

ESTABLISHED 1891

CHARLOTTETOWN, PRINCE EDWARD ISLAND, FRIDAY OCTOBER 10, 1902

PRICE TWO CENTS

PRESBYTERIAN SYNOD DECLARES IN FAVOR OF TOTAL ABSTINENCE

And the Encouragement of all the Legitimate Efforts to Enforce the Civil Law.

TO PREVENT THE ESTABLISHMENT OF BREWERIES

The Question of the Individual Communion Cnp Discussed Warmly by a number of the Clergy. The Island Presbytery will Appeal to General Assembly.

TOTAL ABSTINENCE ADVOCATED. NEW GLASGOW, Oct. 9.—(Special).—Rev. A. F. Cair presented the report on church life and work and on motion of Rev. Dr. Tutts the following recommendations were made...

the Maritime Provinces especially in Scott Act counties or towns. INDIVIDUAL COMMUNION CUPS. The Synod warmly discussed the action of the Island Presbytery in discussing the action of the synod and assembly in the individual communion cups and publishing the minutes relating to the synod by the clerk.

PROMINENT MONTREAL CITIZEN OFFERS ONE HUNDRED THOUSAND

The Money to be Used for Purchase of Fuel for Inhabitants of the City.

HARD COAL IS SELLING AT THE RATE OF \$25 A TON

A Prominent Hotel Keeper of Montreal Passes Away—A Man Supposed to have Been Murdered in the Klondyke turns up Alive—Hard Coal and Wood Scarce in Winnipeg.

DUFOR TURNS UP ALIVE. VANCOUVER, Oct. 9.—(Special).—Dufour, who was supposed to have been murdered in the Klondyke by Fournier and Labelle, has turned up and the body found is now identified as Achille Quilbault, of Quebec. HOTEL KEEPER DEAD. MONTREAL, Oct. 9.—(Special).—Henry Hogan, hotel proprietor of St. Lawrence Hall, died this morning. A BIG OFFER FOR FUEL. MONTREAL, Oct. 9.—(Special).—Mayor

Cochrane announces that a prominent citizen has offered a hundred thousand dollars to purchase fuel for the poor. Other citizens guarantee three hundred dollars to guard against any illegal action in supplying the poor inhabitants with fuel. COAL AT \$25 A TON. Winnipeg, Oct. 9.—(Special).—Hard Coal is selling \$25 a ton. Wood is scarce and is the only hope for the citizens. Soft coal is also selling at a high price.

RESULTS OF THE GREAT STRIKE PRES. MITCHELL PLACES BLAME

Another Act of Violence Committed by the Strikers Who Derailed a Train.

MINER WHO DID NOT HALT SHOT DEAD BY A SOLDIER

President Mitchell in a Written Message to President Roosevelt Places the Blame on Those who Refused to Arbitrate as a Means of Settling the Question.

A TRAIN DERAILED. HAZELTON, Oct. 9.—(Special).—An engine and one car of the Lehigh Valley coal train was derailed near Lattimer Colliery by a big stone which had been placed on the track by some miscreants. MINER SHOT DEAD. William Dunham, aged twenty-six, a miner, was shot dead at Brownsville today. He was seen near No. 2 Union

Mines house and did not halt when ordered to do so by a soldier of the National Guard who then shot him dead. PRESIDENT MITCHELL PLACES BLAME. President Mitchell in writing to President Roosevelt declining to call off the coal strike says that the whole responsibility should rest upon those who refused arbitration as a means of settling the difficulty.

CANADIAN PREMIER OPENED NEW EXCHANGE AT LIVERPOOL

Sir Wilfred Laurier Looked Worn and Haggard and Did Not Say Anything Worthy of Note.

LIVERPOOL, Oct. 7.—The new Produce Exchange was opened today by Sir Wilfred Laurier, premier of Canada, in the presence of all the interested spectators. The president of the exchange in introducing him said: "The quality of the produce received from Canada is greatly improved of late, but it has not yet reached perfection."

particular attention to Liverpool being the best port at which to land Canadian produce, Sir Wilfred, in acknowledging Liverpool as the central point for the distribution of Canadian produce, said referring to the proposed fast line, that Canada had solved greater difficulties, and he felt sure when the co-operation of the people of Liverpool was needed it would be forthcoming. Lord Strathcona was the Earl of Derby also spoke.

Sir Wilfred Laurier, Hon. W. S. Fielding and Senator Wm. Gibson sailed on the Lake Erie this afternoon for the St. Lawrence. They received a grand send-off, a large number of people being present to say good-bye. Before sailing Sir Wilfred expressed his heartfelt appreciation of the warmth of his reception by the Lord Mayor and people of Liverpool. He said it was a fitting climax for his visit, which he never would forget. He carries back to Canada as a souvenir the golden key with which he opened the doors of the New Liverpool Produce Exchange. After to-day's speeches Liverpool men are confident that Liverpool will remain the British port of the fast mail service. Large crowds cheered the Canadian ministers as the ship part.

LIVERPOOL, Oct. 7.—The problem of a fast steamship service between England and Canada, Laurier remarked in his speech today, has been under consideration ever since he had been premier. He hoped that Canada would be able to solve it, as she had solved others vastly more difficult. The speaker emphasized his belief that the Empire ought in future to be built up upon the arts of peace rather than war, and said Canada was ambitious to crowd Great Britain both in population and wealth. He was proud to take back the testimony of the Corn Exci'a ge that the finest wheat in the world was grown in Manitoba.

TOOK HIS OWN LIFE. TORONTO, October 7.—E. H. Cleveland, a bookkeeper, committed suicide this morning in the new Carleton hotel. He shot himself through the head. No reason is known for the act.

The Two Scourges. ALCOHOL AND MORPHINE. From the London, Eng., Times and Opinion.] A recent remarkable discovery in medicine which has been found to annihilate the appetite for alcoholic drinks and all drugs, even in the most hopeless cases, is attracting a good deal of attention among those interested in temperance works. The medicine is purely vegetable, perfectly harmless and absolutely free from narcotics. It leaves no evil after-effects and can be carried in the pocket and taken in absolute privacy, thus dispensing with the publicity, loss of time and expense of an institute treatment. The medicine has been tested and is vouched for by the Rev. Father Gallwey, Rev. Father Quilivan, Rev. Joseph Egger, Rev. B. L. Fitzgerald, Rev. Father Stubbe, Rev. Father McCallan, Rev. M. Gaughren, Rev. A. M. Coventry, Rev. Father Gauls, Sister Augustine, Sister William, S. S. H. Sister Ethelburga, and many others. Full particulars regarding this medicine can be obtained by writing to Mr. Dixon, No. 33 Willcocks Street, Toronto, Canada.

BOER DELEGATES WILL ARRIVE IN CHARLOTTETOWN TO-NIGHT

Men Famous in Transvaal to be the Guests of the City. Two were at Paardeburg when Cronje Surrendered.

The Princess will arrive tonight about half past nine o'clock having on board the Boer delegates sent by the Imperial Government on the advice of Lord Milner, High Commissioner in South Africa, to make a trip through Canada to study the modern ways of farming, stock raising, fruit growing, fruit packing and other agricultural matters as conducted by the Canadian people. The delegates are Messrs. W. L. Jooste, J. M. Lane and H. E. Rood. The former two are accompanied by their wives, while the latter, Mr. Rood, the youngest of the party, is unmarried. They are accompanied by Captain Kirkpatrick, of the South African Constabulary, with his bride a charming native of Pretoria. He is acting as the Government representative in charge of the delegates.

families were determined on emigrating to the Boers against the English. The horrors of the war were terrible, and the suffering indescribable, but the kindness and sympathy of the British to the Boers in their distress has greatly assisted to heal the elements of strife. Referring to the prisoners of war on the Island of St. Helena, the delegates remark that they were humanely and kindly treated. The greatest agony and hardship that they suffered was their imprisonment and their powerlessness to assist their countrymen in the struggle. However, the end had come, and they are striving now to forget the past and brighten the future.

W. W. Moore, of the agricultural department, Ottawa, is also with them on their Canadian trip, and is a most courteous and painstaking official. During their stay in Canada, Messrs. Jooste, Lane and Rood will be the guests of the Dominion Government. The party is a highly educated and intelligent one and their trip will doubtless be of mutual benefit to themselves and those with whom they come in contact. Captain Kirkpatrick, who was a member of the Australian contingent, speaks in the highest terms of the Canadians whom he met in the Transvaal. Messrs. Jooste and Lane were officers of Cronje's command, and among those of Cronje's soldiers who surrendered after the gallant night attack by the First Canadian Contingent at Paardeburg. They reside at Klarkaderp and are wealthy men owning fifteen large farms. They were sent to St. Helena, where they remained until peace was proclaimed. Mr. Rood who is the son of an immensely wealthy Boer fought all through the war to its close. He and Mr. Jooste are typical Dutch Boers, while Mr. Lane is an Irishman by birth who settled in South Africa when quite a young man thirty years ago, and in a short time won the confidence of the residents of the Transvaal, when he became intimately identified with them. Consequently at the outbreak of the hostilities he was one of the first to take the field, and soon rose to a position of trust in the army councils of the Boers. He is a tall, well-built man, and though approaching his sixtieth year, looks considerably younger. After the close of hostilities these men were selected by the Transvaal Government because of their intelligence, wealth and broad minded conceptions of the needs of the Transvaal to come to Canada to observe and study our methods of farming and to bring back with them reports accompanied with samples of the products, grasses, etc., of such kind as would prove suitable to develop the newly consolidated Transvaal. This alone is their object and from the manner in which they have applied themselves to the work there is little doubt of its fulfilment. Referring to the present condition of South Africa, and the temper of the people, the delegates are very reticent, in speaking to Canadian newspaper men though they said that the country was desolate and the Boers very much cast down at the turn of affairs. They, however, assert that they are ready to assist the British in rebuilding up the country, which will take many years, especially as thousands of the Boer farmers and their

New Goods! are coming in by the CAR LOAD almost. We are receiving our FALL and X'MAS HOLIDAY'S stock of Fancy Goods, Toys, Dolls, Games, Fancy Chinaware, Toy Books, Miscellaneous Books, Gift Books, Nig-Nags in fact an endless variety of the newest and prettiest goods personally selected. Goods that you cannot buy elsewhere. The best goods in our line produced in England, Germany, Canada, France, Austria and the United States. The prices will be right too. Also a very fine line of Fancy and Staple Stationery and everything for the Stationery Department of our business. A reminder. You saw the beautiful samples of Wall Paper in our Exhibit at the Exhibition! Well! we have just received via S. S. "Campans" from the Factory nearly a Carload, the first shipment of New Goods, New Patterns for next season's trade. GEO. CARTER & CO Importers Wholesale and Retail.

ANOTHER ATTEMPT TO BE MADE

Yachtsmen of Great Britain with the Scheme.

THE OPINION IS DIVIDED.

Many of the Older School of Yachtsmen Dispondent. The Boat on a New Plan.

LONDON, October 7.—The fact that the international yacht race challenge was mailed to New York was not published here to-day, but the comments made on the subject by yachtsmen when informed of it by a representative of the Association Press indicate that yachting men in Great Britain identify themselves as completely and enthusiastically with this challenge as they did with the two which preceded it. A few irreconcilables still quote the Dan raven episode, but the majority of yachtsmen are very much pleased that another attempt to vindicate Great Britain's claim to yachting supremacy is to be made.

Opinion is divided on the prospects of success. The older school of yachtsmen is dispondent and argues that the only chance of British success lay in the retention of Mr. Watson as designer. The opinions of a large majority of yachtsmen, however, appear to coincide entirely with those of the Clyde yachtsmen, builders and experts, many of whom pressed the view this evening that Mr. Effe, with all the details and plans of both Shamrocks before him has a better chance of turning out a successful challenger than Mr. Watson had when he started the Shamrock II. Mr. Effe, has approached the problem of producing a winner in a manner radically different from that employed in the construction of any previous challenger. Hitherto the idea dominating the design to secure length and power. The Shamrock I. carried this idea to an extreme and the Shamrock III. will carry it to the other. The lines and measurements of the Shamrock III. suggests that the first idea has been to get a boat better suited to autumn weather off Sandy Hook. Stability and sail-carrying capacity have, therefore, been made secondary to the production of a hull which can be easily driven. Fears have been expressed in inner yachting circles that the Shamrock III. will be overpowered in a fresh breeze, but Messrs. Effe and Watson are both satisfied to take the risk in order to obtain a good light-weather boat. The challenger will be built at the Denny's yards and nickel steel will be employed throughout for her frames, plating, deck and principal spars.

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