodyear, of Buffalo, N. Y., presided. An excellent programme was given, and at the close a collection was taken, which reached the sum of \$272. After the collection the chairman called on the American consul for Victoria, who said: "Ladies and Gentlemen:—A short and pleasant duty has been imposed upon me. Thanks to the assistance of Mr. Scott who walks the bridge of this good ship—a right good captain he is too—and his able assistants, we are in safety near the end of a most delightful trip. I regard the entertainment this evening as a fitting climax to this remarkable summer outing. A terrible calamity has occurred in these very waters, over which the skill and caution of the good Scot who walks the bridge of this good ship—a right good captain he is too—and his able assistants, we are in safety near the end of a most delightful trip. I regard the entertainment this evening as a fitting climax to this remarkable summer outing. A terrible calamity has occurred in these very waters, over which the skill and caution of the good Scot who walks the bridge of this good ship—a right good captain he is too—and his able assistants, we are in safety near the end of a most delightful trip. I regard the entertainment this evening as a fitting climax to this remarkable summer outing. A terrible calamity has occurred in these very waters, over which the skill and caution of the good Scot who walks the bridge of this good ship—a right good captain he is too—and his able assistants, we are in safety near the end of a most delightful trip. 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