

CITY OF KINGSTON CUT IN TWO

An Early Morning Collision Off Brown's Point, Near the Entrance to Tacoma Harbor.

The Big Oriental Liner Glenogle Crashes Into the Passenger Steamer.

Deals Her a Death Blow Amidships—Passengers and Crew Saved.

Awful Scenes of Confusion—Passengers Clamber Into the Kingston's Rigging.

The Narrow Escape of a Minister Was Pinned in the Wreckage for a Time.

A Rumor That Five of Those on Board Are Still Missing.

Mails and Express Matter Reported to Have Been Lost.

Probable That the City of Seattle Will Replace the Lost Steamer.

The City of Kingston has been totally wrecked. Early yesterday morning, as she was just completing her voyage, she was cut in two by the Oriental steamer Glenogle, which was bound here on her way to the Orient, with a very heavy freight cargo aboard. She crashed into the passenger steamer off Brown's Point, the extreme point of Tacoma harbor, and out into her timbers, making matchwood of her hull. The story of the catastrophe, as told by the Tacoma correspondent of the Times and published in the Times Extra issued yesterday, is as follows:

Tacoma, April 23.—(Special to the Times).—Steamer City of Kingston has been wrecked. About 4.30 o'clock this morning during a fog, she was nearing Brown's point on her way into Commencement Bay, when the big iron steamer Glenogle, of the Northern Pacific line, loaded with cargo to the waterline with general cargo, for Chinese and Japanese ports, swung around the point and, before either steamer could change its course, struck her just abaft the boiler and cut her in two.

Twelve passengers and the crew of the Kingston were saved through the prompt action of the officers of the Glenogle and the Kingston, and two ships lying in the harbor, which lowered boats and assisted the people on the Kingston to reach the Glenogle.

So far as known no lives were lost, or in an American flag, and claim United States and, after the Government. The first white natives whose influence and made American professions have been established by the natives and understand English, read and write in English.

The Kingston attempted to pass the Glenogle on the port side and, then, realizing the certainty of collision if she attempted to get across the Glenogle's bows, her engines were reversed. It was too late to avoid the disaster and the two boats came together with a crash.

In Two Parts.

The Glenogle cut the Kingston in two and the two parts quickly disappeared and drifted apart. The purser and night watchman of the Kingston went down the decks wakening the sleeping passengers and the crew.

The women poured up out of the fire and the engineers escaped quickly to the engine room to the decks, crowded with passengers, each in a life-preserver. Reaching the outside, I was standing on the walk between the stationers and the rail and had no trouble in walking aboard the Glenogle.

The Glenogle was in charge of Captain Gatter, the North American Mail S.S. Co.'s pilot. She had just left port and most of the officers were yet awake. Captain Gatter curtly refused to give an explanation of the disaster and the fate of the crew.

ed toward the ocean wharf with her in tow. The tug Victor was sent off after the forward part and attempted to tow it to the beach.

The Glenogle's Injuries.

As soon as the passengers and crew were saved, an examination of the Glenogle's injuries was made. It was found she had been stove in forward and was slowly taking water. Her wooden work on the starboard side of the bow was crushed, but the damage was comparatively slight.

The Glenogle's tow and the heavy tide running against her on the way in made progress toward the dock slow. It was nearly an hour after the collision before the big liner had drawn up at the ocean dock and the Kingston's passengers were permitted to step ashore.

The sound of the whistles and the crash awakened the waterfront residents and through the fog they were able to make out the forms of the Kingston and the Glenogle.

The full sense of the disaster was immediately realized and telephone messages were sent to a red, double Pacific Coast manager of the North American Mail Steamship Company, which chartered the Glenogle, and which it is reported recently purchased the Kingston. Mr. Dodwell, a partner of the company, was taken out to meet the Glenogle and came in with her from a position on the bridge. Mr. Dodwell called orders to other officials on shore to send for stevedores Hamilton and McCabe to take up the cargo necessary to ascertain the extent of the damage.

Lehman's Story.

Customs inspector Lehman, who was on the Kingston at the time of the collision says: "It would be impossible to state just how long the Kingston remained afloat after the collision before her hull sank. It may have been five minutes and certainly not more than ten.

The officers of the boat quickly organized the sleeping passengers and members of the crew, as soon as a sufficient force could be mustered, the life boats were lowered. I do not know how many people were taken off in the boats of the Kingston.

I struggled on deck and out into the deckhouse. There were a number of passengers and members of the crew with me and people were scrambling into the rigging and to the highest points they could reach.

Everybody realized the boat was settling and it was

A Mad Rush.

To secure the safest position. To add to the confusion, one of the masts fell across the deck-house and it was crushed. I do not know whether anyone was caught in the debris, but I believe two men must have been pinned down. I do not know whether they were saved.

It was afterwards learned that one Chinaman was caught by the wreckage and he was rescued by a boat from the Glenogle. For several minutes the position of the passengers and crew on the Kingston was most dangerous. Indescribable confusion resulted from every body's attempt to get into the rigging. They had scarcely been rescued when the hull tilted with water and people were upper works remained above and separated into two parts.

Key Horace Clapham, who is principal engineer, struck by the Glenogle and was pinned in the wreckage.

For several minutes, only being rescued by the passing of a boat. His head was very slightly cut, but he was not seriously hurt. His story is as follows:

My cabin was No. 41, almost directly amidships. In the lower part of the cabin, I was looking out of the window and saw the Glenogle for fully half a minute before the crash. I saw she was coming straight for me, but felt sure at first she would sheer away.

The next moment there was a crash and I was hurled in a moment's time. I was pinned to a bulkhead, but it was of no avail. I felt certain that I had met death at last, and resigned myself to God.

Then as the ship tilted around an opening appeared in the debris and I was freed. I took a piece of board to fix a way out and intended to use it as a life-preserver. Reaching the outside, I was standing on the walk between the stationers and the rail and had no trouble in walking aboard the Glenogle.

The Kingston was in command of O. Brandon, the pilot. Her captain, O. A. Anderson, was a valued officer of the line and was highly respected by the crew. The British loss to the company will not be large.

The officers of the Kingston returned aboard the Glenogle, but they discreetly kept from sight and left as soon as the boat landed for the headquarters of the company.

The Most Plausible Theory advanced after a study of the stories told is that the Kingston was proceeding towards Tacoma under the impression that the Glenogle was lying at the dock. When the Victoria liner rounded the dock and the Glenogle loomed up in front of her, the Kingston's officers were at a loss and momentarily confused. It is stated that the Glenogle signalled the Kingston to pass outside, and had had been done, witnesses agree, the accident would not have happened.

The Kingston's officers were probably unable to distinguish the whistles, and in an attempt to pass on the inside ran directly across the bows of the Glenogle.

The Glenogle was probably 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 engines of the Kingston were reversed, it was reported, this brought her directly ahead of the Glenogle.

An Alarming Rumor.

A story is told by one of the passengers of the Kingston to the effect that there were eight men seen in the smoking room of the Kingston just previous to the collision. It is said only three of these were seen afterwards.

The Puget Sound and Alaska Steamship Company spent about \$25,000 on the wrecked vessel about three months ago to prepare her for this season's business. Three new boilers were put in the machinery improved and the speed of the vessel considerably increased. Coal bunkers were put in the parlors and staterooms altered, and extra ones built. In fact, she was generally renovated and in first-class condition when the catastrophe occurred.

The disaster has happened at a most inopportune time. Father Neptune could not have arranged to grab a victim at a time when the loss would be more costly. In view of the proposed excursions on account of the Queen's Birthday and Dominion Day celebrations, the loss will indeed be keenly felt by Victoria.

Eight business men were steadily picking up plates and daily very heavy cargoes and big crowds of passengers have been carried on the vessel.

All the express and mail matter, which was kept in a big safe on the main deck, was lost.

About \$25,000 in freight was also lost, but this, it is thought, was as usual, but this, it is thought, was as usual, but this, it is thought, was as usual.

The passengers looked from here to Tacoma were J. E. Plegas and J. Kirk Cohen, two wealthy mining men, of the same district, who were returning to the mines after a short visit to the capital, and John E. Hartman and J. C. Darling and four others, of whom no record was kept here.

Commander A. O. Anderson, who was in command of the Kingston at the time of the collision, has many friends here. He has been master of the wrecked ferry craft for a considerable time. Her pilot, Capt. J. H. Brandon, has been in the Kingston since she left service of the east. He was pilot on her when she was running on the Hudson river, and came around the Horn in her.

Her first officer was Isaac Ellison, better known here, perhaps, as "Lidvort" Ike.

The Victorians among her ship's company were Dan Cross, the saloon watchman, who resided in the West End, and Miss Laura Sinclair, the stewardess, who resides in James Bay district. The steward, Thomas Thompson, is a resident of New Westminster.

The City of Kingston was built at Wilmington, Delaware, in 1887, for the Hudson river trade, and was bought in 1889 by Capt. D. B. Jackson. She was 100 feet long, 25 feet wide, and 12 feet deep. She had three decks, and was most elegantly fitted up with state-room accommodations for over three hundred passengers. She was brought around the Horn in 1890 by Capt. Melville Nichols. Her actual running time was sixty-one days, and on her way out she stopped two days at the Barbadoes and four at Rio de Janeiro, where she was wrecked. She came through the Straits of Magellan, and on reaching Valparaiso was laid up a week for repairs to her machinery. Her fastest day's work on the voyage was after leaving Valparaiso, when she logged 327 miles in twenty-four hours. The Kingston reached Port Townsend on February 17th, 1890, and on March 15th she commenced running on the route on which she was wrecked.

The Kingston's hull, including machinery and masts, are sunk in over 100 feet of water about a mile on this side of Brown's Point, where the collision occurred.

The Northern Pacific is negotiating for another steamer and expects to have one on the run to Victoria within forty-eight hours.

The removal of the cargo from the Glenogle's forward hold continued all night. Her bow is high out of the water, plainly showing a big hole on her port side two feet wide and 12 feet long. Several plates were smashed in her by the Kingston's guard rail, a portion of which was found sticking through the

Germany Offended

At the Remarks Made by a United States Naval Officer.

A Protest Has Been Lodged With Secretary of State.

Washington, April 24.—The German government has entered a formal protest against the language used by Captain Coglean of the cruiser Raleigh at the Union League Club banquet in New York last Monday night. The protest was lodged with Secretary Hay through the German ambassador, Herr Von Holleben.

Secretary Hay replied that the banquet was a private affair and that it could not be regarded as an official utterance which would warrant the state department in acting. However, the navy department will have to be content for a time at least, and doubtless will await a reasonable length of time upon the navy department.

There are semi-official indications that the ambassador will not so much concern himself with the course of Captain Coglean in dealing with the United States in dealing with Coglean.

The German ambassador stated today that the poem recited by Captain Coglean was "too nasty to be noticed."

Doesn't Approve of His Conduct.

Berlin, April 24.—It is announced in a semi-official note to-day that United States Secretary of State Hay has expressed to the German ambassador at Washington, Dr. Von Holleben, strong disapproval of the conduct of Captain Coglean of the United States cruiser Raleigh.

Anxious to Whip up Germany Navy.

New York, April 24.—Under a Philadelphia date, the World prints the following:

The Times publishes the following significant dispatch from Washington from its special correspondent, who is usually well informed:

"The administration is likely to find Captain Coglean a tough proposition to handle. Said a navy paymaster yesterday evening at the Army and Navy Club: 'All of the officers of the navy know that Coglean has simply told the truth, and I myself know him as well as you. Devey wants the truth known. The navy says: 'I have had two letters, and I have about a dozen letters from other officers, which show conclusively that Admiral Devey wants the people of this community to know exactly the facts which Captain Coglean's telling of the truth and Admiral Devey's telling of the truth. The people here might suppose that he was afraid to tackle the German navy, or that he was anxious to give them the wrong picture of their conduct.'"

Concerning the statement that Devey wants the truth known, a lieutenant in the navy said: 'I have had two letters, and I have about a dozen letters from other officers, which show conclusively that Admiral Devey wants the people of this community to know exactly the facts which Captain Coglean's telling of the truth and Admiral Devey's telling of the truth. The people here might suppose that he was afraid to tackle the German navy, or that he was anxious to give them the wrong picture of their conduct.'"

The German ambassador will inform the department of the view of the German office at Berlin. The office on both sides realize that the episode may grow into a serious source of friction, unless treated discreetly and coolly. Our officials are somewhat surprised at the importance attached to the incident by the German government.

GLATTON-DULWEE TREATY.

Great Britain Will Insist on Concessions by the United States Before She Resumes Its Sessions at Washington.

New York, April 24.—A Herald despatch from Washington says: At Dulwée treaty, Great Britain has made it plain to the United States that she expects an equivalent in return for the action. The equivalent is to be exacted during the negotiations of the American-Canadian commission, which is to resume its sessions at Washington in August next. It is because of the demand for concessions in equal value to that which will be given to the United States in the abrogation of the Clayton-Bulwer treaty, the negotiations have not progressed with the promptness expected. It is apparent to officials now at Great Britain that she proposes to use the proposition to abrogate the treaty to further her own aims in connection with the settlement of the boundary and reciprocity questions.

President McKinley and Secretary Hay have determined not to enter into negotiations with either Costa Rica or Nicaragua respecting the Nicaragua Canal until the new canal commission has submitted a report.

MOB LAW IN GEORGIA.

A Negro Preacher, Accused of Having Committed the Murder of a Farmer, Lynched Near Palmetto.

Palmetto, Ga., April 24.—The trial of Elijah Strickland, a negro preacher, accused by Sam Hesse, who was burned to death near Hesse, yesterday, of having paid him \$12 to murder farmer Alfred Crawford, took place in the open square in the center of the town. There was no judge of law, the people acting in those capacities. The witnesses were heard.

A negro man lived with Strickland, and he testified that he saw him give the money to the farmer. Strickland's neighbors gave anything but favorable reports. Many speeches were made. The case is not believed, and it is feared an innocent man may be lynched if cooler counsel does not prevail. Strickland denies complicity in the crime. The scene in the woods where the trial is going on is a weird one.

The Samoan Troubles

German Protest Against the Conduct of British Naval Officers.

Herr Marquardt is in Custody Charged With Bearing Arms Against Sailors.

Berlin, April 24.—The Lokal Anzeiger to-day published two letters from Samoa dated March 23. One is from its special correspondent at Apia, Herr Von Wolffsdorff, and the other from Herr Marquardt, a prominent German resident of Apia, who, under Tamasese, was military instructor, and lately under Mataafa and the provisional government and was justice of peace until he resigned on the departure of Dr. Rafferty.

From Herr Marquardt's letter it seems it was he and not Herr Hufnagel who was arrested by Captain Sturdee, commander of the British warship Porpoise, on bearing arms against the British sailors. He says he was taken on board the Porpoise, where he claims he was grossly insulted by Captain Sturdee and after fourteen hours' captivity, during which no proof against him was advanced, he was transferred to the German warship Falke on condition he would not leave her.

Herr Hufnagel asserts his property was stolen and destroyed by a man's host, and that millions of dollars worth of other German property was likewise destroyed.

Herr Von Wolffsdorff says British Consul Maxse and Captain Sturdee have both been guilty of the grossest conduct in exceeding their treaty power. He claims they treated Germans like captives and continued an almost incessant shelling at German houses under various pretences. He adds, the most intense indignation prevails among Samoan Germans against British excesses.

Otherwise Herr Von Wolffsdorff's reports agree with German official reports.

A German Denial.

Berlin, April 22.—The semi-official North German Gazette to-day denies the report in a despatch to a news agency in London yesterday saying that the German protected cruiser Cefion had been ordered to proceed to Apia, Samoa, after embarking an extra supply of ammunition at Kian Chan, China, and that another cruiser was to follow her.

Deadman's Island.

The Latest Development of the Agitation Against the Sawmill.

Police This Morning Stop the Work of Cleaning the Site.

Mr. Ludgate and a Force of Men Placed Under Arrest.

Vancouver, April 24.—(Special)—Armed with axes, brushhooks and spades, Theo. Ludgate and 30 or 40 men set out from the city at 6.30 this morning to commence the work of clearing up Deadman's Island for a sawmill site. Their arrival had been anticipated, for on Sunday night Mayor Gordon had given orders to Acting Chief of Police Johnson to be on hand with his men and specials to arrest anybody who attempted to commence work. The police had been on the island since 5 o'clock. Before the workmen set out, Mayor Gordon and City Solicitor Hamersley, had arrived and assumed command.

When Mr. Ludgate landed with his men he was met by the chief with officers. The mayor asked Mr. Ludgate what he intended to do. Without replying, Mr. Ludgate took an axe and commenced to chop down a tree. The mayor turned to Johnson and told him to arrest Mr. Ludgate. Johnson told Mr. Ludgate to consider himself under arrest.

Mr. Ludgate then turned to his foreman and told him to get the men to work. Some 30 picked up axes and began to work. The police arrested about 25 of them.

The city's having precipitated the heads of the two forces came together and a brief conversation ensued.

"I am sorry," said the mayor, "but this is unfortunately no other course open for me, and acting on behalf of the council it is my duty to arrest you and any of your men who may attempt to destroy property on this island."

"I regret that you have seen fit to adopt this course," replied Mr. Ludgate. "I regard you and your men as having no right to do all this. You are trespassing on this property, and will be held responsible for the course you are taking."

In five minutes the workmen were corralled and a ring was formed, in the centre of which stood the mayor and Mr. Ludgate. "Your men are all under arrest," explained the mayor.

"So it appears," replied Mr. Ludgate. "I have no intention of resisting the force and never intended to do so. I am, however, just how the matter stands and you are responsible for what you have done."

After further consultation it was decided not to take the city into the matter, but Mr. Ludgate's undertaking to produce them when wanted was accepted.

"I shall protect my men," he said, "no matter what phase the difficulty may assume, and the Dominion government will protect me."

The early morning "do-do" was the talk of the whole city, and a headline is looked for at the noon meeting to-night.

Later, the mayor and city solicitor met Mr. Ludgate in the Hon. Joseph Martin's office before noon, when it was agreed that the criminal should not be proceeded with at present.

In all probability a mass meeting will be held this evening. It is being got up by those who oppose the mayor's action.

Mayor Gordon says it was an unpleasant task, but it was his duty.

Fortune's Favorites

Mr. and Mrs. James Russell, of Vancouver Receive a Windfall of £1,000,000.

The Work of Clearing Deadman's Island Will Commence on Monday.

Vancouver, April 22.—Last night a advertisement appeared in the Province stating that £1,000,000 had been bequeathed to James Russell and wife by a relative in England and stating that the parties were supposed to be in Vancouver. Mr. James Russell, of Homer street, has come forward in answer to the advertisement and corroborates all particulars published. She says she has many wealthy relations who are supposed to be in Scotland, and at different times has had money left to her.

Sir Charles Hilbert Tupper spoke at New Westminster last night and reiterated his charges about the Yukon officials, but offered no evidence and met with rather a cold reception. He left to-day for Ottawa.

The steamer Comox last night, brought down a logger named McEly, who was seriously injured at a camp by a heavy cable falling upon his head.

The last bribe from the Dorothy Weston mine, on Phillips farm, contained 1240 oz. of gold and silver valued at \$7,890, and 706 tons of ore being crushed.

Mr. Ludgate will put 50 men to work on Monday to clear the timber off Deadman's Island. City police are still guarding the island.