#### SHIP NEWS

PORT OF ST. JOHN. Arrived.

rch 30—Str Sylvians, 2,716, Wyatt, from cn, Furness, Withy and Co, general. Tiber, 1,134, Boulanger, from West In-Schofield and Co, mase and pass. Tay, 124, Spragg, from Boston, P Me-Sch Tay, 124, Spragg, from Boston, F McIntyre, tertilizer.
Sch Oriole, 124, Weldon, from New Yark,
F Tufts, sand.
Sch Avalon, 116, Howard, from New Bedford, J W Smith, bal.
Coastwise—Scha E Mayneld, 74, Graham,
from Quaco; Gertie, Westbrook, 15, Clime,
from West Isles: Comrade, 76; Dichson,
from Quaco; Buds, 20, Stuart, from BeaverHarbor; str Westport, 48, Powell, from
Westport.

Mar. 31.— Stmr Manchester Commerce, Baxter, from Manchester via Halifax, Furness, Withy and Co, gen cargo.
Coastwise—Schs Ida M, 36. Tufts, from Quaco: Princess Louise, 20, Watt. from North Head; Neille Watters, 96, Bishop, from Quaco: Agness May, 91, Kerrigan, from do; Harry Morris, 98, MeLean, from Quaco. April 2.—Str La Tour, from Grand Manan, malls, pass and mdse.
Coastwise—Schs Chieftain, 71, Tufts, from Alma; Clara A, Benner, 36, Curry, from Harborville; Alma, 69, Wheipley, from Apple River; Miranda B, 79, Day, from Alma; Lena Maud, 88, Giggey, from do; barge No, 1, Wadman, from Parrsboro; schs Packet, 49, Gesner, from Bridgetown; Jessie D, 88, Dalton, from Parrsboro; Maggie Alice, 50, Cameron, from do; Klondyke, 78. Suthergreen, from Advocate; Maud, 38, Bezanson, from Windsor; Gipsy, 32, Cgilvie, from Parrsboro.

Cleared. March 30-Str Pydna, Crossley, for Mersey

Sch Sallie E Ludiam, Kelson, for City Island f.c.
Sch Irene, Sabean, for Westerly.
Sch Ina, Hanselpecker, for Boston.
Coastwise-Schs Buda, Stuart, for Beaver
Harber: Southern Cross, King. for Cheverie;
Wand Brothers, Newcombe, for Parrsboro;
Lillie G, Ward, for nocsport; str for
Fowell, for Westport; Leo, Mona.
Parrsboro; Alma Whelpley, for Aln.
Thelma, Milner, for Annapolis.
Mar. 31.—Bktn Falmouth, Rogers, for
New York.

Mar. 31.—Bktn Falmouth, Rogers, for New York. Sch Lotus, Granville, for Bridgeport. Coastwise—Barge No. 2, Salter, for Parrs-boro; schs Gertle, Oglivie, for do; Oriole; Weldon, for Harvey; Susie Prescott, White, for do; Susie N, Merriam, for Windsor; L M Ellis, Lent, for Westport. Mar. 31.—Sch Walter Miller, Barton, for Mar. 31.—Sch watter Miller, Barton, for City Island f o. Coastwise—Schs Flash, Tower, for Quaco; Wandrian, Patterson, for River Hebert; Se-lina, Matthews, from Apple River; Forest Flower, Ray, for Margaretville; Harry Mor-ris, McLean, for Quaco. April 2.—SS Mohican, Moar, for Cape Town.

Sch Hattie Muriel, Wasson, for City Is land, f o.
Sch Rewa, McLean, for City Island, f o.
Constwise—Schs Westfield, Cameron, fer
Quaco; Greville, Baird, for Wolfville; barge
No. 3, McNamara, for Parrsboro.

#### CANADIAN PORTS. Arrived.

At Digby, March 29, sch Cordic, Chute, from Clementsport, to load lumber for Boson. At Louisburg, April 1, str Cunaxa, Grady, rom Rotterdam, bunkered and sailed 2nd Cleared.

At Digby, March 28, seh Hazlewood, Chute, for Annapolis, to load lumber for Boston. At Yarmouth, March 29, seh G H Perry, Robinson, for Tusket: 30th. bark Ashlow, for Tusket Wedge; sch Prchibition, Doucette, for Tusket.

Sailed. From Yarmouth, Mar 30, bark Hillside.

#### BRITISH PORTS. Arrived.

At Turk's Island, March 24, str Beta, Hop-kins, from Halifax via Bermuda (and sailed for Kingston.)
At Port Natal, Mar 22, bark Florence B Edgett, McKay, from Buenos Ayres.
At Turks Island, Mar 20, sch Holeue,
Eisenhauser, from St Thomas: 23rd, brig
May, Love, from Porto Rico (to said 24th for Louisburg),

Sailed. From Swansea, March 27, str Lucerne, Cross, for St John. Cross, for St John.
From Ardrossan, Mar 31, str Glen Head,
Kennedy, for St John—to load for Belfast.
From Turk's Island, Mar 24, schs Hilda C,
Kinley, for Halifax; Alcaea, Zinck, for do.

# FOREIGN PORTS

Arrived. At Jacksonville, March 30, sch R D Spear, Richardson, from Nassau, NP. At New York, March 30, str Germanic, om Liverpool.

At New York, Mar 31, str St Paul, from At New York, Mar 31, str St Paul, from Southampton; str Lucania, from Liverpool. At Mobile, Mar 29, ship Revolving Light, Helgesen, from Newcastle, E; sch Union, from Grand Cayman.

At Norfolk, Mar 29, str Zanzibar, Robinson, from Ship Island for Rotterdam.

At Richmond, Va, Mar 29, sch L A Plummer, Foster, from Norfolk.

At Macoris, Mar 8, sch Canaria, Brown, from Port Spain (and sailed 17th for New York); 16th, brig L G Crosby, Perry, from Rio Grande do Sul (and remained 21st, to sail about 31st for New York).

At New York, Mar 31, schs Lygonia, Clark, from Portland; Ruth Shaw, Whelpley, from Boston; J C Cottingham, Lyan, from New Bedford.

At Brunewick, Ga, Mar 29, sch H B Homan, McNeil, from Barbados.

At St Lucia, Feb 18, str Capac, Sproul, from New York for Valparaiso, etc. (and sailed).

from New York for variations as a solution of the Rayola, For Nassan. At Jacksonvine, and ov, son and Richardson, from Nassan.
At Wilmington, Mar 30, sch Ravola, Forsyth, from Havana.
At Havana, Mar 22, schs Syanara, Verner, from Pascagoula; Utility, Copp, from Kings-

At New York, Mar 29, seh Clayola, Mc-Dade, for Yarmouth.
At Mobile, Mar 30, G E Bentley, Wood, for Havana.

At Wilmington, Mar 30, sch Blomidon,
Baxter, for Macoris.

Sailed.

From Hiogo, Feb 25, ship Cumberland, Quayle, for Reyal Roads.

From New York, March 28, schs Frank and Ira, for St John: Three Sisters, for Lynn.
From Buenos Ayres, Mar 31, str Tanagra,
Marsters, for London.
From Genoa, Mar 27, bark Olive Mount
for Dalhousie.

New York, Mar 30, sch Clayola, From New York, Mar 30, sch Clayola, for Yarmouth: 31st, sch J B Van Dusen, for Rockland. From Baltimore, Mar 29, str Ely, for Por Antonio,
From Jonesport, Mar 29. sch Charlie
Bucki, from St John for New York.
From Norfolk, Mar 30. str Zanzibar, for
Rotterdam (passed out at Cape Henry, 31st).

## MEMORANDA.

Passed out at Digby, March 27, schs Emat E Potter, from Clementsport for Boson; Valdare, Berry, for Boston.
In port at Iloilo, Feb 15, bark E A O'Brien, Pratt, unc.
In port at Manila, Feb 15, ship George T
Hay, Spicer, from Newcastle, NSW, arrived
18th, discharging; bark Linwood, Douglas. 18th, discharging; bark Linwood, Douglas, discharging.
In port at Macoris, Mar 21st, sch Lillie, Davis, from Barbados (arrived 7th, for New York, cleared 19th, to sail 22nd).

## SPOKEN

Brig Harry Larkin, from Yarmouth for Ponce, March 26, lat 41.08, long. 65, by bktr Lakeside, Capt. Fancy, at Yarmouth on Sch W R Huntley, from St Kitts for New York, March 29, lat. 35.08, long. 74.04.

## NOTICE TO MARINERS.

WASHINGTON, D. C., March 29.—Notice is given by the Lighthouse Beard that on or about April 16, 1900, a fixed white lantern light will be established on the structure recently erected, on a site dry at low water, on the easterly side and 125 feet from the edge of the present dredged channel, in the

## BRONGHIAL AFFECTIONS

A Michigan Lady Tells How Her Little Daughter Suffered from Bronchitis. The doctors failed to benefit.

CATARRHOZONE CURED. CATARRHOZONE CURED.

Mrs. R. E. Meusel of Hickey, Michigan, writes: "Our little daughter of 8 years was a great sufferer from broughtis, and slight changes in the weather brought on severy attacks. Our doctor was consuited and prescribed different bottles of medicine, but none of them seemed to afford more than temporary relief. We then tried a host of so-called cures, but they all turned out worthless. After so much useless expense with doctors and fraudulent preparations we were at our with ead to know what to do. A neighbor whan had been cured by 'Catarrhozone' sent in her tahaler to try, and it was so pleasant to use and gave such immediate relief that a complete outfit was at once ordered. After using it but a short time the bronchial trouble disappeared, and the child can now run about in damp rainy wenther—sometrouble disappeared, and the child can now run about in damp rainy weather-some-thing unthought of before using Catarrho-zone. We recommend Catarrhozone us a peerless remedy for bronchitis and colds,"

## CATARRHOZONE

is a guaranteed cure for BRONCHITIS, ASTHMA, CATARRH. Catarrhozone, Ozonated Air Cure, is a new, scientific method of treatment that cures tiese diseases by the action of medicated air, which, when inhaled, spreads to all portions of the lungs, bronchial tubes, and nasal passages, where it kills the germ life. It is very southing and nealing and quickly restores the raw, irritated membranes to their natural condition, effecting a permanent cure.

Six weeks' treatment price \$1; extra bottles of inhalant 50c. At drugglasts, or by mail, Twenty-five cent trial size for 10c in stamps, from N. C. Polson & Co., Kingston, Out.

Putnam's Corn Extractor cures corns and warts without pain in 24 hours. At druggists, price 25c.

upper part of Lyn-Hartor. The light will upper part of Lyn-Hartor. The light will liluminate the entire horizon, and its focal illuminate the entire mean high water plane will be 20 feet above mean high water. The structure is a dolphin of red piles, surmounted by a red iron spindle, from which the latern is suspended. The approximate geographical position of the light will be: Lat., 42.27.12 N; lon., 76.66,34 W. Eearing and distances of prominent objects from the light will be: Swampscott Standpipe, NE by E1-16E, 15-16 miles; Egg Rock Lighthouse, SE1-16E, 2 5-16 miles; White Rocks Light, SSW%W, 1 11-16 miles. Bearings are magnetic and given approximately miles are nautical miles.

BOSTON, March 29.—Fixed red lens lantern light at Moosabac Beach, Me., discontinued Dec. 25 for the winter, will relight April 1.

April 1.

A second class nun buoy, painted red and black in horizontal stripes, which was placed at entrance of this harbor Aug. 11 to mark the supposed location of an obstruction struck by steamer Ultonia while leavtion struck by steamer Ultonia while leaving for Liverpool, has been discontinued. Bids have been opened by the United States engineer in charge of District of Maine for removal of two wrecks which have been a menace in Maine waters for some time. One is the schr. Swan, sunk in the channel near the Waddo Granite Co, at Frankfort. There is about 15 feet of water in the channel at high tide, and as the rise and fall of the tide is about 13 feet, the pile of granite is well out at low tide, aithough in course of years it has tide, although in course of years it has sunk deeper into the mud. The other wreel is that of schr. Vicksburg, sunk in Sea Harbor.

#### MARRIAGES.

BROWN-BROWN—At the residence of Angus Steeves, Intervale, West Co., March 26, by Rev. Abram Perry, James Brown to Augusta A. Brown, both of Sussex, Kings Co.

FOLSTER-McDONALD—At the minister's residence, Woodstock, N. B., on March of York Co., to Miss Lena McDonald of New Bridge, Carleton Co.

#### DEATHS.

BEST-In this city, on March 29th, John P Best, in the 70th year of his age, leaving a wife and seven children to mourn their

CARVELL.—Suddenly, at Dorchester, Mass., March 29th, Hanrah G., widow of the late Lewis Carvell, aged 70 years. LAWSON.—At Kars, Kings Co., on March 22nd, Catherine, widow of the late John Lawson, in the 22nd year of her age, leaving three sons and four daughters to mourn their sad loss.

MALONEY.—In this city, on April 1st, Paniel Maloney, a native of County Donegal, in the 25th year of his age. McLEAN.—At 194 Main street, on March 29th, Harley H., only son of Captain Angus and Letitia B. McLean, aged 7 months and 26 days.

STRANGE-On March 28th, Elizabeth Caro line, widow of the late John Strange, aged 79 years, leaving three sons and one daughter, with a number of grandchildren, to mourn their loss.

TORRIE-At West Somerville, Mass., March 25th, Mrs. I. E. Torrie. THOMPSON—On Friday, March 36th, at St. John west, John Thompson, aged 75 years. PREEN.—At the residence of Dr. Baxter, 94 Waterloo street, March 30th, after a brief illness, Mrs. Treen, wife of Thomas A. Treen. WHITING—In this city, on March 30th, Eliza, beloved wife of J. M. F. Whiting, aged 61 years.

## MARINE MATTERS.

Schr. W. K. Smith, from Weymouth for Portland, with pulp, put into Westport, leak-ing; survey held and decided to discharge Vessel will go to Plympton to dis cargo. Vessel will go to Plympton to discharge and repair.

The latest despatches received by James Kennedy from Capt. Richter states that the barkentine Culdoon, ashore on Chandeleur Island, was tight and that she would be floated as soon as proper appliances arrived and towed to Scranton, near Florida, her loading berth.

loading berth.

Fears are expressed at Philadelphia regarding the safety of bark Dunstaffnage, Capt. Forbes, from that place, Feb. 9, for Hiogo, Japan. with refined oil, and which has been reported as having been in collision and sunk British steamer Verona just north of the Equator on March 6. After the collision Capt. Forbes reported he would endeavor to reach Barbados. At that time deavor to reach Barbados. At that time the Dunstaffnage's forepeak was full of water, and it is thought that her collision bulkhead, all that kept her affoat, might have collapsed and that she sank with her crew of thirty men. The vessel and cargo are valued in excess of \$200,600, and both are covered by insurance.

are valued in excess of \$200,000, and both are covered by insurance.

Bark Ancona, at Boston, from Cebu, jet-tisoned 900 bales of jute during a hurricane August 17.

The schrs. Dove and Minnie C. are on the blocks at Bellevenia Cover

blocks at Belleveau's Cove, being over-hauled. Schr. Fred Jackson, 265 tops, built at East Deering in 1873, was sold at New York March 20 to Waiford & Co. for local account. The Portland Argus says: The cheese and meats which were taken from the steamer Californian were removed from the custom house wharf to the Grand Trunk sheds. Later they will be placed on the steamer Numidian. Schr. Fred Jackson, 265 tons, built at East

Numidian.

The lowest tender for the repairs of the ship Lennie Burrill was \$12,956, and as it was considered the ship was not worth the cost of regains, the surveyors recommended cost of repairs, the surveyors recommended ship and tackle sold by auction on Friday, April 6th.

The Bridgetown-St. John schr. Temple Bar is being thoroughly overhauled at Digby, the regairs including new stern and new stern post and new stern

regairs including new stern and new stern post and new cabin.

At Weymouth, T. C. Rice has laid the keel for a new three-masted schooner to fill the vacancy in his fleet caused by the sale of the schr. Foster Rice to Annapolis parties.

Brigt. Harry Stewart is on her second trip from Carabelle, Florida, to St. John with pitch pine for the government harbor works. After discharging she will again come to Dighy to load lumber for Cientuegos.

Children Cry for CASTORIA

#### CAPE TOWN.

Interesting Letter from the Sun's Special War Correspondent.

abbing Shoulders With Soldiers from Every Part of the British Empire.

as Hold Their Own With Any of the "Gentlemen in Khaki" — Not an Ideal Camping Ground -- Moved Thy Love of Adventure and His Still Nobler Love of

(From H. S. White, the special war correspondent of the Sun with the second contingent.)

CAPE TOWN, Feb. 28.—Sunday, February, 18, 1900, will forever remain an historic day for the dominion of Canada. On that day the Royal Canadian regiment, the "first contingent," as it is popularly known in Canada was heavily engaged with the enemy in the neighborhood of the Modde river in one of the long series of con-ficts which together form the first decisive success that has fallen to the lot of British arms during this campaign; and while they were thus nobly earning giory for themselves and Camada at a cost in death and wounds that will, alas! make many a mournful home in the land of their birth, the first detachment of the second contingent was quietly going into camp for the first time in South African soil. The good ship Laurentian same into

Table Pey on the evening of Friday, February 16. By the following Sunday the whole detachment, with their entire equipment, were in camp at a suburb of this city, known as Green Point. The detachment consisted of D and E patteries of the Royal Canadian artillery with a full equipment of guns, transport wagons, ammunition, etc. Altogether there were 324 non-commissioned officers and men with the antillery, besides a small number of the mounted police. The senior officer in the transport was Major W. G. Hardman, and with him were thirteen other officers belonging to the two batteries. On going into camp at Green Point they were joined by Lieuterant-Colonel C. W. Drury, who then took over the command. Lieutenant-Colonel Lessard was also in camp with them, awaiting the arrival of the Mounted Rifles.

During the voyage they had been favored with almost perfect weather, and consequently had made a very fast trip. There were a couple of accidents among the men, the most serious being the case of Driver V. A. Skirving, who broke his arm. He is now in the military hospital at Wynberg, doing well. A few horses were lost on the voyage, but the rest ere landed in excellent condition and are already quite fit for hard work anywhere.

Grean Point cannot be called exactly

an ideal camping ground. The situation, about three miles from the eart of the city, on a high plateau overlooking the beautiful blue bay, is convenient and healthful, and that is the most that can be said for it. These advantages, however, are counteracted by the disagreeable combination of loose sand and strong wind which at the present moment appear to be its chief characteristics. It must surely have been called "Green Point" by some one who was anxious to display his power of sarcasm. The scarcest thing about it is anything approaching greenness or verdure. On the other hand it is a perfect little Sahara of sand. When the wind blows-and I can imagine the camper there asking sarcastically, doesn't it blow?"-sand enters into every element of life at Green Point camp. You breathe it into your lings with every breath you draw; it is the principal ingredient of everything you eat: you wash in it: you drink it: you carry it around with you in large samples in your eyes, your ears, your mouth, in every part of your clothing and person-asleep or awake, in your tent or out of it, you cannot get away from the dense cloud of dusty sand that forms the whole atmosphere of Green Point camp. This is especially the case just now, because it is the season of what is locally known as the "South-Easter." This is a strong, cool wind that, if it were not for the sand, would be altogether agreeable, if only as a relief from the heat that is so often oppressive when this wind is not blowing. In many ways it corresponds with the "Nor' Wester" of the wastern prairies. The people here say it is the great health preserver of Cape Town. That may or may not be true, but as far as our boys in camp are concerned, they would be satisfied to take chances regarding their health if they could have a little less "South-Easter."

Excepting for the sand, everything at Green Point Camp has been most agreeable. Officers and men are already more like veteran soldiers than volunteers. Everything goes like clock work; and the Canadian camp comrares most favorably with the many camps of regular regiments that occupy almost every available space on the extensive area of the large sandy flat. When not on duty in the camp the men visit the city, see the sight; and have a good time generally.

A few days after their arrival there was a williary parade through the principal streets of the city. The Canadians took part in this, and though their horses were still weak from their long sea veyage, the men themselves had had such a little time to get things into shape, they made a most creditable display. I heard expressions of admiration of the sturdy Canadians on every hand, and many people went so far as to say that they were the finest looking artillery men that had yet arrived in Cape Town. Considering that they paraded alongside of the Royal Artillery, it was a matter of considerable credit to them finds out who they are and what they that they not only held their own, but are and where they all come from, it were there picked out as objects of makes one realize, perhaps, for the special commendation. Indeed, there first time, what a wonderful thing is need be no fear whatever at home but the British Empire, and what a vast

that the Royal Canadian Artillery, when they get down to work against the cnemy, will acquit themselves obly and do credit to the premier colony of the empire

On Thursday, the 22nd, there was a grand series of military athletic sports held at the race track at Green Point, just alongside the camp. The large grounds were packed with civilians and soldiers—there must have been fully 10,000 people present. It was a well-dressed, merry crowd, and but for the dust, and a particularly strong dise of the health preserving "South Easter," the event would have been en unmittgated success. Indeed, in spite of the south-easter, everybody enjoyed themselves thoroughly, and the sparts furnished many interesting contest. Here again the Canadians distinguished themselves. Without any time for preparation, they took part in the tug-cd-war. Their team was not by any means the best they could have got together, and yet they bear all their rivals excepting one very heavy team of sailers from H. M. S. Doris. They believe they could make up a team among themselves that would beat even the champion team of

saflors.

excitement in camp when it became known among the men that orders had been issued for the two batteries to proceed on Sunday to Kimberley. Everybody was, of course, delighted at this prospect of so soon getting to the front. Packing of kits and other preparations were immediately the order of the day. Then came word that their departure had been postponed from Sunday until Monday, and then again, much to everybody's cha-grin, that it had been further postrened for an indefinite period. reason for this delay is understood to be the difficulty of procuring enough rolling stock to handle the enormous ar ount of traffic that is now going on between Fimberley and Cape Town. As seen as this is available there is no doubt our boys will be sent forward. It is probable that there will be a delay of not more than a few days. Before the end of this week D" and "E" Batteries expect to be on their way to Kimberley.

On Friday there was considerable

The Pomeranian, with the Northwest Battalion of the Canadian Mounted Rifles on board, sailed into Table Bay, at about 6.30 a. m., on Monday, the 26th. It was not until 5.30 the same evening that she came alongside the quey, on the South Arm, that is reserved for military transports. On the quay to meet her were Colonel Drury and the officers of the Canadian Amillery, as well as Lieut. Scott, of the Royal Artillery, son of Col. Scott, of Winnipeg. There was no official reception on the part of any Cape Town authorities.

As the Pomeranian was slowly coming alongside the quay on one side, a trainload of regulars was just leaving from the other side, destined to some point at the front. Tommy, on his special train, was very enthusiastic, and he started to cheer our boys on the transport for all he was worth. Then our boys returned the ering with interest and for eral minutes a scene of great enthusiasm prevailed. By the time Tommy's special train was away, the Pomeranian was tied up to the quay, and hearty hand-shaking and greetings were the order of the day. Everybody on board, officers and men alike, looked hale and hearty. Not a sign of the long, trying voyage, cramped up in such a vessel as the Pomeranian, could be seen on any of the boys, excepting the healthy looking tan that came from the kiss of the tropi-

cal sun. The voyage had been uneventful. Favored by almost perfect weather, the trip had been made in wonderfully good time for such a ship as the Pomeranian. Not a single man was on the sick list, and Dr. Devine, of Winnipeg, who was the medical officer accompanying the detachment, had enjoyed a sinecure. The horses had stood the calm passage equally well, and out of 375 on board only nine had been lost.

It was too late that night to disembark, and the men slept on board. The whole of the next day was spent in getting men, horses and equipment into camp. By Tuesday evening the whole detachment was in camp at

Green Point, near to their comrades of the artillery. These mounted men, more at home in the saddle than on their feet, inured to hardships of all kinds, good shots. and full of resource individually, are the very kind of men that are most required here, and already there are rumors in the camp that they are to be sent to the front immediately, or, at least, in a very few days. Their horses, of course, will not be fit for ective service for at least ten days. but the report goes that the imperial authorities are going to provide the whole detachment with remounts from here, so as to avoid even a few days' delay in sending the men to the front. It is impossible to verify this report just now, but it may be taken for granted that Col. Herchmer's riders of the plains will be very soon making closer acquaintance with Mr. Boer-much to that gentleman's disadvantage, probably.

With Table Bay crowded from end to end and side to side with transports, the streats of the city almost mpassable for khaki-clad warriors, it may he imagined that Cape Town is. today, a pretty lively place. At no time, I should imagine, is this enterprising and busy commercial centre by any means dull, but, now, with the excitement of the war, and the crowds of "gentlemen in khaki," it is, as British towns go, about as lively as they make 'em.

Everything is war or warriors. If you took the subject of the war out of everyday conversation, and out of the local newspapers; if you took the khaki-olad warriors away from the streets, the hotels and the saloons; it looks as if there would be very little left. Like Virgil of old, the Cap Town, today, sings of arms and men, and apparently attends with a great deal of compunction to whatever

other occupations she may have. When one comes into close contact with the khaki-clad warriors, and What is

Castoria is for Infants and Children. Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It contains neither Opium. Morphine nor other Narcotic substance. It is Pleasant. Its guarantee is thirty years' use by Millions of Mothers. Castoria destroys Worms and allays Feverishness. Castoria cures Diarrhea and Wind Colic. Castoria relieves Teething Troubles, cures Constipation and Flatulency. Castoria assimilates the Food, regulates the Stomach and Bowels of Infants and Children, giving healthy and natural sleep. Castoria is the Children's Panacea-The Mother's Friend.

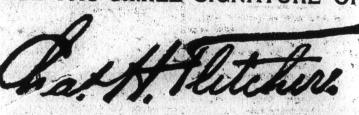
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Castoria is an excellent medicine for "Castoria Is so well adapted to children children. Mothers have repeatedly told me that I recommend it as superior to any pre-of its good effect upon their children." scription known to me." effect upon their children. scription known to me.

Dr. G. C. Osgood, Lowell, Mass. H. A. ARCHER.

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reserve of power she possesses. Here, on the streets of Cape Town, one rubs shoulders with soldiers of the Empress from every corner of the globe. Bushmen from Australia, cowboys from Canada, turbanned troopers from India, infuntrymen, gunners and troopers from New Zealand, Cevlon, Tasmania, local South African levies, and yeomanry from England, the sturdiest crowd of manhood that was ever gathered together in one spot; all these, basides the ordinary Tommy Atkins of the regular forces. There is not a oclony of the empire that is not represented, and nobly represented. Physically, as well, without a doubt as in intelligence and resourcefulness, the coloniels so far surpass the ordinary Tommy that it is impossible to fail to be impressed with a sense of the reserve of power that the empire pos-sesses in a loyal Greater Britain. Scuth Africans perceive it clearly, and sum at the rate of five per cent. per on every hand here one hears unstinted praise of the colonials. Many go so far as to say that among the troops cheady here one colonial is worth half a dozen Temmies, and even the imregial authorities, to whom such an idea is absolutely contrary to all military capons, tacitly admit the fact by ployed in the payment of bondholders the unstinted use they are making of !

In Oape Town, at present, are quite

all the colonial forces.

a large number of fine young fellows, whose patrictism, stimulated by a healthy love of adventure, has undertake prompted them to journey at their own expurely on the chance rense. of finding a place in the ranks of one or other of the many bodies of recunted infantry that are now being raised here. The old time roving spirit of the Britisher, his love of hard knocks and stirring adventure. must be as strong as ever. Many of the European races, and, I fear I must also svy, many Americans, have for a long time had a trick of sneering at the Britisher as an effete and played out individual. Let them come to Cape Town for a week, and for ever their minds will be disabused of this idea. From the mother land, as well as from every newer land where dwell the offspring, there are here now many a sturdy gentleman who has thrown off comfort, plessure, even remunerative occupation, has paid his own way to Cepe Town, partly out of sheet ove of adventure, partly out of a still nobler love of country, to take as big shere as he can get of the dangers and herdships of this campaign. I, personally, have met old countrymen who have everything that, to the mind of the ordinary man, makes life worth living-wealth in abundance, good friends, happy family connections, homes emeng the most luxurious in England, all of gentle, many of aristocratic birth-and yet all this they eagerly cast sside for the opportunity of living the life of a trooper on active service in a hard country, be reath a tropic sun, and against as trave and as crafty a foe as the world could produce. From almost every orleny are others-men, perhaps, not so "well fixed" at home, but to whom the expense of the long trip is an infinitely greater sacrifice, all here on the same mission, to see something of the "fun" before it is over. Among such men I met two fine young fellows from Canada: W. E. Rylands, of Millwood, and H. R. Page of Beulah, both places in Manitoba. They were exactly the kind of men that ere wanted here most, and they soon found a chance of satisfying their ambitions. pany was passed.

They are now troopers of Brabant's Herse, and are on their way to the front.

#### DELAGOA BAY AWARD.

Considerable Dissatisfaction Expressed in Both London and Washington.

BERNE, Switzerland, March 30 .-The following is the text of the decision in the Delagoa Bay railroad award, which is in six clauses:

1. The Portuguese government, the defending party, is condemned to pay to the government of the United States and to Great Britain, the claimants, altogether, in addition to the £28,000 paid on account in 1890, the sum of 15,314,000 francs in legal Swiss annum from June 15, 1889, up to the date of payment of said sum.

2. This sum, after deducting what is necessary to defray the cost of arbitration falling on the claimants and in addition to the balance of £28,000 paid on account in 1890 shall be emand other creditors, if there is need of the Delagoa Bay Railroad company. according to their standing. claimants will draw up a scale of distribution for this purpose. The Portuguese government will have to pay into the hands of the United States the sum which, according to the same scale, shall accrue to McMurdo, report sented by said government in its quality of bond-holding creditor of the first and second degree. It will pay the surplus to the government Great Britain for the benefit of

others having rights. 3. The delay of six months fixed by last line of clause 4 of the arbitration compromise shall gun from the day forth.

4. The costs of the arbitration. cording to a scale to be drawn up in accordance with clause 5 of the bitration compromise, will be borne in equal parts by the three parties to the sulit, that is to say, a third part each of them. 5. The conclusions of the parties in

so dar as they differ from the above award are set aside. 6. An authentic copy of the present award will be delivered through the intermediary of the Swiss federal council to each of the three parties the case.

The award is unanimous. D. A. RAILWAY.

Annual Meeting of the Company in London-A Strong Board.

LONDON, March 30,- The meeting of the Dominion Atlantic Railway was held today, President Charles Fitch Kemp in the chair There was a large attendance shareholders. The policy of the col pany was clearly indicated in various directors' speeches and ungmimously approved and the directors

were ccadially re-elected. The directors are Charles Kemp, Thomas Robert Donald and Aichibald Denny, the famous builder of Dumbarton, constituting one of the strongest boards in the city of Lordon. After the announcement of the dividend, a Learty vote thanks to the superintendent, secretary and leading officers of the

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THEIR GA BUSHMAN'S 2.—Hearing th deserted the c ter's Telegran today. Arrivi a velley was ment later a of the crest. firing and say desired to tall pondent discon an American, accompanied seer. He said whole life had nificent pluck British Saturd rot only films army were admiration at It appears doubted their whole British founded at th the masterly was able to trep. The refused to si garding the E ments, but it

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