



SIXTEEN PERISH IN RIVER DISASTER.

Packet City of Golconda Capsized During a Storm Near Paducah, Ky.

WOMEN AND CHILDREN ABOARD.

Engineer's Wife and Child Alone Were Saved—Captain Says His Orders Were Disregarded.

The Dead. MISS LIZZIE GRAHAM and niece, MISS THIRIE GRIMES, both of Grahamville, Ky. CUL TURNER, negro, Smithland, Ky. CHATLAIN GIBSON, Smithland, Ky. WILLIAM WEBB, negro, Smithland, Ky. WATTS DAVIS, Livingston County, Kentucky. MISS DAVIS ADAMS and niece, MISS LACY BARNETT, Smithland, Ky. CLARENCE SLAYDEN, Lola, Ky. MISS W. A. HOGAN, two sons and daughter, Paducah, Ky. WILL WOODRUFF, Golconda, Ill. HORACE HONDELY, Golconda, Ill. DEE JACKSON, Paducah, Ky. GEORGE STANBERRY, Paducah, Ky. REPUBLICAN SPECIAL. Paducah, Ky., Aug. 19.—In a severe storm at 6 o'clock to-night, the City of Golconda, the triweekly packet between here and Golconda, Ill., was capsized at Cottonwood Bar, four miles above this city. When the gale struck her the little craft was turned over on her side, and all the passengers in the cabin—all of whom were women and children—were drowned. The news was brought to this city about 7 o'clock by some escaped deckhands, and it spread rapidly. The river front was lined with anxious friends and relatives in a very short time. The steamer was en route when the storm struck. It was all over before the passengers and officers realized what had happened. The boat was capsized in about ten feet of water. Captain A. Peck, who was at the wheel when the gale struck, claims he gave a signal to the engineer to stop, which was disobeyed. He says when the second signal was given there was no response, he became alarmed. When he gave a third signal and there was no response, he and Charles Conant, a passenger in the pilot-house, rushed to the roof and met Engineer Hayden and his wife and child. The child went overboard and Captain Peck saved it, while the engineer reached the shore with his life. St. Louis Man Swam Ashore. James McAllister of St. Louis swam ashore. He was en route here to take a train for home. W. A. Hogan is a traveling man for a St. Louis house. A negro was reported drowned while trying to save himself on a barrel. Harry Worten of Hampton, Ky., did heroic service in rescuing the drowning. The officers, all of whom were saved, are: Captain A. Peck; clerk, Clarence Koger; engineer, Charles Hayden. There were about thirty persons aboard, including passengers and deckhands. Five head of cattle perished, and 150 hales of hay were lost, also a piano. The City of Golconda was built about three years ago here by Captain A. Peck at a cost of \$5,000. She was recently purchased by Captain O. Bauer of Golconda. The boat was insured for \$2,000. There was no insurance on the cargo. Steamer Mary N. went to the scene shortly after the news was received here and returned with the dead at 11:30.

THREE FORTUNES OVERBOARD WHEN THREATENED BY DEATH.

Passengers Aboard the Wrecked Steamer Islander Had Thousands of Dollars in Gold Dust—One Miner, Returning Home With Forty Thousand Dollars in a Satchel, Grasped His Treasure, Made a Tremendous Jump for a Lifeboat, Missed It, and, Weighted With the Gold, Went to the Bottom.

CAPTAIN OF THE STEAMER DIED THAT OTHERS MIGHT LIVE.

Port Townsend, Wash., Aug. 19.—The steamer Queen has just arrived here, bringing details of the wreck of the steamer Islander, in which fifty or more lives were lost. The Islander, sailing from Skagway on August 14, when nearing the southern end of Douglas Island, at 2 a. m. A sudden squall struck the steamer, and in less than twenty minutes went to the bottom of the deep channel, carrying many men, women and children to their deaths. 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 about 100 feet. In the scramble to get into the boats many were hurled headlong into the chilly water, which, according to passengers arriving here, was dark and cloudy with human beings. Before all the passengers had left the vessel she gave a lunge and went down, how first. It is known that sixty lives were lost. Story of the Pilot. Pilot La Broy, who had charge of the steamer Islander at the time that she struck, said: "The night was fine, and as we always expect to meet ice, a sharp lookout was kept. But at 2:30 a. m. the crash came. The boat was under full speed and no ice was in sight and there was no fog, but the wind was blowing and it was dark and cloudy. The fatal berg was no doubt even with the water. "After she struck I stopped the engines, but Captain Foote appeared with the night watchman, who reported the ship leaking forward. I told Captain Foote that we would better head for the beach, but he demurred, and when he decided to do so the ship was taking water so fast that she would not answer her helm. Then I called the mate and ordered the boats. This was done and they were lowered 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. He believes the vessel sank in twenty-three fathoms, and that the boiler did not explode, but that the woodwork was swept away by a rush of water and air. He figures forty-two persons were drowned. Abandoned Their Gold. A number of passengers tell of their thrilling experiences in the disaster. M. Blumauer of Portland, who was bringing out a satchel containing \$4,000 in Klondike gold, rushed up to the upper deck with the boat sinking, and, concluding to abandon his gold, and dropping the satchel to the deck, he slid down into the water and was hauled into the boat, thankful to see his life saved, though he lost his treasure. Sam Statten of Winnipeg also dropped a satchel laden with \$4,000 in gold, and a trial and his fortune was lost. He was in gold in it, and such escaped to tell the story, while one man, who had just come out from the Klondike (his name could not be learned), is reported to have taken his portmanteau from the care of the purser, Mr. Bishop, and with the grip, containing dust amounting to \$40,000 in value, grasped firmly in his hand, jumped from the sinking steamer at a boat below, and, failing to reach the boat, he went down, together with his treasure, to rise no more. Doctor Phillips of Seattle lost his wife and child. The proprietor insisted that no one called at his room, but that he felt the sudden stoppage and said that 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 drop 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. Impossible to Obey Orders. Continuing, the chief engineer said he received telegraphic orders of "full speed astern" and "full speed ahead," but it was absolutely impossible to carry them out. By this time the boat 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 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. Having told the captain that he could do nothing, the chief engineer returned to the bow, as the second and third engineers were in the engine-room awaiting 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 in the saloon. "We thought we were caught in a trap," said the chief, "but managed to keep our heads above water. We ran and climbed over the stanchion and onto the deck. We were not there more than a few seconds when the ship went down. George Allen, the third engineer, Brownlee believes, jumped overboard and must have struck the propeller. He never saw him again. Brownlee and just the other engineer hung to the railing at the stern as high as they could get, that place being the only part which was not under water. As the ship went down they were still there. With them was an old gentleman from Vancouver, named Morgan. When they came to the surface Morgan and Brownlee caught hold of the wreckage, and just the other Doctor Phillips of Seattle popped up and grasped the same piece. It was only a frail support at best, and Phillips was in a critical state of mind, having just seen his wife and daughter go down 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 officers, named Burke. Thus there were three men clinging to one frail piece of wreckage. Suddenly I upon a Raft. "I climbed upon a raft," said Phillips, "and discovered a quantity of wreckage not far away. He succeeded in seizing enough for a small raft. By this time his legs were so numb with cold he could not move them and he was compelled to rub and pinch them persistently to restore circulation. He first hauled Phillips aboard, and after much exertion succeeded in reviving him. He then hauled Burke aboard, but the unfortunate man was too far gone, and, murmuring something about being cold, expired on the raft. More wreckage was secured and the dimensions of the raft were increased. Two men realized that unless they

How the Captain Died.

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 earthly expedient could avail, the Captain turned and jumped into the life raft, which was already taxed to accommodate. Realizing that his weight would work havoc there, he exclaimed: "There are too many here, so good-bye, boys," and swam away. He was shortly afterwards seen to sink. A passenger who arrived by the Queen says that on Thursday morning when the steamer returned it brought in a large quantity of debris from the wreck, including many of cabin stores, staterooms, trunks, etc. The Indians looted the wreckage, smashing trunks with axes and carrying off valuables. The Islander was the largest passenger vessel of the Canadian Pacific Navigation Company. She was built at Glasgow at a cost of over \$200,000, and was put on the Victoria and Vancouver route. She has since been engaged in the Vancouver trade, and is regularly going to Alaska and the Columbia River. She was a twin-screw steamer, 300 feet long, 42 feet beam and 14.8 hold. She possessed great speed, had accommodations for several hundred passengers and a large freight capacity. Officers Accused of Intoxication. Seattle, Wash., Aug. 19.—L. S. Robe, one of the passengers on the ill-fated Islander, intimates by his demeanor that he believes the officers of the Islander were derelict in their duty. Indeed, the charge is being more or less freely made by the survivors that the captain and the pilot had been drinking heavily. John L. Wilcox of San Francisco makes the unqualified assertion that the pilot was intoxicated, having gone on board in that condition, and that the captain had also been drinking during the evening. AFTER EVANS'S SCALP. Indiana G. A. R. Will Take Part Against Pension Commission. Indianapolis, Ind., Aug. 19.—Members of the Grand Army expect an outbreak against the Pension Commission. Evans at the National Encampment in Cleveland and will take an active part in it.

CURRENT HAPPENINGS.

EXTRAORDINARY MOVEMENT OF WHEAT TO EUROPEAN PORTS.

Shipments Since July 1 Have Averaged 1,000,000 Bushels a Day—Yesterday's New Record Was 1,754,000—Shortness of Supply Across the Atlantic and Low Ocean Freight Rates Explain the Unusually Heavy Exports—United States Will Have Two Hundred and Fifteen Million Bushels to Sell, After Keeping Four and One-Half Bushels Per Capita for Home Consumption.

London, Aug. 19.—The Mark Lane Express to-day, summing up the crop situation, says: The best authorities estimate the wheat crop of the United Kingdom at 55,000,000 bushels, that of France at 300,000,000 bushels, and the crops of Belgium and Holland at 30,000,000 bushels, a total of 285,000,000 bushels of the great wheat importing area of Northwestern Europe, which needs 65,000,000 bushels. America, with home wants not exceeding 60,000,000 bushels, has 67,000,000 bushels, and is, therefore, able to deal with the deficit single-handed. The Russian, Roumanian, Australian and Argentine surpluses are left to meet the wants of Italy and the west coast, like Cape Colony, Greece, Serbia, Zealand, Scandinavia, China and, probably, Austria-Hungary, Spain and Portugal. Egypt and India will be self-supporting for the next twelve months, but Egypt has dropped from the list of exporting countries, and India does not seem able to continue her exports. The Government has assumed that there will be an exportable surplus of 5,000,000 quarters, but an Indian crop authority denies that the famine is over, or that the 1901 crop is abundant.

REPUBLICAN SPECIAL. New York, Aug. 19.—Clearances in wheat and flour for export to Europe announced to-day were 1,754,000 bushels, against 1,657,000, the highest previous record, one day at week. These figures cover only the Atlantic and Gulf ports, and would be swelled materially were the clearances from the Pacific ports included. The shipments for last week were the largest on record, amounting to 2,029,000 bushels. Shipments since July 1 amount to 45,232,000 bushels, against 21,001,000 for the same period a year ago. This has been at the rate of over 1,000,000 bushels a day. Primarily, the extraordinary movement this year reflects the shortness of the European wheat supply. Trustworthy figures fix the crop this year in the United Kingdom at 55,000,000 bushels, in France at 300,000,000, in Belgium and Holland at 30,000,000, a total of 285,000,000 bushels of the great wheat importing countries of Europe, whose needs are estimated at 65,000,000 bushels. The United States has 65,000,000 bushels this year, of which 30,000,000 are needed for home consumption, 55,000,000 for seed and 4,000,000 for manufacturers, leaving only 15,000,000 for export purposes. The figures for home consumption are based on four and one-half bushels per capita. Ordinarily, four bushels per capita have been consumed per annum in this country, but statisticians figure on a larger home demand for wheat this year than formerly, because other foodstuffs are very high. Potatoes, for instance, are selling at the highest price on record.

Cheap Ocean Freight a Factor. Forty per cent of the wheat exported is from this city. The remainder is going abroad through New Orleans, Galveston, Baltimore and Philadelphia. The cheapness of ocean freights at present is another cause for this extraordinary movement, wheat being about the only article of production available for export in great quantities at this time. Stress is laid on this circumstance by the bears, who point out that the wheat now afloat on the lakes is only 20,000 bushels, very much less than would be the case if large exports had been contracted for this month. The wheat was purchased in April and May principally for German merchants, and was to have been shipped any time during August and September. Owing to the cheapness of freights, it is being hurried abroad at this time, rather than next month, when cotton and manufactured products may come in to raise the rates. It is predicted that the present rate of wheat exportation will not be maintained.

LEADING TOPICS TO-DAY'S REPUBLIC.

- 1. Passengers Threw Fortunes Overboard. Movement of Wheat to European Ports. License System Increases Revenue.
- 2. St. Louisans on a Burning Launch. Stood Erect With Head Blown Off.
- 3. Fair Workers Will Meet in New York. Will Have Charge of Federal Exhibit. Bulgaria Resents Sultan's Action.
- 4. Entries and Results at the Tracks. Sporting News.
- 5. Baseball Games.
- 6. Editorial. Notes About St. Louisans.
- 7. Whipped His Secretary and Resigned. Opposition to Honoring Cervera.
- 8. The Railroads. Reduces Left a Small Fortune. Much Humidity in Atmosphere.
- 9. Republic Want Advertisements. Record of Births, Marriages, Deaths.
- 10. Republic Want Advertisements. Record of Births, Marriages, Deaths.
- 11. Grain and Other Markets. River Telegrams. Business Men Ask Police Protection.
- 12. Collector Whyte Increases Revenue. Wheat Crop Offsets Corn Losses. Calls Wife a "Beautiful Devil." Boer Women Sure of Victory. "American Negroes as Good as Indian Princesses."
- 13. St. Louis Plant in Shovel Trust. Milliners Buying Fall Stocks.

WEB DAVIS TO DESERT? It is Reported That He May Return to Republicanism.

REPUBLICAN SPECIAL. Kansas City, Mo., Aug. 19.—There is a well-certified rumor here to-day that Webster Davis is shaping affairs so that he can get back into the Republican party. Walter Davis, brother of the former Assistant Secretary of State, is out asking the Republican support for the nomination for Mayor, and when notified at a caucus last night that he would be held responsible for his brother's desertion from the party, the intimation was given that "Web" would be all right when the time came. "Web Davis has been in the Democratic party so far in his career. He will be of immense benefit to it if he will go back to the Republicans, as he will be a born in the sides of the Republican cause. All of them are arraigned against Walter Davis, because Web joined the Democratic party. It is manifestly to their own advantage to entertain this feeling, as it permits them to line up at the Davis counter without being crowded by the Davis following, which was a large one while Web was at the fore. Webster Davis has about completed all the buildings he contemplated in his original scheme. His property holdings in this city are now fully up to \$20,000. The highest salary he ever had was his \$4,000 a year at Washington. Personally he is very popular. He is a good mixer, and now that he has money at his command is better liked than ever. But he would come nearer wrecking the Republican party in Kansas City than anything else that could happen. Coming empty-handed to the Democratic party, he would go to the Republican party armed with the teeth with steel traps and knives and thunderbolts. He is personally bitter at the way in which his brother Walter was thrown out of the post office, because he himself had seen fit to leave the administration party.

SCHWAB MAY RESIGN.

Report That He Will Sever His Connection With Steel Trust.

REPUBLICAN SPECIAL. Philadelphia, Aug. 19.—It is said on good authority that Charles M. Schwab will shortly resign the presidency of the United States Steel Corporation and direct the destiny of the Bethlehem Steel and Iron companies. It is learned to-day that the Bethlehem company had changed hands, but the new syndicate is at present unknown. Mr. Schwab is known to be a large holder of Bethlehem securities, and it is very likely he has been persuaded that his interests would be best conserved by abandoning himself with the company in which he probably the largest individual holder of stock. Mr. Schwab was seen at the Hotel Lorraine to-day to-night, but he begged to be excused from discussing the matter, saying: "I am very sorry, but cannot say anything about it."

WILL WELCOME ROOSEVELT.

Plans for the Vice President's Reception at Camp Lincoln.

REPUBLICAN SPECIAL. Springfield, Ill., Aug. 19.—Adjutant General Reece, under the direction of Governor Yates, has prepared the programme for the reception of Vice President Roosevelt, who will visit Springfield Friday of next week. Upon the arrival of the special train, Mr. Roosevelt will be met here by Governor Yates and his staff and four troops of the First Cavalry and escorted to the Executive Mansion. Following luncheon, the Vice President will be accompanied by Governor Yates and his staff, will proceed to Camp Lincoln, where the remaining four troops of the cavalry regiment, the three batteries of artillery and company of engineers will render the necessary military honors to the visitor. A special review will be given, for the details of which Adjutant General Reece has made provision.

PHILLIPS HAD THE MONEY.

Settled a Mistake and Saved a Bookkeeper's Job.

REPUBLICAN SPECIAL. Chicago, Ill., Aug. 19.—George H. Phillips has another follower, ready to swear by him. A commission-house clerk called on him Saturday to explain that in an account of a time ago, he had found Phillips individually an error had just been discovered of \$1,000. Messrs. Counselman & Day had sent Phillips a notice last week that there was a balance of \$1,000 to his credit on a stock trade made a long time ago. An order for \$1,000 on that credit relieved the clerk, settled the error and made Phillips a new recruit.

TRAGEDY IN MINING CAMP.

Miners Quarrel and One Shoots and Kills the Other.

REPUBLICAN SPECIAL. Joplin, Mo., Aug. 19.—A quarrel between two miners at a mining hollow, a slanting mine, resulted in the shooting of Walter Craig through the heart about 1 o'clock yesterday morning. The tragedy occurred in the main street of Caldwell. Two men realized that unless they

WHYTE'S LICENSE SYSTEM INCREASES TAX REVENUE.

Equality Before the Law, Without Regard to Wealth or Social Position, the Keynote of the License Commissioner's New Policy, Which, So Far, Has Saved the City One Hundred and Twenty-Six Thousand Dollars.



LICENSE COLLECTOR JOSEPH P. WHYTE. Who has increased the revenue of the city more than \$125,000 by applying business methods and the law in his department.

Simple methods and a courageous policy are readjusting the license system of St. Louis. Equalization of taxation rates is gradually being accomplished. The system is already extensive, but it is being perfected. Its scope will be enlarged and equity will be established. The result is expected to bring about an increase in municipal revenue, coincident with a wide distribution of license tax and no increase of burden. Marked changes have already been effected in the License Department. The income exhibits show an increase for this year of more than \$125,000 over the same period of last year. Estimates promise an aggregate increase for the whole of this year of at least \$125,000. Unknown to the people of St. Louis, the new condition is superseding the old by easy stages. License Collector Joseph P. Whyte refrains from exploiting his success. "Wait," he says, "the end of the year will show what we are doing. This is the time for work. Statistics will come later. Comparisons will demonstrate a more distinct contrast when year is measured against year. I believe such a contrast will be an object lesson of much value. Our people will learn from it." St. Louisans may be as much surprised at Mr. Whyte as they are at results of his work. "If capital," he declares, "paid as much to the city as real estate, based upon values, the city would have more than sufficient money for existing conditions. The trouble has been that some corporations, merchants and manufacturers who should pay license have not done so, or else have submitted suggestions to the Municipal Assembly, advising increase of some rates and decrease of others. I am now collecting statistics, and already some bills providing for changes have been introduced in the Assembly. "The law by which the License Department is conducted is crude. I intend to give the Legislature at its next session a bill amending it. It is not well for the city to have an assessment and collection of license done as it is now done. The method of assessment as it is now done is a source of opportunity to unscrupulous operators.