

SOUTH AFRICA.

Boers Becoming Demoralized, Destroyed Their Guns and Have Deserted in Various Directions.

Colonels Otter and Buchan Will Remain in South Africa for Some Time Yet—Eighteen Invalided Canadians Sailed from England for Home Thursday.

LONDON, Sept. 19.—The Daily Telegraph publishes the following from Lourenzo Marquez, dated yesterday: "A pitched battle has been fought midway between Kaap Muiden and Hector Spruit, resulting in heavy Boer losses. The Boers removed and now threaten to destroy the cogwheels of locomotives used between Watervalboven and Watervalonder, without which the railway cannot be worked. They have blocked and damaged the railway for six miles in the Crocodile Port section, have destroyed the culverts and the Hector Spruit bridge, and looted and burned Komatipoort. The British are now at Komatipoort, and heavy fighting is proceeding.

"It is rumored that Mr. Steyn has arrived here."

LONDON, Sept. 18.—Lord Roberts reports from Machadodorp under date of Monday, Sept. 17th, that a few minor skirmishes have taken place between the British troops and the Boers. He adds that Gen. French has captured fifty locomotives in addition to the forty-three locomotives and other rolling stock which he took when he occupied Barberton on Sept. 12 and that General Stephenson was expected to occupy Neispruit during the afternoon of Sept. 17.

LOURENZO MARQUEZ, Sept. 18.—Fighting is proceeding at Komatipoort. All the available men have been sent to the frontier. It is expected that Komatipoort will be destroyed. There is great uneasiness here.

Komatipoort is a town on the frontier of the Transvaal and the railroad leading from Pretoria to Portuguese territory. It is situated about thirty miles from Lourenzo Marquez. With the occupation of Komatipoort the British would be able to cut off all supplies reaching the Boers by railroad from Portuguese territory.

NEW YORK, Sept. 18.—A large part of the Rustenburg command has surrendered, and there are reports that Commandant Botha has given himself up, the London correspondent of the Tribune cables relative to the South African war.

SPITZKOP, Sept. 18.—Gen. Viljoen, who succeeded Louis Botha in the supreme command of the Transvaal forces, is reported to be moving northward in the direction of Hector Spruit with 3,000 men and thirty guns. He is known as the "The Firebrand," and will endeavor to protract the war.

LOURENZO MARQUEZ, Sept. 17.—Mr. Kruger, the former president of the South African republic, will not sail for Europe on the German steamer Herzog on Monday, Sept. 24, as he originally intended.

THE HAGUE, Sept. 19.—The government of the Netherlands has notified of its offer to place a warship at his disposal to convey him from Lourenzo Marquez to Holland.

LONDON, Sept. 19.—Lord Roberts telegraphs from Nolsapuit, Vaal River colony, under date of Tuesday, Sept. 18, that the town was occupied on the previous day without opposition. He adds that he is in communication with Gen. Buller and is able to send him supplies. Lord Roberts further announces that Gen. Buller reports that the bulk of his opponents are mercenaries and Cape Colony rebels.

COMING HOME.

OTTAWA, Sept. 19.—The boys are coming home. Five hundred have had enough of campaigning and have elected to take their discharge at the expiration of the year of service. The military department received today a

cablegram from Lt. Col. Biggar, formerly of Belleville, who is now deputy assistant adjutant general in South Africa. His message was dated Cape Town, Sept. 18th, and states that five hundred of the first contingent will return to Canada immediately, the remainder having elected to stay in South Africa till the end of the war. This means that about 850 of the Canadian infantry will be left behind. It is likely that they will be drafted into some English battalion for the remainder of their period of service. The artillery and mounted troops from Canada will continue in South Africa until their year is up, which will be in December or February, by which time it is expected that the country will have been pacified.

CONCERNING CANADIANS.

MONTREAL, Sept. 19.—The Star's London cable says: The war office announces Private L. Smith, 62nd St. John Fusiliers, is still dangerously ill at Cape Town.

THREE CAPTURED A TOWN.

TORONTO, Sept. 19.—The Telegram's special cable from London says: A despatch from Pretoria relates an incident concerning three Canadians of the mounted infantry. During the capture of Pretoria the trio lost their way and wandered through the Boer lines unperceived by the enemy. They eventually arrived at Hebron, and felt considerable surprise when the inhabitants surrendered the town to them. The burghers thought the Canadians were fore-runners of a British force, and thought it was better to give up first as last. Not only was the town surrendered, but the rifles and ammunition, all of which the Canadians accepted and returned, again passing through the Boer lines.

RELIEF OF MAFEKING.

OTTAWA, Sept. 19.—The report of Major Hudson, commanding C battery, who with Col. Plumer and Col. Mahon relieved Mafeking, has reached Ottawa. It begins at May 14 and on the 16th, under Major Jackson, R. A., all the artillery at 2.30 came into action at 5,000 yards, later shortening up the range though still exposed to the Boer fire until they had silenced all the Boer guns and the enemy had abandoned their position at 5.35. The Canadian casualties were: No. 65, Bombardier W. Patter; 135, Gunner W. McAlum, slightly wounded with pieces of shrapnel; next day they entered Mafeking at 4 a. m. Both Col. Plumer and Col. Baden-Powell complimented the Canadians on the part they had taken and the great efforts they had been called upon to make in reaching Col. Plumer's force in time. They also expressed admiration for their fine appearance and physique after such a long and trying march. In conclusion Major Hudson says: "I contribute the marvellous fact of there being no casualties to the sandy soil, the enemy's shells burying themselves before exploding."

He also refers to the cheerful alacrity with which the men accomplished the long and arduous march from Beira and their courageous conduct under fire. He imposed a clipping from the Cape Town Argus stating that the colonial troops approached more nearly the Boers in mobility.

LONDON, Sept. 20.—Lord Roberts cables from Neispruit, on the Pretoria-Delagoa Bay railroad, not far from Komatipoort, the frontier station, under date of Wednesday, September 19, as follows:

"Of the three thousand Boers who retreated from Komatipoort before the British advance from Machadodorp, seven hundred have entered Portuguese territory, others have deserted in various directions, and the balance are reported to have crossed the Komati river and to be occupying spurs of the Lebombo mountain, south of the railway. A general tumult seems to have occurred when they recognized the helplessness of their case. Their heavy toms and field guns have been destroyed and nothing is left of the Boer army but a few marauding bands. Kelly-Kenny is dealing with one of these, which occupies a position at Doornbos."

LONDON, Sept. 20.—Arthur J. Balfour, first lord of the treasury and government leader in the house of commons, in the course of his manifesto to the electors of East Lothian and Ross-shire, says that the Boers base a hope that the war in South Africa may be fruitless to the victors

on the possible advent of the Home Rulers to power.

OTTAWA, Sept. 20.—The officials of the militia department were engaged today perfecting arrangements for the despatch of the Canadian contingent from South Africa. Col. Otter and Buchan will remain in South Africa with the balance of the infantry, while the men coming home will be under command of Major Palette of Quebec, junior major of the regiment. The contingent will sail direct from Cape Town to Quebec. The men who remain in South Africa, Nova Scotia Co., first contingent, wounded at Paardeberg; Pte. D. Robertson, 62nd St. John Fusiliers, recruit of first contingent; Pte. R. Hubley, New Brunswick and P. E. I. Co., first contingent; Pte. Ernest Flewelling, R. C. R. L. New Brunswick and P. E. I. Co., first contingent.

TORONTO, Sept. 20.—The Telegram's special cable from London says: Eighteen Canadians, who have been in England for some time as invalids from South Africa, sailed for Canada today on the Dominion line steamer Cambroman. The party included Pte. R. L. Nelly, 68th Kings Co. Batt., Nova Scotia Co., first contingent; Pte. W. J. Regan, 68th Princess Louise Fusiliers, Nova Scotia Co., first contingent, wounded at Paardeberg; Pte. D. Robertson, 62nd St. John Fusiliers, recruit of first contingent; Pte. R. Hubley, New Brunswick and P. E. I. Co., first contingent; Pte. Ernest Flewelling, R. C. R. L. New Brunswick and P. E. I. Co., first contingent.

FREDERICTON.

Change in the Personnel of the Senate of the U. N. B.

Fire in Tabor & Brewer's Grist Mill—Boston Engineers' Report on a Sewerage System—Suggestions by Hurd Peters, C. E.

FREDERICTON, Sept. 20.—At an early hour this morning fire was discovered at Tabor & Brewer's grist mill, west end. The roof and walls were badly burned. The machinery was somewhat damaged. It is supposed the fire originated about the boiler. The work of rebuilding will commence at once.

Some changes have been made in the personnel of the senate of the University of New Brunswick. Hon. A. S. White and Gilbert Ganong, M. P. of St. Stephen, have retired, and their places have been taken by Dr. Pugsley and W. F. Todd, M. P. P. The senate is now composed of the following named members: Dr. J. R. Inch, Fredericton, president; Thos. Harrison, LL. D., Fredericton, chancellor; J. Boyle Travers, M. D., Justice of the Peace, St. John; Wm. F. Todd, M. P. P., St. Stephen; Wm. A. Park, Newcastle; Hon. Wm. Pugsley, D. C. L. St. John, and Hon. Archibald Harrison, Marguerville.

The sewerage committee met last evening to receive the report of Mr. C. E. of Boston, and here recently and looked over the situation. The report was read by Chairman Smith, who after reading it put it in his pocket and will not make it public. On the whole, Mr. Coffin endorses the system as recommended by Mr. Chipman four years ago, with the exception that he recommends only one outlet instead of two, as proposed by Mr. Chipman. He estimates the cost at \$83,000. H. Peters, St. John city engineer, was present, and heard Mr. Coffin's report. He offered some criticism and suggested an entirely different system, the principle of which was that each of the streets running at right angles to the river have its own sewer, emptying into the river. The committee will meet again on Monday night to prepare its report to the council.

AT SUSSEX.

Liberal Meeting Last Evening Addressed by Hon. Messrs. Pugsley, Blair, Sir Louis Davies and Lt-Col. Domville.

SUSSEX, Sept. 20.—The liberal meeting held here this evening was well attended. O. R. Arnold presided and a large number of gentlemen occupied seats on the platform, including Hon. A. G. Blair, Sir Louis Davies, Col. Domville, M. P., Attorney General, Pugsley and others.

Dr. Pugsley was the first speaker, and he declared that he and Colonel Domville, although they differed on certain matters, were now working together.

Col. Domville concurred in this and said he would do all he could to assist Dr. Pugsley in the contest now on.

Sir Louis Davies made a long address. An address of welcome to Hon. A. G. Blair was read by Robt. Morrison on behalf of the liberal party, and Mr. Blair made a speech which covered over an hour.

At the close of the meeting cheers were given for the Queen, Sir Wilfrid Laurier, Sir Louis Davies, Hon. Mr. Blair, Hon. Mr. Pugsley and Col. Domville.

FORTY DROWNED.

LONDON, Sept. 20.—A despatch from Athens to Lloyds, giving further details of the disaster to the Egyptian mail steamer Charleek, now ashore on the island of Andros, one of the Cyclades, says that forty of the passengers and crew were drowned.

THE POINT.

(From the New York Press.) The mosquito never shows spathy of indifference. She is always earnest and enthusiastic. This is doubtless the cause of her success. If it were customary for mosquitoes to vote none would ever be absent from the polls.

CHINA PROBLEM.

Reports from Peking Point to Increasing Activity and Influence of Anti-foreign Party.

London Daily Mail's St. Petersburg Correspondent Says Russia Will Claim an Indemnity of One Hundred Million Pounds.

LONDON, Sept. 20, 4 a. m.—The only news of importance from China this morning is contained in a despatch to the Times from Shanghai, dated yesterday, asserting that Sir Claude Maxwell MacDonald will become British minister at Tokio and will be succeeded at Peking by Sir Ernest Mason Satow, the present British minister at the Japanese capital.

"This," says the Times correspondent, "is disappointing to Britfishers in the far east, as they had hoped that a stronger diplomatist would be sent to Peking."

Reports from Nankin point to the increasing activity and influence of the anti-foreign party. The manner in which the Yang-Tze viceroys have been ignored by the throne in reference to the peace negotiations, while imperial edicts order the Manchou leaders to resume the control of affairs, is capable of only one interpretation. Shanghai specialists seem to show quite a number of effects regarding negotiations to which little importance is attached.

According to the Daily Mail's St. Petersburg correspondent, Russia will claim an indemnity of \$100,000,000.

A Washington special says: "The 'chance of front on the part of the United States government regarding Russia's evacuation proposal was due to the fact that Mr. Conger and Mr. Power confirmed information obtained by the British minister in St. Petersburg, showing that Russia's proposition concealed a well designed plan to seize Manchuria."

BERLIN, Sept. 19.—It is understood that the immediate cause for issuing Germany's circular note to the powers regarding the Chinese settlement was the fact that Li Hung Chang, during his recent interview with Dr. Mumm von Schwartzstein, the German minister to China, mentioned a number of names of alleged high mandarins, hitherto wholly unknown, as those responsible for the Peking outrages, and said that China was willing to punish them. This explanation seems to be borne out by the following statement made by the German foreign office today to the correspondent of the Associated Press in Berlin:

"We do not want to avoid an opportunity for allowing China to impose upon us the sham concessions by delivering up for punishment persons who had nothing to do with the Peking atrocities. Hence it is advisable for the representatives of the powers in China to designate beforehand all who are notoriously guilty. Germany does not wish to prejudge the case in any way. She wishes to reach an agreement with the powers regarding the guilty and their punishment."

The first secretary of the Japanese legation here said today:

"I think there will be no difficulty in getting the powers to agree in principle to the German proposition to punish the guilty. The real difficulty will be in deciding how high to go. If they decide to include Prince Tuan, then they will find that the Empress Regent was back of him.

"Russia, in my opinion, will not now withdraw her troops from Peking, inasmuch as Germany and the other powers remain. She will decide that circumstances have changed and that she must remain also."

LONDON, Sept. 21, 4 a. m.—Such Peking despatches as appear this morning tend to confirm the suspicion regarding the attitude of Russia already expressed by Dr. Morrison, the correspondent of the Times at the Chinese capital. The Daily News prints a telegram almost identical with the advice to the Daily Express from Peking, but adding that, in the opinion of the correspondent, the Russians only desire to induce the other powers to withdraw.

"General Chaffee," continues this correspondent, "has directed a distribution of rice to the poor. This plan is a good one, but its application is needed in security of trade so that necessities may be purchased."

"The American commander has expressed his disapproval of further expeditions against the Boxers. The incident exhibited in this respect is shameful. No settlement is possible until the Boxers and their official accomplices are vanquished. Numerous schemes are on foot for catching the Boxer leaders, but the task is very difficult."

Dr. Morrison, writing to the Times under date of Sept. 17, confirms the report that M. De Giers has indefinitely postponed his departure and announces that a column of Americans started that day to rescue Christians at Shun I Hsien, 25 miles northeast of Peking. He reports also that the British Hong Kong regiment has left the capital and that the Japanese have occupied Huang Tsun, the railway station next to Feng Tai, where they will immediately begin the reconstruction of the line in conjunction with the British.

The Tien Tsin correspondent of the Daily Mail, referring to the attack on the Pei Tang and Lu Tai forts, already captured by the allies, after heavy losses, according to advices received at Berlin, says:

"The surrender of the forts was demanded at two o'clock on Tuesday, with the threat of immediate attack by the Germans and Russians in the event of refusal."

The news that Sir Claude MacDonald's removal from Peking to Tokio was arranged last April is commented upon by some London papers as indicating that the home government was dissatisfied with his conduct of affairs.



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SHAUGHNESSY TO BLAIR.

Canadian Pacific Offers the Long Haul to the Intercolonial Railway.

On Export Goods to Canadian Ports with the Use of the Sand Point Terminals.

The following communication from the president of the C. P. R. to Hon. Mr. Blair, minister of railways, was made public yesterday. It will be seen that Mr. Shaughnessy wrote on the third of September and asked for a reply before the nineteenth. The minister of railways had not answered this communication up to yesterday: "The Canadian Pacific Railway Co.,

MONTREAL, Sept. 3rd, 1900.

Dear Sir—Within the next month it will be necessary for this company to determine the route by which its export and import traffic will be handled during the coming winter.

It is the sincere wish of the company to see the business of every Canadian port increase and multiply to the greatest possible extent, and I think it is unnecessary for me to say that in co-operating to this end we would not be narrow or niggardly.

For several years past we have made St. John, N. B., our winter port, and have kept it on an equal footing with the other ports by meeting the rail rates quoted to Boston and Portland on export traffic, notwithstanding the greater distance, the greater preponderance of export over import tonnage, and other unfavorable conditions with which we had to contend; and we have been so successful in securing traffic that during last winter we loaded 63 steamships at that port with more than two hundred thousand tons of export freight, and this amount could have been nearly or quite doubled under more favorable conditions.

The altered relations between the government railway system and this company, resulting from the refusal of the government to deliver to us at St. John any business originating on the government railway system east of St. John and destined to points on our line, and its connections, Montreal and west, make it quite impossible for us to continue to use that port to the extent and in the manner that we would like.

Therefore, in the hope of holding the traffic to Canadian seaports, I beg to enquire if the government is prepared during the season of winter navigation to accept from us at Jacques Cartier Junction (Montreal) such export business as we may be able to control, and to deliver to us at the same Junction all import business which the government is free to so direct, on the basis of the existing traffic agreements between the government and the Grand Trunk Railway Company.

Such an arrangement would practically secure to the Intercolonial railway for Canadian seaports all the Canadian export and import traffic, except that taken to Portland by the Grand Trunk.

With the Intercolonial terminals at Halifax, and the elevator and other facilities provided by the government at St. John recently, the government will be in a position to route the export business through either of these ports, or to divide it between them, as may appear best. In case the terminal facilities of the Intercolonial at either port be overcrowded, we shall be glad to give the government the use of our elevator, yards, and terminals at West St. John, to the extent they may be required for this steamship business, for a nominal consideration.

If you are willing to enter into such an agreement, we shall, subject to secure traffic, and hand it to the Intercolonial at Jacques Cartier Junction (Montreal), for carriage to either St. John or Halifax. The same rates will be quoted from all points by St. John as those in force at the same time to Portland or Boston on the same classes of business, and the Halifax rates will be one cent per hundred pounds higher, as specified in your agreement with the Grand Trunk, the division of the rates to be on the basis of your Grand Trunk agreement known as "The Supplementary Agreement."

In making this proposition, and refraining from the use of its shortest available connections with the Atlantic seaboard for this traffic, a use which could be made to afford to this company a considerable profit east of Montreal, we feel that we are asking a sacrifice which should not be necessary, but we do not intend to leave in the mind of anybody the least doubt as to how far this company is willing to go towards the conservation of the commercial interests of Canada.

During the past two years we have made every effort to secure a settlement of these traffic questions with the Intercolonial railway, but without success.

As I explained in the early part of my letter, the time is now upon us when an arrangement for ocean traffic for the coming winter must be closed, and it is most important, if not necessary, that the subject of this letter be settled one way or the other before the 19th inst. May I not, therefore, hope for an answer during the present week, indicating the disposition of the government? Yours truly,

(Sd.) T. G. SHAUGHNESSY, President.

Hon. A. G. Blair, Minister of Railways and Canals, Ottawa, Ont.

(By Associated Press.)

MONTREAL, Sept. 19.—The Canadian Pacific railway has notified the Dominion government that unless some arrangements for mutual benefit can be come to between it and the Intercolonial (government) railway, they will be compelled to make Boston their winter terminus, through arrangements with the Boston and Maine, instead of Halifax and St. John.

A BIG COAL SCHEME.

TORONTO, Sept. 20.—The consolidation of the railway interests of MacKenzie & Mann in Nova Scotia with those of the Broad Cove Coal Mines Company, an English corporation, is said by friends of MacKenzie to be almost completed. The project is as ambitious as that of the Dominion Steel Company, for while the latter company expects to build up a great export trade in Canadian steel, the MacKenzie-Mann syndicate intends to ship Canadian coal to Europe to make up for the deficiency in steam coal there. The conditions of shipment are as favorable as in the case of West Virginia coal. Another project under consideration with Mr. Petersen, the proprietor of the turret steamers, is the shipment of coal from Nova Scotia up through the canal to the head of navigation. It is now stated that Mr. Petersen thoroughly examined the route last summer and believes in its feasibility.

TORONTO, Sept. 20.—John Ross Robertson, M. P. for East Toronto, who has just returned from a prolonged tour in Europe, in reply to a question to him stated that he would not be a candidate for re-election in this constituency. President Kent of the board of trade, Edmund Costworth, former member, and Dr. J. O. Orr are mentioned as possible candidates.

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