An Investment.

$10,000 buys three modern stores, with eight-roomed dwellings; all conveniences; now yielding $1020 per annum.

H. H. WILLIAMS,
10 Victoria Street.

The Toronto World.

Marion Street.

$1700—Solid brick, 8 rooms, bath, w.c., gas, h. and c. water, laundry tubs, nice grate and mantel; $100 down; balance on easy terms.

A. E. OSLER & CO.,
35 Adelaide-street East.

TWENTY-FIRST YEAR — TEN PAGES—TUESDAY MORNING APRIL 3 1900—TEN PAGES — ONE CENT

THE QUEEN HAS STARTED ON THE TRIP TO IRELAND

Left Windsor Last Evening at 9.30, Attended by Two of Her Daughters and Others of the Royal Household.

Never Before Have Such Precautions Been Taken by the Railway Companies to Insure Safety—Train Will Run by Night and at Slow Speed—Everybody Alert.

London, April 3.—(12.10 a.m.)—Queen Victoria left Windsor at half-past 9 last evening en route for Ireland. Her Majesty is accompanied by Princess Christian and Princess Henry of Battenburg, and is attended by the Countess of Antrim, Hon. Harriet Phipps, Sir Arthur Bigge (private secretary to the Queen), Sir Fleetwood Edwards (keeper of Her Majesty's private purse), and Captain Ponsonby.

The Queen had driven out to Frogmore during the afternoon amid considerable enthusiasm on the part of the townspeople, and her departure from the station was comparatively quiet, altho quite a crowd had assembled to cheer the outgoing train.

Elaborate Precautions.

Not in the history of the Great Western and London & Northwestern Railways have greater precautions ever been observed to protect the royal party than those which had been perfected when Her Majesty started northward to-night. The officials who have superintended the transportations of Czars, Kaisers and the princes of all nations, in and out of Windsor, have exerted themselves beyond precedent to insure the safety of the royal train between Windsor and Holy Head.

Train Will Run Slowly.

Royal trains seldom run at night, but the Queen, who is especially adverse to fast travel, stipulated that the trip should occupy 11 hours, altho it is usually covered in six. This slowness, at a time when traffic is lightest, was one of the reasons for deciding upon a night run.

The preparations for the trip had been in hand for weeks, and the train had already run every foot of the route, and every particle of the apparatus of the train and the track had been subjected to the most careful inspection.

Beginning of the Journey.

Leaving Windsor, the royal train was in the hands of the Great Western Company's officials to Bushberry, where the London & Northwestern officials assumed responsibility at midnight, when the journey by way of Crewe and Chester to Holy Head began. The officials of the latter line will have little sleep to-night. Station masters, operators, and track inspectors at every station along the route, no matter how small, were imperatively requested to be on duty half an hour before the royal train was due, to examine personally as to signals and switches, and to see that all was in proper working order.

"Prince of Wales" Ran Ahead.

The pilot engine, named "Prince of Wales," ran a quarter of an hour ahead of the royal train, and after its passage all lines were kept absolutely clear.

The royal train was drawn by two locomotives, with expert engineers, and a complete staff of railway experts and electricians accompanied the train, for immediate action in case anything should go wrong.

THE SITUATION AT DUBLIN.

Nationalist Procession Will Not Be Interfered With, if There is One—The City Crowded.

Dublin, April 2.—All Dublin, and, in truth, all Ireland, is on the qui vive in anticipation of the Queen's coming. Crowds are pouring in from all points, and it is estimated that the normal population of Dublin, about 360,000, will by Wednesday have swollen to 1,000,000. Rooms are at a premium. From every town come the throngs, anxious to snare in the gaiety that now promises to be unmarred. From Belfast alone 10,000 are expected. By the exercise of the greatest possible tact, the Government officials have practically destroyed sectional feelings, and there is no longer any doubt that Her Majesty will be welcomed with an enthusiasm equal to, if not greater than, that which was displayed during her recent visit to London.

Attitude of the Nationalists.

Representative Nationalists here, when questioned to-day by a correspondent of the Associated Press, regarding the placard inviting citizens to join a procession of Nationalist societies on the night of the Queen's arrival as a protest against it, disowned all knowledge of this attempt at a counter attraction, and alleged that such a procession would amount to nothing. Apparently any such scheme will not be countenanced even by the so-called revolutionary party; but the police have received instructions not to give importance or notoriety to such an affair by an attempt to suppress it or otherwise to interfere.

Cadogan's Plan Will Be Followed.

The attitude of all the prominent Nationalists whom the Associated Press correspondent has interviewed is that Earl Cadogan, the Lord Lieutenant, will be taken at his word, and the Royal visit will be made a national occasion, altho it will be almost utterly non-political.

Nationalists Not Mollified.

Not by a hair's breadth has the Queen's coming diminished the intensity of the opposition of the Nationalists of all shades to Castle government. It is said that the Lord Mayor will be made either a knight or baronet, and that the sheriff and Alderman Meade will probably be knighted.

Dense Crowds in the Streets.

To-day dense crowds surged thru the streets, in spite of the rain, watching the preparations. Among the curious mottoes flung across the streets is "Will ye be come back again?"

Paddy's Welcome.

A cartoon in Mr. John Redmond's evening paper, The Herald, also strikes a popular note. Paddy is represented as welcoming the Queen, and saying, "Shure, you're welcome; but don't let them bhoys at the Castle be tellin' ye stories about me."

Mr. Gerald Balfour, Chief Secretary for Ireland, has arrived, but he is too ill to participate in the ceremonies of reception.

Earl Cadogan Goes to Kingstown.

Earl Cadogan has a long list of distinguished visitors. With the Duke of Connaught and other prominent personages, he will go to Kingstown to-morrow evening to witness the arrival of the royal yacht in Irish waters, and its reception by the Channel Squadron, but the celebration will not really begin until the Queen puts her foot on Irish soil Wednesday at noon.

LORD ROBERTS TELLS HOW COL. BROADWOOD WAS AMBUSHED

Seven Guns and 350 Men Were Lost in the Deep Spruit Which the British Tried to Cross While Retiring.

London, April 2.—The War Office has received the following despatch from Lord Roberts, dated Bloemfontein, April 1:

"I received news late yesterday afternoon from Col. Broadwood, who was at Thabanchu, 38 miles east of here, that information had reached him that the enemy was approaching in two forces from the north and the east. He stated that if the report proved true, he would retire towards the waterworks, 17 miles neare Bloemfontein, where we have had a detachment of mounted infantry for the protection of the works.

Reinforcements Ordered.

"Broadwood was told in reply that the ninth division, with Martyr's mounted infantry, would march at daylight to-day to support him, and that if he considered it necessary he should retire from the waterworks. He moved there during the night and bivouacked. At dawn to-day he was shelled by the enemy, who attacked on three sides. He immediately despatched two horse artillery batteries and his baggage towards Bloemfontein, covering some of them with his cavalry.

Struck a Deep Nullah.

"Some two miles from the waterworks the road crosses a deep nullah, or spruit, in which during the night a force of Boers had concealed themselves. So well were they hidden that our leading scouts passed over the drift without discovering them, and it was not until the wagons and guns were entering the drift that the Boers showed themselves and opened fire.

Many Drivers Shot.

"Many of the drivers of the artillery horses were immediately shot down at short range, and several of the guns were captured. The remainder galloped away, covered by Roberts' Horse, which suffered heavily.

"Meanwhile Lieut. Chester Masters of Remington's Scouts found a passage across the spruit unoccupied by the enemy, by which the remainder of Broadwood's force crossed. They re-formed with great steadiness, notwithstanding all that had previously occurred.

Casualties About 350.

"Broadwood's report, which has just reached me, and which contains no details, stated that he had lost seven guns and all his baggage. He estimates all his casualties at about 350, including 200 missing.

French Sent to the Rescue.

"On hearing this morning that Broadwood was hard pressed, I immediately ordered Gen. French with two remaining cavalry brigades to follow in support of the ninth division. The latter, after a magnificent march, arrived on the scene of action shortly after 2 p.m.

"Broadwood's force consisted of the Royal Household Cavalry, the 10th Hussars, 'Q' and 'U' Batteries of the Royal Horse Artillery and Pilcher's Battalion of Mounted Infantry.

Boers Estimated at 10,000.

"The strength of the enemy is estimated at from 8000 to 10,000, with guns, the number of which is not yet reported."

ROBERTS' SECOND DESPATCH

Does Not Say Anything About the Guns Being Recaptured, as Reported.

London, April 2.—(4.55 p.m.)—The War Office has received another despatch from Lord Roberts, dated Bloemfontein, Sunday, April 1, 8.15 p.m., in which, after referring to his previous telegram, he gives a partial list of the missing British officers. Of "Q" Battery, four officers were wounded, two of whom are missing. One gunner was killed, and 40 non-commissioned officers and men are wounded or missing.

Lord Roberts then continues: "In 'U' Battery all are missing except Major Taylor and a sergeant-major. The two cavalry regiments did not suffer so much.

"A report has just come in that the enemy has retired towards Ladybrand, leaving 42 wounded officers and some 7 men at the waterworks. We are now sending an ambulance for them."

It will be noticed in the foregoing advices Lord Roberts says nothing in regard to the British guns being recaptured.

BOERS ARE VERY ACTIVE.

About 6000 Assembled Between Fourteen Streams and Christiana—700 at Witrand.

Kimberley, Sunday, April 1.—There is great Boer activity along the Vaal River. About 6000 burghers have assembled at various points between Fourteen Streams and Christiana. About 700 men are occupying Witrand, north of Klip Dam, and 400 men are laagered at Boetsap.

"From the Factory to Your Head."

Twenty cases more of the celebrated Hawes (Broadway) guaranteed $3 hard and soft felt hats for men passed customs and into stock yesterday—Fairweather's, 84 Yonge-street—sole selling agents—the greatest value in three dollar hat that's offered to-day.

Quick Lunch, 81½ Yonge, next World Office. Meals served any hours of the day or night from five to fifty cents. Convenient for men working down town and those out late at night. John Goebel, Prop. 2

A Birthday Gift.

A suitable birthday gift for the gentleman who smokes would be a Loewe pipe. We always want a gift to be exceptionally good—the very best of its kind, and the mystic letters "L. & Co." on a pipe guarantee its class. G. W. Muller sells the Loewe pipe in Canada.

Gibbons' Toothache Gum will stop the toothache instantly. Price 10c. 246

New Goods.

Mr. N. Rooney, 62 Yonge-street, has just received a large consignment of table linens, napkins, towellings, bath towels, sheetings, pillow cottons, quilts, lace curtains and ladies' and gents' linen handkerchiefs. Would also call your attention to their stock of fine table cloths, all sizes, with napkins to match. Having ordered these goods before the recent advances, he is in a position to sell them at less than manufacturers' present prices. 246

Cook's Turkish and Russian Baths. Bath and bed $1.00. 202 and 204 King W

Headache Cured in a few minutes. Bingham's Stimulating Headache Powders are not depressing. Money refunded if they fail. 25 cents for box of 12. Bingham's Pharmacy, 100 Yonge-street. ed7

The Stearns bicycles are made in two colors, black and orange.

To-Day's Program.

Astronomical Society meeting, Canadian Institute, 8.
Machinists' meeting, Richmond Hall, 8.
W. C. T. U. School of Methods, Temple, 10.30.
Collegiate Institute Board, 8.
"Africa, the Boer and the War," Rev. William Patterson, Cooke's Church, 8
Ontario Legislature, Queen's Park, 3.
Grand Opera House, "Zaza," 8.
Toronto Opera House, "A Guilty Mother," 2 and 8.
Princess Theatre, "Master and Man," 2 and 8.
Shea's Theatre, vaudeville, 2 and 8.
Bijou, "Sapho," 2 and 8.

CLERGUE'S WORK IN NEW ONTARIO IS THE WONDER OF THE CENTURY

The Great Scientist and Working Chemist, With Immense Capital Behind Him, Tells the Board of Trade of the Marvelous Results Reached by Using the Raw Resources of Algoma.

How Millions Have Been Spent Which Will Bring Millions in Return—The Laboratory the Forerunner of Capital—How Pulp Fibre Was Obtained, How Sulphur is Procured—Ferro-Nickel Steel for Armor Plate—New Steamers Ordered and a Railway Being Constructed—Ontario Has All the Chemical Properties Needed—With Proper Railway Facilities Southern Ontario Will Benefit—There May Be a Smelter in Toronto—The System of Evolution Which is Being Carried Out Makes Mr. F. H. Clergue's Address Read Like a Story by Jules Verne.

The meeting of the Board of Trade, held yesterday afternoon, surpassed in interest anything that in the ordinary course might be expected at a gathering of business men. It is also safe to say that the busy men who filled the room congratulated themselves upon their good fortune in being present, for they had the opportunity not only of listening to a fascinating and cultivated speaker, but they heard a revelation of the richness of Northern Ontario that must have astonished them, much as they have heard of the "new" and larger part of the Province within the past year or so.

Mr. F. H. Clergue Spoke.

The name of Mr. F. H. Clergue is so prominently associated with the industrial development that is taking place at Sault Ste. Marie that the announcement of an address by him before the Board of Trade was sufficient to arouse keen interest in Toronto's commercial circles. But Mr. Clergue showed a quiet ability to sink himself and his interests in the great question of the national development, or else to bring them in only as an indication of what is practicable because of established success.

Just Like Sir William Van Horne.

One thing that struck the audience about Mr. Clergue was his ease in treating technical and difficult points of science. What with a voice that gave pleasure to the listener, and an art in arranging and shortening his subject, that was simply admirable, Mr. Clergue gave his audience fifty minutes in fairy land; and, the best of it was the great truth that this fairy land is veritable territory, calling others as it has called Clergue himself.

Introduced by President Kemp.

Mr. A. E. Kemp, president of the Board of Trade, presided, and introduced Mr. Clergue in a brief and happy speech, announcing that the title of the address was, "An Instance of Industrial Evolution in Northern Ontario."

Mr. Clergue Spoke Without Notes.

Mr. Clergue, who spoke without a single note, said:

Mr. President and Gentlemen of the Board of Trade,—I am a backwoodsman from the wilds of Algoma, but I have sufficient sense of civilization about me to appreciate very fully the compliment you have paid me in inviting me to address you on this subject. I suppose that the gentlemen here, like those thruout the most of Southern Ontario with whom I have come in contact, view Algoma—which, of course, includes the most of Northern Ontario—as an unknown country; or, rather, if known, known principally and almost only for its barren and deserted appearance. So barren and deserted is that appearance that even the Canadian Pacific times its trains so as to pass thru that territory at n ight, in order not to offend the gaze of its passengers with the unpropitious aspect. That was the way Algoma looked to me; that was the way that that part of Ontario, which, as you know, is much the larger part, presented itself to me when I first came to this country. I find I cannot entirely exclude the personal pronoun "I," but if there are any reporters here I would ask them to exclude it, and to make it read "we," if they can.

He Came From the East.

I came from the eastern section of the country. It fell to my fortune to be associated with some gentlemen who were possessed of some means—more than they could find profitable investments for—and it was agreed between us that we should begin a prospecting tour along the basin of the St. Lawrence, which, of course, extends from the gulf to Lake Superior—in order to ascertain what opportunities there existed along this frontier for hydraulic development. In the course of that journey, starting from Cape Breton and ending at Port Arthur, various important water powers were found and investigated, and various of them had their merits and nearly all of them had their demerits. As we went along the shore of Georgian Bay we found, here and there, water powers on the Spanish and other rivers, all of some consequence and actual volume, but none of prime importance until we reached Sault Ste Marie, and there, as those of you will remember who have seen the situation, with Lake Superior for a mill pond and a fall of about 20 feet there was a plain opportunity for economical and advantageous hydraulic development.

Found a Great Water Power.

There we were interested enough to stop and investigate. Well, the development of a water power on a large scale involves the expenditure of a great deal of money; and after the water power is developed and the hydraulic energy of the falling water is turned thru a wheel and begins to revolve the shaft, it is necessary that machinery should be applied to that shaft in order to turn it to some useful effect, and then the hydraulic engineer gives place to the manufacturing engineer. We had in mind to especial sort of undertaking in the way of manufacturing. We were aware that at Holyoke, for instance, in Massachusetts, water power was worth from $15 to $30 per annum per horse power, and the construction of a dam at the river at Holyoke had resulted in a population of 100,000 people dependent for their daily bread on the energy produced from that falling water. In our simplicity at that time it seemed to us that we had simply to go on, construct the dam, establish the water wheels in place and that all the manufacturers in the world would come there to seek for power.

The Work Begun.

We made the first investment and began the work, but we were disappointed in our applications for power, and before our construction was entirely completed we had decided that we should have to go still further than the original and initial development of the water power, into its actual utilization. We proceeded to the next step, and, as the President has said, the title to this address is called an Evolution in Industry in Algoma, and this I shall portray to you as a very peculiar and unique, and, I think, interesting instance of evolution in industry; starting from the falling water there and following all thru until you reach the climax, which has not yet been accomplished, but which we are still aiming for.

Then the Natural Resources Came in.

We began the development of that water power and having gotten the water wheels into position we then began to study the natural resources of the region to determine to what uses that power could be profitably put; and that is a study which I advise any gentleman to make before he makes any investment in water power. Before you consider hydraulic development as a means of profitable investment I assure you you should first study the country in which the water power is located, and be sure that in it exists sufficient of the raw materials requiring the use of water power for their manufacture into a more perfect form for the use of mankind, to justify the investment. If you go to Algoma you can take up almost any water power you find without that study, because so resourceful is that region that in my opinion there is not a water power falling down over the hills of Algoma which has not within a reasonable radius enough to occupy all the power now running to waste and to employ profitably hundreds and hundreds of thousands of people. [Applause.]

Equal to Southern Ontario.

It is my opinion, after a residence of over five years in Algoma, and the expenditure of already more than five million of dollars, and having available more than fifteen million dollars more for investment in the same undertakings, it is my opinion—and it must be a pretty good one or it could not be so well backed up—that there is an opportunity for a population in Northern Ontario equal to that of Southern Ontario, equal in number, equal in prosperity, and how it can be done I shall proceed to elucidate to you. You have only to go and follow the example we have set at Sault Ste Marie. I do not mean to say it need be on the same scale. That is not necessary. In fact it would be impracticable because there we have the advantage of a very large water power, but in its proper proportion similar industries can exist all the way from the City of Ottawa to the City of Port Arthur. Having developed, as I have said, the water power, we then found it necessary to study the resources of the region for the purpose of utilizing that water power. Naturally the forests first appeal to us. I began to observe the forests. I found of what they consisted; how they were utilized. Perhaps 1 per cent. of the whole forests from the City of Ottawa to Rat Portage may consist of pine trees. Perhaps 1 per cent.

Personal Judgment After Observation.

My personal judgment is based upon my own observation. I have been exploring the country there personally summers and winters. My personal judgment is that not one per cent. of all the forest growth in Ontario is pine; and yet the people of Ontario think their only asset is pine forest. The remainder of the timber, the remainder of the growth, can, step by step and by proper degrees, be reduced to the uses of mankind almost as profitably, and perhaps quite as profitably, as the pine trees themselves. To do this the region must be made accessible. That means railways, which, of course, can be provided. We find there that the pine territory skirts the shore of Georgian Bay; that, when we got up into the higher latitudes and towards the watershed of Lake Superior and Hudson Bay, the pine gives out, and that there were no pine resources there which we could depend upon to any great extent. On Georgian Bay, as you know, the pine forests still exist in very considerable quantities, and it will be long after the youngest of us are gone that the pine trees of that part of Algoma will be lost and destroyed and used. But for our purposes we could not, as you can understand, profitably transport logs against the current. We could not bring the trees of the forest up to Sault Ste Marie for manufacture against the current of the St. Mary's River.

The Place for Supplies.

We were bound to look to the watershed of Lake Superior to secure our supplies, and in the study of that region we found that there was the birch, the maple, the hard elm, the tamarac, the spruce, the balsam and the poplar; all of those timber growths, in their present condition, useless and most of them inaccessible. Except the spruce and cedar, none of the other woods I have mentioned would float to our mill for the purpose of manufacture; nor could they be utilized at our works for lack of means of transportation from the forests. Therefore, we found that of all the woods up there the only one suitable for our purpose was the spruce.

The Pulp Mill Started.

That we began to gather for use in pulp making, and we proceeded to construct a pulp mill. We began it on rather a small scale at first. We agreed with the Government to the extent of their promising us the right to cut a sufficient supply, if we would undertake it for a fixed period, at a certain stumpage rate.

Money Spent in Construction.

We proceeded on a moderate scale to fulfil our promises to the Government, and expend two hundred and fifty thousand dollars in the construction of the works. Well, we had not gone along as far as that before we found it cost just as much to run a works of that size practically—except mere labor charges and the additional cost for the raw materials—as a works twice as large, and that our competitors in foreign lands, running on a more extensive scale, could produce pulp for the use of the paper makers thruout the world at a price beyond our competition. So the first step of the evolution was to enlarge the pulp mill from a ground wood pulp mill of 20 tons a day until we have an output of 150 tons of pulp a day, requiring the use daily of about 200 cords of wood. [Applause.] Having gotten along so far as to build the new pulp mill, we found that even then the influx of this product of ours on a large scale on to the markets of the world was taken advantage of by the paper manufacturers, who needed Canadian pulp, and they began to mark down the values of Canadian pulp. When we originated the mills the market price in the United States was high and profitable, and we had a handsome dividend calculated on the output of the mill. When the wheels began to turn over and the product began to come out, the paper manufacturers in the States resolved that there was a new source of supply on a grand scale and they could be supplied forever at their own price.

Pulp Fibre is Made.

Up to the time we constructed this mill the ordinary method for producing pulp for the use of paper manufacturers was by attaching the grindstone to a water wheel. Then against the grindstone is placed a block of spruce wood, and that block of spruce wood is pressed against the grindstone by an hydraulic piston, and this continuous pressure against the grindstone results in pulverizing this wood into liquid form. That pulp in liquid form goes out to another machine, where it is crushed around the wooden roller, which expresses from the pulp about one-half of the water, and the consequence is you obtain a sheet of pulp something like a thick sheet of blotting paper, containing about 45 to 50 p.c. of wood fibre and 50 to 55 p.c. of water. When the product is shipped to the paper mill (the papermaker does not pay for the tons of pulp you shipped to him, but he pays you for the amount of pulp fibre, which is about 50 per cent. of the shipment; consequently my friends of the Grand Trunk Railway and the Canadian Pacific Railway are gathering from my pocket the freight on water which I never got paid for. That circumstance confined our works to the nearby paper manufacturers. We could not ship to England, Germany or any of the foreign countries for these reasons: In the first place we would be paying a freight on 55 per cent. of stuff we never get paid for ourselves, and that would be impossible; another thing, if the foreign markets justified this extraordinary and expensive means of carrying raw material we could not send it to distant markets because by this grinding process a great deal of the resinous matter remains in the fibre, and just as soon as you expose this moist pulp to the varying temperature, the moist and dry climate and hot and cold, the resinous matter in the fibre commences to decompose and cause the green stain which is seen in pine boards where they have not been properly seasoned, and we were getting into difficulties. This great undertaking, where we had already spent one million dollars or more, out of which we expected to do very well, was simply a source of annoyance, distress and loss. Then we came along to the next evolution in the process.

Pulp Made Marketable.

It was decided we must make that pulp marketable all over the world. Pulp for paper-making uses is worth more in countries where they have no forests than in countries where they have, and it was decided to attempt a process for turning out this pulp as a dry product. An investigation was made among all the paper-machine manufacturers in Europe and the United States with the hope of securing apparatus by which this ground wood pulp just as it came from this grindstone could be taken and turned into a sheet like a sheet of paper. Everywhere the process was declared impracticable. No paper-machine manufacturer in the world would attempt it. In the meantime we were turning out pulp and losing money. We were so far away—we were in Algoma, we were not on the Gulf of St. Lawrence, within hailing distance of all the ships that passed. We had to take the next step; we decided to design a machine ourselves, and we did. We designed a machine which we thought on paper would answer the purpose. Having had a long training in mechanics myself, I gave the matter my own attention, and after a while succeeded in designing an apparatus which seemed practical, and this design was sent around to the paper-machine makers, and no paper-machine man would build that machine, and it became necessary to build our machine shop. [Laughter.] It involved a large drying cylinder and of a different form than had ever been attempted.

To Build the Machine.

Having decided to build the machine shop we found it was necessary to build a foundry. We built a foundry of stone of general architecture and design adopted in our mills, then we went on to build the machine shop. Before we were ready to turn out a single machine we had spent about one hundred and twenty-five thousand dollars, all for the object of obtaining dry pulp, and then after all our trouble we got out one of those machines.

Well, I took the most skilled foreman we had in the mill and told him to nurse the machine and told him how it should run and how the paper would come out. Well, he started to run that machine, and in less than a week the man was ready to commit suicide. We gave it to all the foremen in the mill, and it was six months before that machine ever made a sheet of pulp, and now there is not any other ma-

Continued on Page 4.

RECAPTURE OF THE GUNS DOUBTED IN LONDON

The Fact That Lord Roberts Says Nothing About It In His Despatch Is Considered Significant.

Boers Are Massing at Taungs and Klip Dam—Methuen's Communication With Orange River Will Have to be Closely Guarded—Report That Two Guns Have Been Recaptured.

London, April 3.—(4.40 a.m.)—The latest news from the front adds little to the public knowledge of the convoy discussion. No credence is given to the report that the Boers numbered between 8000 and 10,000. The general belief is that there could not have been more than half that number. Lord Roberts' own despatch, dated two hours later than The Daily Chronicle's, says nothing about the guns being recaptured. The story, therefore, looks doubtful.

Kenhardt Reoccupied.

Little news has arrived from other points. Kenhardt was formally occupied Saturday. The report that the Boers are massing in the vicinity of Taungs and Klip Dam is confirmed.

Methuen's Difficulties Increasing.

Lord Methuen's difficulties are apparently increasing. He has Boer laagers or guerilla bands on three sides of him, and he will be obliged to watch carefully his communications with Orange River.

Teck Was in Charge.

London, April 2.—The Bloemfontein correspondent of The Standard says that the Prince of Teck was in charge of the transport, but is safe.

Boers Opened With Murderous Fire.

The Bloemfontein correspondent of The Daily Chronicle, telegraphing Sunday and describing the loss of the convoy, says: "The Boers opened with a murderous fire. It was simply slaughter. The Kaffir drivers of the convoy ran away, leaving their teams, and it was impossible for our men to hit the hidden enemy.

Gunners Fought Bravely.

"Our gunners fought bravely, trying to save the guns, but our people were greatly hampered by the Kaffirs, who ran hither and thither looking for cover from the fearful fire poured in on all sides. Meanwhile the Boers were hotly pressing Col. Broadwood, whose mounted troops were completely surrounded.

"The British showed magnificent bravery. The officers were quite cool, and composedly directed operations.

"The opportune arrival of reinforcements saved Col. Broadwood from annihilation.

"It is reported that two guns have been recaptured.

"The whole force is retiring on Bloemfontein."

Flash to Scare Free Staters.

The Bloemfontein correspondent of The Times, telegraphing on Sunday, with reference to the capture of the convoy, says: "The whole affair was a dash intended to frighten Free Staters, who were desirous of surrendering to Lord Roberts.

Canadians Were in It.

"When Gen. Colvile arrived, altho he was almost destitute of mounted men and had marched 18 miles, he determined to turn the river crossing at some point lower down than that occupied by the enemy. Accordingly Gen. Smith-Dorrien's brigade, including the Canadians, attempted another drift, which turned the enemy's original position.

Lint's Artillery Detached.

"For some reason Lieut.-Col. Lint's artillery was detached at 2 o'clock to the right, where it remained for a considerable period, shelling at 5000 yards range three of the enemy's guns that were placed in the open in the vicinity of Col. Broadwood's encampment.

Boers Escaped Punishment.

"Consequently, a large force of Boers, visible on the far side of the Modder, escaped punishment, and retired slowly as our infantry advanced. Finally our guns took up a position on rising ground between the two brigades, thus commanding both drifts, but by that time their support was not needed, as the only resistance to the advance of the British infantry came from guns firing shrapnel at far too long a range.

"We could, however, see the enemy in force in a laager at the foot of some hills, lying between the Modder and Thebanchu, and we could also see them move off our convoy to the rear."

MUST GO TO ST. HELENA.

Premier Schreiner's Objection Was Examined Into, But Military Considerations Must Prevail.

London, April 2.—In the House of Commons to-day, answering a question on the subject, the Government leader, Mr. A. J. Balfour, confirmed the statement that Premier Schreiner had expressed an objection to the removal of the Boer prisoners to the Island of St. Helena. The Government, he added, had fully considered the objection, but was unable to alter its policy of sending a certain number of the prisoners to St. Helena. He explained that this policy was specially dictated by military considerations.

DID PLUMER'S COLUMN RETIRE?

Pretoria Report Says There Was Very Heavy Fighting Around Mafeking on Saturday.

Pretoria, Sunday, April 1.—Cannonading was again heard in the direction of Brandfort Saturday, and it is reported that very heavy fighting occurred Saturday around Mafeking. It is added that Col. Plumer's relief column was compelled to retire with loss. No details have been received.

RUSSIA AND INTERVENTION.

Count Muravieff Has Not Made Proposals, But Germany Has Sounded Austria and Italy.

Berlin, April 2.—Contrary to statements published in England, neither the German nor any other continental Cabinet has been asked by Count Muravieff, the Russia Foreign Minister, to present a joint intervention note, altho it is correct that Germany has been sounding Austro-Hungary and Italy, her partners in the triple alliance, with reference to the intervention question. The reply in each instance has been unfavorable.

WEBSTER DAVIS PRO-BOER.

Has Kruger Engaged Him to Lecture?—He Gives Up His Government Job.

Washington, April 2.—In an authorized statement given out to-day, Webster Davis, Assistant Secretary of Interior, says that, as a result of his visit to the Transvaal, he will resign this evening. He will at an early date deliver a lecture in this city in the interests of the South African Republics.

SAMPLING WORKS AT GREENWOOD.

The Proposal is to Transfer the Plant From Nelson, Where It is Idle, to Greenwood.

Greenwood, B.C., April 2.—(Special.)—R. L. Armiloff of Cripple Creek is here, with a view of establishing sampling works. He appeared to-night before the City Council to discuss prospects, and received cordial support. Armiloff built similar works to what he desires establishing here at Nelson, B.C. This plant, on account of the labor trouble, was never run. He now proposes to dismantle the same and ship the machinery here. The Nelson plant is new and has a daily capacity of 250 tons. The introduction of sampling works in this district would largely benefit prospectors and small property owners.

Pipe Bargains.

Sterling mounted BBB briars in kidney cases, regular price $2; sterling mounted BBB briars, with genuine amber mouthpieces, in fancy cases, regular price $2.50; sterling mounted BBB briars, with genuine amber mouthpieces, in fancy cases, regular price $3, and a large variety of sterling mounted briars in cases, with genuine amber mouthpieces, will be sold this week only at $1.50. If you want a fine briar at little money avail yourself of this chance at A. Clubb & Sons', 49 King-street west.

Pember's Turkish Baths. Excellent sleeping accommodation. 129 Yonge.

All the Rage,

The wonderful floating "Snow" soap for bathing. Everyone is saving the wrappers. Get their premium list. Office, 254 Yonge-street.

Cook's Turkish Baths—204 King W.

The Tweed Hats the Thing for Now.

April showers have no effect on one of those real Scotch tweed hats in Bannockburn or heather mixtures—Fairweather's, 84 Yonge-street, are offering to-day a 25 dozen lot at special prices—$1 to $2.

Fetherstonhaugh & Co., Patent Solicitors and experts, Bank of Commerce Building, Toronto.

Another Reverse to our Soldier Boys—but no reverses to the people who use "Imperial" Soap. Gold and silver for the wrappers.

Shannon Letter Cabinets, the perfection of system. Office Specialty Mfg. Co., 77 Bay.

Remember Your Friends

at Easter time, and present them with a box of Dunlop's glorious flowers, or one of his flowering plants, which make a most acceptable gift. Send for our descriptive price list of our grand roses, violets and all seasonable flowers. We guarantee delivery. 5 King West, 445 Yonge-street.

DEATHS.

COYELL—At 28 D'Arcy-street, on April 2, Ann L. Pitts, widow of the late William Coyell, Esq., of St. John's, Newfoundland, in her 85th year.
Funeral from above address at 3 o'clock on Thursday, to St. James' Cemetery.

DAVIS—On Monday, April 2, 1900, F. N. Davis of Davisville, aged 58 years.
Funeral from his late residence, Davisville-avenue, on Wednesday, at 3 p.m., to Mount Pleasant Cemetery.

KINGSMILL—At 280 Wilbrod-street, Ottawa, on Monday, April 2, Nettie, dearly beloved wife of Roden Kingsmill.

MICHIE—At her residence, Westbourne, Toronto, on Monday, April 2, 1900, Sophia Michie, in her 79th year.
Funeral (private) on Wednesday, April 4, at 2 o'clock.

SHARPE—At 434 Markham-street, Toronto, on Sabbath morning, April 1, 1900, Elizabeth Jane Fowlds, widow of the late John Sharpe, in her 80th year.
Service at 8 o'clock Tuesday evening. Interment Trent Valley Cemetery, Hastings, on Wednesday.

WALSH—On Sunday, April 1, 1900, at 73 Sauiter-street, Alice Kenworthy, widow of the late James Walsh, in her 74th year.
Funeral Wednesday, April 4, at 9.30 a.m., from the above address.
Staleybridge, England, papers please copy.

GERMANY HAS AFRICAN TROUBLE.

Haughty and Brutal Treatment of Blacks in the Cameroons Has Roused the Natives.

Berlin, April 2.—Reports by mail and wire are arriving from the Cameroons, in Western Africa, which describe conditions there as precarious. Disaffection prevails among nearly all the tribes. The chief cause is said to be the haughty and brutal treatment which the blacks receive.

The German Colonial Department has called meetings of all interested in the Cameroons, with a view of avoiding a further spread of disaffection and of obtaining sufficient help for the plantations.

At Stanley Barracks.

The regular spring short course of two months for infantry and dragoons was commenced at Stanley Barracks yesterday. The attendance promises to be fair.

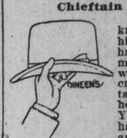
Is This Your Birthday?

From The Sphinx Magazine.

Tuesday, April 3.—To-day is good for social affairs, amusements and writings.

Your anniversary is a favorable one, and some favors will be shown you as the year advances. Gain thru friends, from superiors and by your own exertions. Considerable activity is indicated and you will increase your worldly affairs.

Chieftain of the Clan.



His supremacy is acknowledged to rest on his merits. Every trade has its representative maker, who, compared with others of the same craft, occupies the pedestal of fame. This high honor Dunlap, the New York hatter, occupies. His hats have taken prizes and diplomas for highest excellence wherever any such honorable premiums have been offered. For Canada Dineens, 140 Yonge-street, are the sole agents. The new color is Mocha brown and the new shape is lower and rounder in the crown than last season. Catalogue for the asking.

Fine and Springlike.

Meteorological Office, Toronto, April 2, 8 p.m.—The depression which was over Lake Michigan yesterday is moving slowly eastward. It is now over Central Ontario and is causing local showers there and in the Upper St. Lawrence Valley. It is likely to continue its course eastward and give showers in the Eastern Provinces. The present outlook is for fair, mild weather thruout Ontario. Fine, mild weather is likely to continue in the Northwest.

Minimum and maximum temperatures—New Westminster, 48, 60; Calgary, 26, 64; Prince Albert, 24, 46; Qu'Appelle, 28, 48; Winnipeg, 28, 44; Port Arthur, 22, 44; Parry Sound, 24, 50; Toronto, 35, 44; Ottawa, 32, 44; Montreal, 32, 42; Quebec, 24, 42; Halifax, 26, 48.

Probabilities.

Lower Lakes and Georgian Bay—Moderate winds; continued mild and fine.

Ottawa and Upper St. Lawrence—Showers, followed by fine mild weather.

Lower St. Lawrence—Showers to-day, fair Wednesday and mild.

Gulf and Maritime Provinces—Moderate east to south winds, fair and mild to-day, local showers to-night.

Manitoba—Continued fine and mild.

Lake Superior—Continued fine and mild.

See the 1900 model Columbia Bicycle. H. H. Love, 191 Yonge St.

Easter will soon be here. Now is the time to get new clothing for the boys. Oak Hall Clothiers, 115 King-street east and 116 Yonge-street, are showing all the novelties of the season.

STEAMSHIP MOVEMENTS.

April 2.	At.	From.
Manitou	New York	London
Sardinian	Glasgow	Philadelphia
Rotterdam	New York	Rotterdam
Aug. Victoria	New York	Genoa
Kensington	Antwerp	New York
Trave	Gibraltar	New York
Halifax City	London	Halifax
Lake Huron	Moville	St John