

EASTERN TROUBLE

French Cruiser Sent to Turkish Waters

A FLEET MAY FOLLOW

But Peaceful Settlement is Expected—Bark Linwood Given Up.

THE FRENCH-TURKISH TROUBLE.

PARIS, August 22.—(Special).—A French cruiser has been despatched to Turkish waters and a fleet is being prepared to follow but a peaceable settlement is expected and the French papers are devoting more space to the coming visit of the Czar than to the Turkish question.

BARQUE LINWOOD MISSING.

LONDON, August 22.—(Special).—The British barque Linwood, Captain Douglas, from Manila, Nov. 14, for New York has been posted at Lloyds as missing.

The Linwood hailed from Maitland, N. S., and was owned by Alexander Roy & Co.

ASSURE AS YOU ARE BORN.

Putnam's Corn Extractor cures all kinds of corns and warts, in a short time. Cures painlessly as well as a promptly, cures radically as well as quickly. The greatest corn raiser on the North American Continent, just ask your druggist if this isn't so. Druggists all sell it. If you are at a distance from a druggist send twenty-five cents to N. C. Polson & Co., Kingston, and get it post paid.

"THEY ARE COMING"

Another large shipment of the Invictus Shoe, will arrive at once.



You should see them before you buy.

Geo. A. Slater, Maker.

Goff Bros.,

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Dr. J. H. Ayers

DENTIST.

OFFICE—Sunnyside
New Frowse Block. First door to the right
Satisfactory work. Reasonable price.
Telephone 210.

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September 3, 1901

Free Syllabus and General Information on application to

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ARTILLERY COMPETING

Islanders Arrived And Are At Work

COMPETITION BEGINS

Lord Minto And Gen. O'Grady Haley Inspect the Camp.

ISLANDERS AT ORLEANS CAMP.

QUEBEC, August 21.—(Special, delayed).—At the Artillery Camp, Isle of Orleans the Islanders arrived last evening, all well.

THE COMPETITION BEGUN.

The Montreal and Cobourg men finished their competition and left for home yesterday.

THE ISLAND MEN AT WORK.

The St. St. John and Prince Edward Island teams are competing in the 40 pounder to-day.

The howitzer competition comes off to-morrow.

SOME TEAMS DECLINE TO SHIFT.

The Montreal and Coburg men declined to shift.

The St. John and Prince Edward Island teams shift to-morrow.

LORD MINTO AND GENERAL INSPECT.

General O'Grady, Haley inspected the Camp today and was very much pleased with the same.

The Governor General inspects the camp to-morrow.

[THE GUARDIAN is unaccountably without news of yesterday's competitions.—EDITOR.]

CITY AND COUNTRY

THE marriage of Miss Janie E. daughter of Mr. and Mrs. Wm. H. Judson, Alexandria and Mr. James T. Matheson of St. George's N. B. was solemnized on Wednesday evening. The marriage ceremony was performed by the Rev. J. C. Spurr B. A. of Pownal. The bride was assisted by Miss E. Matheson, a sister of one of the principals, and Mr. Geo. W. Judson supported the groom. Congratulations.

THERMOMETER READINGS.—The following is a comparative statement:

The highest temperature on		
	August 21st	August 22nd
1901	74.6	76.8
1900	58.	74.
1899	71.6	72.
1898	72.	72.
1897	68.6	72.
1896	72.6	72.
1895	68.	69.5
1894	62.	60.7

THE Olivette arrived at 6 o'clock yesterday evening with the following passengers: Mr. I. Paine, Miss Paine, Jas. Harley, Mrs. Harley, Mrs. Clifton, Miss E. Cameron, S. E. Everts, Miss W. L. Alexander, A. A. Clufflen, Dr. Fuller, A. P. Fuller, Mrs. Fuller, A. A. Murdock, C. E. Daniels, G. Harden, Mrs. Harden, Jas. McGillivray, J. Marks, Mr. A. A. Butterfield, Mrs. Butterfield, Mr. J. H. Burris, Mrs. Burris, Mrs. DeChamp, Herbert Gray, Miss Stewart, Miss Susie Miller, Mrs. D. J. McQueen, F. McElvay, Mrs. H. M. Moore, W. Fredd, Wm. Aldrew, Mrs. Fuller, J. Fuller, T. McMillan, W. Keyes J. W. McAlduff, Mrs. Talmadi, Miss Talmadi, Sarah Campbell.

SWEET PEA

Competition August 28, 29, 30.

at Our Store Sunnyside

Open to all growers of our Sweet Pea Seeds.

HASZARD & MOORE

Full particulars in Saturday morning's paper.

THE TERRORS OF THE DEEP

The Wreck of the Steamer Islander and the Loss of the Passengers Including Two From P. E. I.

A Victoria despatch of Tuesday evening reports that the victorians are waiting patiently for an official list of those who lost their lives in the disaster which overtook the steamer Islander, for although the list of dead has been reduced to 42, the reports which reached Vancouver last night infer that there are still a number of names which have not been received there. The day has been given to a discussion of the accident. It is said by some that it is quite possible that the steamer struck on a rugged reef which runs out from Tantallon Point, as few icebergs are found in that part of the Sound. They mostly find their way out by Taku Arm. But it must be remembered that for every foot of ice above water there are seven feet under water, and it is impossible for a navigator to see one which his steamer is running into. All admit that by the time Capt. Foote reached the bridge it was too late to beach the vessel, in fact it was impossible, as the propeller was out of the water. The crew according to the evidence of all, acted splendidly and left the boats to the passengers, they themselves being satisfied with pieces of wreckage to cling to, until picked up by the boats. Capt. Foote did not jump from the raft, but was thrown off it when it capsized, and he went down, as he could not swim a stroke. Some of the passengers acted most inhumanly, cutting the ropes as soon as they got into the boat and pushing off from the steamer. The chief criticism to the operation of the steamer is that she should have been slowed down as soon as it was found that she was running into ice.

MUCH-NEEDED ASSISTANCE.

On reaching shore Engineer Brownlee and the first officer called for volunteers to go up to Juneau and solicit aid. Plenty of volunteers were found, and the little company walked up the beach to the Treadwell mine, a distance of 25 miles, reaching that point about 8.30 a.m. Here Treadwell's steamer Lucky and the Juneau steamer Flossie promptly responded to their appeal, and were soon on their way for the purpose of picking up any who might be clinging to the spare rigging and the floating parts of the vessel. They headed for the beach, where the survivors had gathered, and arrived at Juneau again about noon, having on board the bodies of six passengers which had been picked up on the beach and a number of survivors.

Samuel Jameson, one of the passengers, arriving Tuesday afternoon graphically described the scene of the disaster after he attempted to get on board a raft. He said: I slipped down the rope and on to the raft. By this time the bow of the Islander was sinking, and the stern was up in the air with the propeller out of the water. Then the stern began to sink. I was hanging onto the outer edge of the raft, and some of the others may have been struck by the propeller. I was struck on the head by the side of the steamer as it glanced by, but was not badly hurt. The bruise mark is there yet. But I had a good hold and a deep breath and down I went. We were sucked a long way down. Then the air in the cabin was apparently released, for I was tossed to the surface quicker than I went down. The only damage I sustained was from a mouthful or two of salt water and some bruises in the ribs and chest. As I was going down I could see the propeller above me. When I came up there were but two of our party left, another man and myself. By this time there were men all around us in the water. Most of them had life belts. Three more men came up to get on to the raft, and some one told them not to climb on, as it would drown us all. We told them to hold on to it, which they did. Finally, one man climbed on and the raft upset and we all were submerged again. The two or three who had been hanging on did not come up again. Then we gathered sticks and helped keep the raft afloat. Finally we got a heavy door, which was buoyant, and other floating material, and had several men around us hanging on to the wreckage. By the time we were relieved we had a couple of chairs and some other light furniture and managed to keep up. It took a very strong man to withstand the conditions that prevailed. There were men who simply had to give up after being but a minute or two in the icy water. You could not see any distance. There were others talking around, and stray bits of conversation were ever and anon audible through the thick mantle of fog. I saw men even with life belts on who could not stand it. A

man would be trying to hold up and clinging to a piece of wreckage, and suddenly he would duck his head. There would be two or three bubbles and the body of the man would float away with a part of the back and a little bit of the life belt visible above water. Men died from exhaustion and the sheer rigor of the experience. This accounts for the fact that few of the passengers who were in the water even with life belts were saved.

Additional advices corroborate and explain the disaster. There were about 180 people on board, including passengers, crew and store-aways. A submerged iceberg tore a great hole along the bottom of the steamer, into which the water rushed with such volume as to show that the vessel could float but a short time. She lasted only fifteen minutes.

Capt. Foote was not on duty when the vessel struck, being in the cabin below, while pilot Lablanc was on the bridge. Capt. Foote walked the bridge till the vessel was about to plunge, when he leaped and made his way to a life raft. He saw the raft was overcrowded, and like the British sailor he was, he simply remarked, "There are too many of us here, good bye, boys" and turning leaped once more into the deep and shortly afterwards sank.

THE SHIP GOES DOWN.

Dr. John Duncan, of Victoria and Mrs. Ross, wife of the Governor of the Yukon, together with Mrs. Ross's daughter and a Mr. Bell, were observed standing on the hurricane deck apparently dazed by their danger. They were advised by one of the officers to put on life preservers, but almost immediately the vessel went down. As to what happened when she went down there is naturally some difference of opinion. Some state that as she took the water her boilers exploded, while others deny it. One man who was running along the passageway when she sank says that he was carried to the surface, together with the upper works of the vessel, which seemed to be wrenched clear of the bow as she sank. Many lives were undoubtedly lost by the suction caused by the sudden sinking of the vessel.

SOME MARVELLOUS ESCAPES.

Dr. Phillips, of Seattle, with his wife and child, was in his stateroom. Mrs. Phillips, feeling the shock, urged her husband to get up and ascertain what was wrong, feeling sure that something unusual had happened. He rushed out, and hurriedly returning told his wife and daughter to dress, and they ran for the deck. Just then the ship gave a lurch and sank, and the wife and child were caught by the suction of the air-shaft and carried to the bottom. Dr. Phillips was struck above the eye by the air shaft, which prevented him going into the shaft and saved his life, and he was thrown into the water, coming up under a cabin door, on to which he climbed with Engineer Brownie, who came to the surface at the same time. The two men afterwards got hold of some wreckage and managed to reach the shore. Dr. Phillips was worked on for four hours before he was completely resuscitated. W. G. Preston and wife, of Seattle, were on the boat on their wedding trip. Mrs. Preston showed remarkable bravery. On passing through the smoking room to reach the upper deck, they noticed fifteen men in a dazed condition with life-preservers on, but doing nothing to save themselves. Mrs. Preston advised them to get on deck at once. Several of them followed her and her husband on deck.

DEATHS FROM EXPOSURE.

Some of those who were fortunate

A MANTEL CLOCK imitation marble, enamelled, half hour cathedral gong strike, given as a premium to the consumers of "BOBS" chewing tobacco. In exchange for Snowshoe Tags, would be an ornament in a millionaire's house. Write for our illustrated catalogue which we send gratis, and save the tags, they are valuable.

THE EMPIRE TOBACCO CO., LIMITED.
MONTREAL.
25 eod 2w

LONDON'S MEAT MARKETS.

LONDON, August 20.—The medical officers' annual report shows that 64 per cent. of the meat sold in the corporation markets is imported from America, Australia, New Zealand and the Continent, & the United States sending 23 per cent. and Australia 21. Five years ago the outside deliveries were barely 50 per cent.

CRIMINAL CONVICTS

Premier Laurier's Latest Movements

CAPT. FOOTE, IRISH, A MILLIONAIRE SHOT

Miss McKay Drowned—Maritime Baptist Young People Elect Officers.

CANADIAN CRIMINAL STATISTICS.

OTTAWA, August 22.—(Special).—The report of criminal statistics for the year ending June 30 shows 249 more indictable offences than the previous year, with 55 more convictions.

P. E. Island had 429 cases against 452 the previous year the total for the Dominion was 8419.

THE PREMIER'S MOVEMENTS.

Sir Wilfrid Laurier has gone to Arthabaskaville. He returns on Monday and goes to Toronto to open the exhibition there.

Hon. Mr. Mulock returned to the City to-day.

CAPT. FOOTE WAS FROM IRELAND.

YARMOUTH, August 22.—(Special).—Capt. Foote of the wrecked Islander was not Capt. Calvin, Foote of this city, but Capt. Hamilton, Foote, a native of Ireland.

MISS MCKAY DROWNED.

BOSTON, August 21.—(Special to Examiner).—The niece of Mrs. Ross, who went down in the Islander, was Louise, daughter of W. D. McKay, formerly of Charlottetown.

MARITIME BAPTIST YOUNG PEOPLE.

MONTREAL, August 22.—(Special).—The Maritime Baptist Young People elected President, Rev. George A. Lawson; Vice President for P. E. I., Aubrey Simpson, Cavendish.

Rev. G. H. Raymond of P. E. Island is appointed one of the transportation lead-ers.

enough to reach the shore died afterwards from the effects of long exposure in the icy waters. One of the crew was in such a state of misery that he begged those who were endeavoring to save his life to let him die. He subsequently succumbed to the effects of the terrible exposure. Those who were saved were picked up at Juneau, sixty of them by the Queen, which reached port last night, and the balance took passage on the Faraloon, which is due today having been left by the Queen at Juneau.

THE GOVERNOR'S BEREAVEMENT.

It is but a few months since Mr. Ross was appointed Commissioner of the Yukon, in succession to Mr. Ogilvie. Mr. Ross is a London man, and has many friends in that city who will sympathize with him in the terrible bereavement that has fallen upon him. He left London for the Territories in 1882 to ranch, becoming a member of the Northwest Council in 1883, and Speaker of the Territorial Assembly in 1891. In 1896 he became a member of the Executive Council for the Territories, and was in 1897 appointed Commissioner of Public Works in Mr. Haultain's cabinet. He went to the Yukon as Commissioner last spring. He married in 1886 Miss Barbara E. McKay, the lady now deceased. Commissioner Ross has a sister in London, Mrs. J. W. McIntosh, who recently received word from her brother that he was going to the coast to meet his wife, who had gone to join him in Dawson. Presumably, it was decided Mrs. Ross and family should not spend this winter in the Yukon, and she returned on the Islander. Although the Victoria despatch states that only one child and a niece were drowned with Mrs. Ross, The Globe's London correspondent says her friends there fear she may have had several of her five or six children with her, and that others may also have been drowned. It will be at least a week, and it may be ten days, before the news of his bereavement reaches Mr. Ross, the telegraph connection extending only to Skagway.

END NEURALGIA'S AGONY.

Have you failed to get permanent relief? Are you almost frantic with neuralgia pain. If so, why not use Polson's Nervin? It is the only neuralgia cure that has never failed to cure even the worst cases, and will surely cure you. Five times the strength of other remedies, it penetrates the tissues and drives out the pain instantly. Quick relief sure cure, large bottles 50c.

GIVEN A BANQUET

Roosevelt to Join in Honor of Lipton.

A MILLIONAIRE SHOT

Dead in Self Defence—Fatal Tornado in Oklahoma, Loss Heavy.

TORNADO IN OKLAHOMA.

ANADARKO, O. T., August 22.—(Special).—A tornado which struck here last night killed several persons, injured many and destroyed buildings. The loss of crops and livestock is heavy.

MILLIONAIRE SHOT DEAD.

CRIPPLE CREEK, Col., August 22.—(Special).—Samuel Strong, a millionaire mine-owner, was shot dead by Grant Crumby, a saloon proprietor, who feared Strong's intention to shoot him.

DINNER TO SIR THOMAS LIPTON.

OYSTER BAY, August 21.—(Special).—A dinner will be tendered Sir Thomas Lipton on Saturday, when he will witness the Columbia-Constitution racing. Lipton left New York to-day not to return until after the races. Roosevelt is expected to attend Saturday's dinner.

TO HAVE BEAUTIFUL SKIN.

Every one who would have a clear soft velvety skin free from pimples blackheads redness and disgusting eruptions must use Dr. Chase's Ointment. It is a true food for the skin does not clog the pores as do powders and insures permanent benefit. There is not a single itching burning skin disease of men women or children that Dr. Chase's Ointment will not cure. Mothers find it invaluable for baby Rosacea would heal and chafing on the little ones.

FOUNTAIN PENS

Just received six (6) dozen of the celebrated PARKER "Lucky Curve"

JOINTLESS FOUNTAIN PENS

The success of the Pen Age. Leading Features of the PARKER PEN are—

- Lucky Curve Feed.
- Spring Lock
- Can't-Break-Cap
- Can't Leak
- Always Ready.

When you buy a Fountain Pen you want the best. This is the Pen that never balks. That quickly writes the peoples' talks. And sets at rest the worries of men. The Speedy Parker Fountain Pen. Prices \$1.50 each up to \$4.00.

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Fall-- Hardware

Our traveller will soon call on you with a full line of samples.

We ask our friends to see him before placing their orders.

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