

NOW ENGLISHMEN ARE PROUD OF BOER LEADER.

Cronje's Gallantry in Defending his Position in Face of Overwhelming Odds Compels the Admiration of a Fighting Race.

London, Feb. 24, 4:45 p. m.—Mr. Balfour announces in the House of Commons at half past twelve this morning that he has further news regarding Gen. Cronje had received by the government. He had sent to the war office during the hour and was assured that nothing had come to hand there.

General Cronje therefore, is presumably unharmed. No other construction is placed upon the three days' silence of Lord Roberts.

Yet no one sees how it is humanly possible, judging from the description of his situation Wednesday morning, for him to resist so long. Great Britain does not without admiration for the valor of a losing fight against such odds. "Englishmen feel something like pride in Cronje, even as a foe," says the Daily News.

"In a position covering only a square mile, hemmed in on all sides, circled with a chain of fire from rifles, Maxim and howitzer, played on by deadly lullaby, bursting in its own sickly green light, has hastily built trenches enfiladed by a stream of lead sweeping down the rivers from the north bank, General Cronje still elects to fight. It is a magnificent courage."

General Cronje's wife is described by the prisoners as urging him to surrender in order to save the lives of his men but he would not.

The British cavalry patrols sent by Lord Methuen, north of Kimberley, discovered the Boers concentrating, whether for offence or defence is simply conjecture.

The Boers seem to be retiring from General Gatacre's front at Sterkstroom in order to reinforce the Free State.

Lady Smith had not been relieved when the latest news left Natal two days ago. The Boers had then retired half way between Ladysmith and Gatacre, if only 6,000 went to the Free State, as both the Boer and the British accounts assert, the 12,000 who are left may purpose to maintain the siege and resist Gen. Buller within contracted lines, although the impression at Gen. Buller's headquarters is that the Boers are merely covering a retreat.

Wilkinson Thinks it is a Chance.

London, Feb. 24.—Mr. Spencer Wilkinson, in the Morning Post, says—

"From Boer despatches we might infer that General De Wet has gathered a considerable force of scattered Boers at Petrusburg, about 15 miles southeast of Koodoosrand, with a view of relieving General Cronje."

It is probable that a battle is also raging in Natal. Anyway there is no need for alarm. It is quite possible that after the fight Lord Roberts may be engaged pursuing the Boers which would take him away from the telegraph wires.

Possibly a big fight is proceeding. Lord Roberts may be at the recent movement of the Boers. This would account for the long silence as all experience has proved that the battles occupy some days. The Boers are experts at digging cover and Cronje in his desperation may have risked a sortie in the night."

Boers Are Worried.

London, Feb. 24.—The Lorenzo Marquez correspondent of the Daily Telegraph telegraphs Tuesday, says—

"We are still in a state of doubt and anxiety regarding events in the Free State. We hear that the telegraph wires between General Cronje and Bloemfontein has been severed and the news from the front is conflicting."

White Has Made a Sortie.

The Daily Telegraph has the following despatch from Chivley, dated Wednesday, Feb. 21—

"It is reported that General White acted from Ladysmith yesterday and captured a number of Boer wagons. There is heavy firing in the direction of Ladysmith, either on the part of Sir George White or of the Boers."

The Daily Chronicle has the following despatch from Ladysmith, dated Saturday, Feb. 17—

"All day men gather on the convent hills and tried to see General Buller's shells bursting in the distance. The siege has been impressively tedious for the last fortnight. Boer camps have entirely disappeared from the old positions within the last few days, and large parties with wagons are trekking westward. It is assumed that the Free State are going to resist the advance of Lord Roberts."

"We estimate that about 6,000 have gone. Near the foot of Bulwain, the Boers have been constructing a work near the river, possibly a dam. We can see a figure like an old lady in red petticoat directing operations."

British Made a Big Haul.

The Daily Chronicle has the following despatch from Kimberley, dated Wednesday, Feb. 21—

"Cavalry patrols that went north to capture the 100-pounder report that the weapon has been taken beyond River-ton station, drawn by 32 oxen. The British cavalry say that they saw Boer parties, but they did not go beyond River-ton for fear of being cut off. They learned, how-

ever, that the Transvaalers were being concentrated on the border to the north.

A party of Boers fired into the British camp. Fifty thousand pounds of ammunition was captured at Magerfontein. Cecil Rhodes will leave for England shortly. W. E. Chapman, with 30 men, held out for weeks against the Boers at Otjo Kopje Mine, until relieved from Kimberley."

Hughes Gets a Good Job.

Toronto, Feb. 23.—Dr. Ryerson, Canadian Red Cross commissioner in South Africa, cables from Orange River under date of Feb. 22: "Chaplain Almond, Lieut. Laurie, Burstall and Willis convalescent."

Lieut. Col. Hughes has been appointed deputy adjutant general at Orange River. Dr. Ryerson is distributing supplies for Canadians wounded.

Boers Retire All Day.

A despatch from Chivley, dated Thursday, Feb. 22, to the Daily Chronicle, says: "At dawn Tuesday we found that the Boers had vacated all their positions south of Tugela and were in positions among the high hills midway between Ladysmith and the river and making a determined stand. Two Crests guns were in action."

"All the British saws and other heavy guns were brought to bear upon their positions. We believe that this show of Boer strength was only intended to cover retreat. Yesterday (Wednesday) the Boers were retiring all day. General Buller continued to harass them, compelling them to give way."

"A despatch to the Daily Telegraph from Pietermaritzburg, dated Thursday, Feb. 23, says—

"Fighting is proceeding in the vicinity of Pietersburg morning. General Buller is being opposed by both big gun and rifle fire."

Cronje's Wife the Weaker Vessel.

London, Feb. 23.—A correspondent of the Daily News, telegraphing from Modder River Thursday morning, says—

"As I left Koodoosrand this morning a heavy shell and rifle fire was in progress. Last night the Boer laager was a mass of flames and the trenches were seen making shelter in the trenches."

"General Cronje's wife, according to some of the prisoners, is urging him to surrender. Too much stress cannot be laid upon the importance of sending cars loaded for re-mounts. The necessity of rapid movement, which was urged by Lord Roberts, has altered the whole campaign."

The Daily News assumes that the foregoing despatch refers to Wednesday morning. More likely, however, it refers to Tuesday.

LABOR TROUBLES DEMAND ATTENTION.

Strikes and Lockouts Becoming Frequent--Machinists' Strike in Chicago--Quarry Troubles at Quincy.

Chicago, Feb. 24.—Six hundred machinists employed by Frazer & Chalmers, and Crosby & Co., struck today on account of the alleged refusal of their employers to recognize the union. Apprehensions are felt of a general strike in all the big electrical plants resulting from the strike of the machinists.

Quincy, Mass., Feb. 24.—The probable suspension of work of the granite cutters in this city on March 1st, is the one topic that is at present in the minds of the residents of Quincy. Business men and prominent citizens are engaged in an effort to ward off the promised strike among the granite cutters, but conservative people predict a suspension of work which would close up 91 cutting establishments and throw at least 2,500 wage earners out of employment. The manufacturers have consented to have their committee of Quincy, which was formed from the local branches of the cutters' union next Monday evening, when an effort will be made to settle the difficulties, which arise over the minimum wage to be paid. The manufacturers concede the demand of eight hours for a day's work. It is understood the manufacturers will not be willing to offer better than \$2.75, while the workmen demand \$3. The cutters will assemble on Wednesday evening and hear the report of their committee in its conference with the committee representing the manufacturers.

ENGINEER KILLED.

Fell Out of His Locomotive Cab and Was Picked Up Dead.

Ottawa, Feb. 23.—[Special.]—Franklin Landon, of 265 Gladstone avenue, and engineer on the Canada Atlantic Railway, while running a freight train from Ottawa to Cotacow, was killed early Saturday morning near Alexandria, about one mile west of Alexandria, next a place called Queenfield. J. Blair, the fireman on the train, drew the attention of Engineer Landon to sparks which were coming from the brakes on some of the cars behind the engine. The fireman then got on his seat and looked forward. A few moments afterwards he turned round and missed the engineer from the cab. He immediately stopped the train and getting off walked back a short distance and found Landon's body on a bridge across the Delisle River. It is supposed that Mr. Landon leaned out of the door of his cab to look at the sparks and probably slipped.

THERE IS REALLY no room in four lines of print to set forth the danger of letting a cough "get well of itself." Take no chances of that sort. Use Adamson's Botanic Cough Balm. 25c. all druggists. S.D.K. n. o. sth. these three are that them

THE TRANSVAAL A COUNTRY OF PRAYING ROGUES.

The Transvaal a Country of Praying Rogues.

Among the guests at the Royal hotel is Mr. H. Bush, an Englishman who claims Jardine, Montana, as his home. Mr. Bush is a mining expert and from 1885 has been interested in the South African gold mines, living in Johannesburg, the metropolis of the Transvaal, and making frequent trips to Pretoria, the capital of the Dutch republic. His business during that period brought him into contact with the political leaders of the Dutch, the men whose names are now prominent in newspapers all over the world and whose success or failure is the paramount topic of the world's conversation today.

Of Kruger, Toubert, Steyn, Cronje and Leyds he relates many interesting anecdotes.

Kruger, the old chief of the Transvaal Boers, is a shrewd and unscrupulous, a man who pretends to believe the world is flat, although he has visited England and the continent. The old president, he says, succeeded only too well in convincing them of their absolute invincibility. The flame of hatred against the English which he kindled, got beyond his control, and a challenge to Britain's might was forced upon him by subjects who, under his instruction, had come to believe they had to gather a few thousand men with rifles, march to Cape Town, seize a few ships, sail to England and take Queen Victoria prisoner as an incident of the capture of London.

Joubert, he says, is also a man who can lie as fluently as he prays. In Johannesburg he showed great fondness for the scenes of the music hall. He always took his Bible with him on his pilgrimages of pleasure and when the promoter of a new play appeared he would hold the book over one eye. No one ever accused him of being blind in the other.

Steyn, the president of the Orange Free State acquired polish in England, where he was thoroughly educated. His other characteristics are inherited—he is a Boer. Leyds is a native of the same stamp and of similar training.

Cronje is a fighter, inspired by an implacable hatred of the English, not by an insatiable thirst for gold.

Mr. Bush says the beginning of the end in South Africa has arrived. The Boers cannot stand defeat. As soon as they are routed they will retrace their steps and have decided them. Naturally independent they have acknowledged military leaders but have reserved their own pride. They are not averse to the Boer forces. The men will shoulder their rifles, mount their horses, desert their dishonest generals and each will risk any chance to save his own skin. The military commanders will be left without followers and although Johannesburg and Pretoria are splendidly fortified in a question of hours they will be abandoned. Deeds will be done with the Boers' standards to make a final stand in defence of their cause in their last place of strength."

STORM WAS SEVERE.

Moncton and Halifax Report Considerable Inconvenience--Streets in Moncton Turned Into Rivers.

Moncton, Feb. 23.—[Special.]—The terrific rain storm that swept over this section today completely flooded the streets, side streets and sidewalks were unequal to the task of carrying off the fresh rain water. The water was so high that it was necessary to wade through the water. During the high tide this evening the large plate glass in the Harris building near the post office was blown in, causing \$10,000 damage. Tonight it is snowing and freezing.

The C. R. water tank at Bellefleur was destroyed by fire Friday noon. Loss about \$2,500. The fire caught while the tankman was in the tank. The military commander James Briggs, the well known constable of Halifax, was killed by a falling brick after a short illness. Deceased was about 60 years of age, and leaves a widow and several children.

The police are investigating a "Jack the Hopper" case, which occurred on Weldon street on Friday night. A man answering the description of the individual, who caused the sensation was given protection at the police station today. He is a semi-idiot and may be sent to the asylum where he had been a short time ago.

The death occurred at one of the small-pox patients at Bellefleur.

Box cars of the Maritime Milling Co. in Glasgow, were destroyed by fire this morning. The power house was not damaged. The building and contents were valued at \$100,000; insurance \$100,000. Two-thirds of the building was destroyed. The insurance was all effected by L. J. McGhee, insurance broker of this city. Every fire company in the city was called out. Mr. McGhee has telegraphed C. E. L. Jarvis, St. John, N. B., saying—

The death occurred Saturday night of Capt. C. J. P. Clark, the well known insurance agent and promoter in Halifax, who died at 25 years of age and highly spoken of by his companions. The rescued men are ill from exposure, but it is thought that they will come through all right.

PAPA'S GONE A HUNTING.

The Boers took Padmore Prisoner--His Wife and Two Children Live in Quebec City.

Quebec, Feb. 23.—Private G. F. Padmore, of "D" company, first Canadian contingent whose capture by Boers Sunday last has been reported, has a wife and two children in this city.

FOR THE ESTABLISHMENT OF PUBLIC PARKS.

Hon. Mr. McKeown's Bill Adopted by the Provincial Parliament Yesterday--More Information on the Cost of Bridges--An Adjournment Until Monday.

Fredricton, Feb. 23.—Mr. Burdell, from the standing rules committee, submitted a report.

Answering Mr. Glasier's inquiry, Hon. Mr. White said the chief engineer of the public works department has been keeping a close supervision over the bridge across the Oromocto river at Oromocto bridge. The bridge will be erected under special attention and kept safe for the public use. The department has the matter of the character of the bridge to replace it under consideration. A permanent bridge in Sanbury county, under the permanent bridge act, is under consideration. In deciding whether and in what cases bridges shall be erected under the permanent bridge act, the government has regard to the nature, requirements and the cost of the bridge to be erected, without special regard to parish or county lines.

Answering Mr. Hazen's inquiry, Hon. Mr. White said the Macdonnell river between the Ruisseau river has been receiving the attention of the chief engineer of the department. Plans and specifications are already completed and steps are being taken to call for tenders and a contract for a new bridge will be entered into in due season.

In the absence of Mr. Humphrey, Mr. Hazen made the former's inquiry as to whether the government had entered into any contract for bridge superstructures during the past year, and for other information. Hon. Mr. White said he would answer yes to the first part of the inquiry. The Macdonnell bridge superstructure has been contracted for since the last session. J. M. Ruddock being the contractor. The work was let by public tender. With regard to the second question as to what was the system of painting government bridges during the past year, he explained that the system has been to paint the ironwork of the bridge with a zinc paint and not by any spray system. (Laughter.) In the great majority of cases the painting is done by hand. In some cases painting is done by machine. In some instances owing to the nature of the work the painting was done by days work, and the supervision of the officer in charge. Regarding the second question, he would say that in a general way that the government were not bogged in this matter. Regarding the third question, according to the nature of the work, the best quality was always used. If there was any particular case where the name of the firm was supplied, he would be pleased to furnish the information.

Mr. Purdy introduced a bill winding up the affairs of the Public and Aid Society and disposing of its remaining property and effects, and Hon. Mr. White a bill amending the provisions of the act relating to the maintenance of bridges over the St. John river at Marsden.

Mr. Hazen made his motion, seconded by Mr. Glasier, that all legislative resolutions issued from Oct. 31st last until Feb. 15th instant, inclusive.

Hon. Mr. Tweedie replied that no resolutions were issued between the periods named.

Hon. Mr. McKeown committed a bill providing for the establishment and maintenance of public parks. Mr. White explained the bill. It was proposed to authorize the establishment of a park, or a system of parks, avenues, boulevards and drives, in any city, town or village of the province. There need be no apprehension that a park will be established without the consent of the people. As a first step it was proposed that it shall be necessary before the establishment of a park that a petition be presented to the municipal council, or the council of the county, or any city or town, signed by not less than 50 per cent of the electors in favor of such a proposal. The council may then take any steps in relation to the petition, and at the next succeeding municipal, civic or town election the question of the adoption of this act shall be submitted to the electors, who shall decide the same by a "yes" or "no" vote given in the manner and at the time provided for at the election of municipal, city or town council, or at a Dominion election. In case the majority of the votes polled on the by-law or in favor thereof, the by-law shall be passed by the council, or at their next regular meeting held after the taking of such vote, or as soon thereafter as may be. Should the vote of the electors be in favor of the by-law, no by-law for the same purpose shall after ward be passed by the council, or submitted to the electors within the same municipal or town or village. In case a petition is presented to the council of the question shall be submitted for the assent of the electors of the county proposed by the by-law, on the final reading thereof it is adopted by the three-fifths of the members then present of a county council shall be valid and binding without the assent of the electors. All parks, avenues, boulevards and drives, and approaches thereto, or streets connecting the same, in any city, town or village where this act is adopted, shall be open to the public free of all charge, subject to such by-laws, rules and regulations as the board of park management may make as to the use thereof. In case of the adoption of this act the general management, regulation and control of all existing parks and avenues, and of all properties, both real and personal, applicable to the maintenance of parks belonging to the county, city, town or village, and of streets, avenues, boulevards and drives which may thereafter be acquired and established under the provisions of this act, shall be vested and exercised by a board called the "Board of Park Management." The authority of the board shall not extend to the purchase of land, or the acquisition of streets expressly specified in the by-law adopted by the council, or which are already in the possession of the municipality, or in the possession of any agricultural society, or other

CALIFORNIAN AGROUND OUTSIDE OF PORTLAND.

Big Allan Liner With Twenty-one Passengers and \$300,000 Cargo Ashore Ten Minutes After Her Pilot Leaves.

(From our own Correspondent.)

Portland, Me., Feb. 23.—[Special.]—The Allan line steamship Californian, Capt. France, ran on to what is known as Ram Island ledge at an early hour this morning as she was sailing from this port. As the vessel had to be out of her course to strike the rocks where she is stranded, the cause of the accident can only be conjectured until particulars are received from the steamship's officers and perhaps not until an investigation is held. As there is a fierce wind blowing, making the sea extremely rough, nothing can be done at present in the way of ascertaining how securely fastened the steamer is or the extent of her damage. She is apparently not pounding badly. There were six intermediate and ten steerage passengers. All were safely transferred in life boats to the ocean tugboat Piedmont and returned to the city. The Californian has a cargo valued at about \$300,000.

The scene of the accident is just outside the harbor, not far from the point where the pilots are dropped by the ocean steamers outward bound. The stranded vessel can be plainly seen from the cape shore, and the last report from there is to the effect that she seems to be resting easily.

Portland, Me., Feb. 25.—10:15 p. m.—[Special.]—Passengers have concluded to remain on stranded Californian until tomorrow.

Portland, Me., Feb. 23.—Allan line steamship Californian, Captain John France, wrecked on Ram Island Ledge outside of harbor at 1:30 a. m. There are five cabin, six intermediate and ten steerage passengers safe. The ship, which left her dock at midnight, struck on Ram Island ledge, just outside of the harbor, a few minutes after her pilot left her this morning. The master of the Californian is Captain John France, one of the oldest and most capable officers of the line.

The Californian was in charge of pilot Edward L. Parsons, one of the ablest in the service. The wind was blowing hard from the southwest and was accompanied at the time by heavy rain. There was a heavy sea running. Pilot Parsons left the ship on reaching the bell buoy off Cushing's Island Point after he gave the officers of the ship the correct course. Within ten minutes after the Californian was hard and fast aground on Ram Island ledge. This is a reef which runs out from Ram Island. For some reason which has not yet been satisfactorily explained the ship had got several points off her course when she struck.

As soon as she struck bombs were fired, rockets sent up and colored lights burned. The rockets were observed by the patrolmen at the Cape Elizabeth Life Saving station, but on account of the severe gale and high sea they were unable to row across in their boat and render the steamer any assistance. One of the sentinels at Fort Williams, which is directly opposite where the steamer went ashore, telephoned the affair to the city. Pilot Parsons also saw the rockets when returning to the boat and brought in word as soon as possible.

Soon after a boat from the Californian commanded by the second officer arrived, having rowed in from Ram Island. Captain Barclay, the shore captain of the Allan line, and Mr. Wainwright, the general manager, were immediately notified.

The ship is lying under the lee of Island and the ledge, and although waves are breaking with great force upon the ship which is laying her motions setting as easy as though anchored, she is now blowing strongly from westward and the sea is rapidly subsiding. The local officials feel confident that the ship can be floated although in a dangerous condition. They will track the ship's movements.

At 7 o'clock tonight there is a view of the vessel and the conditions are favorable. This was the third trip the Californian made this season from this port, she was bound to Glasgow by way of this city. She arrived in Portland the latter part of last week. Her cargo is about 2,500 tons and valued at \$300,000. A manifest cannot be obtained below her deck. It is reported that the principal items in the cargo are 1,200 pairs of live, 2,000 barrels apples, 1,800 boxes of cheese, and a consignment of grain and general cargo. The greater part of the cargo was insured by the consignees. It is not known whether the ship was insured.

There are six cabin, five intermediate and 10 steerage passengers on the ship. It is impossible to secure the names of the others as there are only two boats in the possession of the personnel of the ship and the other in the mails for St. John.

The steamship State of California, named the Californian, was launched the yards of Messrs. Alexander Stephens & Sons, on the Clyde, near Glasgow, 23, 1891. She is built of mild steel, class A 1, in Lloyd's special survey, with additional strengthening over 12 requirements as well as to comply with demands of admiralty for transport service. Her length is 400 feet; beam 45; and depth 32 feet 8 inches. Her net capacity is 5,500 tons. She is distinguished by eight funnels, the height of which are all carried to the upper deck. These, with the cellular double bottom, ensure the greatest amount of safety in case of accident. The engines are of latest high pressure, triple expansion type, capable of propelling the ship at an average speed of 14 knots per hour. The cabin accommodations are situated near the middle of the vessel and capable of accommodating 160 passengers. The Californian is a counterparty of Parsons of the same line, in its second

DRINKING MORE AND SMOKING LESS.

Bad News for Prohibitionists in the Inland Revenue Department's Return Just Published.

Ottawa, Feb. 23.—[Special.]—The annual report of the inland revenue department for the year ending June 30 last, has been printed and distributed. The revenue for the year amounted to \$9,524,392 as compared with \$9,017,296 in the previous year. In regard to tobacco consumption the inland revenue department states that in 1897-98 there was consumed 20,490,062 pounds, compared with 17,662,735 for the previous year and the duty collected was \$3,290,168 as against \$2,934,285 in 1897-98. The number of cigars manufactured during the year increased from 116,960,610 in 1897-98 to 133,134,122 in 1898-99, while the consumption increased from 113,132,223 to 128,919,068. The number of cigarettes consumed was 101,432,328, compared with 89,562,817 in 1898. A statement of the annual consumption per head of the population shows that the people drank more and smoked less in 1898-99 than in 1897-98. The amount of tobacco consumed was 2.1 lbs. per head in 1898, against 2.38 lbs. in 1897. The comparison of drinking for the two years was as follows: 1897-98, 1.08 gallons of spirits; 1898-99, 1.08, beer 3.88 and spirits .536.

GET INTO THE SERVICE.

More Canadians from the Kingston Military School Get Commissions in the British Army.

Ottawa, Feb. 23.—[Special.]—Hon. Joseph Chamberlain has called the minister of militia stating that the following number of Canadian military college graduates, have commissions in the imperial army:—

Boone, Lewis, Webster, Harris, and Hooper.

All that is necessary to their appointment is that they have the recommendation of the minister and that they pass the necessary medical examination.

Col. Kitson, the commandant of the college, has recommended the above cadets.

MORE CANADIANS ARE WOUNDED.

Downing of St. John and Parker of Kings County, N. S., are Among Number--Adams of Halifax, Missing After the Engagement of Last Sunday, Has Since Reported.

Ottawa, Feb. 25.—[Special.]—A cable was received at the militia department today from Lt. Col. Otter at Paardeberg, dated Kimberley, Feb. 25, stating that the following men of his command were wounded on the 20th instant:—

"C" company, Pte. R. Kidner, 10th Royal Grenadiers, J. Holland, Toronto.

"F" company, Pte. W. Downing, 62nd St. John Fusiliers.

"H" company, Pte. A. Parker, 68th Kings County Battalion. Private Adams, 7th Fusiliers, reported missing after the engagement at Paardeberg on the 18th inst. has since reported.

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