

GUERRILLA WAR PETERING OUT.

Kitchener Gradually Wearing the Boers Down.

BOERS IN CAPE COLONY.

Ten Gordon Highlanders Killed in a Railway Wreck—Alleged Slaughter of Boers by Swazis—Two Boers Charged With Killing the Wounded.

The Hague Cable: Herr Wessels, one of the Boer delegates to Europe and America, told your correspondent to-day that former President Kruger, of the Transvaal, had been abandoned.

Herr Wessels said: "Mr. Kruger is too old to plead the cause of the South African republics effectively. We are awaiting the arrival of Boers with more recent knowledge of affairs at the seat of war."

Mr. Kruger last evening declared: "I am still certain that God may lead my turtle doves to victory."

Boer Tactics. Everywhere the Boers retire as the British troops advance, and the chief anxiety of the enemy seems to be to shrink fighting.

In the Eastern Transvaal Louis Botha is falling back before a movement of our troops. Commandants Beyers and Lys are reported to have joined forces.

To the north of Pretoria small parties of Boers continually hover around the British outposts. They hide during the day and creep out under cover of darkness when they attempt to steal small lots of sheep and cattle. The other day a few Boers succeeded in getting off with a number of fannies from the sewage farm.

Much the same state of things prevails at our camps at Warmbaths and Piensaars River. Small Boer patrols are occasionally seen, but they shun a direct encounter to fight. Many Boers who surrender at those camps are literally in rags.

Have Plenty of Ammunition. Peace delegates direct from the field are expected in Holland within a few weeks. All parties on the Boer side insist that no peace is possible, as far as republicans are concerned, without a guarantee of absolute local autonomy.

With their own flag and their own national Government, the burghers would be prepared to accept British suzerainty in foreign affairs.

Boer Exiles Start Paper. London cable: The Boer prisoners at St. Helena have started printing a weekly paper. The first issue, dated June 7th, has just been received here. The paper bears the title of "Die Kragsegevangene," meaning "The Prisoners of War."

With their own flag and their own national Government, the burghers would be prepared to accept British suzerainty in foreign affairs. The advertisement in this weekly indicates that considerable liberty is allowed the St. Helena prisoners: these advertisements include those of cafes, pawnshops, auctioneers, stores, and boarding-houses.

Horses for South Africa. Montreal report says: On or about the fifteenth of July another cargo of Canadian horses will leave this port for South Africa. The Leyland line steamship Indian has been chartered by the Imperial Government for the duty, and is now on her way out from London.

Exasperated by Lies. London cable: The report of the Governor of the Island of St. Helena, dealing with the year ending March 31st, says: "The lies in the European papers about the treatment of the Boer prisoners are so exasperated the prisoners. The latter enjoy large liberty and are well-behaved, contented and anxious to work. Many of them are employed by the farmers, and others are employed on the roads and wharves."

Major Howard's Grave. Ottawa report: Lieut. Col. Sherwood yesterday received letters from Major Ross, of the Canadian Scouts, formerly commanded by the late Major "Gat" Howard, in which he speaks of the latter's death most feelingly. Major Ross also desires to get two Canadian flags and leaves an order for them with a friend in the city. Col. Sherwood also received a letter from an officer of the Engineers, accompanied by photographs of the late Major Howard's grave. The last resting place of the gallant soldier is marked in an appropriate way, and bears the sign: "In memory of Major Howard, killed in action, February 17th, 1901."

Pretoria, July 4.—Permits for the return of the wives of men employed on the Imperial military railways have been suspended owing to the discovery that such a permit lately allowed a nurse to come here, who fraudulently took service and subsequently returned to the Boers. Those implicated in the plot have been dismissed from the railway and deported. From June 24th to June 30th the serious columns took 180 prisoners, killed 74 Boers, wounded over 60,

and received 188 surrenders. A large amount of ammunition, a quantity of stock, and 900 wagons were captured. A large capture of prisoners is reported from Pietersburg.

Fly Boer refugees were sent from the Irene detention camp recently to Nilstroom, having agreed to accept employment as wood cutters at 2s. 6d. per day and free rations. When they arrived there, however, they refused to work unless paid 5s. per day. The authorities declined to employ them at that price, and they were returned to the Irene camp.

The Gazette issued to-day contains a proclamation in reference to contracts for the purchase of farms and lands in this colony, or the purchase or lease of mining rights in such farms and lands. The proclamation orders that the period between October 11th, 1899, and a date to be hereinafter named shall not be taken into account in calculating the period during which it was agreed between the contracting parties that such contracts were to be in force.

"All payments required by the said contracts which became due during such period and all acts required to be performed on consideration of the preservation of rights required thereunder," says the proclamation, "and all rights required to be exercised at a time falling within said period may, save as hereinafter mentioned, be performed and exercised as if the date to be hereinafter named did not exist, and as if the latter date were October 11."

"Whenever it is proved to the satisfaction of any competent court that the payments, acts and rights mentioned were not made or exercised through neglect and not because of hostilities, then the provisions of this proclamation shall not apply."

The Gazette announces the appointment of Percy Heristat as collector of Customs, and John C. Kerr as resident Magistrate of Middleburg. An office has been opened for the registration of new companies to receive supplementary articles from those already existing.

Durban, July 5.—In connection with Gen. Plumer's operations in the eastern district of the Transvaal, particulars have been obtained of a narrow escape from capture which Gen. Louis Botha had near Piet Retief on the 11th inst. Hearing that the Boer general was in the vicinity, Col. Rimington went with a firing column, and succeeded in capturing 46 prisoners, 40 vehicles and about 600 head of cattle. Col. Rimington himself captured three Boers, one being a brother-in-law of Botha's, named Emmet.

At Elandsberg Nek, on the 13th, Col. Gallwey, with 300 Bushmen, who are returning home, two companies of Munster Fusiliers, under Major Chute, details of the sharpshooters, and two guns of Q Battery, was stopped by a party of 300 Boers who were strongly entrenched at the neck. The column had been subjected to heavy sniping for three days previously. Col. Gallwey succeeded in bringing his force out unharmingly, and dispersed the Boers, three of the latter being found dead and four wounded. Lieut. Rudkin, of the Royal Horse Artillery, was shot, and brought to his knees while working one of the guns. Surgeon Captain Purdy was in the act of lifting him on to a tonga when a bullet passed through the litter, both officers having a narrow escape.

Horses Not Rifles. Burgheersdorp, July 5.—The effects of Col. Scobell's capture of the enemy's horses on the 6th instant were visible at Broster's Farm in Stormberg district a week ago, when fifty Boers passed that place, all on foot. It is daily becoming more evident that the horse rather than the rifle is the principal factor in the prolongation of the war. Owing to the extreme cold it is probable that the commandoes will try to move southward into richer and warmer districts.

Alleged Bogus Methods. London, July 5.—The London Globe has been investigating the identity of some pro-Boer letter writers to the Echo and Daily News. The most rabid in either case are fictitious personages writing from bogus addresses.

Leyds Still at It. London, July 6.—Dr. Leyds, says a Brussels correspondent of the Morning Post, has addressed to the Continental powers and the United States a protest against Great Britain's "barbarous treatment of Boer women and children. It is said that Holland will support the protest."

Cape Town, July 7.—A Yeomanry patrol came in touch with Malan's Scouts on the morning of July 4th a few miles outside Richmond. The Boers having the stronger force, the patrol retired. Lategan's and Malan's commandoes were then reported to be twelve miles from Richmond. Blockhouses are being erected and everything possible is being done for the protection of traffic on the railway to Pietersburg, but the difficulty is enormous owing to the fact that the line runs through mountains, with thick brush on either side, affording excellent cover for the Boers.

Lately the Boers surrendering in Pretoria district were driven to the border. They were afraid to enter their own territory. When they surrendered they said they thought that they were the only ones still fighting. They showed no signs of finding that the fighting was continued in other parts of the country.

An enormous number of cattle and sheep are trekking from the south towards the Government farms near Pretoria. Races were held at Johannesburg yesterday.

Wearing Them Down. London, July 7.—A British army of two hundred thousand men is still employed in waiting and watching for a force of Boers ranging between 7,000 and 10,000 men. The incident officially reported is the burning of a railway station 50 miles from Johannesburg, on the Natal Railway, with a final repulse of the raiders. It was even more insignificant than the wrecking of

a train on the Pietersburg line. The largest Boer force which has been raiding or skirmishing during recent weeks do not exceed four hundred men. The captures of stock and supplies are constantly reported by the Kitchener, and the Boers are surrendering by scores or hundreds every week. It is evident that the Boer guerrilla warfare becomes month by month less vexatious, and that Gen. Kitchener is gradually wearing down by processes of attrition the Dutch resources for resistance, marvellously efficient as these have proved. The bands of raiders have been reduced in strength, and their capacity for inflicting injury has been impaired. The loss of horses would be an insuperable obstacle to the continuance of guerrilla warfare if the fighting Boer when reduced to hard straits were not enabled to conceal his gun and masquerade as a refugee farmer. On the other hand, ending the war has been increased by the readiness with which the Boers without uniforms have been transformed into neutrals and British sympathizers at a moment's notice, and also by the systematic arrangements for feeding and protecting the women and children.

There is no longer any talk of reinforcing the British army. General Kitchener does not ask for more troops, but is contented with the situation, and with the steady progress made in clearing the country.

Alleged Massacre by Swazis. London, July 7.—Trooper F. R. Hamilton, of Culcheth, a scout with the Royal Scots Greys, Major Albany Murray, and a letter published in the Liverpool Express (Tory), gives details of a terrible massacre of Boers by Swazis.

Hamilton and 14 other scouts on the border of Swaziland were in search of a party of Boers, met a solitary Boer riding for his life, with assagai wounds all over his body.

"He told us that the Swazis had risen and massacred the whole lot, some 60 or 70 souls in all, he being the only one to escape. He lived the two hours after our meeting, and died in a letter, though we did all we could for the poor fellow.

"After a ten hours ride we came to a Dutch farm, which some hundred or more ducky warriors in full war paint had taken possession of. They were most friendly disposed towards us. The chief denied being the leader of an attack against the Boer leader, but was willing to conduct us to the scene.

"We came to a very steep hill. What a scene of desolation awaited us! The top of the hill was in a circle all ready to inspan, but no oxen or mules, only the harness, furniture broken up, crockery, clocks, etc., all strewn about, not a living soul but our party. The Swazis, however, have wrought by shells, but nothing to compare with this.

"It seemed that about 3 o'clock in the morning the Swazis attacked the laager whilst all were sleeping. Some made a feeble resistance, others tied their children on ponies to make their escape, others loaded rifles to hand to their wives, and all to no purpose, as the Swazis overwhelmed them by numbers, and slew them all by assagai and hembo (axe), afterwards taking the oxen, horses, and mules, and looting the wagons.

"They made graves some six inches deep for their victims, with the idea of their never being found. We unearthed six graves, and reburied the dead, who numbered 22 men, women and children. Where the rest are I cannot say, as we did all in our power to trace them, but to no purpose."

Boer Assassins. London, July 8.—The Daily Mail gives sensational prominence this morning to the mail advices from Vlafontein, which attribute to the Boers inhuman atrocities that the censor would not allow to be described by cable.

"A couple of Boers," says the Daily Mail's correspondent, "were armed with Martini, walking around among the dead and dying, and were turned over to see if they were dead. If it were otherwise, then one or the other of the Boers shot them as they would shoot an ox. I saw four killed in this way. One youngster pleaded for his life."

"I heard him say: 'Oh, Christ, don't! and then bang went the rifle. That is what happened.'"

The Daily Mail protests vigorously against the suppression by the censor of such details.

Boers Murdered British Officer. London, July 8.—The Daily Mail publishes three columns of letters from Mr. Wallace, its correspondent in South Africa, in which he writes that the Boers shot an officer and a sergeant for refusing to show them how to work the guns that were temporarily captured at Vlafontein on May 23rd. He also writes that the Boers killed British wounded during the interval before the British charged and re-captured the guns. The correspondent makes an onslaught on the censorship, declaring that the messages are mutilated and falsified for political purposes.

British Lose 18 Men. London, July 7.—Lord Kitchener telegraphs the War Office under today's date, from Pretoria, that a train from Pietersburg was wrecked by the Boers yesterday, north of Naboompoot. A lieutenant and four men of the Gordon Highlanders were killed, besides one artilleryman, one engineer, one fireman, a guard and four natives.

MR. KRUGER'S ULTIMATUM Nothing Short of Independence Will Satisfy Oom Paul.

STATE OF THE BRITISH NAVY. London cable.—In the course of a discussion to-day in the House of Commons relative to the continuance of the war and the nature of the settlement, Mr. Brodrick, Secretary of State for War, announced that General Buller had a few days ago granted permission to Commandant-General Botha to send

a cipher message to Mr. Kruger and also allowed a reply to be sent in cipher. The result of the concession, however, was that immediately the reply reached the Boer leaders the proclamation issued to the burghers declaring that nothing short of independence would satisfy Mr. Kruger, and that fighting would continue until that was accomplished. It was absurd to suggest, said Mr. Brodrick, in view of that declaration, that the Government could now concede terms which it would not have offered months ago. However long the war might last, and however long the speeches of members of the Opposition might encourage the enemy, the Government was determined to see the war through.

The debate became rather warm, and Mr. Balfour, the Government leader, applying the term pro-Boer to Sir Henry Campbell-Bannerman, the leader of the Opposition, the latter indignantly objected, to be called a name which was intended to be offensive.

Mr. Balfour said he would willingly withdraw the term if it was offensive, but remarked that the Irish did not object to it, whereupon Mr. Brodrick asked the Irish members were followers of Sir Henry Campbell-Bannerman, and William Redmond thanked God that he was not an Irish member.

Mr. Balfour, continuing, declared that it was not Europe or America that encouraged the Boers to hopeless resistance, but the members of the British Government who invited them to recognize the great responsibility they were incurring.

The Mediterranean Fleet. During the debate on the British navy in the House of Commons yesterday, Mr. Balfour asked the First Lord of the Admiralty to make a statement that would allay the feelings of unrest caused by the recent action of a British squadron in the Mediterranean.

He was prepared to trust the Government and the Executive authorities, he said, but when it became apparent that the Admiralty had not been at variance with the Home authorities, necessary guidance should be offered to the members of the House so that they might form an accurate judgment on the matter.

Sir Charles Dilke declared that the Government had purposely manipulated procedure to prevent adjournment motions on the subject, and the question thoroughly discussed. He protested that the House was being deprived of the opportunity to discuss the deficiencies of the navy, which were apparent to anyone purchasing a copy of the Navy Annual.

They were, therefore, well known to the foreign powers, and were well known to all officers in the Mediterranean fleet, from the highest to the lowest.

He attacked the Government for sending large sums uselessly on military defence works at home, when the money could be more profitably spent on the navy. That, he said, was the great point at issue.

In reply Mr. Arnold Foster, Parliamentary Secretary to the Admiralty, declined to make any statement as to the strength of the Mediterranean fleet, or as to the number of ships in the Mediterranean fleet, or as to the number of ships in the Mediterranean fleet, or as to the number of ships in the Mediterranean fleet.

Mr. Douglas, of Clancey, Mont., auditor of the Great Northern Montana Division, swung out a second time, but the train did not stop. Engineer Jones was during this time

Covered by a Gun and was told by the supposed tramp that if the train stopped he would kill him. When the train reached a point three miles east of Wagner the engineer was forced to stop, and two more men appeared armed with Winchester. The robbers began firing, and the passengers at first thought children were celebrating the Fourth.

Brakeman Whiteside, of Havre, Mont., got off the rear end of the train, and was shot through the right arm near the shoulder, shattering the bone.

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BOULDER MOUNTAIN TRAIN ROBBERS

Plunder an Express Car and Shoot Passengers.

THREE PERSONS WOUNDED.

Desperadoes Had Control of Train—Engineer Covered by Revolver—Sheep Herder Passing Fired at—He Took in News to Wagner and Poses Set Out to Hunt Criminals.

St. Paul, Minn., report: A despatch to the Associated Press from Havre, Mont., gives the following account of the great Northern train robbery and the names of the persons shot by the robbers.

The injured: Gertrude M. Smith, of Tomah, Wis., a passenger who leaped from a window, received a bullet through right arm, but not seriously hurt.

Mr. Douglas, of Clancey, Mont., travelling auditor for the Montana Division of the Great Northern, shot through left arm, near shoulder.

Brakeman Whiteside, of Havre, Mont., shot through right arm near shoulder, shattering bone, seriously injured.

Story of the Crime. As the Great Northern flyer, train No. 3, was leaving Malta, Conductor Smith noticed what he supposed to be a tramp on the front end of the small car, next to the engine. He tried to drive him off after the train started, but the man drew a revolver and said he had better go back or he would shoot. The conductor returned to the coaches, and as Sheriff Griffith, of Valley county, was on the train, arranged with him to arrest the man at the next siding. When the train approached the siding, the conductor signalled the engine to stop, but the train only slackened speed.

The conductor ordered the fire, which was apparently a second time, but the train did not stop. Engineer Jones was during this time

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THE NEW BATTLESHIPS.

King Edward, Dominion and Commonwealth.

TORPEDO-BOAT DESTROYERS.

London, July 5.—Lord Selborne, First Lord of the Admiralty, discussing the naval position in the House of Lords to-day, maintained that the British Mediterranean fleet was sufficient to meet all exigencies, and could speedily be made equal to any possible combinations. He announced that two submarine boats were now being built, one of which would be ready for trial in September.

Lord Selborne said that the remainder of the year 1901 would witness the completion of three armored cruisers of the Cressy class; four first-class barbette ships of the class of the Formidable, and two first-class barbette ships of the class of the Canopus.

Lord Selborne further said that the first half of 1902 would see the completion of two more vessels of the Cressy class; two others of the Formidable class; one armored cruiser of the Monmouth class, and three armored cruisers of the Drake class. The First Lord of the Admiralty added that the total number of destroyers built or building was 113.

Arnold Foster, the Secretary of the Admiralty, announced that the year's shipbuilding programme was now in progress. The programme included six cruisers of the Monmouth class, and ten improved torpedo-boat destroyers.

The battleships will be of 16,500 tons, and 20 feet longer than those of the Formidable class.

Their indicated horse-power will be 18,000, and their speed 18½ knots. The armor of the new battleships will be a belt eight to nine inches thick. A peculiar feature of the new ships will be six-inch guns, not mounted in separate casemates, but enclosed in a battery with seven-inch armor. The ship's armament will consist of four forward-fires, two 12-inch guns, two 9.2-inch guns, and two 6-inch guns. The aft fire will be of the same formidable character. It is thought these ships will compare favorably with anything built by any European power. The new ships will be named King Edward, Dominion, and Commonwealth, to commemorate the great support rendered to King and country by the two great branches of the kindred races.

The cruisers will be of 9,800 tons, and will have a speed of 23 knots. The armament will be heavy, and the cruisers which are about to be laid down will be equal to anything likely to be brought against them.

The torpedo-boat destroyers will be of stronger construction. In regard to hospital ships, the Secretary of the Admiralty said Great Britain now had in the Mediterranean, through the generosity of an American citizen (Bernard Baker, President of the Atlantic Transport Line), the well-equipped Maine.

All the new ships will be fitted with wireless telegraphy, as will also all the other British warships which come in for repairs.

Efforts are being made to overcome the arrears in shipbuilding, and the Secretary added, the Government is now able to supply guns as they are needed.

The Secretary of the Admiralty also said there was an absolute determination upon the part of the Admiralty to find the best type of boiler, and the Government was watching with interest a German experiment of combining cylindrical and water tube boilers in the same ship.

A BRAVE ENGINEER.

Went Through a Burned Bridge with His Engine.

St. John, N. B., July 7.—St. John-Wasson bridge, 20 miles from Norton, on the Central Railway of New Brunswick, was destroyed by a forest fire on Friday night. The accident was unknown to the officials, and the train was sent out on Saturday morning as usual. There is a sharp curve just before the bridge is reached. The train was within two hundred feet of the bridge before the engineer knew of his danger. He called to the fireman to jump, and did his best to stop the train. The engine, tender, and the rest of the train were hurled into the stream and escaped unharmed.

The engineer was buried in the cab beneath an avalanche of coal, and lived but a few hours before being taken out. Trackmaster Jackson of the road, who was in the baggage car, had his head badly cut and several ribs broken. Others on the train were badly shaken up. Engineer W. Soderwall was single, 30 years of age. He said before he died that he could have saved himself had he jumped when he told the fireman to do so. The fireman landed in the stream and escaped unhurt.

WANT HIS MONEY BACK.

British Naval Lieutenant Sat in a Quiet Game.

New York, July 7.—Lieut. R. Bruce, of the British navy, made himself unpopular with some of the passengers on the Cunarder's Campania, which arrived here yesterday, by "sneaking" after losing \$200 at a game of "banker and broker" last Wednesday.

The winners of the money were G. Hollander and J. B. Mackey. The lieutenant made a complaint to Capt. Walker, who forced the winners to give up the money upon the threat of passing them in irons during the rest of the voyage. Bruce was down on the programme for the Fourth of July concert, but stayed away, and during the rest of the voyage the passengers made it decidedly chilly for him.

Stunned By Lightning. Chatham, July 7.—Last evening Ernest Bailey, of Kingville, was standing at the hall entrance to the Merrill House while the electrical storm was in full swing, when suddenly he was struck on the left cheek by a bolt of lightning. Mr. Bailey was so stunned he fell prostrate, but soon recovered himself and regained his feet. Although apparently not injured, Mr. Bailey put in a bad night, and is feeling very much shaken up to-day.

THE JOKE ON THE DUKE.

How Canada's Former Governor-General Perpetrated a Bull.

London, July 7.—Women are sometimes accused of lacking a sense of humor, but a casual slip of the tongue on Thursday while the Duke of Argyll was addressing a drawing-room meeting at Lower Lodge was instantly and warmly appreciated.

The Duke had said that after the Boer war it would be an excellent thing if Boer and Briton were to intermarry.

"We want the Briton to marry a Boer girl," said the Duke, "but we want him to have an English wife as well."

The peal of laughter which greeted this ambiguous declaration led the Duke to correct himself, which, blushing, he did, endeavoring to explain in great haste what he meant. The explanation intensified the merriment. It is the joke of the season, and won't be forgotten for a long time, if ever.

THE ATHENS REPORTER JULY 10 1901