

THE WRECKAGE FROM THE STORM

Strews the Coast and Many Lives are Lost.

LOST IS TWO MILLIONS

Sir Thomas Lipton will not be Operated on for Appendicitis—Is Resting Easily.

NEW YORK, Sept. 17.—(Special.)—A rough estimate of the financial loss of Wednesday's storm are two million dollars and eighteen lives are known to be lost.

COLORED COOK SAVES CREW. An excursion steamer the S. E. Spring was wrecked but the crew and passengers were saved, the colored cook swimming ashore with the life lines over which the remainder were safely landed.

WRECKAGE FROM THE STORM. A score of yachts were wrecked in Jamaica Bay. The beaches of New Rochelle and Long Island sound and City Island are strewn with wreckage.

The cup defender Reliance was somewhat damaged at Damariscotta, Maine. The schooner Vye and Lillie and mackerel seiner George L. Edwards have also been wrecked and fifteen lives were lost.

LIPTON NOT TO BE OPERATED ON. CHICAGO, Sept. 17.—(Special.)—Sir Thomas Lipton passed a good night and is doing well. It is not believed that an operation for appendicitis will be necessary.

PROGRAM

For The Band Concert at James Paton & Co. Monday Night.

- 1. March—4th Regt. C. A. Band. 2. Overture—Solitude. 3. Waltz—Mia Bella. 4. March—Bonnie Mary of Argyll. 5. Scotch Selection. 6. Descriptive Piece—British Patrol. 7. Waltz—Medora. 8. March—Will ye no Come Back Again. 9. Medley of Scotch Airs. 10. Scotch Cake Walk.

OPENS FOR CANADA.

LONDON, Sept. 14.—The Alaskan Boundary Commission will meet at the Foreign Office tomorrow. Attorney General Finlay will open for Canada.

Our big stock of

Gaiters and Leggings

Just came to us. It's early to be talking about them but they are such good value, they are so well made, and the cloth and trimmings in them is so good and the prices so reasonable that really we can't help telling you about them.

In Ladies' Gaiters we have three lengths with 7 buttons, 9 buttons and 12 buttons gaiters. The prices are with 9 buttons 40c, 50c, 65c; with 12 buttons, 70c, 80c, \$1.00. Those two lengths are the big sellers—then we have high leggings, and a big assortment of girls' and children's in fawn and black. See the lines.

Goff Bros.

THE WARSHIPS NOW IN OUR PORT

Admiral Douglas and his Fine Ships Welcomed

LEAVE IN THE MORNING

Descriptions of the Warships and Their Crews—The History of the Gallant Admiral.

Fine ships commanded by a distinguished admiral of Canadian birth arrived here yesterday forenoon at eleven o'clock and cast anchor in our harbor. Something about Admiral Douglas—who is said to resemble King Edward VII—and the splendid cruisers under his orders may now be in order, for Charlottetown people will both and, it may be assumed, are keenly interested in them.

To the commander first, then. Vice-Admiral, Sir Archibald Lucius Douglas, K. C. B., the Commander-in-Chief of the North American and West Indian stations, is a Canadian by birth, and was born in Quebec, in 1842. He is the second son of George Melles Douglas and Charlotte, the daughter of Archibald Campbell, of Quebec. In his youth he lived with his father in Quebec, and obtained his early education at the High School in that city. When fourteen years of age, in 1856, he joined the "Hoscawen," the flagship for North America and the West Indies. Five years later he was made a lieutenant, and was promoted to be commander in 1872. In 1880 he was gazetted captain, and was elevated to the rank of vice-admiral in 1901.

He has seen important service in many sections of the globe. As early as 1880, only four years after he entered the navy, he served in the naval brigade up the Congo and the Gambia. From 1878 to 1879 he was director of the Japanese Imperial Naval College. In 1884, during the Sudan campaign, he commanded the Serapts. During the years 1898 and 1899 he was commander-in-chief in the East Indies. From 1899 to 1902 he was a lord of the admiralty. During the three years from 1896 to 1898 he was vice-president of the ordnance committee. He was appointed commander-in-chief of the North American and West Indian stations in 1902, and the same year received his knighthood. For three years, from 1895 to 1897, he was A. D. C. to her late Majesty Queen Victoria.

THE FLAGSHIP.

The flagship Ariadne, built in 1898 is one of the finest and fastest of Britain's first-class cruisers. She is an 11,000 ton ship, with a complement of 677 officers and men. Her speed is 20.34 knots. She carries sixteen six-inch quick firing guns, fourteen twelve pounders, quick firing, and twenty smaller quick firing guns. She has three torpedo tubes and her horse power is 10,500.

The Retribution is a second-class cruiser of 3,000 tons and a speed of 19.34 knots. The following is the roster of the officers of the British Ships.

H. M. S. ARIADNE.

- Vice-Admiral, Sir Archibald Lucius Douglas, K. C. B. Flag lieutenant, Cecil H. France Hayhurst. Secretary, Edmund F. E. Gips. Clerk to secretary, Ambrey M. C. M. Cree, John C. Boardman, Herbert B. Bonning. Captain, Montague Edward Browning (flag captain.) Commanders, William F. Slayter Richard Webb, Aubrey C. H. Smith. Lieutenants, Henry B. Montagu, Forster D. Arnold Forster, Basil V. Brooke, Edward C. Kennedy, Valentine F. Gibbs, Bertram W. L. Nicholson. Racecourse commander, Richard W. Green. Engineer lieutenants, Sydney M. C. Bryer, Sydney M. E. Laverne. Major R. M. Richard B. G. Warder. Chaplain, Rev. Edward L'E Fawcett, M. A. Fleet paymaster, William G. E. Penfold. Surgeons, Thomas J. Jeans, M. B., Robert H. Morcison. Sub-lieutenant, George L. Browne. Engineer sub-lieutenants, Campbell Samsen, Harry P. MacKenzie, William E. Clarke. Assistant paymasters, Archibald Taylor, Cunningham Prior. Gunners, John Dooley, Percival H. Hall. Boatswain, Frederick W. Long. Carpenter, George W. Harris. Artificer, engineer, William J. C. Plank. Midshipmen, Sidney Hopkins, Fischer Burgess Watson Geoffrey, E. Ridgeway, Charles W. A. Baldwin, John C. Tovey, Archibald S. May, Hon. Peter R. H. D.

THE REGIMENT OF THE SEA.

Here's to the blooming regiment That's always fit for war. Whose barracks square runs wide and far From Sydney to the Nore.

For everyone that meets us Says "How-de-do" to we Dips low to the shine of the big steel line— To the Regiment of the Sea.

Willoughby, Frederick A. Warner, Theodore K. Elmsley, David V. F. Erskine, Alfred G. Peace, Rupert E. Ludbrook, Cyril P. Vivian, William R. J. White, Denham M. T. Bedford, Hon. Byron P. Carey, Algernon E. P. Lyons; clerk, Geo. F. Martin.

H. M. S. RETRIBUTION.

Captain, Herbert Lyon. Lieutenants, Cecil E. Rooke, Archibald Deas, Basil S. Noke, Colin A. M. Sarel. Engineer lieutenants, Hebert Cooper, Reginald B. Goodyear, Staff Surgeon, Edward R. Morriam, M. B. Paymaster, George E. Coleridge. Sub-lieutenant, Alexander C. Underwood. Assistant paymaster, Arthur Mudge. Gunners, Richard C. Lee, Harry J. Sobey.

Boatswain, John W. Evans. Carpenter, Augustus J. Mitchellmore. Artificer engineer, Edwin G. Hoskins. The "Retribution" is practically a counterpart of the "Indefatigable," "Intrepid" and other familiar naval visitors, but she presents a very different appearance from former welcome visitors of the Royal Navy. Since the last British cruiser was here a new rule for the painting of the vessels of the navy has come into force. Consequently instead of having the shining black sides, broad white deck-lime, ochre upper works and historical "pey-soup" color funnels, the vessels are painted a dull slate grey from water line to the trucks and even higher than that. For the "Retribution" is fitted with the Marconi system, and has a long receiving yard swinging at her mizzen mast head and projecting away above it and even that, like the sides, the davits, the cables, the anchors, the funnels and even the masts and boats is painted grey. The object, of course, is purely a practical one, to reduce the visibility of the ship to the smallest limit, just as British armies on active service during the past eight or ten years have been clad wholly in khaki.

The grey is in fact the the Royal Navy war paint, and according to the once order of things British warships are to keep it on all the time. The warships do not look exactly handsome in their war paint, but they do present a peculiarly businesslike appearance.

There were many people on the wharves to welcome the King's ships and as soon as they were made fast, and the operation did not take long, the Harbor Master, and Maurice Blake went on board and extended the hospitalities of the port to the officers and crew.

The ships' companies are just like all ships' companies in the Royal Navy, and the men, whether marines or blue jackets, are a tidy, jolly lot.

Officers and men of the Retribution are well sunburned as a result of their long service in Venezuelan waters, where the "Retribution" played a leading part in the blockade and the protection of British interests. The "Retribution" patrolled the Venezuelan coast waters for five months, and Captain Lyon carried to Caracas the famous ultimatum issued to Venezuela by the British government. Upon his return, he sent a landing party, under command of Gunner Lieut. Dease to take on board all British subjects residing in La Guayana. Although several hundred of Castro's soldiers faced the landing party on the wharf with pointed rifles, the latter went straight ahead, as if on parade. The disparity so overpowered the Venezuelans that not a shot was fired. The party succeeded in its mission without a life being lost.

The crew counts among its number a tame pupa, which belongs to the doctor of the "Ariadne," who has accompanied the vessel to port. The animal is quite tame, and will play about just like a kitten. It is barely twelve months old, and is about of a small sheep. It is full of men, and the size will play with them for hours.

A much prized relic on board is a handsome old church or ship's bell of great historical value, discovered in South America, and brought away as a memento.

H. M. S. TRIBUNE.

The H. M. S. Tribune is a second class cruiser of 3,400 tons and visited this port once before for a short time about two years ago, having been called away suddenly in response to a despatch from Halifax.

CHAMBERLAIN WILL RESIGN

INSURED FOR \$20,000.

LONDON, Sept. 15th. Lloyds Times correspondent says that the yacht Queen Margaret, seriously damaged at Bristol by the Canadian Pacific steamer, Lake Megantic, is insured for \$20,000.

FRENCH CONVOY ATTACKED.

ALGIERS, Sept. 15.—An unconfirmed despatch from Ain Sefra (a small oasis, 152 miles from Tlemsea) says a French convoy under Major Buchent, escorted by sharpshooters, was attacked recently in the vicinity of Bentabes and that Buchent and thirteen men were killed.

\$700,000 FIRE AT SAULT STE MARIE.

DETROIT, Mich., Sept. 15.—A special to the Tribune from Sault Ste. Marie says: A fire which originated in Klosser's candy store here tonight and which is still burning, has destroyed an entire block of stores in the heart of the business district. The damage already done amounts to about \$700,000.

SUCCESSFUL ISLANDERS ABROAD.

From a little place called P. E. Isle, They left one summer day, For the great Northwest, to make their pile, And this is what they say:

No west for us; we'll ever be, Contented way back home, And from the dear old fireside We never more will roam.

A glorious life is a rancher's He rides his horse all day, But oh! it is so different When you hire to make hay.

We went to work upon a ranch, They gave us salt, junk to eat, When our eighteen-hour day was done, In a stable we did sleep.

We found the work too easy, The days not long enough, The barn too sweet to slumber in, The grub was but a bluff.

One morning bright and early, We softly stole away, Walked ten miles to a station And forgot to get our pay.

We hid us to the city, Where Bill soon got a job Cross-piling sand and mortar, And carrying up the hod.

Each morn he does his overalls, And neatly does the trick, He's saving up his money now, To take him to Wilnot Creek.

We dream of the little Island Where the oysters grow so fat, We never more will leave again, If ever we get back.

Oh we long for the home of our fathers, The home we love so dear, Where you don't have to buy a brewery When you want a glass of beer.

They may sing of the great Northwest, Of their grain and big fat beef, But give me, oh give me that little Isle, Away, far away back east.

Muttart he could not get a job, His collars were too high, His face looked like an Indian, And the people all were shy.

His overalls are useless now, Though they cost him mighty dear, He'll take them back home with him, To keep as a souvenir.

Is the Latest Rumor Coming From Great Britain

MURDEROUSLY ASSAULTED

A Pedlar Lies at the Point of Death—A Brilliant Wedding Takes Place in St. Stephen.

LONDON, Sept. 17.—(Special.)—It is said that Chamberlain will resign on the ground of Balfour's attitude on the fiscal question which the alleges is not sufficiently advanced to enable him to remain a member of the Government without sacrificing his personal views.

A PROMINENT MAN DEAD.

OTTAWA, Sept. 17.—(Special.)—Edward Mail for years the Commissioner of Island revenue is died.

Parliament today continued the discussion on the redistribution bill.

MONTREAL, Sept. 17.—(Special.)—Isa Hadad, an Assyrian pedlar, was murderously assaulted and robbed here. He is dying in the hospital.

ST STEPHEN, N. B., Sept. 17.—(Special.)—Roydon Thomson the son of John H. Thomson, St John was married here today to Miss Mary Constance Chipman, daughter of J. D. Chipman. It was a brilliant function. Among those in attendance were Miss Winnie Brecken and Miss Annie Mellish of Charlottetown.

Leather Goods. Two cases direct from Manufacturers just opened. Comprising Dressing Cases, Writing Folios, Shopping Bags, Music Rolls, Collar and Cuff Boxes, Purses and Card Cases, Wallets and Coin Purses, Ladies' and Gent's Card Cases, Shoe Bags, Foot Balls, Bill Books, Wrist Bags, etc., etc. The finest line of leather goods ever shown in the city. Wholesale and Retail. Carter & Co., LIMITED, Importers. Calgary.

Protect the Home and invest your savings to best advantage by taking an ENDOWMENT POLICY WITH THE "STANDARD LIFE" ASSURANCE CO'Y. Write or call for rates and particulars. Hyndman & Co., General Agents Office 33 Queen Street.

UNION BLEND TEA IS THE BEST!