

## SOUTH AFRICA.

## Boers Daily Making Trouble Along the Lines of Communication.

## Sir Redvers Buller Makes a Spirited Defense of His Strategy and Pays a High Compliment to the Gallantry of the Troops.

OTTAWA, Oct. 18. The militia department announces that 35 more Canadians invalided from South Africa. Among them are the following:

End (special service) battalion, Royal Canadian Regiment: No. 7915, Corporal F. W. Coombs, 62nd regiment; No. 7833, Private J. Culver, 62nd regiment; No. 7923, Private N. Doran, Charlottetown Engineers; No. 7967, Private A. J. B. Melish, 62nd regiment.

Royal Canadian Dragoons: No. 6, Farrier, C. M. Sgt. G. J. Simpkins. "A" Squadron, R. C. D.: No. 434, Sergeant R. H. Arnold, 8th Hussars; No. 41, Private A. W. Brown. "A" Squadron, R. C. D.: No. 268, Private B. Hobbs. "B" Squadron, R. C. D.: No. 415, Pte. F. E. Bettie, 62nd regiment; No. 419, Pte. J. T. Ryan, 8th Hussars.

LONDON, Oct. 17.—A despatch received here today from Lord Roberts, under date of Pretoria, Tuesday, Oct. 16, reports a number of minor affairs, but says that the only incident of importance was the surrender of Theunis Botha, a brother of Commandant General Botha, at Volksrust, Oct. 13.

LORNZO MARQUES, Oct. 17.—Mr. Kruger has postponed his departure for Europe until Oct. 20. He will land at Marseilles.

GALT, Ont., Oct. 17.—Private Allen Hughes Charles, with the second contingent, writes his brother here that he, together with one other member of the second contingent, and one member of the first contingent, have been appointed members of the body guard of Lord Roberts.

This body guard will remain with Lord Roberts until after his arrival in England and the reception ceremonies there are over. Private Hughes Charles is a son of Hughes Charles, manager of the local branch of the Bank of Commerce.

(Special to the Sun.) OTTAWA, Oct. 17.—A cable from Cape Town today states that Pte. Matthew Leggat, 2nd Battalion, Canadian Mounted Rifles, of St. Charles, Que., was slightly wounded at Nightdrecht on Oct. 16th.

LONDON, Oct. 17.—Under reserve the Daily Express publishes a report that Gen. Sir Redvers Buller has been summoned from South Africa to succeed Lord Wolseley as commander-in-chief, Lord Roberts declining to accept the position without a free hand.

PRETORIA, Oct. 18.—The Boers are daily tearing up portions of the railroad and cutting telegraph and telephone wires. Their attacks are intolerable. The repairing linemen cannot leave the garreted points without considerable loss.

The only remedy seems to be to corral all the burghers and deport them, as apparently none can be trusted.

LONDON, Oct. 19.—The Pietermaritzburg correspondent of the Daily News wires as follows:

"In his speech returning thanks for the sword of honor, Sir Redvers Buller made a spirited defence of his strategy. He said that he did not believe that any general had ever faced a situation so difficult as that which confronted him when he disembarked at Cape Town with an army, and with no hope of one for another seven weeks or longer."

"I found Mafeking and Kimberley beleaguered," continued he, "and the two main avenues across the Free State, Bethulie bridge and Narvof's Point, in the hands of the enemy, with Ladysmith nearly surrounded. If I had waited for the army and then advanced on Bloemfontein it would have been at least twelve weeks before I could have exerted any influence on the situation."

"In that time the Boers would have completely overrun and occupied Natal, and what would have been the effect of that on Europe and the British people?"

"General Buller then proceeded to make the interesting announcement that Sir Evelyn Wood had wired asking to be allowed to come out to serve under him. He said he was never so tempted in his life to take a man at his word, for he had begun to look upon Natal as a forlorn hope; but it would have been cowardly to have let Sir Evelyn come to take the risk."

"I knew that if I failed to relieve Ladysmith," he exclaimed, "I should lose the supreme command. I lost it."

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and might, I think. But I had taken on the task and was bound to see it through to a conclusion."

"Sir Redvers paid the highest compliments to the loyalty and gallantry of the troops under the tremendous strain, a strain, he believed, such as no soldiers in the history of the world had ever to undergo before."

## SPLENDID RECEPTION.

Sir Charles Hibbert Tupper Accorded an Ovation at Pictou Yesterday.

PICTOU, N. S., Oct. 18.—There was no uncertain sound in Pictou tonight. Sir Charles Hibbert Tupper arrived this evening and was met at the station by an immense throng. The Conservative Workingmen's Club had prepared a reception, turning out with torches and transparencies. Among the mottoes were "Tupper, Foster, Hugh John and Victory"; "The Workingmen's Club Welcomes Sir Hibbert"; "Hibbert has always been and will win again"; "No Tarts for us"; "A big turnover"; "No dog biscuit"; "1878-1900, Tupper and Bell."

The Workingmen's Club led a monster procession of citizens, numbering 3,000. The streets were lined with cheering crowds. It was the grandest political reception in the history of the county. In the Market square Sir C. H. Tupper spoke briefly, thanking the people for the magnificent ovation, and especially the workingmen who organized the affair, carrying it to a splendid success. He spoke on the prospects of the party in the west, pointing to the triumph of the conservatives. He referred to the debate with Hon. Mr. Sifton in Brandon, and said what even the grip press might say, it was a grand success for the conservatives. He left the party in Brandon perfectly satisfied with the result. The conservatives are jubilant.

WEDDED AT ST. MARTIN'S.

ST. MARTIN'S, Oct. 17.—At 7.30 o'clock this morning about forty relatives and friends gathered at the residence of Mrs. E. M. Vaughan to witness the marriage of her daughter, Annie L. Vaughan, and Rev. S. H. Cornwall, B. A., pastor of the first St. Martin's Baptist church.

At the appointed hour, while the wedding march was being played by Miss Bessie Skillen, the bride entered the room on the arm of her brother-in-law, W. H. Moran, who conducted her to the altar. She wore a light brown travelling suit and velvet toque to match, and carried a bouquet of white roses and carnations. Rev. Mr. Macneil of Hampton performed the marriage ceremony. As soon as the ceremony was concluded, the guests sat down to a sumptuous breakfast.

Among those present beside the immediate relatives of the family, were W. H. Rourke, Mrs. Rourke and Miss Lily Rourke, Mrs. Andrew Skillen, Mr. and Mrs. Simon Skillen, Miss Bessie Skillen, Mr. and Mrs. Aubrey Brown, Mrs. E. J. Vaughan, Mrs. Annie Dincock, George Vaughan, Jennie Davies, Harry Davies, Mrs. Wm. Cahoun, and the wedding gifts were very numerous and beautiful.

At 9.30 the happy pair left by train for an extended tour through the maritime provinces.

## CHINA SITUATION.

LONDON, Oct. 18.—The Manchester chamber of commerce has sent a letter to Lord Salisbury urging that a special minister be sent to China to deal with British interests there.

SIAM-THAI, Oct. 18.—The Germans are withdrawing their troops stationed here, and a transport is expected tomorrow.

LONDON, Oct. 18.—The Chamber of Commerce Press learns that Prince Ching and Li Hung Chang have finally succeeded in drawing up a joint proposal for a settlement. This has just been received by the powers. Beyond the fact that it is likely to require considerable alteration before prov- acceptable nothing is ascertainable here regarding the terms.

SOUTH AFRICAN CONTRACTS.

BIRMINGHAM, Eng., Oct. 18.—The Mithland iron masters are inquiring in official quarters about the reported intention to prefer American manufactures to British in awarding contracts for the extensive railway and bridge construction contemplated in South Africa.

Several of these principal iron men, who are acting co-jointly in making these inquiries, intend to organize a campaign to prevent the government from favoring British manufactures, if it is found that any contracts are likely to go to the United States, even though the American bids should be lower than the British.

MADRID, Oct. 18.—Gen. Linares has been gazetted as minister of war and General Ascaraga as president of the senate.

## SCHOONER CAPSIZED.

The Rowena from Westbury, N. B. for This Port a Wreck.

Captain and All the Crew But One Drowned—Jonas Stafford of Indiantown, Held on to the Upturned Schooner for Thirty-eight Hours.

The schooner Rowena, Capt. Stevens, which left Westbury, N. B., for this port on the 4th inst., is now drifting about the Bay of Fundy bottom up, having capsized in Tuesday night's gale. Capt. Stevens, John Leonard, the mate, and Arthur Davidson, seaman, were drowned. Jonas Stafford, the cook, after having been in 38 hours on the keel of the upturned vessel, without food or fresh water, was rescued Thursday afternoon by the steamer City of Monticello, from Yarmouth, and brought to St. John.

The Rowena had a hard time of it from the day she left Westbury. She was in ballast. When Vineyard Haven was reached, easterly winds were encountered, and she put into that place for a harbor. She remained there four days, when she resumed her voyage. A couple of days were put in at Salem on account of head winds and bad weather. White Head harbor was the next place of shelter sought, and later on Bass Harbor was made a port of call on account of the weather. The Rowena left Bass Harbor Tuesday morning in a southwesterly wind, which contained moderate till Monday, when the wind died out completely. The calm was not of long duration, however, for within ten minutes a gale set in from the north, with squalls. This continued with increasing violence till the capsizing of the vessel about midnight. The topsail and flying jib were taken in and a reef put in the foresail. The schooner was attempting to beat up to St. John, and was within a mile of the island when a squall struck her and over she went. She was on the starboard tack at the time. Capt. Stevens was at the wheel but was talking with him. Davidson was looking after the sheet and Stafford was standing by the fore rigging. The wind was blowing with hurricane force and the squall struck the vessel so suddenly that no one was prepared for it. The Rowena turned over in a head sea, but when the sails came in contact with the water they served for a few seconds to ease the rapidity with which she was being overturned. Taking advantage of this, Stafford jumped into the fore rigging and then on to the bulwarks. As the vessel went bottom up he was able to crawl up the side of the anchors and chains put the vessel down by the head, and Stafford moved to the after part of her, where he took up a position four or five feet above the water. He remained there till he was taken off at 2.30 yesterday afternoon by a boat from the City of Monticello. Stafford was well protected with clothing, or he would never have survived to tell the tale. In addition to his ordinary clothing he had a long, cork life preserver, which kept him dry despite Wednesday morning's snow storm and the fact that seas continually broke over the vessel all the time he clung to her bottom. His feet and legs up to the knees were saturated throughout the 38 hours, and his feet became much swollen. His hands, too, were similarly affected. The snow storm he describes as a very severe one, but it was not as hard to endure as the washing of the waves over the schooner. He says he did not suffer much from want of food and water. He had a cork life preserver, which kept him dry despite Wednesday morning's snow storm and the fact that seas continually broke over the vessel all the time he clung to her bottom. 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