

WRECK OF ISLANDER

Nearly Eighty Lives Known to Have Been Lost.

THRILLING STORIES OF SURVIVORS.

Alaskan Line Steamer Struck by an Iceberg and Sinks Almost Instantly, Carrying Down Part of Passengers and Crew.

PORT TOWNSEND, Wash., Aug. 20.—The steamer Queen has arrived from the north, bringing news of one of the most appalling marine disasters on the Pacific coast.

The steamer Islander, sailing from Skagway Aug. 14, when nearing the southwest end of Douglas Island at 2 a. m. Aug. 15 and running at full speed struck a floating iceberg and in less than 20 minutes went to the bottom of the deep channel, carrying men, women and children to a watery grave.

The Islander had 108 passengers, and all were in bed when the vessel struck. The shock was so severe that many were thrown from their berths, and the wildest excitement prevailed. Word was soon passed that the vessel was doomed, and a general scramble for the lifeboats ensued, many jumping overboard and attempting to swim to the shore, the distance being short. In the scramble to get into the boats many were hurled headlong into the chilly water, which, according to passengers arriving from the scene, seemed alive with human beings. Before all the passengers had left the vessel she gave a lunge and went down bow first.

It is known that 57 lives were lost. It will be some time before their names can be definitely learned, as the pursuer lost his passenger list.

A number of passengers of the wrecked steamer Islander tell of their thrilling experiences during the disaster. M. Blumner of Portland, who was bringing out a satchel containing \$14,000 in Klondike gold, rushed up to the upper deck when the boat was settling by the head, and Captain Foote told him there was little danger. Soon there was a rush for the boats, and when he was boarding the lifeboat he was afraid to throw his satchel of gold down from the deck into the boat for fear that the weight of the gold would cause the loss of the lives of those in the boat and would be losing his own chances of safety. He concluded to abandon his gold, and dropping the satchel on the deck, he slid down into the water and was hauled to the boat, thankful to save his life. One man who had just come out from the Klondike and whose name could not be learned is reported to have taken his portmanteau from the care of the pursuer, Mr. Bishop, and, with the grip containing dust amounting to \$40,000 in value grasped firmly in his hand, jumped from the sinking steamer to a boat close by; but, failing to reach the boat, he went down with his treasure.

United States Consul A. J. Smith, who was a passenger on the steamer Queen, saw Dr. Phillips of Seattle at Juneau. Dr. Phillips told him that he had lost his wife and child. The doctor insisted that no one called at his room, but he felt the sudden stoppage and says his wife told him to get up and see what the cause of the stoppage was. He demurred at first, but hearing people moving on deck he got up and told his wife to dress immediately. When they got from their room, the steamer was sinking, and before they could jump from the deck his wife and child were caught in the suction of the ventilators and were drowned.

Dr. Phillips was also drawn into a ventilator, but was caught by the head at the top and escaped being drawn down to death. He went down with the steamer and caught hold of some wreckage, from which he was afterward rescued. When resuscitated, he called for his wife and child, and a man brought the body of his little girl to him.

The death of Captain Foote was very pathetic. He remained on the bridge until the steamer was foundering. When the vessel commenced to sink and it was seen that no expedient could avail, the captain, it is said, jumped into the life raft, which was already taxed. Realizing that his weight would work havoc there, he exclaimed, "I see there are too many here, so goodbye, boys!" and swam away. He was shortly afterward seen to sink.

Chief Engineer Brownlee had a miraculous escape. He was asleep and was awakened by Third Engineer Allen rousing his bed. He ran to the engine room. There two firemen died like heroes soon after he awoke. They were ordered to close the "top wheel" and shut off the water, which was rushing from the forward part of the vessel.

They tried to do so and were drowned. Brownlee went down with the steamer and was standing on the upper deck holding the top rail when the steamer slid down by the head. He rose from the whirlpool and grasped some wreckage. Dr. Phillips of Seattle came up after him, and together they clung to the wreckage until they were picked up.

Judge Yerkes Nominated. HARRISBURG, Pa., Aug. 16.—The Democratic state convention has nominated Judge Harman Yerkes of Doylestown for supreme court judge and Representative Andrew J. Fahn of Mendville for state treasurer. The platform makes no reference to William J. Bryan or national affairs, being confined entirely to state issues. In the closing moments of the convention resolutions were adopted without debate and by a practically unanimous vote which will have the effect of blocking any effort that may be contemplated looking to the withdrawal of the candidate for state treasurer and the substitution of an anti-Quay Republican on a fusion ticket.

Arrested For Polluting Stream. OGDENSBURG, N. Y., Aug. 21.—Detectives alleging that the mill operatives along Oswegatchie river are continuing to dump refuse in the river in violation of the Ogdensburg water supply law have again caused the arrest of Nelson Caswell, manager of the Aldrich Paper company, at Natural dam, and he has been held in jail for the grand jury for the second time within a month. William Grant, G. L. Bartlett and John H. Wayne, mill operators at Edwards, were also arrested and held for the grand jury on the same charge.

Iowa Off For Panama. WASHINGTON, Aug. 21.—The navy department has been informed of the sailing of the battleship Iowa for Panama. She will stop at Acapulco for coal. The distance from San Francisco to Panama is 3,274 miles, and the trip will occupy about 12 days.

DRIVING OUT BLACKS.

Pierce City, Mo., Will Not Have Them In Its Limits.

PIERCE CITY, Mo., Aug. 21.—For nearly 15 hours this town of 3,000 people has been in the hands of a mob of armed whites determined to drive every negro from its precincts. In addition to the lynching of William Godley, accused of the wanton murder of Miss Gazette Wild and the shooting to death of his grandfather, French Godley, the mob cremated Peter Hampton, an aged negro, in his home, set the torch to the houses of five blacks stolen from the local company's arsenal, drove dozens of negroes from town. After noon yesterday the excitement died down, the mob gradually dispersing, more from lack of negroes upon whom to wreak their hatred than for any other cause. Many of the negroes who fled from the city are hiding in the surrounding woods, while others have gone greater distances in seeking safety.

Every negro has left the town except a few railway porters known to be respectable, but these must also leave. The citizens of Pierce City say that as negroes have committed several crimes in the last ten years none shall live there in the future, the same feeling already existing at Mound, four miles east of Pierce City and the end of the Frisco division. It may be necessary for the road to change all porters in Springfield hereafter.

It is now believed that the man William Godley who was lynched was not the real culprit. A negro named Stark, under arrest at Tulsa, L. T., across the border from here, tallies exactly with the description of the assailant. He is held there awaiting identification. Unless the man is brought back here it is believed there will be no further trouble. If returned here, he will surely be lynched. Another suspect, Joe Lark, is under arrest in Springfield, Mo.

FIVE FIREMEN KILLED.

Fatal Explosion of Oil Near Philadelphia.

PHILADELPHIA, Aug. 20.—Lightning struck a tank of oil at the Atlantic Refining works at Point Breeze last evening, and from then on tank after tank exploded until 15 of the two-story building gone up. The explosion of the thirteenth killed five firemen certainly and injured 50 fire fighters, many of whom are expected to die. The known dead are James Eallie and John McCullom, horsemen, and three unidentified men. The fire consumed 650,000 barrels of refined oil, each tank having held 30,000 barrels, which means a loss of \$1,300,000. Besides this, property worth \$500,000 more has been destroyed. The blazing oil was blown over hundreds of the fire fighters, and they were set afire. The oil in the tanks could not be extinguished by water, neither could the oil soaked clothes of the victims, and most of them suffered great agony, death relieving fire so far as known. Fifty or more of the burning firemen jumped into the river close by, and in the water the flames were smothered.

POLICE OFFICERS ARRESTED.

Men Prominent in New York Force Held to Answer.

NEW YORK, Aug. 21.—Sergeant Shields and Wardmen Dwyer and Glennon of the Nineteenth precinct were arrested before Justice Jerome late yesterday afternoon charged with violating the law in allowing a disorderly house to be run in West Thirty-third street. Assistant District Attorney Garvin said that there was evidence that the police were paid money to tip this house. He declared that policemen received money from windows every day, and there was evidence implicating men high in the department. Glennon was held in \$3,000 bail and Dwyer and Shields in \$2,000 each. Examination was set for next Tuesday, after which they will be held for the grand jury.

"This man," said Garvin, referring to Glennon, "gave Whitney \$100 for tipping off a prospective raid on a disorderly house after he (Glennon) had held a conversation with William S. Devery."

Garvin announced that he would lay the case before the grand jury.

Hands Across the Sea.

GLASGOW, Aug. 21.—The International Law association began a four days' session here yesterday, the lord chief justice, Lord Alverstone, presiding. Regret was expressed at the failure of the British-American treaty (the Hay-Pannetiere treaty), and Judge Lynde Harrison of Connecticut said, speaking as an American citizen, that since the Spanish-American war Americans had recognized the British as brothers and cousins. The judge also said he believed the senate at the next session of congress would accept a treaty on the same lines as the one rejected. The American people were now in favor of such a course.

Woman Charged With Murder.

ST. LOUIS, Aug. 21.—Because of startling evidence discovered in connection with the death of Edward A. Alexander of North Vernon, Ind., who is said to have died while in this city from the effects of a dose of morphine procured for Mrs. Mary Cupples, with whom he was in love, the prosecuting attorney has issued a new warrant, charging that woman with murder in the first degree. The evidence is a beer bottle said to contain morphine found in a room occupied by the Cupples woman, who is under arrest.

New York Markets.

FLOUR—State and western inactive and depressed by the wheat heaviness; Minnesota, \$2.35; extra, \$2.35; fancy, \$2.35; winter patents, \$2.65; 2's, \$2.65. WHEAT—Declined sharply under liquidation, foreign selling and smaller clearances; September, 95 1/2; October, 95 1/2; 1-15c; 1-15c; 1-15c. RYE—1-15c; 1-15c; 1-15c. CORN—Weakened under favorable crop news, liquidation and the wheat break; September, 61 1/2; 1-15c; December, 62 1/2; 1-15c. OATS—Dull and easier with corn; track, white, state, 41 1/2; track, white, western, 41 1/2. HAY—Steady; mess, \$15.50; 1-15c; 1-15c. BUTTER—Steady; state dairy, 14 1/2; creamery, 16 1/2. EGGS—Steady; fancy, large, colored, 9 1/2; fancy, large, white, 9 1/2; small, colored, 9 1/2; small, white, 9 1/2. SUGAR—Raw dull; fair refining, 1-15c; centrifugal, 96 test, 4c; refined barely steady; crushed, 5 1/2; powdered, 5 1/2. COFFEE—Strong; state and Pennsylvania, 17 1/2; western, canned, 16 1/2. RICE—Firm; domestic, 14 1/2; Japan, 4 1/2. TALLOW—Steady; city, 5c; country, 5 1/2. HAY—Quiet; shipping, 7 1/2; good to choice, 9 1/2.

ACCUSER OF SCHLEY. CAPSIZED IN SQUALL

Pen Picture of Edgar S. Maclay, Clerk and Historian. Sixteen Lives Lost in Wreck of River Steamer.

THE FATE OF THE GALCONDA.

Struck by Windstorm as She Was Making a Landing—Many Passengers in the Cabin Unable to Escape.

PAIDUCAH, Ky., Aug. 20.—The worst steambot disaster of years heretofore occurred last night about 7 o'clock when the City of Galconda, plying between this city and Elizabethtown, Ill., was struck by a tornado as she landed at Crowells, six miles above here, and turned over. Many of the passengers were at supper and were unable to escape from the cabin. At least 16 were drowned. The boat was loaded with live stock and grain and had about 75 passengers. Several who reached the deck as the tornado struck the vessel jumped overboard in their fright and were lost. Captain Jesse Bauer and Pilot E. E. Peck swam to shore and after rescuing all in sight hurried to the city. Captain Peck said that when the boat sank there was no time to escape. She went down in ten feet of water on her side, and what few passengers were found struggling in the water clung to a gawl and reached shore. After the wind had subsided the crew rowed to the wreck, but found no one, and of all the women on board only one is known to have been saved. Captain Peck says that the books will have to be found before it can be determined who and how many were lost, but places the number of those who perished at 16 or 20. Three deckhands saved a woman and child and came to the city through the woods. Most of the crew was lost. The boat left Elizabethtown at 1 p. m. and was due to arrive here at 7 p. m. She had an unusually large passenger list, as she was the only boat coming down yesterday.

Among those reported lost are: Mrs. Devo Adams and niece, Miss Lucy Barrett, Smithland; Miss Lizzie Graham, sister of Clerk Charles Graham of this city; Miss Trixie Grimes, Grahamville, this county; Mrs. Lon Hagan and three children, this city; W. Atta Davis, a stockman of Livingston county; Charles Slayton of Iola, Ky.; two young women from Smithland, names not known here; three deckhands.

H. E. Worten and N. S. Quarternous of Hamilton, Ky., arrived last night, having escaped by breaking the glass in the cabin. The Mary N. left last night for the scene to bring back the survivors and the dead who are in the cabin. The boat was valued at \$2,500 and had been in the trade for several years. Bad Blaze in Alabama. MOBILE, Aug. 21.—Fire yesterday destroyed the boiler house, office and some machinery of the Olinger Drydock company, also the office of the National Dredging company, entailing altogether a loss of several thousand dollars. A lot of lumber was also burned. Several small vessels lying near by escaped by moving up the river. The fire caught from a barrel of pitch. Forest Fires in Texas. DALLAS, Aug. 21.—Destructive forest fires are reported in large tracts of pine timber in Grimes county.

Never Was Considered Brilliant by His Newspaper Chums, But Always Was a Hard Worker and Close Student. "Who is Edgar Stanton Maclay?" is a question that is often heard and seldom answered these days. Maclay suddenly became a figure of prominence because of the charges that he has made in his naval history, reflecting on the conduct of Rear Admiral Schley during the war with Spain—charges that are so serious in their nature and made in such language that the secretary of the navy has forbidden the use of Maclay's book in the naval academy, while Rear Admiral Schley has for the same reason secured from Secretary Long an order for an official investigation of his actions in the war.

Maclay is the son of a clergyman and is about 39 years old. He is under the average height, but of sturdy build, with broad shoulders and heavy legs. He is persistent and stubborn in character and is proud of his Scotch ancestry. While at work on the first volume of his naval history, says the Chicago Inter Ocean, Maclay was a reporter on the New York Tribune, covering the board of education. Robert S. Maclay, a relative, was then prominent in educational circles and was at one time president of the board. At that time there were nine sons of clergymen on the Tribune, and Maclay, like all of them, was fond of staying up in the mornings after work was done, but as he had a life work ahead of him he decided he would have to practice economy.

It was hard work for Maclay to write. Words came slowly to him, and it was difficult for him to handle a pen or pencil. He wrote a small, cramped, irregular hand, the lines being so close as to make him unpopular with copy readers. At that time he had all his data for his first volume. It was while at Cornell that he conceived the idea of writing a naval history, having come to the conclusion

EDGAR STANTON MACLAY. (The Young Historian Who Attacked Admiral Schley.)

that there was none in existence worthy the name. When he left the university he had a little money, and he went abroad for data. There he made use of what knowledge he had of French and German and searched the libraries.

One day after Maclay had learned all he could he found himself in Germany with just enough money to pay his way to New York city on the steamer. He had three days in which to get the steamer. How to live without eating those three days was a question, and how to get the steamer was another. Somehow he got on board a boat going down the Rhine and on that boat he found bags of unroasted coffee. The bags were of canvas and his knife was sharp enough to cut holes in canvas. He hid in a store of green coffee beans, and he had not started to death by the time he reached the steamship. Ever after that he liked German cooking and the Germans.

When on the Tribune Maclay would hurry every evening to a little German restaurant at Third avenue and Tenth street and fill himself with the products of that German kitchen at a moderate expenditure. Sometimes in the summer he would take a glass of imported German beer instead of coffee, of which he was extremely fond even when cooked. Beer he drank in moderate quantities on Saturday nights, when he usually went to Williamsburg, bought a ticket for some ball given by flower-makers or paper-box makers, or shop girls. He would dance to his heart's content and then be very careful for the rest of the week.

Maclay always believed that writing was a low art, and that no matter how well a man could write, he could never achieve fame unless he really had something to say. When he got through writing the first volume of his naval history he got Edwin Wardman, then copy reader on the "Tribune," to go over it for him. Wardman was a Harvard man, and was considered an authority on English language and literature. Wardman often grew tired, but he kept at the work of editing the volume, and when it appeared in print it had smoothed itself to it.

In 1894 Maclay left the "Tribune" and began writing naval editorials for the New York "Sun." When he got ready to write the second volume of his story he obtained an appointment as light-housekeeper at Setauket, L. I., and got married. He has children. Maclay kept plugging along until Assistant Secretary of the Navy Allen was sent to Porto Rico. Maclay wanted to be his successor. He is now a clerk in the Brooklyn navy yard.

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