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ER LOSSES FAR HEAVIER THAN THOSE OF BRITISH DURING LAST YEAR.

emy's Forces Reduced by More Than Eighteen Thousand —Captures of Boer Supplies Very Larg—Railway Over Boer Breastworks.

London, Jan. 7.—A published review of operations in South Africa during the past year, based upon official reports, gives an interesting comparison of Boer and British losses. The review says that the total reduction of the Boer forces, in killed, wounded, taken prisoner and surrendered, amounts to 18,320 men. Out of this total only 7,995 rifles were secured. The captures of Boer ammunition amount to 2,300,000 cartridges. British columns are supposed to have secured all the Boer artillery, amounting to 27 guns exclusive of the two captured by General De Wet at Zeefontein. The captures of Boer stock have been enormous, considering the great hauls made during the earlier years of the war. During the last year a total of 29,882 horses were captured, while of other stock, such as cattle, oxen and sheep, 366,821 head were captured.

The British casualties from actual fighting amount to only half of those sustained by the Boers, namely 9,113 men, of which number 1,513 were taken prisoner and have since been released. During the last year 4,090 men died of disease, 15 officers and 392 men were invalided home. 25,800 men were invalided home.

London, Jan. 7.—A correspondent of the Times, wiring from Ermelo, southeast Transvaal, says the absence of news from there is due to the fact that the columns under General Bruce Hamilton have had to go to the various depots for provisions and fresh horses. The respite thus given the Boers has enabled them to escape from the corners in which they might have been captured when the rivers were flooded. Intervals between the operations are inevitable, says the correspondent, unless more men and animals are available to convey supplies and the depots are advanced or light railroads hastily built. The Boers when in any numbers, the correspondent goes on to say, now carefully put at least twenty-five miles between themselves and the British. The strain on the soldiers is consequently enormous. At present the horses of the British are in better condition than those of the Boers and recent captures were effected simply by galloping down the enemy.

Bloemfontein, Jan. 7.—The government is purchasing 80,000 morgen of land in the Ficksburg district. In connection with the land settlement scheme. It has already bought 45,000 morgen in the Thaba N'Chu district. The idea is to split the lands into small holdings and enable settlers to establish small communities and villages. The government is also buying large tracts of land for the same purpose in the conquered territory. Eighty farms have already been allotted, and there are numerous applications for others.

The Harrismith-Bethlehem Railway, seventy miles long, will shortly be completed. For forty miles the line runs over breastworks that were constructed by the Boers before the war. The material is being obtained from the old stock of the Cape Colony railways. With the Ladybrand-Thaban Chu line, the Harrismith-Bethlehem road will tap the best agricultural district of the Orange River Colony. Passenger traffic on the Bloemfontein-Sannas Post Railway, which hitherto has been used exclusively by the military, will commence tomorrow. The main line from Norval's Point to Viljoen's drift will be repaired immediately, to provide for the extra heavy traffic.

London, Jan. 7.—An exhibition is to be held in Cape Town in 1903 says a despatch from that city to the Times. It will be organized from England and its main object will be the promotion of trade. There will be no appeal for colonial funds.

New Orleans, Jan. 7—The British steamer Yeddo cleared today for Cape Town with 1,000 mules for the British army in South Africa.

Bloemfontein, Jan. 8.—A Boer force attacked a British post at Brandrift, near Trabanchu. The post consisted of a sergeant and three men. The Boers, who numbered 40, rushed the post at night, shouting: "Don't shoot; we are Pilcher's men." The post was overpowered and stripped before assistance arrived. When reinforcements reached the place there was a sharp fight in which two British officers were slightly wounded. The Boers then retired, taking their wounded with them.

A temporary railway bridge across the Modder River is in course of construction. It is expected that the railway to Thabanchu will be completed in six months, and that 15 months will be occupied in extending the line to Ladybrand. Native labor, however, is scarce.

General Baden-Powel has arrived at Bloemfontein.

Cape Town, Jan. 7.—Instead of making peace the Boers have apparently resolved upon a continuance of the war, directing the operations principally against Natal. They say that the British have destroyed their country, and they have nothing now to lose. Mr. Kruger possesses no influence with the Boers in the field. A certain number may surrender, but the mass are determined to carry on the war to the death. De Wet has supplied the keynote of the resistance. The Boer plans include a descent on Natal through the Drakensberg. De Wet is to be the chief actor in this move, and Botha is to cooperate from the north. Swazi duplicity has resulted in arms, ammunition, and correspondence from Europe getting across the border, and the enemy is well mounted and provisioned.

Schalkburger and Reitz continue aimlessly moving the peripatetic government. The archives, which are contained in a Cape cart, are now in the neighborhood of Ross Senekal, to the north of Middelburg, with a small bodyguard. Botha is supposed to be southeast of Ermelo, accompanied by about 800 Boers.

New York, Jan. 8.—The London correspondent of the Tribune notes that despatches from the continent prove that the Boer leaders are hoping for a revolt of British taxpayers against the burdens of the war. These expectations in the correspondent's views, are illusory. The taxpayers, he says, are even more dogged than Lord Kitchener's soldiers. They are enduring with marvellous patience the burdens of a war which has been clumsily financed. The Boer leaders also profess to be encouraged by the results of the missionary efforts of various speakers who have addressed public meetings in America. Members of parliament in London, however, do not approve of the idea of sending British speakers to America to offset Boer orators. They assert that the facts about the concentration camps will be fully brought out in the blue book as soon as parliament meets, and that the reports of the women's commission, headed by Mrs. Fawcett, will vindicate British reputation for humanity.

Ottawa, Jan. 8—(Special)—The militia department has been advised by the war office casualty department that Trooper Lyle Medway (next of kin J. Medway, Medicine Hat, N. W. T.); also Trooper Alfred Cooper (next of kin R. Cooper, Mount Hope, Ontario) have been reported severely wounded at Potchefstroom.

The department has also been notified that the transport Victorian will arrive at Halifax January 14. This will make a wonderfully fast voyage, as the Victorian was reported leaving Cape Town December 20. Most of the previous transports took the full 30 days en route.

Ottawa, Jan. 8.—Lieut. Donville, who was offered a position as assistant veterinary with the third contingent, has declined.

Belleville, Ont., Jan. 9.—(Special)—Mayor Graham has received from the British government a contract for 1,000 tons of hay for the army in South Africa. The shipment will likely be made by way of St. John.

AWFUL CATASTROPHE IN NEW YORK TUNNEL.

Engine Ploughed Through Crowded Passenger Train—The Scene Appalling—Splendid Heroism of Clergy, Firemen and Others—Prominent Men Among Fifteen Killed.

New York, Jan. 8.—In the New York Central tunnel, which runs under Park avenue, two local trains collided this morning at 8.17 o'clock. Fifteen passengers were killed and twice that number injured. A dozen of the injured were seriously hurt and the roster of the dead may be extended. The official list of the dead, as made public by the police, is as follows:

Albert M. Perkin, 43 years old, secretary of the Union Bag & Paper Company of Chicago; residence, New Rochelle, N. Y.

B. B. C. Foskett, 40, New Rochelle.

A. E. H. Mills, 25, New Rochelle.

E. C. Hinsdale, 35, New Rochelle.

Mrs. A. F. Howard, 35, New Rochelle.

Frank Washburn, 55, president of the Union Bag & Paper Company of Chicago; residence New Rochelle.

Wm. Leys, 35, New Rochelle; general manager B. Altmann & Co., dry goods, this city.

Theodore Forgardo, 30, New Rochelle.

Wm. Fisher, or Forbes, 25, New Rochelle.

Wm. Howard, 48, New Rochelle.

Oscar Meyrowitz, 50, New Rochelle; optician in business in this city, and secretary of New Rochelle Yacht Club.

Franklin Crosby, 35, New Rochelle.

Ernest F. Walton, New Rochelle, in business in this city.

H. G. Diamond, New Rochelle, assistant general manager of the American Bridge Company, this city.

Chas. B. Mars, New Rochelle, employed in the New York custom house.

Mr. and Mrs. Howard (who, it is said, were not related to one another), Washburn and Walton were scalded to death, the others met death by being crushed or mangled.

The Injured.

Among the injured are:

Everett Coffin, 16 years, New Rochelle, fracture of thigh bone and contusions; will recover. George P. Fisher, 50, Port Chester, severe contusions; will recover. Winfield Flutze, 22, New Rochelle, broken right leg and left thigh; very severe burns; small chance of recovery. A. R. McCray, New Rochelle, broken leg; will recover. Geo. D. Winters, 64, New Rochelle, both legs fractured; will recover. Henry Keene, 50, New Rochelle, superintendent of Siegel, Cooper & Co., this city, burns; will recover. Minnie Rice, 33, New Rochelle, contusions and lacerations; not severe. Mabel Newman, 20, New Rochelle, foot fractured; will recover. Sadie Scott, 23, New Rochelle, leg fractured and burns; condition serious. Richard Molineux, 23, New Rochelle, leg fractured; not serious. Peter A. Murphy, 32, builder, New Rochelle, legs broken and internal injuries; will die. Albert Wadley, 53, leg fractured; will recover. Wm. R. Brooks, 31, New Rochelle, condition critical. Geo. J. Carter; Mollie Landden, 28, New Rochelle, internal injuries; serious.

Engine Plunged Through Train.

It was a rear-end collision between a South Norwalk local train which ran in over the New York, New Haven & Hartford tracks and was halted by block signal at the southern entrance to the tunnel, and a White Plains local train which came in by the Harlem branch of the New York Central. Most of the death, injury and damage was wrought by the locomotive of the White Plains train which plowed into the rear car of the standing train. It swept away the platform and wedged its way through the floor to the middle of the car, smashing the seats and furnishings and splitting the sides as it moved forward. Its many victims were either mangled to death in the mass of wreckage carried before the pilot, crushed between boiler and car sides or burned to death by steam which came hissing from broken steam pipes and cylinders. The locomotive in its final plunge of 40 feet carried the rear car forward and sent twisted iron, broken timbers and splinters crashing into the coach ahead. Lights were extinguished and the dead, injured and unharmed were left in a darkness which escaping steam and smoke made more confusing. Out from the wreckage came the cries of those who still lived and within a few minutes the work of rescue, which was marked by the finest heroism and sacrifice, began.

The noise of the impact carried warning to the street above and alarms which brought every available ambulance in the city, the police reserves of five precincts and the firemen of the central eastern district of Manhattan, were sounded at once. With police, firemen and surgeons came a score of volunteer physicians and half a dozen priests and ministers. Ladders were run down the tunnel air shafts, and the firemen and police attacked the debris with rope and axes. Meantime the passengers had already rallied and were trying to release their fellows who were imprisoned in the debris.

Priest and minister in Noble Work.

Father William Smith, Roman Catholic chaplain of the fire department, crawled in over the hot boiler of the wrecked engine to offer sacraments to the dying and material succor to those pinned down by broken seats and timber. Rev. Dr. Walkley, Protestant chaplain of the department, labored with him. Lieut. Wm. Clarke, of the fire department, forced his way into where Miss Rice and Miss Scott lay and stood in steam that scalded his legs until they were gotten out. T. M. Murphy, a passenger, both of whose legs had been broken and was still held down vise-like by the timbers which broke them, volunteered to remain as he was until those around him were gotten out for fear the release of the debris would jeopardize the rest. Policemen Hughes and Raffsky and Chaplain Walkley reached Mrs. Howard and the chaplain gave her stimulant. The policemen were cutting away the seat which held the woman down when a steam pipe broke. The scalding steam drove them back and when the rescuers returned Mrs. Howard was dead.

The wounds of those of the injured in need of immediate surgeons were given temporary dressing by the ambulance and volunteer surgeons and then these injured were hoisted to the street above. Many of the handsome houses which line Park avenue were thrown open to the suffering, but most of the injured were hurried away to hospitals at once. The dead were carried to the surface and taken to morgues and police stations.

Thieves Ply Trade at Scene of Death.

A great crowd, heedless of the snow which swirled through the street, gathered about the tunnel entrance and shafts and watched the rescue work. Most of the watchers were sympathetic and orderly, but despite the horror of the accident and the vigilance of the police, there was some looting. Cornelius Vanderbilt, whose family control the New York Central, was among those who came to the tunnel but the police denied him admission.

Engineer and Fireman Arrested.

Responsibility for the disaster has not been fixed as yet, but Superintendent J. H. Franklin said that as far as he had been able to discover, J. M. Wisker, engineer of the White Plains train, was to blame. When the South Norwalk train was stopped a flagman ran back into the tunnel and besides placing a torpedo on the track, endeavored to flag the oncoming train. He hurled his lantern at the cab window, but the big locomotive never halted until it was buried in wreckage. It is not clear that the torpedo exploded or that Wisker was warned by the lantern signal. The right of the signal men to permit the moving train to enter the same block section as that occupied by the halted train is also in question. The tunnel was so be-clouded with steam and smoke and snow which fell through the air shafts of the tunnel as to obscure the view. Engineer Wisker and Fireman Christopher Flynn were placed under arrest. A signal man was detained for a time, but was released. The heavy cost in life and the prominence of some of the persons killed or injured, coupled with the recent agitation for sweeping improvement of the tunnel claimed general attention and aroused popular feeling.

OFFICIAL STATEMENT.

Blame is Placed Upon Engineer by Road Superintendent.

Superintendent Franklin made the following statement as to the accident:

"Train No. 223, known as the South Norwalk local of the New Haven road, was due at the 42nd street station at 8.15 a. m. The New Haven train halted by signals at 59th street and at 72nd street to allow the Croton local to pass from track No. 1 ahead of the New Haven train to track No. 2. The Croton local was due at the Grand Central station at 8.15. The signals at 59th street were obeyed by the New Haven train. The engineer of the White Plains train disregarded them. The torpedo on the track went off, but he did not even stop, although the fireman called out to him to do so. The system of block signals on the road is such that it is a physical impossibility for a signal man to make his light declare the track free if another train is on the block. Should an engineer fail to see a signal light on account of fog or smoke it is his duty to stop and then send back one of the train men to find out whether there is any trouble or not. Even though a torpedo signal is not heard in case an engineer runs by a point where he knows there is a signal station without getting a 'go-ahead' signal and without seeing any other signals he is certainly criminally negligent in doing so. In case he is unable to see any signal, as I said before, it is his bounten duty to bring his train to a standstill and then investigate."

New York, Jan. 9—Railroad Commissioner Baker, at the conclusion of the day's session of inquiry into yesterday's disaster, said that the testimony had shown that Engineer Wiskar was a sober and industrious employe, though inexperienced on the route he had.

Mayor Low, asked if the city authorities would take any action, said:

"I do not know yet. I do not see that the mayor can do anything at present, but I shall look into the matter carefully. The district attorney is already investigating. The evident lesson of the disaster is that electricity should be substituted for steam as the motive power in the tunnel. I do not see how the accident could have been avoided under present circumstances."

A VIVID DESCRIPTION.

Through Mass of Wreckage and Injured People Came Plunging a Roaring Locomotive.

Eugene Harold, of Rochelle Park, one of the passengers of the Norwalk train, gave this account of the accident:

"We were sitting quietly in the next to the last car and there were only one or two unoccupied seats. There was the usual morning crowd. There were five cars. There were a number of women in my car and also in the last car. We had been stalled at Fifty-Seventh street for some time. Suddenly there came a terrific crash. The lights in the car went out. There was a roar of grinding steel and wood and a chorus of horrible shrieks. I looked back and saw the car behind telescoping over the rear of our car and through that mix-up plunged a roaring locomotive. I was thrown on my face by the jolt and I felt some blood splash over my forehead. A stifling smoke and steam seemed to rise all around and through this, looking back, I could see mangled persons crawling about through the mist. Then suddenly the car took fire where the locomotive was. Our one idea was to escape. I found a friend of mine right in front of me. He cried, 'Open the windows for God's sake.' I turned to the window and found the glass had all been shattered by the collision. We climbed out. I saw several persons almost covered with blood crawling about."

COURT RE-ENTERS PEKIN WITH SHOW OF ORIENTAL TINSELLED SPLENDOR.

Remarkable Spectacle—Four Miles of Prostrating Soldiers—Deification of Chinese Royalty Completely Effaced —Camera Fiend Snaps Dowager Empress.

Washington, Jan. 7—The following cablegram was received today at the state department from Minister Conger, at Pekin:

"Court entered imperial palace 2 o'clock today. Perfect order prevails in the city."

Pekin, Jan. 7—The re-entrance of the Chinese emperor into Pekin today was the most remarkable episode in the annals of the dynasty, save the flight of the Chinese court when Pekin was bombarded by the allied forces. The spectacular phases of the return of the court exceeded expectations. The cortege was a sort of glorified lord mayor's show, and was a bewildering and barbaric exhibition of oriental tinselled splendor. Its chief significance was the complete effacement of the traditional deification of Chinese royalty. Foreigners were given greater facilities to witness the ceremonial than would have been afforded them at most European courts.

The scene at the Chien gate, when the emperor and the dowager empress entered the temple to offer thanks for their safe journey, was nothing less than revolutionary when viewed in the light of all Chinese customs. The horseshoe wall, forming the ancient gate, was crowded with Europeans, diplomats, army officers, missionaries, ladies, photographers and correspondents.

When the emperor and dowager empress arrived at the temple, the procession halted and their majesties alighted from their chairs, which were covered with imperial yellow silk and lined with sable. The emperor proceeded to the Temple of the God of War, on the west side of the plaza, with hundreds of foreigners peering down only 40 feet above him, and dozens of cameras were focused upon the "Son of Heaven." When he returned, his chair was borne through the gate. Then the chair of the dowager empress was brought to the doorway of the Temple of the Goddess of Mercy, on the east side of the plaza, and the dowager empress appeared. Amid a great scuffling of attendants, she proceeded into the temple on the arms of two officials, followed by a company of Buddhist priests bearing offerings.

The spectators then heard the booming of the temple bell. After an interval of five minutes, the dowager empress reappeared. Standing in the doorway of the temple, she looked upward. Directly over head were the German ministers, Dr. Mumm Von Schwartzenstein, the secretaries of the German legation, the officers and ladies from the American garrison. The dowager empress saw the foreigners and bowed low. She advanced a few steps and bowed again in acknowledgement of the salutations of the foreigners and returned to her chair, looking upward to the semi-circle of foreign faces, and bowing repeatedly.

In the meantime the Chinese soldiers, Mandhu banner men and minor officials who had crowded the plaza, were reverently kneeling. The two arches at the sides of the ancient gateway framed hundreds of faces of Chinese coolies, who, emboldened by the presence of foreigners, ventured to gaze upon their rulers. This incident constituted a most sharp contrast with the old regime, when neither diplomats nor natives were permitted to view the passage of royal personages along the streets.

The expression of the dowager empress seemed almost appealing as she faced those who had humbled her from her former arrogance and confirmed the impression that she is returning to Pekin with anxiety for her safety.

The streets from the station to the gateway of the Forbidden City, a distance of four miles, were swept and garnished this morning. The great plaza between the temples of Heaven and Agriculture were sprinkled with yellow sand. Residents were compelled to remain indoors. The soldiers and police formed a close cordon along both sides of this entire distance. A sharp wind, bringing sand from the Mongolian desert blinded the spectators.

The special train of 22 cars bearing the emperor and Empress Dowager, arrived here shortly after noon. The engine and the emperor's cars had been decorated with yellow silk dragons by the British railroad officials. Two companies of Chinese cavalry on white horses and two companies astride horses from Australia, were dawn up at the sides of the station and 2,000 officials, princes, viceroys and Tao-Tais, in a kaliedoscopic field of silk and furs, in which gleamed an occasional yellow jacket, were massed upon the platform. When the emperor appeared, the entire assemblage prostrated and remained kneeling until his majesty had taken his place in his chair. At the station the Dowager Empress summoned Traffic Manager Foley and Supt. Moffat, of the railway, and presented them to the emperor who thanked them for their services. The imperial cavalcade then moved off at a swift trot.

While their majesties passed, the soldiers lining the route knelt down, holding their guns at present arms and the buglers sounded their instruments continually. Although the streets were kept empty, thousands of Chinese crowded the elevations along the line of march, a thing never permitted before.

The British garrison, including its officers, were kept in their quarters. This occasioned much lamenting. The majority of the foreign ministers here, including the British, American, French and Russian representatives, absented themselves, but the ladies of the legation were entertained by Chinese officials on balconies along the line of march.

Pekin, Jan. 8—All the evidences indicate that the Emperor of China is now more completely under the domination of the Dowager Empress than before the court went into exile. Several high officials were granted audiences today during which the emperor filled the role of a figurehead. The Empress Dowager sat on his majesty's left and conducted the conversations.

According to the accounts of two officials received today, the Dowager Empress ignored the emperor and the latter did not attempt to take any part in the affair. They say his majesty appeared melancholy and listless.

The principal topic during the audiences was the presence of the foreign garrisons in Pekin. The Dowager Empress seemed impressed with the necessity of a conciliatory policy. Evidence accumulates as to the timidity of the Dowager Empress about coming back to Pekin. Her first remark upon alighting at the Machiapu station yesterday was: "Where are the foreign soldiers?" Upon seeing a number of newspaper correspondents at the station she bowed to them obsequiously. She proposes to decorate the American and Japanese officers who guarded the Imperial Palace during the court's absence. She will confer decorations, likewise, upon the officers and engineers who had charge of the imperial train.

The Dowager Empress has signed an edict ordering the decapitation of General Tung Fuh Siang, the notorious anti-foreigner. A Tartar general in Kan Su has been ordered to carry out this sentence. Yuan Shai Kai, the viceroy of Chi Li province, and a number of other influential officials memorilaized the throne, charging Tung Fuh Siang with the murder of Belgian missionaries and urging his execution before he could institute rebellion and involve China in trouble with foreign governments.

CONDITIONS IN SERVIA SERIOUS

Treasury Empty, Army Unpaid, Revolution in the Air.

Vienna, Jan. 9—The Neue Frie Presse declares the situation in Servia to be exceedingly serious. The treasury is empty and officials and the army, excepting the garrison at Belgrade, are not paid. The Belgrade garrison has been paid for the sake of safety.

If the government fails to secure a loan, a revolution is almost inevitable.

Child Dies of Burns at Halifax.

Halifax, Jan. 9—(Special)—Mary, the four-year-old daughter of Harry Sheridan, of Wright avenue, while passing an open grate Wednesday night in her night dress, caught fire and was so bady burned that she died tonight.

ALASKA WIRELESS TELEGRAPH.

Communication Likely Between Nome City and Seattle.

Chicago, Jan. 9—Alaska and the United States soon may be connected by wireless telegraphy. Seattle capitalists are negotiating with Chicago firms for equipment for the proposed line, and the promoters believe that with the opening of the summer season the line will be in operation between Nome City and Seattle.

Searchlight Off Hatteras.

Baltimore, Jan. 9—The Diamond Shoal Lightship No. 71, has left for her station on Diamond Shoals off the North Carolina coast, equipped with a new electric searchlight. The ship's regular beacon lights are visible 18 miles at sea, but they look like tallow clips in comparison to the 3,000 candle-power searchlight.

SUNBURY COUNTY FARMER COMMITS SUICIDE

Blissvile, Jan. 8.—Thos. Worden, a farmer of Paterson Settlement, Blissville, Sunbury county, committed suicide yesterday morning by shooting himself in the head with a revolver. His wife went to the barn to milk and left him alone in the house and when she returned she found him dead with two bullet holes in his head. He was a well to do farmer, 63 years old and leaves a wife and two sons to mourn their loss. In the absence of a coroner, John Murphy, J. P., and George W. Seely held an inquest and returned a verdict of suicide.

CANADIAN GOODS BY TRANSPORT TO AFRICA.

Official to Be Sent Out by Government to Look After Distribution.

Ottawa, Jan. 9—(Special)—In connection with the cable received by the minister of agriculture, granting permission to use space on board the supply transports for the purpose of shipping Canadian goods to Africa, it has been decided to send an official of the department to South Africa to look after the arrival and distribution of these goods. It is understood that C. T. Whiteley, assistant commissioner of agriculture, will leave for Africa within the next couple of weeks on one of the transports, and that he will remain in Africa for at least six months. It has not yet been given out what class of goods will compose the first shipment.

Two Mor Smallpox Cases in Montreal.

Montreal, Jan. 9—(Special)—Two fresh cases of smallpox are reported, both victims being children. The cases are the first to break out in some time.

FISHERMEN SAFE.

Crew Landed Down South—Had Been Given Up for Lost.

Atlantic, N. J., Jan. 9—A despatch received in this city today states that the crew of nine men of the fishing steamer Sparta, which disappeared off this port on January 2nd, were landed at Algiers, La., this morning. The men were picked up by a passing steamer. The Sparta sank. The steamer had gone to the fishing banks, about 12 miles out to sea, and a vain search had been impending for them for a week. Their relatives and friends had given them up for lost.

New Mayor for Montreal.

Montreal, Jan. 9—(Special)—Present indications point strongly to the election of R. Wilson Smith to the mayoralty by acclamation. Steps are now being taken to bring him into the field, and if the English-speaking electors evidence unanimity in the matter, Mayor Prefontaine has left his pledge he will not stand in the way. Irish electors are talking of putting W. E. Doran in the field a second time, but no definite steps have yet been taken.

NOVA SCOTIA PROPERTY SOLD FOR $200,000.

Gold Mine in Queens County Disposed Of to New York Syndicate.

Halifax, N. S., Jan. 9—(Special)—W. L. Libbey, a well-known gold miner, has completed the sale of his mine at Brookfield, Queens county, to a New York syndicate. The price is about $200,000. The first payment of $30,000 was made today. The syndicate will develop the property considerably. It has the only chlorination plant in Canada which is working satisfactorily.

Appeal to British Millionaires.

London, Jan. 9.—Mr. Chamberlain, the colonial secretary, presiding at a meeting of the governors of the University of Birmingham, earnestly appealed to some British millionaire to relieve the university of all financial difficulty, and thus hand his name down to immortal fame, as Andrew Carnegie has done.

ACCIDENTALLY KILLED BY HIS SON.

Former Ottawa Lumberman Meets Sad Death in the West.

Ottawa, Jan. 9—(Special)—Word has come to Ottawa from British Columbia, that George P. Sills, formerly a lumberman of this city, but later of Barrett's Rapids, B. C., was accidentally shot by his son at their home. Mr. Sills left Ottawa about two years ago and went to live in British Columbia. One of his sons, Arthur W. Sills, stayed here for a time, but is now in Pembroke, Ont.

The report which came to friends in Ottawa was that Mr. Sills and his son, Percy, were in a room together, and the young man was cleaning his rifle to take it out on a hunt. The weapon was accidentally discharged, and the bullet entered Mr. Sills' head, killing him instantly.

Six years ago one of the late Mr. Sills' sons was accidentally killed on the Canada Atlantic railway.

FELL FROM BRIDGE AND WAS DROWNED.

Husband and Children Saw Mrs. Armstrong Go to Her Death.

Portland, Me., Jan. 9—Mrs. Robert Armstrong, of Montreal, was drowned tonight. Her husband is a puddler at the rolling mills at Ligonia. They were staying in Portland and were returning by drawbridge from the works, with their two little girls.

There is a foot path on the bridge until the draw is reached, when it ends and quite a space intervenes between the draw and the bridge proper. Mr. Armstrong stepped across with the younger child, when he heard a scream and turned to find his wife in the water. He threw off his coat and plunged in after her. He was rescued with difficulty, but the body of his wife was not recovered.

TERRIBLE DEATH OF HARRY CHAPMAN AT WOODSTOCK

Woodstock, N. B., Jan. 8.—(Special)—Harry Chapman, 13 years of age, met with accidental death this afternoon at the foundry of Small & Fisher, where he had been employed about a year. The lad was engaged putting rosin on the belt of the main shaft to keep the belt from slipping. When the lacing of the belt came around it struck a stick he had in his hand and the lad lost h[illegible] fell on the belt which br[illegible] around the body of t[illegible] The body came in co[illegible] about 40 times [illegible] be stopped. B[illegible] broken and [illegible] Hand and [illegible] lad died after [illegible]