City of Kingston Cut in Twain.

The Favorite Liner of the Victoria Route a Wreck at the Bottom of Tacoma Bay.

Struck Amidships by the Glenoale she Lives Less Than Ten Minutes.

Arrangements for a Substitute Miss Sinclair's Narrow Escape.

The steamer City of Kingston-than which no more popular craft ever catered for passenger traffic in the waters of the Pacific Northwest—was practically cut position, Miss Sinclair leaving to become in two just about daybreak Sunday a bride, had lost her life while taking a morning in collision with the Oriental liner Glenogle, the accident occurring at coma harbor.

The Kingston was struck almost amidships-just abaft of the boilers-and her hull and machinery, separating from the upper works, went to the bottom, less brought a radical change in steamboa

the main deck separated from the hull and floated in two almost equal halves, one of which was secured and towed to deceased) for the Puget Sound & Alaska the dock by the Glenogle. The other half Steamship Co., her performances since

was picked up by the tug Victoria and ultimately beached after some little trouble.

Providentially, almost miraculously, there was no fatality, although had the disaster occurred on any other day than a Sunday, when only the Tacoma passengers remain on board after passing

Responsibility for the disaster is hard round from the East, her old pilot Branthe water at the time, and the steamers came together just as they simultaneously rounded Brown's Point, a misunderstanding or misinterpretation of signals ning to Victoria on March 15 of that ly rounded Brown's Point, a misunder-standing or misinterpretation of signals being immediately responsible for the being immediately responsible for the mander, Mr. Brandow as first officer,

The Glenogle was at the time in charge Lent master of the engine room. of Capt. Gatter, the North American Mail Steamship Company's pilot, who at present declines positively to discuss causes or responsibility. The Kingston was in charge of the engine room.

Upwards of \$25,000 was expended less than three months ago in putting the wrecked steamer in the best possible order for this season's business. Three

in the Hudson river service; he was on her when around the Horn on her acquisition in 1890 by Capt. D. B. Jackson; and he has been with her continuously sition in 1890 by Capt. D. B. Jackson; and he has been with her continuously during the nine years she has handled the business between this port and the cities of Puget Sound.

Capt O. A. Anderson, the Kingston's fated to have her place among the vestels of the Sound making up the unpre-

As to the accident itself, it is evident

that the company owning the Kingston attribute it to carelessness or disregard of rules on the part of the Glenogle, in proof of which they have libelled the Glenogle for \$140,000, alleging that she failed to make or recovery failed to make or answer proper passing

signals.
This may be taken as an estimate of

rather of the ship.

The Glenogle's damages as disclosed on the removal of the cargo early yesterday morning, consist of a hole 12 feet long by two wide on the port side, several broken plates and other minor damages sufficient to have taken her to the bottom ere the run back to the dock for the could have been made, but for the collision bulkheads, which proved her salva-

She will be docked at Quartermaster

ng the Kingston's place on the Victoria-Puget Sound run, nothing really definite can yet be ascertained. Yesterday's southern mails from this city were forwarded by the San Francisco steamship Queen, while the Umatilla, of the same line, brought the in-bound mails, passengers and express for this city yesterday afternoon.

By to-day the Puget Sound company

promise to have a suitable steamer ready to take the Kingston's place, under charter. It will probably be her sister ship, the City of Seattle, temporarily, the Victorian being brought around from the Columbia river, where she has

poiated out that she would be at a disadvantage by reason of her British register preventing her coasting in American

This does not, however, seem as material an objection as might appear at first sight. There is frequent and fast communication between both Tacoma and Seattle, and Port Townsend and Seattle; and Mr. E. E. Blackwood, the Kingston's local manager, asserts that there This does not, however, seem as materwould be little difficulty or loss to the company in concentrating 99 per cent. of the business at Seattle and employing a

As for the passengers who so narrowly be escaped sudden and awisi death Sunday morning, they were almost entirely local travellers for Taconna—not more than eight or ten altogether, allowing for the Both steamers whistled almost simultaneous control of the steamers whistled almost sim few who may have got on at Port Town-

Rev. Horace H. Clapham, Rev. Horace H. Clapnam, rector of the two oig steamsings that the first Epicsopal church, Tacoma, who had been staying at the New England here for half a week, was returning to take his church offices for the day—it take his church offices for the upper

take his church offices for the day—it was his cabin amidships on the upper deck, lower tier, that the Glenogle crashed in, and he was pinned fast, only releasing himself and saving his life by a miracle.

John P. Hartman, a commercial man, and Rev. Father de Beaumont, also went over to Tacoma from Victoria. J. C. Darling, another passenger ticketed from this city, fully intended going on the Saturday night trip, but devoting too much time to friends, missed the boata fact for which he now is thankful.

Of the crew, Dan Cross, the saloon watchman, was a Victorian, residing on the Work estate. The steward, Thomas Thompson, hailed from New Westminster; and the stewardess, Miss Laura Sinclair, has her home with her mother at No. 9 Prince's street, James Bay.

Great anxiety was felt in regard to Great anxiety was felt in regard to this young lady's fate, telegrams being received on Sunday from Tacoma that she was missing—and later that a later that a friend who is to take the stewardess

There can be no truth in either report, Brown's Point, while the Kingston was however, for the superintendent of the entering and the Glenogle leaving Ta- line wires positively to Agent Blackwood that no lives were lost nor persons

trip to be initiated in the duties of the

THE KINGSTON'S CAREER. The City of Kingston was added to the Northwest fleet in 1890—a year that than a quarter of a mile from where the ing on Puget Sound, with an investment of fully \$1,000,000 in floating property for that inland sea. She had been built at Wilmington, Del., in 1884, for the Hudson river passenger trade, in which she was engaged until 1880.

a Sunday, when only the Tacoma passeng gers remain on board after passing Seattle, the loss of life must have been appalling.

as \$10, and with her three degrated appointments, she accommodated 300 passengers very comfortably.

Capt. Melville Nichols brought her

to fix, but it probably arose through condow also being with her, the actua fusion on both sides in the face of an emergency requiring instantaneous and intelligent action. There was a fog on day's work after leaving Valparaiso bethe water at the time, and the steamers

Capt. Clements as pilot, and Mr. G. H. Upwards of \$25,000 was expended less causes or responsibility. The Kingston was in charge of her pilot, Mr. J. H. Brandow, who has been attached to the ship almost mixed by the state of the state of the most modern additions were made to the most modern additions were made to the ship almost since the time she left the engines by which increased speed was secured; coal bunkers were put in; the He had charge of her while she was parlors and staterooms were re-uphol-

commander, was not on the bridge or in sels of the Sound making up the unpre-the wheel-house at the time of the colcedented list of losses in the Northwest that have fallen upon the marine insur ance companies during the past thirty

> The Stories of the Passengers.

the loss to the Kingston's owners, although she was rated as worth \$225,000 disaster could be secured by wire, details insured on that valuation, besides were given the Victoria public in an exwhich the express packages for Tacoma and points beyond, the mails, and a sum of \$25,000 went down with the steel vault of the ship.

Steel of the Colonist issued shortly after noon on Sunday. These particulars are given more in extenso in yesterday's Post-Intelligencer, which contains the colonist is recalled that it cost \$36,000 to put the Glenogle in snape to go to sea. If her injuries are so serious as that, her entire cargo must be removed, and she will spend some time in the dry dock. It is recalled that it cost \$36,000 to go to sea. sion bulkheads, which proved her salva- were saved through the prompt action of officers of the Glenogle, the Kingston

She will be docked at Quartermaster harbor as soon as her remaining cargo can be discharged, and will be repaired there at an estimated cost of \$50,000 or \$60,000.

SEEKING A SUBSTITUTE.

As to the arrangements that will be made for filling the Kingston's place on the Kingston is a total loss and the Kingston sunk immediately, but her upper works, cut in two, floated. They were beached, and at low tide to-night an beached, and at low tide to-night an

whether any passengers were left in their FOG WAS RESPONSIBLE.

A bank of fog hung about Brown's point. In the harbor it was clear. The Kingston undoubtedly lost her bearings and was in the course of the outgoing more than ten. vessel at the time of the collision, evidently proceeding toward Tacoma under the impression that the Glenogle was lying at the dock. When the Victoria liner rounded the point and the Glenogle loomed up just ahead, the officers were

from the Columbia river, where she has been lying unemployed, and given her original run again as soon as she can be made ready.

There kas also been some talk of the C. P. N. Co.'s steamer Islander being chartered to go on the Kingston's run, although in this connection it is pointed out that she would be at a disconnection it is pointed out that she would be at a disconnective across the house of the kingston.

It is stated that the Glenogle signalled the Kingston to pass outside, and had this been done the accident would not have happened. The Kingston's officers were an umber of passengers and members of the crew with me, and people were taken off in the boats of the Kingston.

"I struggled on deck and out to the deck house. There were a number of passengers and members of the crew with me, and people were taken off in the boats of the kingston.

inside ran directly across the bows of the The Glenogle was acting on the theory that the Kingston would pass as she had been signalled to do. The result was that both boats were headed in the same direction, and when the Kingston's en-

COURSE.

The collision happened so quickly that British ship. The speed of the Islander of just how it occurred. Both vessels with both engines operating, is quite equal to that of the Kingston; and she is in other respects a suitable vessel.

PASSENGERS WHO ESCAPED. is difficult to get an expert statement or so as is usual, but instead seemed to be running close in toward's Brown's point. Whether his was intentional or whether Pilot Getter's calculations were somewhat upset by the fog is not known.

Both steamers, whistled almost simple. few who may have got on at Port Townsend or Seattle.

Of those booked from this city, the best known were Messrs. J. F. Piggott and E. K. Green, of Montreal, who, after spending a few days at the Driard, were on their way to Kootenay, where

passengers were soon struggling to get into the pilot house and rigging. They realized that the steamer was sinking and endeavored to get as far as possible above the water. Good discipline pre-vailed on both steamers, and boats were quickly lowered over the side of each. In these the twelve passengers and sixty-five members of the Kingston crew were transerred aboard the Glenogle. Befor the steamers had separated a few suc ceeded in clambering directly aboard the Glenogle from the upper deck of the Kingston.

ALARM ON THE GLENOGLE. Passengers on board the Glenogle were much alarmed by the shock of the collision, and rushed to the deck undress ed, ready for a plunge into the sea. Many of them were unnerved, and the ship's stewards plied a lively business with spirits and wraps for several minutes. The shock to the Glenogle was severe, and woke everyone instantly, nearly throwing them from their berths. Her

state rooms are below, and the noise of the whistle did not a arm anyone, as it did on the Kingston. The Chinese crew were excited and, although kept under strict discipline, chattered and squealed as though they were mad. Discipline was almost per-fect on the ship, and had she been in danger everyone would have been cared for by the boats, which were manned at

Before the Kingston was deserted one of her officers stopped below and cut the cord which held fast the big sheep al-ways carried in her hold to lead bands of sheep on and off the steamer. The umped overboard and was soon browsing on the hillside above Brown's point.

GLENOGLE TOWS THE WRECK. The Glenogle soon made fast to the after part of the wrecked Kingston and started toward the ocean wharf with her tow. The tug Victor was sent off from shore after the forward houses, which she towed to the tide flats opposite the Commercial docks. The wreckage brought in by the Glenogle was later towed there also. The incoming tide covered most of this wreckage, which will be kept intact as fas as until the insurance losses are adjusted. As soon as the Kingston's passengers and crew were landed a roll call was held to see if any had been lost. All of the crew either responded or were accounted for, and the same was true of the crew either the twelve passengers. It is considered miraculous that this disaster, resulting in a property loss of probably \$300,000, should have occurred without the loss

THE ORIENTAL LINER DAMAGED. A hasty examination of the Glenogle after she reached the dock showed that she was leaking. Men who examined her port ide in small boats found that five or six plates on the fifth and seventh rows of plates from the top were badly smashed , leaving a yawning hole through which a large piece of the Kingston's guard rail was sticking. It was the guard rail that smashed through these plates. Her collision bulkheads prevented the Glenogle from sinking. The cargo in the forward hold is said to be visible through the holes

n her plates. Seafaring men estimate that it will cost repair the Yamaguchi Maru, which collided with a small steamer at Seattle last year, and the Yamaguchi had only one plate bent. For lack of facilities the re-pairing of the Glenogle's plates will be an

expensive matter. To the bow of the Glenogle is attached leck of the Kingston. It is expected that Marine Inspector

esponsible for the collision. Five thousand sightseers visited the wharves this afternoon to view the slight ortion of the wreck that was visible They carried away doors, hinges and everyhing else they could possibly secure as

INSPECTOR LEHMAN'S STORY. Customs Inspector Brun Lehman was on leck at the time of the collision. He

"It would be impossible to state just low long the Kingston remained after the ollision before her hull sank. It may

"The officers of the boat quickly aroused the sleeping passengers and members of the crew. As soon as sufficient force could be mustered the lifeboats were lowered. I do not know how many

"Everybody realized the boat was set tiling and it was a mad rush to secure the safest position. To add to the confusion, one of the masts fell across the deck use and it was crushed. I do not know whether any one was caught in the debris, but I believe two men must have been pinned down. I do not know whether they

It was afterwards learned one Chinamar was caught in the wreckage, and he was rescued by a boat from the Glenogle. A. F. Von Etlinger, of Portland, was one of the sleeping passengers aboard the Kingston. His cabir was near the point where the Glenogle struck the Victoria

"As soon as the Kingston was struck," "As soon as the Kingston was struck," said Mr. Von Etlinger, "the purser and night watchman went about breaking window lights and smashing in thee doors to awaken the passengers. Every one was notified of the danger and ordered to get on deck as rapidly as possible. The noise of the crash had awakened most of the passengers, and they poured out of the assengers, and they poured out of the tate rooms in various attires. There was yet time and most of the passengers were able to put on their clothes."

A CLERGYMAN'S ESCAPE. Rev. Horace H. Clapham, rector of Trin-

the Glenogie's bows. The Kingston's ity church, occupied the stateroom struct the Glenogle's bows. The Kingston's engines were instantly reversed. It was then too late to avert the disaster, and the two big steamships come together with a tremendous crash.

KINGSTON CUT CLEAN IN TWO.

amidships on the lower tier of staterooms on the upper deck. I was awake, looking out of the window and saw the Glenogle for fully haif a minute before the crash. I saw she was coming straight for me, but felt sure at first she would sheer way.

had met death at last and resigned myself

"Then as the ships slewed around an opening appeared in the debris and I was freed. I took a piece of board to pry a way out and intended to use it as a life oom and the rail and had no trouble

ag house master, says:
"I had no trobule climbing from the most immediately after the collision, the masts disappearing below the surface like an arrow shot into the water. People came out in all stages of dress and undress and climbed as high above water as they could. Only one man, that I saw, jumped overboard, but three or four were in the water. I think two women went down in the hull, but am not sure of it.

the null, but am not sure of it,
"It was clear enough to see everything
plainly, and the trouble seemed to be a
lack of caution. The Kingston was not
expecting the Glenogle and got rattled." A BOY DISTINGUISHES HIMSELF. Ben. Van Volkenburgh, the captain's "boy," was the hero of the collision. He awoke Capt. Anderson by breaking in his

door.
"We've bumped," laconically exclaime Van Volkenburgh. The captain demanded an explanation, but the "boy" cut him short with the explanation that the Kings-

ton was sinking.
"Orders, sir," requested Van Volken burgh. "Awake the glory hold," returned Capt. Anderson, and the "boy" went forward to arouse the sleeping crew. He returned and assisted in getting out the passengers. A man went overboard and Van Volker burgh saved his life.

THEORY OF THE CAUSE.

The most plausible theory advanced after a study of the stories told is that the Kingston was evidently proceeding to-wards Tacoma under the impression that Glenogle was lying at the dock. when the Victoria liner rounded the point and the Glenogle loomed up just ahead the officers were at least momentarily

It is stated the Glenoge signalled the Kingston to pass outside and had this been done, witnesses state, the accident would not have occurred. The Kingston's officers were probably unable to distinguish the whistles and in the attempt to pass inside ran directly across the bows of the

LOOKING FOR A STEAMER.

The Glenogle was probably acting on the theory that the Kingston would pass as she had been signalled to do. The reult was that both boats were headed i the same direction and when the Kingston's engines were reversed, as reported, brought her directly ahead of the Glo

Marine men say it is an unvarying rule that where two steamships are approaching each other, the one that sees the othover the starboard bow must give way. this construction the should have veered to the left and allowed the Kingston to pass. It seems also to be the general opinion that had the Kingston gone ahead at full speed, instead of reversing her engines, she would have cleared the Glenogle.

VERY LATEST PARTICULARS. Tacoma, April 24.—(Special to the Colonist)—The hull of the City of Kingsten sank in 600 feet of water, and is lost orever. A new steamer will be put on the run on Wednesday. Miss Sinclair, of Victoria, the stewardess had a very narrow escape. Steward Thomp-son saved her life. Mrs. Frank Durand, of To do the best I could—and do it square had a very narrow escape. Steward Thomp-Victoria, also had a very narrow escape.

She maintained admirable composure throughout the trying ordeal, but was

And I've stood it now so long I do not care. unable to save her baggage, as the elecunable to save her buggage, as the elec-tric lights went out quickly. She es-caped in very light attire, but was prop-erly clothed and cared for as soon as she

made her way to Tacoma. MISS SINCLAIR'S ESCAPE.

Tacoma, April 24 .- (Special to the Col-Bryant and Cherry will commence an im-mediate investigation to determine who is onist)-Steward Thompson risked his life L. Sinclair, of Victoria, stewardess of the Kingston. When the collision occurred, Miss Sinclair and three other ladies were in bed in staterooms, under the main deck, near the stern.

Miss Sinclair believed they had plenty skirt and cape she was knee-deep in water.

By this time the other ladies sleeping below had escapes, and Steward Thompson had come to the stairway, and was calling for Miss Sinclair to hurry. He grasped her arm and assisted her unstairs her arm and assisted her upstairs. They hastened outside and up an iron ladder to the hurricane deck. Just as Thompson got Miss Sinclair to a place of safety, one of the masts began tumbling lown over the place where he stood. Hastily assisting Miss Sinclair to one side, Thompson took a flying leap into the water to escape the falling timbers. Miss Sinclair says he undoubtedly saved her life. She lost everything except the scanty apparel in which she escaped. Her

To-day's developments show that the Kingston sank in 90 fathoms of water, her depth being nearly thrice that of the Andelana. The Northern Pacific Company has offers of several steamers to temporarily take the Kingston's run to Victoria. Stiff prices are asked, causing delay, but the route will probably be covered by Wednesday.



The Chilcoot Pass.

snow,
Avalanch'd from Titan peaks that rise
in stony isolation 'gainst the skies,
Hath whelm d all in soundless overthrow.
And almost now the white and glist'ning

mass Hath chok'd the glacier's ghastly blue That cleaves to everlasting cold below. The wintry day declines; and down the Pass,
Where Time hath fallen desolate asleep,
To mark the flight of Arctic hours gigan
tle shadows creep.

pale,
Tho' in the livid clouds a tempest lours,
And far above him still the Summit towers
He sees therein no sight to make him quali
'Gainst any steep he'd pit his stubbors was staterouble To play a game in savage lands with
Death, for Love, and Gold. Steady he's toil'd for hours; but now h

Kingston went down like a shot al-And with hard travel all his body aches. And with hard travel all his body aches.
And now it is he notes with some dismay
What little measure's left him of the day,
And how the air's ablur with thin white
flakes.
Yet up the Pass he takes one brave survey,
Then grimly on he goes with quicker stride,
For he swore to be over the Summit by
night and sleep on the Linderman
side.

> Let others lag; he'll on with the first Down roaring streams and over deserts To have you near—and have you laugh—and then He'll ploneer his way to the richest creek. He'll cut and burn the frozen earth; he'll crush
> Its hoarded treasure out; his luckiest claim
> He'll call "The Little Annie"—O magic He'll call "The Little Annie"—O magic name!
>
> It makes him dream of home returning flush With store of yellow gold and golden fame, Bringing happy days with song and feast To a little girl call'd Annie in a village, 'way back East.

The gloom is deep'ning where the sunlight was:
The flakes are falling faster now around:
'Far off he hears a shrill foreboding sound, And at its challenge makes another pause. Awhile irresolute, with anxious eye,
He gazes at the more of the state of the same Allie irresolute, with anxious eye, gazes at the menace of the sky, d from its hue reluctant warning draws. e storm is nigh—he little dreams how nigh—

or nigh-vilen cursing his labor lost he turns to go Back again for shelter to the Cabin far nigh-

Save your curses, man; you walk o'er bold You go too slow and sullen down that path.
You may not live and brave the coming In those tumultous clouds above you roll'd. ave your curses, man; for now you'll need every breath your body has for speed.
S'en now the air is struck with deathlier E'en now the foremost furious winds are freed:
ook—look above you there at last
And see the Heavens whirling downward
vague and white and vast!

Ah, yes, he knows-too late, alas he knows His fierce pursuers! Now with desperate He's plunging madly down the uncertain Down for his life! Franticly he throws fis dragging pack away—his senses swim
Vith swift descent—the storm's o'ertaking The drift in stinging clouds around him makes him gasp and choke-his eyes

t makes him gaop.

grow dim—

Unto his very bones the cold he feels.

Still onward down that awful Pass tho'
daz'd he leaps and reels. Far up the Chilcoot Heights: the storm He's struggling still, but now he's lost the trail,
And all his sturdy muscles flag and fail
Mid swirling snow to shapes fantastic
drawn,
That pass like endless fleeing ghosts—and each
In passing seem to hiss at him and reach
Long throttling fingers out—sight is gone—
His eyes see only white—hark! the screech
Of Arctic winds swift leaping from the sky
Down like the souls of famish'd wolves—
"O, Annie, lass, good-bye!"

'For now I'm play'd right out-I'm freezing I'm on the spot where I'll forever lie, Just when I thought my chance had comegood-bye—
Good-bye—my life is over now and past,
And it's been no use—tho' I tried every last,
And I've stood it now so long I do not care.
Let Him finish me up right here if He likes—and hurl
What's left of me to Hell—but you—O,
Annie, my orphan girl!"

White, white, white-all round 'tis white-Blind white and cold. Unheard his wild farewell Rings thro' that relentless pallid Hell. No rescue there shall come—no swift re-And now his final hour is almost o'er. And now his nnai nour is almost over. He knows it well; see! he moves no more, Body and soul can make no further fight, Bewilder'd in the blizzard's madd'ning roar. But he will not down—he's standing rigid there— Defying Heaven's utmost wrath in reason-

Miss Sinclair believed they had picture, of time to escape, and began dressing leisurely. Very quickly her staterom began to fill, and before she could put on her and cane she was knee-deep in water.

White, white—unceasing white—And now he totters yielding to his doom:
The snow hath ready made his shroud and tomb. tomb.

Ha' what is that—he sees a sight
That startles him to last amazed cries.
Up-plnacl'd athwart the massy skies,
He sees a treasure lode revealed bright
In sudden glory to his dying eyes.
On a far-off peak the sunset clouds unroll'd,
And he's yelling at its cruel splendor

"Gold, gold, gold."

Far up the Chilcoot Heights; his prostrate form, Half buried now and motionless doth lie, Half buried now and motionless doth lie, All free of pain to slowly, slowly die.

E'en yet he's feebly mutt'ring thro' the of discussion took place as to the ad-"Home again, Annie, home again! God! but it's restful—after that

explain—
Only I know I'm home—and, oh! it seems
Too good to be true, doesn't it, lass? and
it's finer than all my dreams." You've grown so pretty since I've been So tall and pretty! I almost seem to see Your mother smiling there again at me, Just like she look'd upon her wedding day. A year before they laid her 'neath the And left me only you—a tiny lass.

Come closer to me—things get dull and grey—

My eyes were hurt in a bilzzard on the Pass.

But I got the gold I started out to get— What makes it dark so sudden, Annie? surely it's not night yet? "Oh, well, no matter—whatever time it be— I'm one of the lucky ones—I've made my I'm one of the lucky ones—I've made my pile—
And I'm going to take it easy for awhile.
No more work or worry now for me!
I've lots of gold as yellow as your curls,
To dress you fine again—like the other girls—
And buy you everything you want—you'll
see— A diamond ring like you mother scaled collar of pearls—

collar of pearls—

And, Annie—I'll buy the old home back—
that they sold—

But it's made your daddy old, dear—it's made him feel so old."

EPPS'S GOGOA A diamond ring like you mother's-and

DISCRIMINATING BUYERS Will find it profitable to

handle only the best in... PURE COFFEES PURE SPICES and PURE BAKING POWDER HIGHEST STANDARD GUARANTEED.

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then do look kind of funny, I'll allow. These clothes of mine are just a little queer, But I'll have better ones to-morrow, dear, And I know you love your old dad anyhow. I feel so tired—I think I'll sleep just here—Kiss me, Annie—there—good-night, my lass."

Another miner's lying dead on the Heights of the Chilcoot Pass.

operation for itching Piles when Dr. A W Ghase's Ointment is a surer. cheaper, easier way to cure

Cruel, barbarous methods belong to the lark ages of the past. There was a time when a surgical operation was considered the only possible cure for piles. Not so ow. Occasionally there is still found physician who adheres to this dangerous and expensive method, but to everyone who still believes in using the knife, ninety and nine recommend the use of Dr. Dr. C. M. Harlan, writing in The Am

erican Journal of Health, says:
"We know that 'Dr. Chase's Ointment' eets all the requisitions of the highest standard of worth, that it will be held in high esteem wherever it is used, and onsequently we endorse it to every rearer."

By force of merit alone Dr. Chase's Dintment has won its way into this wide, wide world, until it has made the name of Dr. Chase familiar in almost every home, and won for the venerable discoverer the title of "America's Greatest Physician. Dr. Chase's Ointment has never been known to fail as a cure for piles. It matters not whether blind, itching, ble or protruding, Dr. Chase's Ointment is an absolute and perfect cure.
Dr. A. W. Chase's Ointment is the dis-

covery of the author of Dr. Chase's Recipe Book, whose portrait and signature is on every box of the genuine. 50c. a box. All dealers, or Edmanson, Bates & Co., Toron-

IN HONOR OF ST. GEORGE. Albion's Sons and Daughters Royally Patron Saint

"Merry, Merry England" was done honor to by the Sons and Daughters of St. George last evening, the songs that were sung and the stories that were told being full of love and honor to the Mother Country. The evening was opened with an address by the president, Bro. Shepherd, and this programme followed: Song, Bro. W. H. Price; recitation, Bro. F. V. Hobbs; song, Bro. G. Penketh; pianoforte selection, Bro. Penketh; pianoforte sélection, Bro-Hollans; song, Bro. R. Penketh; ad-dress, Bro. Richards; song, Sister Penketh; song, Bro. J. Levy; song, Bro. Hallain; song, Sister Levy; song, Bro. Greenhalgh; song, Bro. Butler; piano-

forte selection, Bro. Hallam. After the concert supper was partaken of and dancing indulged in until the early hours of this morning. During the evening telegrams were received from the Sons of St. George in San Francisco, New York, Vancouver, Nanaimo and other places. These were replied to in patriotic style. One from Ottawa in patriotic style. One from Ottawa was in the following terms:
"President Sons of St. George, Victoria:

"Fraternal greetings from St. George's ons of Ottawa. May the roses of Eng-ind for ever bloom beside the maples of anada and our British flag float proudly land for ever bloom At the close of the entertainment all ned hands and sang "God Save the Queen."

St. Saviour's Vestry.-The annual meeting of the vestry of the Church of the Holy Saviour, Victoria West, was visability of enlarging the church, owing to the steady growth of the congrega-tion—action in the matter being as yet scanty apparel in which she escaped. Her lost personal property includes five rings, three bracelets, earrings, etc. She is with friends here pending an opportunity to say—I've come so soon—I can't explain—

scanty apparel in which she escaped. Her train—

train—

It's all so still and sunny here—and so warm—

But say—I've come so soon—I can't explain—

say—I've come so soon—I can't explain—

say—I've come so soon—I can't explain—

scanty apparel in which she escaped. Her train—

train—

train—

are train—

in abeyance, however. The church officers chosen are as follows: Wardens, explain—

say—I've come so soon—I can't explain explain exp more (people's); sidesmen, Messrs. S. Shore, H. Brackman, P. D. Goepel and H. B. Wilson; committee, Messrs. E. J. Eyres, H. Brackman, R. J. Russell, H. B. Wilson, James Mitchell, S. Shore, J. Martin, Capt. Gaudin, B. Boggs and C. T. Penwill; representatives to synod, Messrs. H. O. Price, Capt. Gaudin, E. J. Eyres and Hon. P. O'Reilly.

GRATEFUL

Distinguished everywhere for Delicacy of Flavour, Superior Quality, and Nutritive Properties. Specially grate-COMFORTING ful and comforting to the nervous and dyspeptic. Sold only in 1-lb. tins, labelled JAMES EPPS & Co., Ltd., Homoopathic

Public notice is hereby given that one month after the date of the first publication hereof I intend to apply to the Honorable the Chief Commissioner of Lands and Works to purchase the following described lands, viz.:

Commencing at a post on the west side of the Alberni Canal, 800 feet south to Number One Post of the Pacific Mineral Claim (McIntyre Mountain, Nahmint, and marked "Granville H. Hayes," S. E. corner); thence west 150 feet to east line of Pacific; thence north following east boundary of Pacific, 1,500 feet; thence east 400 feet to shore of canal; thence following shore of canal to point of commencement, and containing eight (8) acres, more or less.

Dated at Alberni, B. C., this lst day of April, 1899.

MINERAL ACT.

(Form F.) Certificates of Improvements "Vicking,"
"Norway," "Ballarat," "North Pole,"
"Southern Cross" and "Pacific" mineral
claims, situated in the Alberni Mining
Division of Alberni District. Where located: On the west side of the Alberni Canal,
about one mile below Nahmint ed: On the west side of the Alberni Canal, about one mile below Nahmint.

Take notice that I, G. H. Hayes, acting as agent for W. A. Mears, Free Miner's Certificate No. 32741A.; W. W. Cotton, Free Miner's Certificate No. 32740A.; Flora A. Goss, Free Miner's Certificate No. 32767A.; Chas. Clinton, Free Miner's Certificate No. 32767A.; Chas. Clinton, Free Miner's Certificate No. 15581A., and A. L. Mohler, Free Miner's Certificate No. 32790A., intend sixty days from the date hereof to apply to the Mining Recorder for Certificates of Improvements for the purpose of obtaining Crown Grants for the above claims.

And further take notice that action, under Section 37, must be commenced before the issuance of such Certificates of Improvements.

Dated this 17th day of April, 1899.

G. H. HAYES MINERAL ACT

(Form F.) Certificates of Improvements.

"The Three Jays," "The Three Jays No.
," "The Three Jays, No. 3," and "Blue ay" mineral claims. Situated in the Alberni Mining Division of Alberni District. Where located: On McIntyre Mountain, west side of the Alberni Canal, about one mile below Nahmint. Take notice that I, G. H. Hayes, acting as agent for the Nahmint Mining Company. Free Miner's Certificate No. 50,662A, Intendi

sixty days from the date hereof to apply to the Mining Recorder for certificates of improvements for the purpose of obtaining Crown Grants of the above claims: and further take notice that action, under section 37, must be commenced before the issuance of such certificates of improvements

Dated this 28th day of March, 1890, at Alberni, B. C. MINERAL ACT, 1896. (FORM F.) CERTIFICATEOF IMPROVEMENT.

NOTICE. Lenora, Belle, Little Nugget, Chemainus, Shakespear, Ivy Fraction, Alliance Fraction, International Fraction, situate in the Victoria Mining Division of Victoria District.

Where located: On the western slope of Mount Sideor. Mount Sicker.

Mount Sicker.

Take notice that we, the Mt. Sicker and British Columbia Development Company. Ltd., Free Miner's Certificate No. 50833a, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim. And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improve-

Dated that ninth day of March, 1899. HARRY SMITH, Agent FOR SALE OR EXCHANGE for suitable farm on Vancouver Island, 40-acre farm in Chilliwack; all under cultivation; good supply water; one hundred and fifty bearing fruit trees; large barn and outbuildings; small new dwelling house; miles from Chilliwack, on good roz. Apply W. Richardson, P. O., Chilliwace. FOR SALE, CHEAP, OR TO LET—Cowichan Lake hotel, V Island; logging about to begin. Apply L. D., core Mrs. McDonell, 33 Birdcage Walk, Victoria. a15

FOR SALE, CHEAP-(Leaving the country) one of the most beautiful sites for a house in any country; fronts on Quamichan lake; 20 to 40 acres good land; A1 fishing, salmon and trout; near good tennis club; rail two miles. Apply L. D., care Mrs. McDonell, 33 Birdcage Walk, Victoria.

DR. J. COLLIS BROWNE'S CHLORODYNE.

Vice Chancellor Sir W. Page Wood stated publicly in court that Dr. J. Collis Brownewas undoubtedly the inventor of Chlorodyne, that the whole story of the defendant Freeman was literally untrue, and he restretted to say that it had been sworn to.—Times, July 13, 1864.

Collis Browne's Chlorodyne is the best and most certain remedy in Coughs, Colds, Asthma, Consumption, Neuralgia,

Colds, Asthma, Consumption, Neuralgia, Rheumatism, Etc.
Dr. J. Collis Browne's Chlorodyne is prescribed by scores of Orthodox practitioners. Of course it would not be thus singularly popular did it not "supply a want and fill a place."—Medical Times, January 12, 1885.
Dr. J. Collis Browne's Chlorodyne is a certain cure for Cholera, Dysentery, Diarrhoea, Colics, Etc.
Caution—None genuine without the words "Dr. J. Collis Browne's Chlorodyne" on the stamp. Overwhelming medical testimony accompanies each bottle. Sole manufacturer, J. T. DAVENPORT, 33 Great Rusself Street, London. Sold at 1s. 14d., 2s. 9d.,

The Board of A

The Sunday By-Last Night' ing.

Ald. Beckwith Paternity of the Measu

In view, no doubt, listening to the debate Sunday by law, there ing of the peopl board meeting last eve business was exceeding the members of the bo some gave up before reached. Others duri of the debates followe the disciples and calmi sult of the second rot by-law was its ignom at the hands of those willing and eager to g up on Sunday as tight The first business of a letter from B. H.

This went on file. The deputy minister Ottawa, wrote in connectaims of the Sorby har promised due conside on the part of the dep The secretary of the cil suggested certain pe considered in the raming curfew by-law. These H. Dallas Helmcken

ceipt of a copy of the re mittee in the matter of ground and commended vest the title in the cit From F. Elworthy thanks to the council priated \$150 towards a pamphlet and stating would be laid before my The \$1.00 sent in by The \$1.00 sent in by build a mint will be resender with thanks.

Mr. Warren directed stream of water which property of Mr. B. W. Pethat the matter be attective engineer will report.

J. P. Burgess complain muation of water on Four Topaz avenue. A report Topaz avenue. A repo engineer will be asked. Jas. Lee asked for a east side of Mary stre neer will report on this Col. F. B. Gregory asking for the use of th

Battalion cricket team, pr mer club did not re-organi Granted.

Jas. Maynard stated tha was still standing in his referred to the city engi J. H. Menzies acknow thanks the endorsation of thanks the endorsation of a petition in connection we to the adjacent islands. CITY ENGINEER'S

Club grounds at Beacon

The acting city engine To His Worship the Mayo Aldermen: Gentlemen,—I have the the following estimates for inches of concrete of the 1, with other work necess connection with the slopes. \$8,900; estimate for laying rock excavation, \$476.50; co 12-inch main, \$1,588.50; to I would respectfully reconcrete work be commo Respectfully submit

Acting It was included in the m city engineer have full poy his own inspector for the Ald. Hayward thought Haggarty had applied for should be given the prefere gineer thought he was con Haggarty had offered secu ing the work at the Beaver many thousands of dollars tender accepted and the timately landed themselve as well. All the work with tendering, etc., had garty money and some should be shown him.
Ald. Brydon thought is
postpone the appointment

tor until the new engineer Ald. Stewart was oppos

off this matter any longe

port was finally adopted viso that the name of th

spector be submitted to th

approval. t was moved that the rising stand adjourned to day (Tuesday) for the pur pointing the inspector. The following report was To His Worship the Mayor Aldermen:
Gentlemen.—I have the hot the following report for your Re Fort street grading f street east to Cook street, 2,800 feet: To enable this street to be brought to the gred under the bylaw of 1801. ed under the by-law of 18 sitate a fill of two to three sitate a fill of two to three and a cut below the presen to two feet in other place cost, \$8,200. As the propert side between Quadra and Va is already much below the present street, it would hard ta raise the same an add three feet, which would be order to bring street to gradear track be placed in the street, it would be necess the street to its full-width felient room on either side of ficient room on either side of vehicular traffic: also that

vehicular traffic: also that placed back to curb line. E \$4.000.

Re Mr. M. C. Reynard's r drain be laid to drain the t Foul Bay road, at junction avenue: I would respectful that a box drain be laid do road a distance of 200 feet, ditch be deepened sufficient the property. Estimated con Re communication from F. for a box drain to be laid place of the present onen di Combe's house on Rockland the ditch continually requies would recommend the box alid, which would do away ance caused by the open ditc cost, \$48.

Re Belmont avenue drain: the intention to lay the r cost, \$48.

Re Belmont avenue drain:
the intention to lay the prespectfully recommend that;
laid in the present ditch a
filled in. It being in a dange
at present. Estimated cost.
Oity Carpenter Scott reports