VICTORIA TIMES, TUESDAY, MAY 2, 1899.

Port Angeles Proposition

President Atkinson Speaks About Ferry Connection With the Other Side.

Three Hundred and Ninety Thousand Dollars Suggested as a Bonus.

trade.

A very well attended meeting of the Committee of Fifty was held last evening in the council chamber, City Hall, for the purpose of hearing from Messrs. Atkinson and Cushing, of the Port Angeles Eastern Railway Company, a statement of the intention of the promoters of the railway, more particularly as concerns the city of Victoria. In addition to the members of the committee there were present several members of the Board of Trade, while beyond the rail there was quite a gathering of citizens, asked. the meeting being the largest held by the committee since its formation. Messrs. Atkinson and Cushing were provided with maps, one of which, showing the proposed road from Port Angeles to Olympia, attracted considerable atten-The meeting listened to the statement made by Mr. Atkinson and a resolution passed asking him to submit to a joint committee a definite proposition, setting forth what aid they will expect from the city. A vote of thanks to the railroad men for attending was passed unanimously and the committee adjourned to meet again in two weeks.

His worship the mayor presided, and among those present were Messrs. C. E. Renouf, Challoner, Edward Pearson, J P., Ald. Humphrey, R. Seabrook, W. J. Pendray, T. F. Futcher, D. R. Ker, A. C. Flumerfelt, H. M. Grahame, Lindley Crease, R. L. Drury, Ald. Brydon. W. McKay, Ald. Williams, Noah Shakespeare, Geo. Powell, A. J. Dallain, C. W. Holland, C. H. Lugrin, Herbert Cuth-bert, W. H. Bone, Simon Leiser, T. W. Patterson, A. G. McCandless, H. Dallas Helmcken, M.P.P., A. E. McPhillips, M. P.P., W. Jensen and G. H. Barnard, the ber. secretary of the committee. The minutes of the last meeting were read and duly confirmed and the secretary read a letter from Mr. Atkinson,

accepting the invitation of the committee to attend and explain the project. Mr. Atkinson was then called upon and the meeting settled down to hear the long looked for explanation of the plans, which, if successful, will, it is believed. result very much to the advantage of A. E. should be on the western side the city. the Soundeuton i Mr. Atkinson expressed his pleasure

to be present for the purpose of explaining to the people of Victoria about the Port Angeles Eastern railroad. The as prepared to inform the meeting people of Port Angeles have been waffhat assistance the Port Angeles Easting for a long time for that railroad salern would expect from the city of Vicmost as long as Victorians H hadmibeen waiting for connection with the outside Mr. Atkinson said that of course, was Operations had now been comworld. question which microsted Victorians menced and the survey of the proposed line had been partially made as was shown on the large map which Mr. Atsometimes he was afraid that when he told the people of Victoria what it costs kinson used to illustrate the course of to build such a ferry and its connection the line. Dealing first of all with the they would be shocked at the size of the fown of Port Angeles, Mr. Atkinson ne- figures. They had made an estimate, and Everett, saying that had Port An- passenger steamer, and the construction

main in existence and the docks be mainthere is a stretch of 18 miles out of Port tained at whatever cost, and the city of the connection, and personally he would Angeles to the east which should reasonabiy be deducted, as that 18 miles would Victoria would undoubtedly insist upon be willing to give half of his property, if this in making the arrangement. The other property owners would do the taken to the east. He did not, however, ferry would cost about \$800 a month for same, to secure transcontinental connec come here for the purpose of coaxing Victoria. They had one of the best pay-so, and the piles would only have a life moving that Mr. Atkinson be requested ing propositions in the world, believing of from two to five years. The main- to submit a definite proposition to the that the trade of the Orient must large tenance is not included in the figures ly be done at Port Angeles, once they get quoted. Mr. Langley asked if it was the intensuitable docks and railway facilities. If that be so, it is to the interest of Victoria tion to build the road whether this con-

nection with Victoria is established or to keep in close touch with Port Angeles, participating in its prosperity-better not. Mr. Atkinson (very decidedly)-Yes, than it would be to go north or east, getting further away from that Oriental

Mr. Flumerfelt asked where it was in-The ferry to be built to ply between | tended to land in Victoria. Mr. Atkin-Victoria and Port Angeles would be son said that was at present a difficulty. large enough to accommodate 6 or 8 pas- Over in Port Angeles they dare not tell senger cars, or 8 or 10 freight cars, mak- their own wives where the depot was be forgotten that the Port Angeles Easting the trip in two hours, carrying the going to be and he supposed the same cars and unbroken freight. The passendifficulty would exist here.

ger steamer would make the trip in one hour, so that passengers from Victoria The mayor asked what was the estimated cost of the passenger boat and could be landed in Tacoma in five hours, Mr. Atkinson replied that \$100,000 had or in from six to ten hours less time been put down for that. That was for a from Victoria to New York than by any complete boat with life buoys and preservers. Of course if a slower boat were other transcontinental route. Mr. Atkinson explained that the prorequired they could do it much cheaper, moters had not yet had time to go additional speed requiring a great deal thoroughly into all the details. They of additional expense in the engines, etc. had left Boston on February 6th and had It might be done for \$90,000.

conducted their work with diligence, The mayor asked what they proposed still, they had not completely mastered to do in case of accident. It seemed to all the details, but he would be willing to him they would have to have two steamanswer all questions that might be ers and two ferry boats if they were going to keep up the 'service. Mr. Atkin-He would say one thing. It had been son explained that in case of accident to asked what connection the P. A. E. rail- the steamer another boat might have to

road would have. He might say that be chartered, while in regard to the ferry the Northern Pacific people are very it might be possible, in good weather, to friendly indeed. He didn't think there bring the cars across on scows. was anything the P. A. E. might ask in In answer to further questions Mr reason that the N. P. R. would not Atkinson said the estimated cost of the

grant. The N. P. R. know every move whole foad was \$2,250,000. Port Anthat has been made. They understand geles, with land, etc., figured out that exactly what is being done and are as they were bonusing the road with \$50,friendly as possible. The N. P. R. know 000. In the Squim valley they would rethat Port Angeles is the real outlet for the Orient and that Port Angeles is going to be a large and important city. there is no county bonus as in the East. Mr. Atkinson then referred to the adand they were compelled to get whatvantages which would result from the ever they did get direct from the people. construction of the road, in direct com-More questions followed regarding the munication with Portland and San Franexistence of successful operated ferries cisco for passenger travel and for the over a similar distance elsewhere, Mr. coal trade. He concluded by a reference Croft pointing out that cars are now beto the statement that the road is on the ing taken from Union to Vancouver. Mr. Renouf asked if there would be 'wrong side" of the Sound. It should be remembered that the eastern side of the any objection to a Victoria company Sound had been thoroughly drained. On one short line of road there were 33 building the ferry boat and steamer and constructing the docks. Would the comshingle mills, while on the western side, pany give them the same connection? down which they proposed to run, there Mr. Atkinson rather deprecated the idea were forty square miles of virgin timas being unlikely to result in the same He believed that St. Paul and the harmonious relationships between the great Northwest must be supplied with companies. Mr. Renouf thought it poslumber from the Dungeness valley, and sible the city would prefer to own in conversation with lumber men from boats, etc., after having baid for them Paul with whom he had travelled

St. Paul with whom he had travelled out here, he learned that the lumber is not to be had on the eastern side of the Sound, and they had informed him that the supply must be obtained from the country now being opered up 1 fill case it is only right and proper that the P. A. E. should be on the western side obtained. What they wanted to know Mr. Atkinson, resumed his seat anid was what it would cost. Were the gen-teers, tand Mr. Benour opened the tlemen asking as for a million dollars for ters, tand Mr. Renour opened the tlemen asking us for a million dollars for issuance, by asking if Mr. Atkinson hothing?

Mar Atkinson said he presumed the Terminal Company would ask the city for \$389,000. They might add another thousand and make it an eyen \$390,000. They would not ask for any money, how-ever, until they had performed their and also themselves. He admitted that promises and given the city the transcontinental connection they desired. Mr. Lugrin pointed out that it appeared from Mr. Atkinson's statement that the company was asking from the city the amount it would cost to construct a ferred to the growth of Seattle, Tacoma and for the building of a ferry boat, a railroad the same distance, and that British Board of Trade are very flatter- occurred. Reduced to narrative form,

the company said if you will give us all

the facilities we need to transact that

business we will transact it. It seemed,

and to ask the city to pay for everything

is something more than is reasonable.

The business of Victoria would be ab-

sorbed by the whole of the road, and

therefore it did not seem right to ex-

pect Victoria to pay the whole amount.

He might say for the benefit of the pro

moters that during his residence in the

state of Washington he had made a

study of the railroad situation there, and

if the benefit of five years' close study

route they proposed was likely to be of

very great value. It seemed, howevr,

that it is as much in the interest of the

toria that this connection should be

made.

ompany as it is in the interest of Vic-

The Mayor suggested that Mr. Atkin-

on be asked to submit a definite proposi-

far they had only had what might be

Mr. Shakespeare was anxious that al-

ternative schemes should be discussed in

the presence of Messrs. Atkinson and

Cushing. Others had been talked about,

Mr. D. R. Ker said he didn't think

oad, and might be willing to assist this

ad, but not to the extent suggested by

Victoria intended to be satisfied with one

Mr. Atkinson. But what should have

een put before the meeting was exactly

what the proposed connection would cost.

It had been said during the last few

the south and from the north.

than had been stated.

ing the boats.

et the meeting hear about them now.

tion in writing to the committee

called a preliminary skirmish.

and Everett, saying that have dream passenger steamer, and the construction geles enjoyed railroad communication of the necessary slips and docks and they should be handed over to the company, and they will operate the facilities as a shipping port, the nearest figured out "exactly \$389,550."

Kingston Wreck Sound Vessel Committed committee as to the amount of financial assistance the company will require from the city of Victoria to complete the scheme as outlined by him; and also what assistance will be given toward se-Her Officers Resist Their Vessel curing a transcontinental connection. This was seconded by Mr. Flumerelt Was Lying Still When the and carried unanimously and a vote of thanks was accorded to Messrs. Atkin son and Cusaing for their attendance Ald. Williams expressed a desire to hear Mr. Cushing and said that it must not The investigation into the Kingston-

Suicide.

Collision Occured.

The United States officers now have

"你进一一次"请你们的过去式。"是这一台的联系

The officers of the Glen-

Glenogle collision has been begun at Seern road was the first to make a reasonattle, and some startling testimony has able proposition to the city. The U.P.R been given. did nothing and never would. Mr. Ker could not see any necessity ogle insist, under oath, that the City of Kingston committed suicide. They say for "slanging" the C.P.R. It was such

she was the bringer of her own misforspeeches as Ald. Williams made that tune and disaster. The officers of the Kingston have not said anything, and caused friction and trouble. Mr. Cushing had no intention of makuntil they do the statement of the Glen- it."

"twopenny-ha'penny" town until it got

ing a speech. He could assure the meetogle people stands. ing that they did not come to Victoria to rob them. The Mayor-Oh, I think Victoria will first formal examination taking place at

ook after that. Mr. Cushing-I have every reason to believe that, sir. (Laughter.)

Mr. Cushing concluded by promising nesses, including the officers of the that the company would submit figures Glenogle, were put on the stand, and and do it quickly, and the meeting then told all they knew about the disaster. adjourned. The Glenogle side of the case went to

the inspecting court, and the work of **DR.SPROULE'S PROOFS** for the SKEPTICAL. 10 o'clock.

You have suffered-perhaps, for years or Throat, or Lungs, or Stomach, or ceive timber grants. Mr. Atkinson ex- of these various organs, and failed to a chance to tell their side the basis of engines full speed astern. Three n plained that in the state of Washington get relief. You have grown sceptical this evidence must be to clear the utes later saw a steamer crossing long to be cured.

You can easily have your doubts re- true, the Glenogle was actually lying the ship's position until all the passer have been cured of various forms of Catarrh. But they are no ordinary testimonials. The writers all sign their full the Glenogle did everything in their names and addresses, More-they offer to answer any letters from those afflicted as they were. Their experiences will convince you that you need not consider your case hopeless until Dr. Sproule has ronounced it so. Write for "Weighty Words" to-day, Address Dr. Sproule; B. A. T. Doane, street, Boston, and Holding the A OTANADIAN BREVITIES.

Brantford, April 28.-Noble Montgomtram and almost instantly killed at the Western station of the Grand Trunk stituting the board of examiners. Gen. way and could hold our ship in 400 feet railway. railway. Montreal, April 28 -- While riding a and Bis S. Grosscup, for the Puget

Winnipeg, April 28.-Premier Greenway, who has returned from his farm at owners of the Glenogle. Crystal City, says seeding is going rapidly forward thronchout, the southwest, thern Pacific Co., who for years has and that most land is in good condition. been taking the Oriental liners between been taking the Oriental liners between A good deal, however, is still wet. The burning of a large stable in the city. He gave a clear and intelligent centre of the city created great excite statement to the investigating board. He

ment to-night, owing to the proximity was on the bridge of the Glenogle all of business blocks Emigration returns for the first three ations from the time she cast off her

Sunday morning, and directed her opermonths of the current year issued by the lines at the wharf until the collision when the ferries and docks had been ing to Canada. The number of people his statements were about as follows:-

topgallant forecastle under the top of t deck of the Kingston's smoking The Kingston hung on for abo minutes, and then she went after part of the upper works to the Glenogle. Capt. Hutcheo Officers of the Glenogle Say the sent ahead to see if it was pos push the Kingston ashore or in low water. Four boats were orde one of which reached the wate search of the pursers of the two

found that all people were ac for. One of the crew was picked yards to the leeward, where clinging to a spar. The Kingston in exactly twenty minutes from

time she struck. The first man from the Kingston board the Glenogle was house keeper named Wright. was closely followed, ten minut the collision, by Capt. Brando Kingston's pilot. Capt Gatter that Brandow addressed these

him as soon as he saw him you up at the wharf, and the were blowing for me to keer you. I'd run my time out looking for that buoy with The statement that th was not moving at the time lision, Capt. Gatter said, he cou the matter under investigation, the by the fact that debris from the had not drifted fifty yards away the office of the board of local inspec- the fifty-five minutes that elapse tors of steam vessels on Wednesday the time of the crash until the morning and afternoon. Numerous wit-started under slow steam for started under slow steam for th

Statement of the Master. Capt. James Hutcheon, the ma the Glenogle and the first withe amined, testified along the same as indicated in the foregoing.

Two minu

starboan

the investigation of the other side will be continued next Monday morning at started under slow head at 4.05 he, "and the engines were go speed five minutes later. At Some matters of more than ordinary heard a short blast off our por and somewhat sensational import were and soon after heard the same -from Catarrh. Catarrh of the Head, breught out by the testimony that was again; ported the helm on the first bl introduced by the representatives of the and swung it hard aport on the sec Bowels. You have doctored for disease Dodwell craft, and until the others have Upon hearing two blasts, crowded t about trying anything new. Yet you Glenogle of all blame for the accident bow from port to starboard; stopped th If the story told to the inspectors is engines as soon as she struck and kee

moved about Dr. Sproule's treatment. still in the water at the time of the ac gers were saved. We were there for He will mail you free a booklet called, cident, and the Kingston, cruising un-"Weighty Words." It is just a handful der at least half headway, rammed in-part of the wreck on the starboard sid of letters from grateful patients who to her port bow, hung there a second. and steamed slowly ahead, arriving careened around forward and in a few alongside the wharf at 5.55. minutes sunk. The watchful officers of "The Kingston blew the first whistle which was answered; and at the sam power, but the onslaught was too sudtime we ported our helm, although fu den, and they were unable to prevent speed was kept up. Upon hearing the ensuing disaster. They blame no- second whistle, put the helm hard body; according to their tale the inaniport, which was easily done, as we had mate form of the Kingston, lying at the steam steering gear.

bitom of Commencement Bay, was to elapsed between the first and blame for everything. No charges what- whistles. At the first signal the shi ever were made against anybody, nor was heading northwest and by northwas there any evident disposition to and then swung around three points t place the responsibility, if there was the north. Half a minute after t any, for the catastrophe. second signal rheard the The session of the board opened at waistle; replied with the danger sign 10 o'clock, before Captain William J. and signaled to stop the engines an ery, aged 80 years, was run down by a Bryant, inspector of hulls, and Engineer go astern at full speed. At the rate w C. C. Cherry, inspector of boilers, con- , were going we had not time to gath

ships were probably half a mile apar bicycle on St. Catherine street, Fred Sound and Alaska Steamship Company, and we were a mile and a quarter fro Sly, a butcher, was strick by a street operating the Kingston, were the at-car and killed. and we were a mile and a quarter fro silent representative of Dodwell & Co., angle of thirty to thirty-five degrees. Kingston striking our port bow at Capt. F. W. Gatter, pilot of the Nortwenty-four-foot mark. The collision happened at 4.16 o'clock."

> this port and Tacoma, is now in this BARBER'S ESCAPE. Montreal Citizen Baffles a A Dangerous Enemy. A Severe Sufferer From Bladder Disease -Could Find No Relief Till He Tried

Strange Tales From t Croup-Warfar Romance According to news rece kong before the steamer for this port, E. D. O'Kee King of the South Seas, missing. It is feared at King is no more. He David Island some three and should not have bee than a month. About the ed the islands were swe the most terrific gales e it is the impression that h

ered with all hands. The life of O'Keefe ha romance and adventure. ing fellow, be took all kin and from a bankrupt shores of the Carolines, millionaire and the copra South Seas.

Copra Kin

Believed That He Ha

on One of

Schooners

O'Keefe came originally ton, S. C., where he is daughter still living. It l said that he was obliged home in South Carolina some scrape he got into days. Be this as it may furned to Charleston. casions he has declared of visiting this country, got any farther than Ho It is about thirty years landed on Yap and now ! copra there and owns th David, some 300 miles Spain and Holland hav times laid claim to the isla O'Keefe has warned all and made good his bluff. the American flag long . dared the representatives and Spain to haul down has a native wife in Ya at St. David. The latter tent to take care of he copra interests and to se different seasons of the is said to have families and at St. David, having accommodations, ments at both places. or 19 years of age, is a convent at Hongkong In the latter city O'K realty interests and a big He is said to be worth million, and the daughte marriage in Charleston is bulk of his vast fortu queens and royal familie Seas are amply provided Still Fighting

In an isolated spot in cific the Spaniards are This is at Ponape, in News of Dewey's conqu was brought to the Spani the islands by a Japanes

cording to news received

the governor immediately

gunboats into the mangi

and there they are still ly

ernor made a prisoner of

to the Pacific ocean in Washington state, In answer to the mayor, Mr. Atkinson growth any of the cities he had men- cost of constructing a short railway contioned. It is 80 miles nearer than Seatnection at this side. The amount estitle to the Pacific ocean and 120 miles mated for the construction of the nearer than Tacoma, and is naturally wharves and slips at this side was \$73,intended to be the first port of call for 000, which would be practically building the vessels engaged in the great and up the city, and which would give a regrowing trade with the Orient. Mr. Atturn. kinson referred to the expense entailed upon the shippers who patronized Taof \$389,500 was additional to what the coma, one shipper having told him that company would have to spend if they did his bill for towage, etc., on one trip in and out had amounted to \$1,126. All swered in the affirmative, explaining that this would be avoided at Port Angeles, the company would be compelled to go where a ship could be taken in without a pilot, the harbor being twelve miles in tain the necessary room for the construcextent and so open that a vessel could tion of the terminal wharves at that sail in. Believing that the advantages side. of Port Angeles were so great, the promoters of the road had every confidence thes company would require from Vic- was of any advantage to them, he would in the success of their enterprise and toria. Mr. Atkinson said that was not say that he believed a railroad along the were intending to push the work of con- an easy thing to answer and would have struction as rapidly as possible. They to be left for the trustees. The probahad already built some six miles of the bilities are that if they felt they had a road and surveyors are now at work in good business over at Port Angeles, they the Squim bay locality. They had been might ask the city of Victoria to put up handicapped somewhat in getting out of the whole amount. They would undoubt-Port Angeles, having been compelled to edly ask for all they could get-they find a route on the top of the bank, but were mostly Maine Yankees, some of they had now three surveying parties in them even Boston Yankees. the field, one of which was a construcparty and another a preliminary in mind the additional business they flying party on the work down to Olymwould get from Victoria. Mr. Atkinson pia.

and St. Paul.

replied that they felt that if they put in It had at first only been intended to connection build the road to connect with the Port maintain it whether it paid or not. The Townsend Southern, but they had con-Terminal Company would have to recluded it would be better not to be dependent upon another road, and they had FREE Counsel to Weak Men. decided to build direct to Olympia. Mr. Atkinson believed he could promise that the road would be completed to Olympia early in 1900, and believed that Victor-It is a matter simply of ians could secure the best possible comconfidence and honor i munication with the East by that route. you wish sincerely to be Turning to the ferry proposition, Mr. cured of your unnatural Atkinson said they had calculated the weakness and advanced distance from dock to dock, Victoria to forms of nervousness, the

results of excesses or early Port Angeles, to be 19 miles; it had been stated at 18, but they preferred to be indiscretion. No appeal to your imagconservative and not promise something they could not perform. From Port An- ination is made, nor do we geles to Olympia the distance is 111 ask you for a fee until you miles and from Olympia to Tacoma 30 have decided whether our Connection would be made with | treatment has done you the Northern Pacific or perhaps later the good promised. Our with the Union Pacific, if it builds up, although it must be remembered that the Northern Pacific will always be the cific medicine, and an indescribably useful applishortest route to St. Paul, there being half an hour in favor of the Northern ance. No quackery, no Pacific over the Great Northern railway to deceive you. Honest or the Union Pacific between Olympia remedies and priceless advice by our specialists of It had years ago been suggested that long experience.

Mr. Bone asked if the whole amount

ot come to Victoria. Mr. Atkinson an-

out of the way at Port Angeles to ob-

Mr. Walter Morris asked how much

Mr. Bone asked if they would not bear

they would have to

a route could be found between Beechey a route could be found between Beechey Bay to Port Crescent, thence to Gray's Harbor, a distance of 177 miles, and Mr. Atkinson thought that if that route had anything to recommend it as a reason able one, this one, via Port Angeles, between the condition to need our services, we will sind the treatment. No advance pay, able one, this one, via Port Angeles, must be regarded as more than feasible

Erie Medical Co., Buffalo, N.Y. He reminded his hearers that in calculating the distance by the proposed road, We pay Canadian duty. No delay, no exp

sition stood thus: Port Angeles is the miles away from there is the city of V.c toria, with considerable business, and

A PITTSBURG BLAZE.

Pittsburg, Pa., April 26.-Property on Market and Third avenue was destroyed however, that the city of Victoria was by a fire which threatened several large Brown point, but the actual end of that of some importance to the companay, usiness blocks to-day. 'The fire broke spit was invisible. The steamer proout at 3:30 o'clock this morning and burned fiercely for three hours.

DIZZY AND FAINT SPELLS.

Warnings of heart trouble that should be heeded.

These feelings of faintness, those dizzy spells and "all gone" sinking sensations, which come over some neople from time to time are warnings that must not go unheeded.

may be recovered from-will the next? One dizzy spell may pass off but the next may prove more serious. Those who are wise will start taking

before their case gets hopeless. This remedy acts directly on the disordered heart and nerves and restores them to healthy action.

veeks that the company might ask for \$100,000 or \$150,000, but now the larger amount was mentioned he thought Co., Que., recently wrote as follows:

it too much. He could not think the cost f constructing the ferry slips at either time the wonderful remedy, Milburn's Heart and Nerve Pills. end could be so expensive as had been "For a number of years I have been stated. It should be remembered that troubled with heart throbbing and dizziwith this connection the railway would

> weakness. "I was advised by a friend to try Milburn's Heart and Nerve Pills, which I did, and got great relief from the first and now am completely cured. I feel

There is no one who has ever taken Milburn's Heart and Nerve Pills faithfully but has derived benefit from their use. They have cured thousands of cases of palpitation, dizzy and faint spells. throbbing, skip beats, nervousness, sleeplessness, weakness, partial paralysis, St. Vitus' dance, anaemia, pale and sallow complexion, female complaints and

druggists or sent by mail. T. Milburn & Co., Toronto, Ont,

toria would always continue to be a

1898, while emigration, to the United Daylight had begun to break, and it it would have exceeded in rapidity of said this did not include the possible present terminus of the road, but 19 States shows a decrease of 15 per cent. was light enough to discern the ships lving in the harbor, although a low fog

Montreal, April 28.-There are few hung in the vicinity of Brown point, people in Montreal who have not known the agony of bladder trouble. covering the water out perhaps 500 yards, and obscuring Vashon Island.

It was possible to see land around This complaint attacks four out every five persons, and unless it checked in time, it leads to more ser ceeded under slow headway on a northous and dangerous conditions, such a west and by northerly course for seveninflammation of the bladder stricture eighths of a mile from the dock, until

she got on her way, after five minutes. Weak or defective kidneys are the and then when 250 fathoms square off cause of bladder troubles. The one way to get rid of bladder

shore was given full speed. She went on in this way for three troubles, to cure them for all time therefore, is to strengthen and heal the minutes, gathering not to exceed three kidneys. and a half knots headway, when from

This, like everything else, is easy to two points off her port bow was heard a single blast of the Kingston's whistle. do, if you take the right way, for there is only one way to do it. The helm was put to port, and hard aport when a second whistle was sound-Use Dodd's Kidney Pills.

Dodd's Kidney Pills are the on d a minute and a half or two minutes later. The Glenogle replied to each known remedy that can restore the kidneys to complete health. port signal, and judging by the sound Thousands have proved this fact by the Kingston was about half a mile

away when the first signal was sound. experience. All who have done so, speak in the Between the first and second vhistles the Glenogle made a little more same terms as Mr. John H. Barber than a quarter of a mile, and swung of this city, who says: "I suffered f off one and a half points in response to two years with bladder and kidney tro and could get nothing to give me

the Kingston's port whistle, giving her a course of north and by west half- relief. "I suffered more than I can tell, the west, and making the two vessels perhaps a quarter of a mile apart when I began using Dodd's Kidney Pills. the Kingston sounded the starboard used only a few boxes, but they m

swung around somewhat, in time to

void a direct collision, and crashed in-

from the stem, knifing into the latter

with her guard, which hung her up.

elocity of the Kingston carried her

erhaps thirty or forty feet ahead after

e collision before she became rigid.

and the velocity was sufficiently great

to turn her around the bow and hang

er across at almost right angles, but

She was hung a little abaft of amid-

ships, the Glenogle's bow entering her

without damaging the starboard side.

The crash occured at 4.15 o'clock, Th

to the Glenogle's bow, several feet back

vhistle of two blasts. me a strong and healthy man. "Dodd's Kidney Pills are worth their The Glenogle at once reversed engines full speed astern, at the same time weight in gold." owing the danger signal. In three Dodd's Kidney Pills are sold mmutes the masthead light of the Kingdruggists at fifty cents a box, six

\$2.50, or sent, on receipt of ston loomed above the fog, during which time the Glenogle had been brought to the Dodds Medicine Co., Limited, T. standstill and would soon have been gathering backway. The light was reand bore exactly northwest, the Glen-ogle heading, north half-east at that The wisdom of the wise and the experence of ages is preserved by quotatic Disraeli.

time. Capt. Gatter, Capt. Hutcheon, Third Officer John Wilmot Finnis and

Free Art Classes

> The Canadian Royal Art Union Limited, of Montreal, Canada,

Offers free courses in art to th desiring same. The course incl drawing and painting from life, models and for magazine w These courses are absolutely free and application for admission may be made at any time. The Canadian Royal Art Union Limited, was founded for the pur pose of encouraging art, and dis tributes works of art at each of its monthly drawings, which are held monthly drawings, which are on the last day of each month. For further particulars apply

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house about seven feet and putting the

Dodd's Kidney Pills-They ured Him.

er, an American trader detained his vessel, loaded Henry Nonapi, a native, wa and held as a hostage. very high with the native governor knows that as long a n Ponape the natives will to demolish the city. Melander was afterway the governor telling him th had never been seized

Hongkong firms had been themselves in his behalf. passed between here and and from the Secretary of drid. British assistance h ed and the governor of finally learned that the His

can war was over. It is presumed that the boats have ere this been their hiding place in the r and that their guns will against the natives.

The German firm which of the Marshall and Gilbe advanced money and good leagured Spanish governor tatives of the firm were with the governor, dining him, in the effort to get a the Spanish lands. This would be a German trad at Ponape, another at Rul at Kusia. The natives trade their copra for go Germans would fetch the the Carolines and demand which would mean the co group. These were the to obtain footholds in th Gilbert and Samoan groups

Strange Gospel.

The situation in Ruk and most westerly of the Caro very pleasant now says recently arrived from the The Germans have secure n Ponape and Ruk and are to make Kusale, but have unsuccessful. The missio ing to aid them. This is ceeding on the part of missionaries. In Ponape and will be fighting till the laskilled if the Germans atten their flag. In Kusaie the not do much, as they are Two tribes on the island in a state of constant warf Snelling, the missionary th me, advising me that I was the kings of one of the tri had better clear out, else into trouble. He told me to and give the natives go ground. That's queer gospe sionary. The fighting has on for a year. At the star kings was captured and be dismembered and his body ashes. There have been like Sicce My house, which i with bullet holes, can testify Occasionally a native has m from another tribe. When

to his own tribe, his bride

They indicate extremely weakened conthe lition of heart and a disordered state of the nervous sysasking in

her assistance quickly. There is no time for delay. One faint

Milburn's Heart and Nerve Pills at once

be able to reach out for business from He thought that such slips as are used for the purpose could be built for much less

Mr. Atkinson explained that the estivery grateful for the benefit I have remates were based on the cost of the best of everything. If the connection were obtained the value of real estate in the city would increase very much. Cheaper boats might be built, but it would worth the amount asked for the city to free itself from its present bondage.. He suggested the idea, already mooted by

Mr. Renouf, that a company might be formed here to operate the ferry, con general debility." structing docks at either end and build Price 50c. a box or 3 for \$1.25, at all

Mr. Shakespeare spoke very strongly in favor of the scheme. He said, Vic-

tem. Nature is an unmistakable nangerthat aid be brought to

MRS. JOHN GILKER, Maria, Bonaventure

ness, followed by nervousness and

testimony of the Glenogle's officers. She

the bridge, while Chief Officer John William Wren was on the topgallant forecastle. The pilot did not see the side lights of the Kingston. That vessel went on, aiming directly or the port side of the Glenogle a little forward of amidships, at a speed of five

six knots an hour, according to the

"It gives me great pleasure to be able to state that I have been using for some Quartermaster Albert Donovan were on

