

BUILDING ANOTHER RAFT.

ROBERTSON COMPANY TO MAKE A SECOND TRIAL WITH THE SEA.

New Raft Is About One Quarter Finished and Will, It Is Expected, Be Launched About May 15—Has Many Advantages Over the First

Work has been in progress for over a month on a new raft being built by the Robertson Company at West Seattle. This is the second to be turned out by the company at this port. The first started for San Francisco last spring...

The raft now in progress of construction will be larger than the first and will possess a few advantages in building over the other. It is being built in the same cradle and will therefore be nearly as strong as the first.

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NO PAIN, TRIFLING EXPENSE.

A Simple, Harmless Remedy for the Cure of Piles.

A person contracts a cold, pneumonia, rheumatism and pleurisy from exposure; dyspepsia and liver troubles from dietary errors and the causes of most diseases are easily traceable, but although piles and rectal troubles are as common as any of these, the cause is obscure.

Violent exertion, as in lifting, sometimes produces them, and a sedentary occupation is by some supposed to be a predisposing cause, but as a rule piles and rectal troubles appear without apparent provocation.

There are many pile salves and ointments which give temporary relief, and when these fail, the patient, if he can afford the expense and is willing to take the risk, has recourse to a surgical operation which is the only cure except a dangerous and exceedingly painful surgical operation, and its advantages over any kind of operation are many, as it is painless, causes no interference with daily occupation, and, being in the form of a suppository, is always convenient and ready for use.

The Pyramid Pile Cure is an effective combination of soothing oils and antiseptic acids. It contains no cocaine nor nerve destroying opiates, and, unlike most pile salves, contains no bi-chloride of mercury nor any poisonous, injurious drug of any kind.

All druggists sell the Pyramid Pile Cure at 50 cents for a complete treatment of the suppositories.

A little book on cause and cure of piles will be mailed free by addressing the following: PYRAMID DRUG CO., MARSHALL, MICH.

Fanny Davenport, and in which Miss Kildner started for three years, Mr. Frawley secured the Pacific coast rights to "Mme. Sans-Gene," for which reason Miss Kildner did not present it in Seattle during her starting tour. "Mme. Sans-Gene" will finish the week with the Frawleys, being presented on Thursday, Friday and Saturday evenings and Saturday matinee.

The Frawley company this season numbers twenty-five people, prominent among whom besides Mr. Frawley himself, are Harrison Reynolds, Francis Byrne, Clarence Chase, Reginald Frawley, Charles Warner and the Misses Keith, Wakeman,

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WOLCOTT WRECKED ON KADIAK ISLAND.

Continued From Page One.

vessel, increasing the chances of saving both passengers and ship. There was no suitable beach where the vessel lay, and she was settling deeper in the water with every minute. Capt. Stone decided to risk a race around the point to a smoother beach.

RACE AGAINST DEATH. The run was made at full speed, as there was not a minute to spare. Ahead was the dark line of the shore, with a fringe of boiling surf. Behind deep water, the gale and a raging sea. The beach Capt. Stone was making for appeared to be a small bay in the island. Nearer and nearer, steadily and heavily, the sinking ship bore down upon the shore.

"Hold fast!" shouted the captain to the passengers as she was about to strike. Again the Wolcott crashed heavily against the ground and came to a full stop about seventy-five yards from the shore.

BOATS ARE LOWERED. In the meantime, orders had been given to man the boats, and within a very few minutes after the ship was hard aground they were lowered and ready for the passengers. All made way for Mrs. George C. Mayon, the only female passenger, who was the first over the ship's side into a small boat. Mr. Mayon followed, and then the other passengers. The crew came next in perfect order. Capt. Stone was the last to leave the deck.

A heavy sea was running, making a landing in the darkness on an unknown shore a hazardous undertaking. It was accomplished without the loss of life, but not without much discomfort. The landing was made stern first with the boats, as is customary where there is a heavy surf. Some of the boats missed striking the shore by a few feet, and the occupants had to jump for it.

AN INHOSPITABLE SCENE. All that night the ship's crew worked,

COUGHS AND COLDS CAN NOT EXIST WHERE THE NEW GERMICIDE, HYOMEI

Is Used Night and Morning. IT CURES OR YOUR MONEY IS REFUNDED.

Sold by all druggists or sent by mail. Price, outfit complete, \$1.00. Trial Outfit, 50c.

FIVE DAYS' TREATMENT SENT FREE. On receipt of 10¢ stamp for postage. THE R. T. BOOTH CO., Ithaca, N. Y.

trade the electric appliances were taken out.

WAS A GOOD SEA BOAT. The Wolcott was considered a good sea boat. Last year, it is said, the Pacific Steam Whaling Company contemplated overhauling her and putting in new machinery, but for some reason did not carry out the plans.

While bound for Sitka, the Wolcott kept a lookout for the steamer Golden Gate. It is alleged that this is the reason she was so close in to Uyak bay and why she came to go on Rocky point.

STORY OF A PASSENGER. Edward Benjamin Tells of an Exciting Scene Aboard the Wrecked Wolcott Before Benched.

Among the shipwrecked passengers of the Wolcott, brought down on the Excelsior yesterday, was Edward H. Benjamin, the secretary of the California Miners' Association. In speaking of the wreck, Mr. Benjamin said last night:

"The vessel is a total wreck, and the tide

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I will send it to anyone upon request. It tells all about my appliances and how they are used to cure such diseases as Rheumatism, Lumbago, Sciatica, Weak Back or Varicose Veins. Remember, I use no drugs, but simply the mild, soothing current of electricity from my

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Call at my office if it is convenient, and I will explain the Belt to you, or, if you cannot call send for the above book.

Dr. Sanden Electric Co., Russel Building, 167 Fourth St., Portland, O. Seattle Office, Room 409 Washington Building, 705 First Avenue, Seattle, Wash.

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The third day we were able to launch the boats and the others went to the cannery, while I chartered a fishing schooner to take me to the wreck. In this way the Excelsior received the news and rescued those at the cannery of February 22.

"It was a narrow escape. If a south-west wind had been blowing we would all have been washed off the beach by the waves."

DROWNED AT FORT VALDES. Joseph Ward, of Portland, While Attempting to Go Aboard Excelsior, Falls to His Death.

Joseph Ward, a miner, while attempting to board the steamer Excelsior, just before she left her dock at Valdes, at 11 o'clock on the night of February 23, missed his footing, fell into the ocean and was drowned.

Ward's home was in Portland, where he leaves a widow and two children. He had lived in Alaska several years and was coming out for the purpose of disposing of some of his property.

Just how the accident occurred, no one on the Excelsior seems to know. The vessel had sounded her departing whistle when Ward rushed up and attempted to spring aboard. In the darkness it is supposed he misjudged the distance and fell. A boat was lowered and in ten minutes the body was recovered, but life was extinct. The body was buried at Valdes.

Died on the Koyukuk. SPOKANE, March 12.—Chief of Police Witherspoon today received a letter from John Gillespie, of Dawson, reporting the death of August Martin, former police captain of this city. Gillespie and Martin were partners in a prospecting trip into the Koyukuk country, and while enroute the rapids of a tributary of the Koyukuk their boat upset. Martin was weak from scenery, and though Gillespie rescued him after a hard struggle, he died shortly after being brought to shore.

Look out for our trademark name on the top sheet of a bundle of galvanized iron: Apollo Best Bloom.

APOLLO IRON AND STEEL COMPANY, PITTSBURGH.

ALASKAN WATERS FURNISH ANOTHER CHAPTER TO THE HISTORY OF MARINE DISASTER.



THE EXCELSIOR and THE WOLCOTT. The above map shows that part of the coast of Alaska where the Wolcott went ashore and now lies a wreck and total loss. It is, among navigators, notoriously a region of rocks and difficult navigation, and in the winter season of fierce storms. The sketch, though it may not portray the Wolcott's exact position, gives an idea of the helplessness of the ship after she struck in Uyak bay.

Mary Van Buren, Phosha McAllister, Lillian Pearl Sanders, Marion Barney, Charles Hill, Minnette Barrett, Lillian Stafford and Margaret Smith.

"Toll Gate Inn." Tonight "Toll Gate Inn," a new production for Seattle, will be given at the theater by a first-class New York company, under the management of Mr. William L. Malley. The engagement will be for three nights and Saturday matinee.

There is an element of peculiar interest in the forthcoming production of "Toll Gate Inn," in that it is understood to be a new and very pleasing version of Mr. Winston Churchill's successful play of the same name. The play is a complete picture of the life and manners of the period in which the story is set, and is a masterpiece of dramatic art.

getting provisions, mattresses, blankets and bed clothes ashore. Morning showed a most inhospitable scene. Behind was a snow bank and a glacier. On each side were straight walls of rock. In front was the wreck, which, at low tide was almost high and dry. Under foot was a rocky beach. The winds blew, snow came and the rain fell. The prospect was most desolate. The castaways were without shelter of any kind. There were neither tents nor tarpaulins. For two days and three nights the shipwrecked company remained in this situation on the beach.

SITUATION OF CASTAWAYS. They could not climb back over the glacier, nor up the steep walls of rock. Egress by the sea was impossible, for the storm still raged too severely for small boats to venture out; likewise by the beach, for the tides were unusually high. When the tide was at the full they were driven back and on the snow bank, dragging their baggage, all of which was saved, bed clothing and a supply of provisions after them. When the sea retreated they would come down again.

They had the four ship's boats, and these and a calm sea were the hope that sustained them all. On the third night the storm ceased. They bundled everything into the boats about 2 o'clock in the morning, and set out for Uyak bay, nine miles away, where there is a salmon cannery owned by the Pacific Steam Whaling Company, which operated the Wolcott.

BROUGHT TO SEATTLE. There they were housed and sheltered from February 4 to February 22, when the steamer Excelsior, which is also oper-

ated by the Pacific Steam Whaling Company, and on their arrival makes regular calls at the cannery, looked them up and brought them to Seattle.

The Excelsior usually makes the return trip by way of Sitka, Juneau and the inside passage, but this trip she found orders at Unga from the postoffice department at Washington, D. C., to proceed direct to Seattle. She did so by the outside route, and the news of the wreck of the Wolcott will first reach the Alaska towns from Seattle. The Wolcott has been running in Alaska waters about three years.

TREASURE AND MAILS SAVED. All the treasure, mails and valuable papers aboard the Wolcott and the ship's instruments were saved. In the strong box, in charge of Purser Leshon, was a gold bar from the Apollo quartz mine at Unga, valued at \$15,000. It came ashore with the crew and was brought down on the Excelsior. Purser Leshon took charge of the party ashore and made them as comfortable as possible. He spoke of Mrs. Mayon as a "little heroine," saying she endured the hardships as bravely as the men.

CAPT. STONE'S STATEMENT. Capt. Stone was reticent concerning the wreck when seen yesterday, and Pilot Keen could not be found. The captain said: "The Wolcott is a total wreck between Karliuk and Uyak bay. She went ashore in a northwest gale. Pilot Keen was on watch. An attempt may be made to save the Wolcott's machinery, if she does not go to pieces in the meantime.

Neither Capt. Stone nor Purser Leshon would talk concerning the responsibility for the loss of the ship. It is believed by some of the passengers that Pilot Keen was closer to Rocky point than he thought. A few of the passengers also say that the weather was not thick and that the gale was only moderate.

First Officer Rand, Second Officer Wood and Assistant Engineer Murphy live in Seattle. George C. Mayon is a son of Thomas Mayon, superintendent of the Apollo mine at Unga. The latter also came down on the Excelsior from Unga, but was not a passenger on the Wolcott. They are stopping at the Hotel Butler. Speaking of the wreck George C. Mayon said yesterday afternoon:

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GRIP

The Grip's Pure Malt Whiskey

as directed, if taken in time. It not only cures the grip, but stimulates the blood to healthy action and prevents bad after-effects.

Government stamp marks the genuine. Druggists usually sell it. If yours does not, a bottle will be sent you, prepaid, for \$1.00. A valuable book of information sent free on application.

Duffy Malt Whiskey Co., Rochester, N. Y.

W. B. HUTCHINSON CO.

Successors to BOSTON CLOTH HOUSE

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A Becoming HAT.

You can select your Spring Hat from a large gathering, and pay a price that will suit your pocketbook.

HAT. The KINGSBURY, a \$2.00 hat equal to \$5.00.

FUR HATS in Fashions or Derby, for \$2.00. A fine lot of spring shapes for Men, \$1.00.

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OUR OWN MANE SPANGENBERG GRINDS EVERYTHING

Second Avenue