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ites of Improvepril. 1899. G. H. HAYES. R TO LET—Cow-ind; logging about ot, Duncan, V. L

Blamed on The Kingston.

Glenogle Officers Quite Sure Their Ship Was

That Their Ship Was
Blameless.

Blameless.

Vessels Were Half a Mile Apart
When They First Signalled.

From the Seattle Post-Intelligencer.
Did the steamer City of Kingston commit suicide, or was she murdered by the steamship Glenogle, in Tacoma harbor, last Sunday morning? The officers of the Glenogle, under oath, insist that the Puget Sound liner was the bringer of her own misfortune and disaster; the of her own misfortune and disaster; the officers of the Kingston have not said anything, and until they do the statement of the Glenogle people must stand.

The United States officers now have the matter under investigation, the first formal examination taking place at the office of the board of local inspectors of steam vessels yesterday morning and afternoon. Numerous witnesses, including the stand, and told all they knew about the disaster. The Glenogle side of the case went to the investigation a steamer crossing our bow from port to court, and the work of the investigation of the other side will be continued next starboard; stopped the engines as soon was called to the platform.

this evidence must be to clear the Glenogle of all blame for the accident. If the story told to the inspectors is true, the Glenogle was actually lying still in the water at the time of the accident, and the Kingston equising wider at the second whistle but the helm bearing the second whistle but the helm bearing the the story told to the inspectors is true, the Glenogle was actually lying still in the water at the time of the accident, and the Kingston, cruising under at least half headway, rammed into her port bow, hung there a second, careened around forward and in a few minutes sunk. The watchful officers of the Glenogle did everything in their power, but the onslaught was too sudden, and they were unable to prevent the ensuing disaster. They blame nobody; according to their tale the inanimate form of the Kingston, lying at the bottom of Commencement bay, was to blame for everything. No charges whatever were made against anybody, nor was there any evident disposition to place the responsing the story of the story was any, for the catas-

the board of examiners. Gen. James M. Ashton, for the Glenogle, and B. S.

By far the most intelligent and clearest testimony, showing the Glenogle's
part in the collision, came from Capt.
F. W. Gatter, the pilot of the company, who for years has been taking the
Oriental liners between Tacoma and Victoria on their incoming and outward
voyages. He was on the bridge of the
Glenogle all Sunday morning, and directed her operations from the time she
cast off her lines at the wharf until the
collision occurred. Reduced to narrative form, his statements were about
as follows:

The Glenogle left the Northern Pacific
ocean dock in Tacoma at 4 o'clock a.m.

The Glenogle left the Northern Pacific
ocean dock in Tacoma at 4 o'clock a.m.

Third Officer Finnis, who was on the

Third Officer Finnis, who was on the

Chief Ometwer wren said it was Irom
the time of
the fingston and the Kingston and the Kingston and the Kingston said that the cost of Mr. Redfern, Mr. Atkinson said that the cost of the ferrycommunication with Victoria would be
about \$398,550, including steamers, landings, stations and other terminal necessities. On the Victoria side the cost would
be about \$78,000. This ferry would be
run by a terminal company in connection
with the railway.

In answer to Mr. Walter Morris, Mr.
Atkinson stated that the amount Victoria would be about \$78,000. This ferry would be
run by a terminal company in connection
with the railway.

In answer to Mr. Walter Morris, Mr.
Atkinson stated that the amount Victoria would be asked to contribute would
have to be settled by the trustees, but
they would naturally seek to secure as By far the most intelligent and clear-est testimony, showing the Glenogle's part in the collision, came from Capt.

last Sunday, on the ebb tide. Daylight had begun to break, and it was light enough to discern the ships lying in the harbor, although a low fog hung in the water out perhaps 500 yards, and obscuring Vashon island. It was possible to see land about Brown's point, that the decrease in the green light on the port side of the Kingston at the same time, and that see although a low fog hung in the bridge, said he saw the masthead light and the green light on the port side of the Kingston at the same time, and that see are light on the collision occurred. He was pinned down to his last statement. The steamer proceeded under slow heading northwest and by northerly course for seven-eighths of a mile from the dock, until she got on her way, after five minutes, and then when 250 fathoms square off shore was given full speed.

Kingston when the latter was nrst sighted.

Third Officer Finnis, who was on the bridge, said he saw the masthead light and the green light on the port side of the Kingston at the same time, and that the Glenogle was going very slowly, if at all, when the collision occurred. He was pinned down to his last statement, as the other witnesses had insisted that the Glenogle was under no headway at that time. He said the Glenogle was heading north, by the compass, at the time she struck, and that the Kingston was going at a speed of five or six miles an hour.

The railway would naturally seek to secure as much as possible.

The railway would obe built, even if there was no ferry connection with Victoria, Mr. Atkinson stated in reply to a question by Mr. W. H. Langley. A 20-knot passenger boat would cost about \$100,000, and a freight steamer \$90,000.

The mayor suggested that should an accident occur to the boats scows could be used to carry freight in fine weather, but a passenger steamer would have to be chartered should the company's passenger steamer meet with mishaps. The fathoms square off shore was given full was going at a speed of five or six speed.

She went on in this way for three She went on in this way for three minutes, gathering not to exceed three the wheel, give somewhat incoherent testimony, and seemed confused when it timony, and seemed confused when it and a half knots headway, when from two points off her port bow was heard a single blast of the Kingston's whistle. The helm was put to port, and hard aport when a second whistle was sounded a minute and a half or two minutes. Charles E. Dosie, a stevedore and rigwas on the stand but a few minutes. Charles E. Dosie, a stevedore and riggarter. The Glenogle reptied to each port signal, and judging by the sound the Kingston was about half a mile away when the first signal was sounded. Between the first and second whistles the Glenogle made a little more them.

At the conclusion of the examination of this witness the investigation was a half points in response to the King- ing. ston's port whistle, giving her a course of north and by west half-west, and making the two vessels perhaps a quarter of a mile apart when the Kingston sounded the starboard whistle of two

LOOMS ABOVE THE FOG. The Glenogle at once reversed engines to full speed astern, at the same time blowing the danger signal. In three minutes the masthead light of the Kingston loomed above the fog, during which time the Clerogle bedfore. ston loomed above the fog, during which time the Glenogle had been brought to a standstill and would soon have been gathering backway. The light was reported on the port bow by the lookout, and bore exactly northwest, the Glenogle heading north half-east at that time. Capt. Gatter, Capt. Hutcheon. Third Officer John Wilmot Finnis and Quartermaster Albert Donovan were on the master Albert Donovan were on the bridge, while Chief Officer John William Wren was on the topgallant forecastle. The pilot did not see the side lights of

That vessel went on, aiming directly for the port side of the Glenogle a little for the port side of the Glenogle a little forward of amidships, at a speed of five or six knots an hour, according to the testimony of the Glenogle's officers. She swing around somewhat, in time to avoid a direct collision, and crashed into the Glenogle's bow, several feet back from the stem, knifting into the latter with her guard, which hung her up. The crash occurred at 4:15 o'clock. The velocity of the Kingston carried her perhaps thirty or forty feet ahead after perhaps thirty or forty feet ahead after the collision before she became rigid. and the velocity was sufficiently great to turn her around the bow and hang her across at almost right angles, but with-

out damaging the starboard side.

She was hung a little abaft of amidships, the Glenogle's bow entering her house about seven feet and putting the topgallant forecastle under the top of the deck of the Kingston's smoking room. The Kingston hung on for about twenty minutes and the control of th CARTER MEDICINE CO., New York. twenty minutes and then went down, the Small Pill Small Dose, Small Price, after part of the upper works hanging to the Glenogle. Capt. Hutcheon was

sent ahead to see if it was possible to push the Kingston ashore or into shallow water. Four boats were ordered out, one of which reached the water, but out, one of which reached the water, but a search of the pursers of the two vessels found that all people were accountifty yards to the leeward, where he fifty yards to the leeward, where he was clinging to a spar. The Kingston sunk in exactly twenty minutes from the time she struck.

Promoters State Their Expectations at Public Meeting of Citizens.

And Its Price.

Shown That Victoria Trade Would Be of Itself Valuable Subsidy.

Considerable interest was manifested in the meeting at the city hall last night to hear Messrs. Atkinson and Cushing. vice president and president respectively of the Port Angeles & Eastern railway explain what the company desired Vic toria to do in order to secure a ferry con STATEMENT OF THE MASTER. nection with their line from Port An

Monday morning at 10 o'clocl.

Some matters of more than ordinary as she struck and kept the ship's position until all the passengers were and somewhat sensational import were saved. We were there forty or forty-thought out by the testimony that was introduced by the representatives of the wreck on the starboard side and steamed where the passengers were the proposed route of the proposed rout Dodwell craft, and until the others have a chance to tell their side the basis of this evidence must be to clear the Glenthis evidence

dent disposition to place the responsibility, if there was any, for the catastrophe.

The session of the board opened at 10 o'clock, before Capt. William J. Bryant, inspector of hulls, and Engineer C. C. Cherry, inspector of boilers, constituting very friendly to his road, and he believed would grant the Port Angeles & The only passenger examined was A. Eastern anything within Grosscup, for the Puget Sound and Alaska Steamship Company, operating the Kingston, were the attorneys present, while C. Stewart was a silent representative of Dodwell & Co., owners of the Glenogle.

PILOT GATTER'S STATEMENT.

The only passenger examined was A. T. von Etlinger, of Portland, who was going from Victoria to Tacoma on the Kingston. His testimony was immaterial, as he was in his berth at the time of the collision and could give nothing as to the ships' positions.

Eastern anything within reason. It would be a great feeder for the transcontinental route, and Victoria, by this route, would have speedy connection with Portland. An outlet for Vancouver Island coal would be secured in Oregon. The road was not on the wrong side of the Sound and Alaska Steamship Company, operating the Kingston. His testimony was immaterial route, and Victoria, by this route, would have speedy connection with Portland. An outlet for Vancouver Island coal would be secured in Oregon. The road was not on the wrong side of the Sound and Alaska Steamship Company, operating the Kingston. His testimony was immaterial route, and Victoria, by this route, would have speedy connection with Portland. An outlet for Vancouver Island coal would be secured in Oregon. Chief Officer Wren said it was from eight to ten minutes between the time of the first signal of the Kingston and the

Victoria would largely swell the business of the railway, and on that account he thought it was rather too much to ask that Victoria should contribute the whole of the cost of the form correction. whole of the cost of the ferry connection. town unless transcontine From his own experience and his study were secured, at which cries of dissent From his own experience and his study of the country, he was sure taht a railway from Fort Angeles to Olympia would be a very valuable property, but when it came to the ferry he felt that it was altogether as much in the interest of the railway as of Victoria that the connection should be made with this city, and consequently he could not see that Victoria should hand over to the railway the full amount for building the ferry.

were secured, at which cries of dissent arose from the audience.

Mr. Walter Morris (approvingly):

The ferry, Mr. Shakespeare continued, would make Victoria a town of 100,000, instead of 20,000. He would be willing to give 50 per cent, of his property if other property owners would agree to do the same, to bring about transcontinental connection. He moved, seconded Mr. George Powell agreed with Mr. nental connection. He moved, seconded by Mr. A. C. Flumerfelt, that Mr. At-Lugrin and further stated that the prospective advantages of the growing trade should be taken into consideration by the company, should they connect with Victoria. It would be more to the point if the company divided its demand by two.

The Secret of Health

The health of the whole body depends upon the blood and the nerves. Therefore a medicine that creates new blood and supplies the necessary materials for rapidly rebuilding wasted nerve tissues, reaches the root of many serious diseases. It is these virtues that have given

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE

their wonderful power to conquer disease, and caused the miraculous cures that have startled the scientific world. Thousands of cases have demonstrated that this remedy is an unfailing specific for such diseases as locomotor ataxia, partial par-

alysis, St. Vitus dance, sciatica, neuralgia, rheumatism, nervous headache, the after effects of la grippe, pale and sallow complexions, and all forms of weakness in either men or women.

But you must get the genuine Dr. Williams' Pink Pills for Pale People. Imitations never cured any one, and other so-called tonics are but imitations of this great medicine.

A SEVERE CASE OF ANÆMIA.

Miss Mabel J. Taylor, living at 1334 City Hall Avenue, Montreal, writes: "I write to give you the honest testimonial of a young girl who believes her life was saved by the use of your Dr. Williams? Pink Bill for Bills for Bi Williams' Pink Pills for Pale People. In November, 1897, I was suddenly stricken with loss of voice, and for eight months could suddenly stricken with loss of voice, and for eight months could only speak in a whisper. At the time I was completely run down. I had no appetite, no energy; suffered from headache, palpitation of the hearl, and shortness of breath. I was not able to walk up or down stairs. I was given up by the best doctors, and the different remedies I took did me no good. While in this condition I began the use of Dr. Williams' Pink Pills. By the time I had taken four boxes my voice was restored, and after the use of circlet boxes I am

NOT ABLE TO TURN IN BED.

Mrs. J. Sinclair, of Rockway Valley, Que., writes: "I have suffered more than my share from the agonies which accompany a severe attack of rheumatism. I was first attacked with the disease some four years ago. The trouble gradually grew worse until finally I was confined to bed, and could not turn myself. I was not able to put my hands to my head, and every bone in my body ached, and pained if I dared to stir. I was run down and felt ety weak and wretched. I took several bottles of medicine prescribed by the doctors, but it not help me. I saw Dr. Williams' Pink Pills so highly recommended that I got a few boxes, and before I finished the use of Dr. Williams' Pink Pills. By the time I had taken four boxes my voice was restored, and after the use of eight boxes I am feeling perfectly well. I cannot find words to express my thanks for what Dr. Williams' Pink Pills have done for me, and you are at liberty to publish this letter, in the hope that it may be of benefit to some other sufferer."

I saw I was gradually gaining health and strength. I kept on taking them for a couple of months, when every pain and ache had left me, and I was enjoying the best of health. I am never troubled with rheumatism now, and I have to thank Dr. Williams' Pink Pills for my release. I always recommended that I got a few boxes, and before I finished them I saw I was gradually gaining health and strength. I kept on taking them for a couple of months, when every pain and ache had left me, and I was enjoying the best of health. I am never troubled with rheumatism now, and I have to thank Dr. Williams' Pink Pills for my release. I always recommended that I got a few boxes, and before I finished them I saw I was gradually gaining health and strength. I kept on taking them for a couple of months, when every pain and ache had left me, and I was enjoying the best of health. I am never troubled with rheumatism now, and I have to thank Dr. Williams' Pink Pilk for my release. I always recommended that I got a few boxes, and before I finished to have a few lates a few boxes, and before I finished to have a few lates a few loss of them I saw I was gradually gaining health and strength. I kept on taking them for a couple of months, when every pain and ache had left me, and I was enjoying the best of health. I am never troubled with rheumatism now, and I have to thank Dr. Williams' Pink Pilk for my release.



The Genuine are Sold only in Packages like the Engraving. WRAPPER PRINTED IN RED.

At all dealers, or direct from the Dr. Williams' Medicine Co., Brockville, Ont., at 50 cents a box or six boxes for \$2.50.

interested, so that they could work more in harmony.

Mr. C. A. Holland, while quite in farst-class docks at Port Angeles in any cornection, wanted to have some crystallized proposition as to what aid the company wished.

To this Mr. Atkinson said that the amount would be about \$390,000—the money to be paid when the road and ferry were completed and in running order.

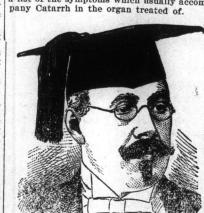
Mr. C. H. Lugrin remarked, taking Mr. Atkinson's own figures, it would appear that the railway would cost in the neighborhood of \$20,000 per mile, and the aid sought from Victoria—for the 18 miles across the straits—came to practically the same amount. The trade from Victoria got a terminal com-Victoria would laveled to lave first-class docks at Port Angeles in any case.

Mr. Atkinson said that the company wished.

Mr. Atkinson said that the amount would be about \$390,000—the same of the leighborhood of \$20,000 per mile, and the aid sought from Victoria—for the 18 miles across the straits—came to practically the same amount. The trade from Victoria got a terminal com-Victoria would laveled the same amount. The trade from Victoria got a terminal com-Victoria would laveled to have first-class docks at Port Angeles in any case.

Sproule, the eminent English specialist, then, and few could give that. But Dr. The result of these seventeen years of the responding time; and few could give that. But Dr. The result of these seventen would into the company research he now gives in the volume just has pust issued (for free distribution) a new book called "Catarrh: Its Origin, Dangers and Cure." From it you can get a clear, comprehensive understanding of this obscure and subborn disease. It tells in a strong, clear and very interesting manner, of the would into short chapters. Among the more important as foothold. The book is divided into short chapters. Among the more important and the order of the city. Cheaper steamers and Cure." From it you can get action to prove a distinct of the seventh proved the company would not be action.

A captious rit is that ha



The result of these seventeen years of research he now gives in the volume just issued. It will be mailed free on application to Dr. Sproule, 7 Doane street,

Lottle Powell, Amy Lelser, Lottle Garvin, Ethel Browne, Gladys Campbell, Netta Heyland, Hilda Lelser, Winifred Johnson and Muriel Langley.

Mr. Ernest Powell, accompanied by his

present at Miss Adams' pupils' concert last evening, would have been disarmed from taste and musical ability, and her execu-Troubles. At the end of each chapter is a list of the same amount. The trade from Victoria would largely swell the business of the railway, and on that account he account he railway.

a pretty setting for the enjoyable musical Licture which the pupils provided. From beginning to end, everything was smooth and easy, leading up from the very apparently conscientious efforts of the little girl at the starting point of her musical latter, although technical in character, and considerable that was catchy in its career to the finished and artistic numbers given by the advanced pupils and Miss Adams herself, all of which were given to was rendered as it should be on this occathe doors.

A neatly printed programme of choice selections was put in the hands of the visitor on entering. Miss Marjorie Woollaston and Miss Nora Drummond opened Description of the Vessel Likely to Sucthe concert was a nicely executed "Sla-Ligrin and further stated that the prospective advantages of the growing trade should be taken into consideration by the company, should be more to the point if the company divided its demand by two.

The mayor favored a definite proposition being submitted by the company before the question was dealt with?

Mr. Nosh Shakespeare said that at a former meeting something had been said in regard to other connections with the mainland, and it would be inserted and the most of the matter of the matter of the most buy man, the most at the most of the regard would be of some benefit to Vicinia, but wanted some definite proposition being submitted by the company before the question was dealt with?

Mr. Do. R. Ker had no doubt that the road would be of some benefit to Vicinia, but wanted some definite proposition being submitted by the company before the question was dealt with?

Mr. D. R. Ker had no doubt that the road would be of some benefit to Vicinia, but wanted some definite proposition being submitted by the company promoters are the company promoters and the company promoters are the company promoters are the company promoters are the company promoters and the company promoters are the company pro vonic Tanz' (Dvorak), both young ladies winning well deserved praise. Miss Hilda

but a passenger steamer would have to be chartered should the company's passenger steamer meet with mishaps. The entire road would cost \$2,250,000. Port Angeles was giving aid to the amount of \$52,000 and Olympia and other places were expected to contribute with equal liberality.

Mr. Renouf asked whether the company would give a connection should a ferry company be organized in Victoria as ferry company be organized in Victoria as ferry and the railway company mutually mould be more advantageous to have the ferry and the railway company mutually mould be more advantageous to have the ferry and the railway company mutually med to have the ferry and the railway company mutually med to have the ferry and the railway company mutually med to have the ferry and the railway company mutually med to have the ferry and the railway would naturally need to have in harmony.

Mr. C. A. Holland while quite in feet.

Mr. Ernest Powell, accompanied by his sister, Miss Nonie Powell, was heard very enjoyably in an "Elegy" by Bazzini, for the violin, which he played with considerable taste. Miss Blanche Richards was the last of the junior pupils, but by no means the least, and then the audience were treated to a more intellectual and finished umber, a duet by Miss Sadie Brady and

ceed the City of Kingston.

Glenogle made a little more than a of this witness the investigation was quarter of a mile, and swung off one and postponed until 10 o'clock Monday mornable points, and swung off one and **CARTER'S**

OTHER WITNESSES.

as to the ships' positions.

CURE

SICK

Ache they would be almost priceless to those who suffer from this distressing complaint; but fortunately their goodness does not end here, and those who once try them will find these little pills valuable in so many ways that they will not be at it.

Is the bane of so many lives that here is where we make our great boast. Our pills cure it while others do not.

Carter's Little Liver Pills are very small and very easy to take. One or two pills make a dose. They are strictly vegetable and do not gripe or purge, but by their gentle action please all who use them. In vialsat 25 cents; five for \$1. Sold by Gruggists overywhere, or sent by mail.