



Dr. Deimel's Linen-Mesh

Underwear, for which we are agents in Omaha, is the most healthful, comfortable, clean, of any hitherto known. It is healthful because it keeps the body warm without overheating it; because it takes up perspiration and ries quickly. Dr. Deimel's Linen-Mesh Underwear may seem like a good deal of a change for you—but it will be such a delightful change that you will never get over being thankful you made it.

A little book discussing the subject is free to all who may desire it.

We close Saturdays at 1 p. m. during July and August.

THOMPSON, BELDEN & Co.

Y. M. C. A. BUILDING, COR. 16TH AND DOUGLAS STS.

members of the crew, was the steel lifeboat, the best one on the ship.

Mr. Preston First Sight Land.

"After leaving the ship Mr. Preston, who was standing in the bow of the boat as a lookout, was the first to locate land by hearing the noise of water on the shore. The boat was stopped every few minutes for the passengers to rest.

"The cries as we left of those who were still in the water clinging to the wreckage were heartrending. As we rowed away they ceased gradually until an absolute silence prevailed.

"After we had reached the land the steel boat arrived with the seven members of the crew. The fact that this was all it contained was remarked at the time."

It is generally stated among the passengers that the captain and pilot were drunk, but Mr. Preston declined to be quoted in this regard, as all he knew concerning it, he said, was hearsay. It is said that when the pilot came to the bridge the first time to take charge of the ship he told the captain that he was in no condition to do so and was told to go down for a while. This he did, but after about 10 o'clock, while still in an incompetent condition, the ship was delivered into his charge.

Mr. Preston's mother and sister, who are residents of Seattle, are with them this evening. They knew nothing this morning besides what was told in the dispatches and their distress of mind through the day may be imagined. The boat left Seattle at 5 o'clock, when a friend told them that Mr. and Mrs. Preston were among the saved, and their anxiety relieved.

GLAD NEWS FOR OMAHANS

B. H. Robison and Family Receive Word from Daughter After Anxious Day.

W. G. Preston and wife, reported to have been lost by the wreck of the steamer Islander when it struck an iceberg off Douglas Island Thursday morning and later found to have been saved, were both for years residents of Omaha. Walter G. Preston is a son of William Preston, who for years conducted a flour depot in this city and later removed to Seattle, Wash. With his sons he operated a general store at Dawson, N. W. T.

July 30 of this year Walter Preston and Myrtle M. Robison were married. Myrtle is a daughter of B. H. Robison, father of the bride. They immediately left for the west and had made arrangements for a trip on the Islander to Skagway, the port where cargoes intended for Dawson were to be landed. The boat left Seattle Thursday, August 8, one week before it was wrecked, and Mr. and Mrs. Preston were in the party.

Mr. Robison last night received from Seattle this dispatch: We are here safe. Sorry the wire report was so bad. Myrtle will write at once. MYRTLE.

Romance in Their Marriage.

The marriage of Walter Preston and Myrtle Robison was unexpected and somewhat romantic. Miss Robison, a popular Omaha society girl, had known Preston for many years and had corresponded with him in a friendly way since he took up his residence in the Klondike. Late in June Mr. Preston arrived in Omaha with the steamer Islander, and taking Miss Robison back with him if such a consummation were within the possibilities. He pressed his suit so eloquently that it found favor and Miss Robison agreed to an immediate marriage. She consented to forego the usual happy preparations and with no other trousseau than her usual wardrobe married Mr. Preston on twenty-four hours' notice. The young woman had an engagement with a party of friends for a picnic at Manawa on the wedding night, but was excused on a showing of the exceptional occurrence about to take place.

The young people were married and left at once for Seattle, which was Mr. Preston's home in the States. It was the intention of Mrs. Preston to accompany her husband to the Klondike with the steamer Islander, but she proposed to return to Seattle to remain until the return of Spring. Mr. Preston has rendered several valuable services to people of this city. It was he who brought home the body of Curtis Turner, who died while making an excursion into the northern gold fields. Mr. Preston also made it possible for the family of Captain Charles Rustin to conduct final rites over the body.

MANY DEATHS. MORE ESCAPES

Steamer Queen Brings Details of How Islander's Passengers Fared.

PORT TOWNSEND, Wash., Aug. 19.—The steamer Queen has just arrived from the north, bringing further details from the scene where the steamer Islander, sailing from Skagway on August 14, in nearing the southwest end of Douglas Island at 4 a. m. August 2, struck a floating iceberg and

Salt Rheum

You may call it eczema, tetter or skin crust. No matter what you call it, this skin disease which comes in patches that burn, itch, discharge a watery matter, dry and scale, owes its existence to the presence of humors in the system. It will continue to exist, annoy, and perhaps agonize, as long as these humors remain. It is always radically and permanently cured by

Hood's Sarsaparilla

which dispels all humors, and is positively unequalled for all cutaneous eruptions.

CANDY CATHARTIC

Best for the bowels. Genuine stamped C. C. Never sold in bulk. Beware of the dealer who tries to sell something "just as good."

In less than twenty minutes went to the bottom of the channel, carrying men, women and children to watery graves.

The Islander had 269 passengers and all were in bed when the vessel struck. The shock was so severe that many were thrown from their beds. The vessel was so excited 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 many of the lifeboats were hurled headlong into the chilly water, which, according to passengers arriving from the scene, seemed alive with human beings. Before all the passengers were down, the vessel gave a lunge and went down, bow first. It is estimated that sixty-seven lives were lost. It will be some time before their names can be definitely learned, as the pursuer lost his passenger list.

Pretons Among the Survivors.

Among the passengers known to have been saved are the following: W. G. Preston and wife of Omaha and Seattle; M. A. Belloir, M. P. Ottawa; C. C. Ray, Ottawa; R. Boyman, wife and son Oscar, Vancouver; A. Morrison, Dawson; Charles Doyle, Fort Cudahy; Virginia Doyle, Fort Cudahy; Arthur Longman, Seattle; N. Real, Dawson; L. W. H. Smith, Vancouver; H. W. Henderson, Dawson; H. H. Hart, San Francisco; J. E. Bauls, San Bernardino, Cal.; F. M. Blanche, pilot, Victoria; A. J. Walker and wife, Skagway; R. N. Highton, Victoria; Charles Devery, fourth engineer, J. G. Frazier, purser, C. H. L. Sherman, Northwest mounted police, White Horse; H. Walker, mounted police, White Horse; Andy Simpson, steward; G. L. Cotter, mounted police, White Horse; L. A. Berlin, engineer, John L. Gosse, Seattle; J. W. Snodgrass, Dawson; A. Dickey, Seattle; D. O. Ferry, quartermaster; Owen McLaughlin, wife and child, Skagway; L. L. Dean, E. C. Flint and wife, Dawson; J. C. Henderson, Skagway; Everett G. Young, Vancouver; Anton Krieh, Dawson; Jack Kachver, Dawson; K. B. McLennan, Vancouver; O. Olsen, compasser, Victoria; B. Carter, sailor; C. N. Frazier, Vancouver; Joe Kachver, Vancouver; A. W. Luth, Dawson; George Ross, Dawson; W. H. Sommes and wife, Dawson; T. R. Robertson, Skagway; Mrs. Gertie Whitmore, Tacoma; E. M. Green, Vancouver; S. Jameson, Vancouver; Mrs. E. Mills, Dawson; George Poddoimor (or Roddycomb), Tacoma; J. W. McFarland, Seattle; J. H. Vancouver, B. D. Dish, Racine; Wm. Russell, Wilkinson, Leamington, Ont.; J. L. Wilcox, San Francisco; Max Green, Tacoma; L. T. Maxwell, Seattle; R. M. Wright, Williams, N. D.; J. D. Daniels, Seattle; S. S. Robb, Dawson; E. Dennis, Dawson; G. M. Morgan, insurance agent, Winnipeg; H. Anlihs, Dawson; Captain McFarland, Dawson; George S. Pence, steward; Ed Hudson, compasser; Dave Stewart, freeman; J. Nash, freeman; William You, freeman; Harry Lacey, Seattle; M. Blumore, Portland, Ore.; John Dickson, porter, Victoria; H. M. Macneil, Portland; Dick Morrissey and Pat Levin, freeman; J. MacDonald, freeman; M. Hansen, Dawson; H. A. Dickey, Seattle; H. H. Mather, Seattle; J. W. Donald, R. R. Taylor, deckboy; F. Castleburg, William Needlands, Dawson; J. D. Yoeman, Dawson; P. H. Brown, Dawson; F. G. Hindecroft, Vancouver; F. P. McCaughey, White Horse; E. H. Carlson, Seattle; J. T. Snyder, Seattle; J. W. Johnson, St. Mary's, Ont.; George Powell, second mate; William W. Powers, Eagle City, G. L. Spinks, Dawson; Dr. P. Phillips, Seattle, wife, Dawson; A. T. Brownlee, chief engineer, Seattle; J. H. Bishop, purser; George T. Brown, Dawson; E. J. Brown, Dawson; J. Dean, Cariboo Crossing; A. C. Beach, Dominion Creek; Captain Hadison, Victoria; F. F. Comfort, Dawson; W. S. Herbert, Dawson; J. G. Devlin, Forcupine; W. J. Stevens, M. E. Emphay, W. Pison.

Islander's Pilot's Account.

VICTORIA, B. C., Aug. 19.—Pilot Blinche, who had charge of the steamer Islander at the time it struck, says: "The night was fine and as we always expect to meet a sharp lookout was kept. About 2:45 a. m. in the crash came. The boat was under full speed and as ice was in sight and there was no fog but the wind was blowing and it was dark and cloudy. The fatal ice was no doubt even with the water. After it struck I stopped the engines, when Captain Foote appeared with the night watchman, who reported the ship leaking forward. I told Captain Foote that we were under way for the beach, but he demurred and when we decided to do so the ship was taking water so fast that it would not answer its helm. Then I called the mate and ordered the boats. This was done and they were lowered to the water. The 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."

The pilot also says that many of the men acted badly, attempting to jump into the boats before they were launched. Had it not been for the crowding and rushing he thinks all would have been saved with the exception of those who did not get out of their lifeboats. Among them were Andrew Ketting and two sons of Leamington. The crew, on the other hand, behaved splendidly and looked to the safety of the passengers. After the boats had been launched the crew turned its attention to the lifeboats, among whom were Andrew Ketting and two sons of Leamington. The crew, on the other hand, behaved splendidly and looked to the safety of the passengers. After the boats had been launched the crew turned its attention to the lifeboats, among whom were Andrew Ketting and two sons of Leamington.

Passengers' Pathetic Tales.

A number of the passengers of the wrecked steamer Islander tell of their thrilling experiences during the disaster. M. Blumauer 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 water before steadyding down into place for fear that the weight

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United States Consul Smith, who was a passenger on the steamer Queen, saw Dr. Phillips of Seattle at Juneau. Dr. Phillips said 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 that his wife told him to get up and see the cause of the stoppage. He got up and saw people moving on deck and he 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 was caught in the suction of the ventilators and were drowned. Dr. Phillips was also drawn into an asc-ventilator but was caught by the head at the top and escaped being drawn down to death. His eye was severely cut by the ventilator, and he went down with the steamer and he was afterward rescued, when rescuing some unnumbered person clinging desperately to portions of wreckage. The boat was soon filled with the living and dead and then made for the shore. Here rescue parties were sent out to search for exposure, some of which efforts were successful.

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Mr. Brownlee, the mate, and several others got into a boat and started to pull for the shore. On Saturday evening a concert was given on the steamer Islander, which was given to the United States Consul A. J. Smith of Victoria, who was a passenger on the Queen. Captain Foote Dies Heavily. Passengers and members of the crew of the steamer Islander who have arrived here agree that the loss of life by Thursday's disaster in Lynn Canyon was estimated to sixty-five, but they admit that there were five or more stowaways on the steamer and the children on board were either drowned or died of exposure, so it is possible that the loss of life will reach over seventy.

The death of Captain Foote was very pathetic. He remained on the bridge until the vessel sank. The captain is said to have jumped into the lifeboat which was already taxed for accommodations, after all help was gone. Realizing that his weight would have had him, he exclaimed: "I see there are too many here, so good-by, boys!" and swam away. He was shortly afterward seen to sink. Chief Engineer Brownlee had a miraculous escape. He was asleep on his berth when Third Engineer Allen ringing his bell. He ran to the engine room. There two firemen died heroically after being overboard and shut off the water, which was rushing from the forward part of the vessel. They tried to do so and were drowned. Brownlee was standing on the upper deck holding the top rail when the steamer slid down by the head and he went down with it. He rose from the whirlpool and grasped hold of the wreckage. He was rescued by the crew of the steamer Islander, which was wrecked on the same day.

WAIT FOR OFFICIAL LIST. Number of Dead Has Apparently Been Reduced to Forty-Two, but Details Are Lacking. VICTORIA, B. C., Aug. 19.—Victorians are waiting patiently for an official list of those who lost their lives in the disaster which overtook the steamer Islander, for although the list of dead has been reduced to forty-two, according to reports, it has reached this city this afternoon, there are still numbers of names which have not been received here. The day has been given to a discussion of the accident. It is said by some that it is quite possible that the steamer struck on a ragged reef which runs out from Tananariv point, and that the boats were about in that part of the sound, they themselves being so close to the pieces of wreckage to cling to until picked up by the boats. Captain Foote did not jump from a raft, but was thrown off it when it capsized and he went down, as he could not swim a stroke. Some of the passengers acted most inhumanely, cutting the ropes as soon as they got into the boats and pushing off from the steamer. The chief criticism is as to the operation of the steamer in that it should have been slowed down as soon as it was found that it was running into ice.

Chief Engineer's Escape. Chief Engineer Brownlee encountered the captain just as he left his room, who inquired if it was taking much water. "I told him," said Mr. Brownlee, "that in a few minutes it would be under and the captain proceeded to the deck." The engineer said he received several telegraph orders of "full speed astern," and "full speed ahead," but it was absolutely impossible to carry them out. At 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, being lowered and launched. This was done very successfully. He also told the captain he could do nothing and returned to below. He told the second and third engineers to get out if they could, as in a few minutes the steamer would sink. The chief engineer grabbed life preservers from their rooms and the three rushed for the dipping 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, or I would not be here now. We ran and climbed over the railing and onto the deck. We were not there more than a few seconds when the ship went down."

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