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Foundered Off Coast

Bark Highland Light Sinks—Crew Rescued in the Nick of Time.

Saved By Little Schooner Arilla When Hope Was Abandoned

Trying Experiences of Shipwrecked Sailors—Arilla's Hard Trip.

The bark Highland Light, Capt. E. H. Gillespie, coal laden from Tacoma on November 16 during a heavy storm and lost in latitude 48.30 west and longitude 128 west, 80 miles off the Vancouver Island coast. All hands were saved, being taken off the sinking vessel by the 40-ton schooner Arilla, of Seattle, bound from Cape Nome to Victoria, which arrived in the nick of time to save Capt. Gillespie and his crew of 14 from a grave in the waters of the North Pacific.

It was 2.30 a. m. on November 9 that the Highland Light started on her ill-fated voyage from Tacoma, carrying 1,900 tons of coal for the South Pacific Coal company of San Francisco. She was leaving when she started, and there was a sufficient amount of water to necessitate the pumps being worked in 15 minute spells every two hours. Moderate winds prevailed from the south-east and at midnight the ship was found to be still making water, and a windmill was rigged up to help keep her free.

ABSOLUTE SECURITY. Genuine Carter's Little Liver Pills. Must Bear Signature of Geo. Wood. FOR HEADACHE, FOR DIZZINESS, FOR BILIOUSNESS, FOR TORPID LIVER, FOR CONSTIPATION, FOR SALLOW SKIN, FOR THE COMPLEXION, FOR BRUISES, FOR RHEUMATISM, FOR COLIC, FOR PAIN IN THE BACK, FOR NEURALGIA, FOR MIGRAINE, FOR SPRAINS, FOR SWELLINGS, FOR BRUISES, FOR RHEUMATISM, FOR COLIC, FOR PAIN IN THE BACK, FOR NEURALGIA, FOR MIGRAINE, FOR SPRAINS, FOR SWELLINGS.

she plunged from the top of the high and long running waves into the long hollows between the seas, was beginning to founder. All the pumps were going full blast, but the water rose in the bark's hold, and by this time—noon on November 14—it was seen that the sea had the mastery, and the Highland Light was doomed.

Capt. Gillespie saw that his ship was lost, and he informed his exhausted crew to that effect. The only chance of salvation was to continue to fight against the water rising in the pumps by keeping the pumps going full blast and run for Cape Flattery on the north coast. It was no use to think of continuing the voyage. It was a thrilling moment on board the laboring bark, when Capt. Gillespie told the worn-out seamen, "She's sinking."

The gale moderated somewhat on the 15th, but the sea was still running high, and by this time the bark had four feet of water in the hold. The pumps, and in the after hold there was six feet of water. There was no mistake about it. She was settling fast. With perseverance the pumps were kept going, but the water was gradually creeping up to the pump in a futile effort to keep the water down. They managed to retard the incoming of the water, somewhat, but the sea gained slowly and the depth of water in the hold of the storm-battered vessel gradually grew deeper.

The southeast gales had blown her up past Cape Flattery, and it looked as though she could not be saved. All hands were desperate and Capt. Gillespie came to the conclusion that it was better to have the bark broken up on the rocks of the Vancouver Island coast than to have her sink in the open sea. He had all sail set and with her full crew of 14 men he sailed towards the shore. Hope had now been all but abandoned.

At midnight on November 15 the wind mill broke down, and the leather for the pumps was almost exhausted—pieces not lasting longer than four hours. The pumps were blown out, and the water was high when the next morning broke, and the bark was dipping her bows into the sea. The depth of water had increased to eight feet aft and six feet at the pumps. She was rolling so far over with every roll that the pumps were covered by the water, and it seemed sometimes as though she must turn turtle. The shore was still out of sight, and it seemed that the bark was in a hopeless position.

The shipwrecked men were employed in chopping wood, building fireplaces and making a bunk house comfortable by caulking the seams with moss. They also had a stove, composed of coal oil cans found on the beach. On this day the Indians came in and reported a vessel outside in distress, which they took to be the schooner, trying to get to shore. Nothing more was heard of her and she presumably weathered the storm all right.

Next morning the shipwrecked men went clam digging with indifferent success, and they lived on the beach proper to save what store of meat they had. They also tried fishing in the bay, and were becoming used to the situation. The winds and rain continued the following day, November 20, and completed the abandonment of the wreck. The village priest visited the camp that day and did all in his power to make the sailors comfortable. The last was a black Indian, as a reward for the work the clam diggers were able to get more of the beach food for the dinner table.

The wind moderated on the 22nd, and the men were able to go to the beach for wood. The company suffered considerably from the cold, as during the night the men on watch fell on the stove. A heavy fog, however, prevented the fire from being lit. The fire was extinguished with difficulty and the unfortunate men were left in darkness and without shelter. The water was cleared away and by 10 a. m. was well, a new stove was built and a new watchman on deck.

November 23 brought with heavy rain, a strong northerly wind, and Mr. Henry, the bark's mate, gave out from exposure. His legs were very much swollen and he was very weak. The wind was blowing from the east and the bark was in on her up trip and Capt. Gillespie made arrangements for the passage of his men to Victoria when she came in on her up trip.

The two following days, both dry with heavy rain and strong winds prevailing, saw more clam digging expeditions. The water was cleared away and by 10 a. m. was well, a new stove was built and a new watchman on deck. The bark was in on her up trip and Capt. Gillespie made arrangements for the passage of his men to Victoria when she came in on her up trip.

November gales had shown their wrath." The Highland Light was in trouble off Vancouver Island. Last year she was dismantled in the November gales and after a hard fight managed to get into Barkley sound, and a boat's crew went to Alberni to telegraph for assistance. A tug was sent from Victoria, and she was eventually towed with her fore and main topmasts gone and in a generally damaged condition. Since then she has sailed the coastal waters from the Klondike until the waters she has so long sailed. The Dominion went down there, and nothing but a name-board, which drifted ashore near Clayoquot top of the disaster, the Vesta and Uncle John are piled up high on the rocks between Carmanan and Cape Beale; the Marion Chilcott, then the Kilbannan, was almost wrecked not far from the same place, and it may be that the lost Andra, which disappeared off the Columbia river after taking a pilot on board there last December, is blown northward and left her bones beneath the waves off the Island coast.

The Highland Light was a sister liner of the ship, the Seaside, which was put into Equinal in distress, and one of her owners, George E. Plummer, jr., was in the city in connection with the work of the Seaside. The Seaside is expected today, having come from San Francisco in connection with the Sargent's repairs.

The Highland Light was a wooden bark of 1,315 tons gross, 1,180 net, and 1,205 tons below the deck. She was an old vessel, having been built 27 years ago in the yard of Rogers and Hoskins, where she was launched in 1874. She was 194.9 feet long, 38.1 feet beam, and 24.3 feet deep. Registered owner is George E. Plummer, jr., of San Francisco. This is the second time that Capt. Gillespie of the Highland Light has been wrecked within six years, as he was in command of the bark, the Seaside, when she was lost off the Horn. He joined the Highland Light owned by G. E. Plummer of San Francisco, and here he was in the command of the bark when she was wrecked in San Francisco. He was once master of the ship Seaside.

TRIP OF THE ARILLA. Left Cape Nome in September for Victoria calling at Way Points Trading. The schooner Arilla, which arrived at such an opportune time for the crew of the Highland Light, had herself had a rough time of it. She left the Sound in June with lumber and coal for Cape Nome and arriving there in due season started on her return trip on September 20. She called in at Dutch harbor and sailed again on October 29, her destination being Victoria, and occasionally stopping on her way to trade. The coast of Vancouver Island was first sighted on November 6 and since that time the little bark has been on a perilous voyage through the Straits. Time and time again she approached the entrance of the Straits only to be blown out to sea again by the heavy hurricane force winds blowing during the month. This was unfortunate for the crew of the schooner, but very lucky for the men on the Highland Light, who were waiting for the rescue of the crew of the latter vessel. Capt. Crowell of the Arilla says in a written statement:

On November 16, 1901, at 12 midday, latitude 49.00; longitude 127.30, I sighted a bark steering E. N. E. At 1 p. m. saw that the bark had changed her course and was steering S. E. Then observed she was flying signals of distress. Ordered the man at the wheel to chase the bark, and when near her I spoke with the captain, and he informed me his vessel was in a sinking condition, having sprung a leak, with its tonnage, and the vessel proved to be the bark Highland Light owned by Plummer & Co., of San Francisco, Capt. E. H. Gillespie, in command. She was bound for Seattle from Tacoma to San Francisco. Capt. Gillespie asked me to take his crew and himself on board of my schooner as she was in a sinking condition, and his pumps had given out, and after making three trips in a small boat in a very rough sea, and during the night, and in threatening weather, and not having provisions enough on board to feed such a large number of men for many days, I had the crew of the bark taken aboard, and came to anchor at 12 midday of November 17. November 19 Capt. Gillespie and his crew were taken aboard, and the captain had found a suitable building for himself and crew to live in."

AGAIN THE BRIDGE CONTRACT

Mayor's Answer to Aldermanic Request to Call a Special Meeting.

Mayor Hayward yesterday morning received the following communication: To His Worship the Mayor of the City of Victoria:

We, the undersigned members of the council, respectfully request Your Worship to call a special meeting of the council in accordance with the terms of section 5 of the Council By-Law, for the purpose of considering the action of the Worship in vetoing the resolution of the council awarding the contract for the erection of Point Ellice bridge to the Puget Sound Bridge & Dredging company, and to take further steps in the matter as to the council may seem best, in case Your Worship declines to allow a reconsideration and discussion of the subject.

J. L. Beckwith, Thos. A. Brydon, Henry Cooley, John Hall, J. Stuart Yates. In reply he wrote: Victoria, B. C., Dec. 4, 1901. Aldermen Beckwith, Brydon, Cooley, Hall and Yates, Victoria: Gentlemen: The Mayor's veto of any resolution or proceeding of the council being final and conclusive and not open to question or debate, it will not do to be obvious to you that I cannot be a party to calling a meeting for its object an irregular and entirely useless discussion, and must therefore decline to call a meeting for its purpose named in your requisition of the 3rd instant.

I am, however, desirous that no time should be lost in arranging the preliminary details of the bridge, and in the meantime the best possible bridge at Point Ellice, at the lowest competitive price, at the earliest date, and have therefore pleasure in calling a special meeting of the council for Friday next, December 6, at 3 p. m., to consider resolutions for the following purposes:

1. To rescind all previous resolutions of the council having reference to the design, plans, specification and tenders for the proposed new Point Ellice bridge. 2. To return to all persons who have received and submitted tenders by which they opened or not their deposit checks. 3. The appointment of a committee to confer with the city engineer and with him and bridge expert it may be deemed advisable to employ to decide upon the style and construction of a bridge best adapted for Point Ellice, and after approval by this council in preparation to issue complete plans and specifications so as to enable tenders to compete to be made thereon. Yours faithfully, CHAS. HAYWARD, Mayor.

SERIOUS FLOODS AT WHITE HORSE

Entire Town is Threatened With Destruction by Water—Heavy Damage.

Peje Storck to Give a Recital Here This Evening.

Between November 21 and 23, White Horse, the interior terminus of the White Pass & Yukon railroad, came near being destroyed by flood. Much of the town was inundated with consequent large damage to property. Particulars of the water's unwelcome visitation came to hand from the officers and passengers of the steamer Al-Ki. Capt. Nicholson, which arrived at Seattle yesterday from Lynn canal, and on Thursday night, November 2, when the water reached its highest point, a depth of two feet more would have resulted in practically the destruction of the town. The water came as the result of ice-jams in the Upper Yukon. Greater danger was threatened from the backwater in the river above White Horse, the interior terminus of the White Pass & Yukon railroad, came near being destroyed by flood. Much of the town was inundated with consequent large damage to property.

Peje Storck to Give a Recital Here This Evening. Speaking of Peje Storck, who is to give a piano recital in Institute hall this evening, Gamba says in the Vancouver World: "He has already been so well spoken of and written about elsewhere, that it seems almost superfluous to say more. He plays with a grace and refinement truly charming. His tone is exquisitely neat and soft and above all he possesses a conception full of poetry and soul."

New Founders—"The work of fitting the street cars for the new life-saving tender is being proceeded with as rapidly as possible at the Mayor's request. Some 80 cars have already been equipped, but Foreman Power says that the work is necessarily slow, owing to the great difficulty experienced in securing the needed material. As much as possible of it has to be purchased in the States, and it is here that the difficulty lies, owing to the changeable condition of the steel market. Mr. Power, who has examined many different models, is of the opinion that the new one is the best life-saver he has ever seen."

GREEN SICKNESS OR CHLOROSIS. Just at the threshold of womanhood, that trying period when the whole system is undergoing a complete change, many a girl falls a victim of chlorosis, or green sickness. Her disposition changes, and she becomes morose, despondent and melancholy. The appetite is changeable, digestion imperfect, and weariness and fatigue are experienced on the slightest exertion. Blondes become pallid, waxy and puffy, brunettes become muddy and grayish in color, with bluish black rings under the eyes. Examination shows a remarkable decrease in the quality of the blood. Iron and such other restoratives as are admirably combined in Dr. Chase's Nerve Food are demanded by the system. The regular and persistent use of Dr. Chase's Nerve Food cannot fail to benefit any girl or young woman suffering from chlorosis, feminine irregularities, or weaknesses resulting from poor blood and exhausted nerves. It reconstructs wasted tissue, gives color to the cheeks, and new vitality to every organ of the body. Dr. Chase's Nerve Food. 50 cents a box, 6 boxes for \$2.50, at all dealers or Kilmann, Bates & Co. Agents wanted for Dr. Chase's Nerve Food. Last and Complete Receipt Book.

MINER SHOT AND KILLED AT FORTY-MILE—SLAVIN PUTS OUT DEVINE

Charles Christenson was shot and killed at Forty-Mile about the middle of November by Harry Owen, according to a Dawson dispatch of November 23.

Down on the river the water rose over the platform of the steamer warehouse, and was within two feet of the level of the town. On the Hootlaquah track, as it is familiarly known, there were no buildings in the north end that were flooded. The electric light works had water on the floor over a foot deep, and the B. Y. N. buildings were filled to a depth of 14 inches. The horses were at once taken to a place of safety. The slaughter house was also under water.

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Charles Christenson was shot and killed at Forty-Mile about the middle of November by Harry Owen, according to a Dawson dispatch of November 23. The men are said to have had a dispute over the division of provisions. Owen claims he killed Christenson in self-defense. There were no witnesses to the tragedy. Both men had been mining on Forty-Mile. The Skagway News of November 21 has the following: A report of more friction between American institutions and the Canadian customs agency, maintained in Skagway, comes to light today, while it is not officially made known and is ex parte, there is sufficient evidence that the story is true. The substance of it is that the Canadian authorities, or some of them, intend to insist that in Canada customs forms Skagway shall not appear as "Skagway, Alaska," but as plain "Skagway." In other words, the Canadians do not propose to recognize the American ownership of the place.

Some time ago the Alaska Pacific Express company had printed, under orders from El S. Busby, supervising officer of Canadian customs, a quantity of stickers for pasting on express packages. The slips bear the legend: "From Skagway, Alaska, to Dawson, Y. T." The slips were intended to facilitate the handling of the matter at the customs house. Now, according to the report, which does not come directly from the express company, Mr. Busby has notified them that the slips must be changed and new ones printed without the word Alaska upon them.

There is an imposing monument to the Duchess of York at Wertheim, in Surrey, which was erected to her memory by the inhabitants of Wertheim and its vicinity, on the 6th day of August, 1822, in token of their esteem and regard for her late Royal Highness, the most excellent and illustrious Fredericka Charlotte Eliza Countess of Ulster, who was born at Wertheim on the 26th day of August, 1780. The monument is a fine specimen of the architecture of the period. The Duchess of York was a woman of great talents and accomplishments, and her memory is still held in high esteem by the people of Surrey.