

TROOPS CALLED OUT.

THE TRANSVAAL REGULARS HAVE BEEN SENT INTO THE FIELD.

The Natal Volunteers Have Been Called Out—Troops Are Missing on the Border—Parliament Has Been Ordered to Meet Next Month—Every thing Points to War

LONDON, Sept. 29.—The meeting of the cabinet, on whose deliberations practically hangs war or peace in South Africa, began at 10 o'clock this afternoon. President Kruger's reply to the last note of the Imperial government has now been received, and will be the pivot of today's discussion.

The cabinet adjourned at 3.15 p. m. The ministers were heartily cheered by the waiting wds.

It is said from Boer sources that Mr. Chamberlain's proposals submitted to the cabinet include an indemnity for the cost of sending out troops, the disarmament of Dr. Leyds' legation, judicious and legislative independence for the judges, the equality of the English and Dutch languages, and full and complete admission of the supremacy of British interests throughout South Africa.

Despatches from the Cape continue the story of military activity in the Transvaal, Natal and Cape Colony. The Boers are concentrating in the country contiguous to Natal, where the first outbreak of hostilities is likely to occur. Large contingents of burghers are converging from various parts on this probable battle-field. The excitement continues at fever heat. The commander-in-chief has issued a notice ordering the commanders to assemble at a specified spot on the Natal border. The Boer forces are gathering at their bases of action, a short distance from the border, such as Harrismith, Volksrust, Vryheid and Ermelo.

Telegraphic communication between Cape Town and Pretoria has become delayed during the past couple of days. A telegram received today says two batteries of field artillery and five hundred burghers have started for Volksrust, and that another five hundred men go there today. The streets of Pretoria present a scene of great military animation. Armed burghers and artillery men are riding about the field corners, and engaged in warning burghers to be ready at a moment's notice. A quantity of ammunition for machine guns is reported to have arrived at Harrismith and the burghers at Ermelo. The men are practicing with the machine guns.

A number of young Boers, who have been studying at Cape Town, have started for home. The viceroy, in secret session, has passed a high treason bill providing for the confiscation of the property of burghers who refuse service. A proposal was submitted to make the confiscation retroactive, so as to include certain millionaires, but it was rejected. A despatch from Johannesburg reports a meeting of the wholesale and retail merchants there to consider the steps taken for the protection of the town. The chairman said he had been informed that the government did not intend to compel the British subjects in the event of war.

A resolution was passed in favor of forming a guild, composed of merchants, property owners and others, and empowering a committee to procure the funds to carry on the municipal government.

From Bloemfontein, Orange Free State, it is said on reliable authority that at a secret session the read has passed a stringent commencing law. Burghers who have left the Orange Free State recently have been ordered to return in default of £500 fine, and to imprisonment and the confiscation of their property.

From the British side comes a few further particulars of military movements of a minor character, but all pointing towards preparations to safe-guard the frontier line in the event of war until a sufficient force is assembled to take the offensive. A despatch to the Times from Pretoria says: "It is generally expected that a state of war will be proclaimed at any moment. President Kruger granted me an interview today and declared he had done all possible for the sake of peace. He had accepted Mr. Chamberlain's own offer of a common inquiry, but Mr. Chamberlain deliberately broke the thread of the negotiations. Troops were massed on all sides and war was forced upon him. It was impossible to accede to the despatch of the 12th inst. Such a course would have given the land and people into the hands of strangers. As it was, his seven years' proposal would, according to the field corner's books, entrench 50,000 persons, which was more than the whole number of the old burghers, yet not one has come forward to take it. The Outlanders never really wanted the franchise. From the first they refused to go on the commands and registered themselves as aliens. Afterwards Lord Loch secured exemption from them on the same terms as the Portuguese. He wished to indignantly deny Mr. Chamberlain's charge that he had broken his promise made during the discussion preceding the Pretoria convention of 1881 that he would treat new immigrants equally with the old burghers. He had always been ready to treat them so and they had always refused. In conclusion, I said there was still a possibility of peace. 'No,' he replied (after a pause),

"unless the other side will do something to make peace possible." The correspondent adds that perhaps it is worth pointing out that the commands in question did not arise until 1884, after the franchise had been restricted by the law of 1891, "which makes it difficult to see why the former should account for the latter." A squadron of British cruisers is gathering at Cape Town. Advice from the interior of South Africa indicates that thus far the natives are quiet and there is no sign of trouble. This is reassuring, as it was feared some of the tribes in Zululand and elsewhere were becoming restless. The arrival at Durban, Natal, from the Rand are diminishing. Tents have been pitched on the beach to accommodate the refugees. It is announced from Kimberley that a former mayor has called a meeting of Irishmen to protest against the action of their countrymen at home, who, he says, are under complete misapprehension in supporting "the cause of tyranny in the Transvaal."

The British colonies in Rhodesia are organizing a volunteer corps, having formed a cycle detachment and have constructed an armoured train with an engine plated with steel rails.

Refugees from the Rand continue to arrive at Newcastle, Natal, where such works are being raised. Light rains are reported in the north of Natal. Farmers are sending their stock out. The British colonies in Rhodesia are organizing a volunteer corps, having formed a cycle detachment and have constructed an armoured train with an engine plated with steel rails.

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THE MOST DANGEROUS

CHALLENGER THAT HAS BEEN SEEN IN THE DOCK— AN OPINION

Of the Shamrock by a Yachting Expert—She will no Doubt Give a Good Account of Herself in a Strong Breeze on a Reach and to Windward.

New York, Sept. 28.—A. Cary Smith, a yachting expert, prints the following on the Shamrock:

"It is a far cry from the smooth, feminine beauty of the Clara to the Shamrock, both by the same designer. The one is a plumb stem boat, with a short overhang, and the other is really an American boat. The object is to carry the largest rig on the smallest and lightest hull possible."

"The first thing that strikes the eye as the Shamrock is warped into the dock is the rig of the bowsprit. This is the time-honored band with lugs for the bobstay is also set up with a turn buckle."

"The tall steel mast is fitted with a spreader below the place where the gaff comes on the mast. This is novel and designed to take the side thrust of the gaff when the sheet is well off. By means of this spreader there are two masthead shrouds, one in the usual way and the other leading to the end of the spreader below the jaws of the gaff."

"The rig on the masthead is as usual in such vessels, but the forward strut on the mast is contrived by the jib halyards leading down through fair leaders on a bracket that is just forward of the lower spreader, with an aperture to allow the topmast to come through when hoisted."

"This rig makes a strut of the jib halyards, and is just that much less weight aloft. The block for the spinnaker lift is also along from this bracket and carries the weight of the part of the gear lower down than usual. The center of the forestay is just over the second block of the peak halyards, and in this way takes a share of the strain on the halyards when the gaff is off."

"The most runner is carried to a block with a span, with one part going to the top of the mast and the other to the hounds. This divides the strain and pulls against the thrust of the gaff, and supports the head of the mast as well. The rest of the rig is similar to other large boats."

"The mast looks much further aft than the Columbia, and entails an abnormal strain on the rigging. This is due to the fact that the mast is a long main boom and gaff. This peculiar rig is to avoid a long mast. This is a cleverly shown to be the opposite of that used on the Columbia, where the object has been to get a large area by the use of a tall mast well forward and comparatively small head sails."

"The latter have proved the most troublesome part of the rig of a large cutter, and when there is a strain on the clews of the headsails it is much less. A number of jibs have been split on large vessels for this reason."

"Now, as to the form of the vessel as the water is slowly pumped out of the dock."

"It is noted that the bow from the water line looks short. That is from the great freeboard which, though one has no means of seeing the eye, is much greater than that of the Columbia."

"The deck line forward of the mast looks pitched in a bit and gives an unfair look to this part of the hull. The overhang looks very short, consequently upon the great freeboard."

"The midship section has its greatest beam about the dock, and gives a gradual full and deep bilge, flattens as it approaches the centre line, with very small curves and curves suddenly as it nears the keel, where it turns into a deep fin, and the width of the lead is much greater than, say, ten feet above the bottom of the keel. This form makes her look, when viewed from the end of the dock, like a small knockabout. The fin is not usual for the stability entirely. There is none in the form of the cross section."

"The draught, judging from the figures on the dock, is not far from 20 feet, and the boat is practically a fin keel, with a slightly longer keel than the Columbia's. That is, she has a deep, round bilge, shallow bottom and deep fin as much as is possible to make a boat that can be docked easily."

"The deep bilge, combined with the shallow archboard and high freeboard, makes a diagonal struck from the turn of the bilge to the corner of the archboard, appear abnormally round. This form is the cause of the quarter wave that has been commented on."

"The line of the stem at the top is a bold and rather abrupt curve, bending in a rather straight line down well below the bobstay. It then turns with a quite a long radius into a line much less perpendicular than is usual. The stem where it meets the keel turns into a slight rocker. This form is not usual here, where the practice is to make the keel straight on the bottom and join the stem to it with as short a curve as can be given and preserve the sharpness of the lead forward."

"The stern post is located somewhat forward of the water line, and has a moderate rake, less than 45 degrees. As one stands on the gate of the dock the overhanging near the centre looks flat, and, as it appears, the depth of the archboard might have been deepened with advantage."

EVIDENCES OF GREAT SKILL.

"The boat is beautifully rig, and is plated with wire judgment. To get such light work k requires the greatest skill and care. And as all the paint has been scraped and every rivet is in sight, it shows that no pains have been spared."

"The freeboard is plated with two strakes of aluminum; below this is

brass until the keel is reached, where the metal is a pale pink, about which the water prevented more than a guess.

"Taken altogether, the Shamrock is the most dangerous challenger that has been seen in the dock, and no doubt will give a good account of herself in a strong breeze on a reach and to windward."

"But before the wind she has not shown up to well. But all this is speculation. The speed of a boat is not only in the form, but in the rig and set of the sails, combined with the skill and nerve of the man who holds the tiller."

"We know that the course will be clear, and let us hope that the winds will be propitious. May the best boat win."

STEALING IN WOODSTOCK.

A St. John Man and a Houlton Man in Trouble.

WOODSTOCK, N. B., Oct. 1.—Sneak thieves have been getting in their work in this town during the past week. On Thursday afternoon Mr. Frank Foster's home was broken into and \$40 and Mr. Foster's gold watch were taken. On Sunday morning while Mr. and Mrs. W. F. Dibble were at church

their residence was entered by Jack Dalton of Houlton, and \$70 was taken. Dalton was caught in the house by Jack Dibble and searched. Some small change, two razors and a ring were found on him and he was released. The extent of the robbery was not known until Mr. Dibble returned from church, he discovered he was short \$71 in cash. Alvin Dibble then telephoned Sheriff Foster and the arrival of the sheriff accompanied him up the track where they overtook and arrested two men, finding in their possession the \$71. The man's names are John Dalton of Houlton, Maine, and Elliott of St. John. It is thought that one of the men was a clerk at the time of the discovery of the other by Mr. Dibble.

The sheriff took the two men to Woodstock and they are all here now.

A MYSTERY IN MONCTON.

After Engaging An Engineer A Man Disappears.

MONCTON, Oct. 1.—The police are working on a rather mysterious affair. A few days ago Prof. C. E. Harris, C. E., of Bathurst, came to Moncton with a man having the name of George Sloan and told Harris that his partner was a Meri can half-breed miner and that he was camped on the outskirts of Moncton.

When Sloan did not show up Harris started out to scour the outskirts of the city in search of the man. He found a large excavation where the miner had apparently been at work. Harris notified the police of his discovery and also of the mysterious disappearance of Sloan, but told Harris that his partner was a Meri can half-breed miner and that he was camped on the outskirts of Moncton.

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GEORGE E. FENETY DEAD.

PASSED AWAY SATURDAY AFTERNOON AT HIS HOME, FREDERICTON.

Formerly Mayor of Fredericton and Queen's Printer—Leaves a Large Estate—Many Candidates for the York Council—Lt. Col. Vidal Has Left for Ottawa.

FREDERICTON, Oct. 1.—George E. Fenety, ex-queen's printer and ex mayor of Fredericton, died at his residence, Linden Hall, in this city at 4.30 Saturday afternoon. The deceased gentleman was born in Halifax in 1812, and had reached the advanced age of 87 years. He was an active public spirited citizen and was esteemed by a large circle of friends. He was married in 1847 to Elizabeth D. Arthur, of New York, who survives him and his children living are W. H. Fenety, Miss Fenety and Mrs. C. G. D. Roberts, of this city. Mrs. E. S. Carie, Harris G. Fenety and Walter Fenety, of St. John, and St. Linden Fenety now in the west.

Mr. Fenety was one of Fredericton's wealthiest men, the value of his estate being estimated at \$25,000.

The election of councillors to serve in the York municipal council is to be held on Tuesday next. Candidates are out in nearly every parish and the contest will be lively.

Lt. Col. Vidal, D. O. C., left for Ottawa, last night where he is to take up the duties of assistant adjutant general of militia. He will command the district from the capital.

WOMEN'S COUNCIL.

Delegates to the National Council—Matron for the Jail—Treatment of Bored.

An executive meeting of the Women's Local Council was held at the King's Daughters rooms on Saturday afternoon. The meeting dealt with the agenda of the national council which is to be held in Hamilton on October 19th. The following delegates have been appointed to attend: Mrs. Robert Thomson, Mrs. J. V. Ellis, Mrs. Tuck, Mrs. Murray and Miss C.

After the business of the meeting had been disposed of, a subject which has frequently occupied the attention of the council was again referred to, viz, the need of a matron in the common jail. Several speakers stated, in view of the present position of one of the present inmates, now would seem to be the proper time to once more advocate the very urgent need of such an official.

The cruel treatment to which many of the women of this city are subjected was referred to by several ladies present, all urging that effective and immediate steps should be taken to abate the brutal treatment which so many of the poor, patient women receive at the hands of their owners and drivers. The ladies told of many harrowing scenes which they had personally witnessed.

Some were overworked, overdriven, beaten unmercifully, worked week after week for long hours, and were treated with contempt and otherwise ill.

They hoped that by bringing this matter before the public that assistance will be given to the officers of the B. P. O. A. in their efforts to overcome this evil.

Ottawa News.

OTTAWA, Oct. 1.—The customs revenue for the month of September shows an increase of over half a million dollars as compared with September 1898, when it exceeded the two million mark. It was ascertained at the department last evening after all the returns had been received that the revenue was \$2,611,650 as compared with \$2,086,851 for September 1898, or an increase of \$524,798, the unprecedented.

Fredericton and Hon. Messrs. Sifton, Patterson and Mulock were present at government house yesterday afternoon when Mr. James Southey was sworn in a member of the cabinet without portfolio. Hon. James Southey was congratulated by his numerous friends in the city later in the day and in the evening received congratulatory telegrams from all over the country.

The Welsh delegates had a long interview with Hon. Mr. Sifton yesterday afternoon, and reported favorably on the western trip.

M. Scott, secretary of state, was at Quebec yesterday to meet the papal ablegate.

An Exhibition Deficit at Halifax.

HALIFAX, Oct. 1.—The exhibition closed Saturday. The attendance during the day was not over 4,000. It rained all the morning. The deficit will be about the same as last year, \$5,000.

Lord and Lady Minto Leave for the Yacht Race.

OTTAWA, Oct. 1.—Lord and Lady Minto left last night for New York to see the yacht race.

