

CONFISCATE BOER FARMS.

The Quickest Way to End the
African War.

BURGHERS TIRED OF FIGHT.

Nine Soldiers Killed and Several Wounded in a Railway Collision—Work of General Ruddle's Column—Everything Destroyed on the March.

London, June 21.—The Sun this afternoon again prints the sensational announcement, which it made June 18, that General Botha, the Boer commander, after the receipt of President Kruger's decision not to concede anything, decided to ignore the former President of the Transvaal and surrender.

The Secretary of Mr. Joseph Chamberlain declared that the rumors of the surrender of General Botha are unfounded.

The Times' own correspondent at Middleburg, Transvaal, cables: "I have been able to learn the opinions of several prominent Dutchmen in Pretoria with regard to the present conduct of the war. These men, who are old inhabitants of the Transvaal, have no inherent love for us, but for their own sakes and their country's are anxious for the termination of hostilities. They agree that the only chance of bringing the war to a speedy end, is to proclaim that after a certain date the farms of men still on commando will be confiscated. This would bring about the surrender of a large number of commandos, though it would not affect the foreigners or Boer leaders such as Botha and others who have no property. Delatry, they believe, will fight to the end. The opinion entertained of Botha by those who know him well is not favorable.

A Standerton despatch says: Dr. Everard, a Boer doctor, who has been brought in, states that the burghers are heartily tired of fighting, and would surrender to a man if their leaders would permit them to do so. Two colonial troops aver that they found in the pockets of two dead Boers copies of a proclamation signed by Louis Botha, stating that he would not be responsible for any burghers who had not surrendered by the 10th instant.

General Ruddle's Work.

London, June 21.—A despatch from Harmsworth, Colony, reports that Gen. Ruddle, with Gen. Campbell and Col. Harley's columns, has returned here, after traversing the mountainous district situated in the triangle formed by the rivers of the 17th, 18th and 19th, during the past seven weeks. During the operations all the mills in the district were blown up, oxen, ploughs and other implements for the preparation of foodstuffs being broken. Fifty-five Boers were killed or wounded. Our total casualties were five officers and eight men killed, forty wounded and five missing. The district traversed by the column is one of the great grain-producing and milling centres of the colony. During their march the columns met with continual opposition from the Boers, who were completely routed. Gen. Ruddle's column, which was composed of the 17th, 18th and 19th, after a vigorous night march, covering over forty miles, attacked Van Reenen at Ruigte Vel, southeast of Heysburg. The enemy, who were completely taken by surprise, made but a feeble resistance. Twenty-two prisoners were captured.

In the fight at Diepfontein, north-west of Barkly East, Lieut. Col. Scott, having with him Lukin's Cape Mounted Rifles, besides a detachment of the 9th Lancers and other troops, made a night march and surprised the Boers at a place called Lukin's. The Boers were completely routed, and the enemy fled, panic-stricken, making but little attempt at fighting. The British captured 20 prisoners, besides horses, ammunition and rifles, a quantity of clothing, saddles and blankets.

The number of Boers killed, prisoners, and surrendered during May was 2,640 men.

Railway Accident.

London, June 21.—A despatch from Pretoria says: A serious railway accident occurred in the vicinity of Pretoria on the Pietersburg line. A train full of troops was run into by a train coming from the opposite direction. The latter, traveling at some speed, was rounding a curve at the time, and it dashed into the troop train with great force. A number of trucks were smashed and nine soldiers were killed and several others injured.

For the Boer Campers.

London, June 21.—Mr. Bradrick informed a questioner in the House of Commons to-day that out of 63,000 persons in the concentration camps of South Africa, 34,000 were children.

War Service Recognized.

London, June 21.—Mr. Brodrick announced in the House of Commons in reply to a question, that it has been decided that volunteer officers who have served in South Africa shall be granted honorary rank in the army.

London, June 21.—Whatever may

have been the extent of the gradual attrition of the Boer forces and resources and the consequent improvement of the British position in South Africa during the past month, the general situation has been so little altered since the end of May that reports mailed by English correspondents which are printed to-day may probably be taken to represent the condition of affairs now as accurately as when they left Cape Town. The correspondent of the Daily Mail at Cape Town sends a statement that is calculated to dispirit the most optimistic if it can be regarded as well founded. The letter was written about three weeks ago.

The correspondent of the Mail says: "The Boer invasion of Cape Colony is developing in a rather serious manner. The Boer bands are getting recruits, and what is more, they are getting horses. They picked up no fewer than 500 at the remount camp near Galesburg less than a week ago. The invaders are swarming all over the eastern and midlands districts. They number anywhere from 7,000 to 10,000, and are having a merry time. They wreck trains, kill colonists, and play havoc generally."

Recording the capture and sacking of Jamestown by the invaders, this correspondent says in an amazing feature of the incident is that Jamestown is comparatively close to Aliwal North, where there were 8,000 British troops and an abundance of guns and transport. He continues: "A glance at the map will show that a large portion of the Colony is virtually in the hands of the enemy. From Dordrecht to Willowmore and across to Kenhardt and on to Namaqualand, the Boer is the man in possession. The slow progress of the campaign from the British point of view causes deep dissatisfaction. The authorities allow next to no news to be published, and it is only by interviewing reporters from the front that one can get any real conception of what is taking place."

The correspondent of the Standard, writing from Pretoria, under date of May 30, speaks in almost as gloomy a vein in regard to the operations of Gen. Sir Biddan Blood in the North-east Transvaal. He says: "General Blood's movement cannot fairly be regarded as having proved in the main that the intention was altogether abortive."

This is faint praise bestowed on the operations, while the correspondent admits further on that if the primary object was to enclose commandos, though it would not affect the foreigners or Boer leaders such as Botha and others who have no property. Delatry, they believe, will fight to the end. The opinion entertained of Botha by those who know him well is not favorable.

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London, June 21.—Whatever may

had been tricked into the war. They have had to do all the fighting, and all the starving, but are getting few rewards. South Africa will be poorer and wages will be lower. Johannesburg will never see her former days again.

MEDITERRANEAN FLEET.

Lord Charles Beresford Com-
plains of Inefficiency.

POSSIBLE EUROPEAN COALITION.

London, June 21.—The Daily Mail publishes a letter from Rear Admiral Lord Charles Beresford to a correspondent, complaining of the want of proper strength and efficiency in Great Britain's Mediterranean fleet. In this letter Lord Charles says that his duty as second in command of the fleet prevents his giving his reasons publicly. He further says that he has communicated his views on the subject to the proper authorities in as strong and clear Anglo-Saxon language as he can command. At the beginning of the year the British squadron in the Mediterranean and Red Sea, under the command of Vice-Admiral Sir John A. Fisher and Lord Charles Beresford, consisted of: Eleven battleships, eight cruisers, fifteen torpedo boat destroyers, three torpedo boats, three gunboats, two sloops, six special service vessels. In the number of the vessels, together with the complement of its personnel, this fleet should apparently be a match for any hostile fleet that might be opposed to it in the Mediterranean. It has always been the policy of the British Admiralty to maintain the reputation of the Mediterranean fleet as the "star" squadron of the navy, and Lord Charles Beresford's strictures will be considered a serious indictment.

Since his appointment as second in command of the squadron, two years ago, Lord Charles has been devoting himself with great energy to the task of bringing the fleet up to the utmost pitch of efficiency by drill, manoeuvres and discipline. The ground of his indictment will be found in the failure of the Admiralty during the last year or two to keep up to the standard which was laid down, so that England has lost her relative position of being able to put into the high seas a fleet equal to the combined fleets of any two other naval powers.

Then, again, owing to the South

FIREWORKS EXPLOSION.

Many Persons Killed and
Injured.

PROBABLY FOURTEEN DEAD.

Half an Hour Later School Pupils
Would Have Been Caught—Narrow
Escapes—Heroism of the
Rescuers—Firemen Injured.

New York, June 21.—Many persons were killed and a number injured to-day as the result of an explosion among a large quantity of fireworks in the store of Abraham Rittenburg at Paterson, N. J. The cause of the explosion is not known. The property loss will not exceed \$35,000.

Known and Supposed Dead.

The dead are:
Mrs. Lucinda Adams.
Mrs. Charles Williams, burned trying to rescue her husband.
Charles Williams, cripple, unable to get out of bed.

Harold Rittenburg, 18 months old, son of the keeper of the fireworks store.

Henry Elasser, six weeks old, those missing and almost certainly dead are:

Mrs. Bert Bamberg.
Charles Bamberg, six months old, child of above.

Mrs. Andrew Elvin, was in house and not seen since.

Mrs. Mary Elasser.
Joseph Elvin, two weeks old, child of Mrs. Andrew Elvin.

Mrs. Burns, not seen since explosion and known to have been in the house.

Mrs. Annie Lannigan, seen to enter her apartments a few minutes before explosion.

Two nephews of Mrs. Lannigan, were with her when she entered her rooms, their names not yet ascertained.

Eight Injured.
The injured: Mr. Jessup, Mrs. J. Jessup, I. Bamberg, George Soder, Nicholas Hilman, fireman; Edward Silgerman, Mr. and Mrs. John McElone.

The explosion occurred shortly after the noon hour, and many of the occupants of the building were at dinner. The building in which the explosion occurred was a frame tenement, four stories high, with stores on the ground floor. The middle story was occupied by Rittenburg. Ten families occupied flats in the building.

School Building Damaged.
Half an hour later the results would have been frightful, and might have rolled up a death list into the hundreds, for adjoining the building was No. 3 school, in which were hundreds of children. Not only was the school damaged, but large quantities of books were buried under it. As it was, some of the school children playing near the school-house were injured.

So great was the force of the explosion that a boy playing in the street half a block away was lifted from his feet and hurled against an iron fence, and one of his legs broken. There was a tremor in the front of the building when the explosion occurred, and the burst of flame blown out into the street scorched the sides of the car and singed the hair of those who were in it.

Stunned and Burned.
Those who were on the upper floors of the building when the explosion took place were either stunned and then burned to death, or their way was cut off. After the explosion there were a series of smaller ones, and then came the second big explosion, which was muffled and dented and occurred in the cellar.

Every building in the neighborhood was stripped of glass. Families seated at their dinner were thrown from their chairs to the floor.

Frightful scene in the streets.
The scene was a frightful scene in the streets. Parents lost control of their children, and were soon rushing about looking for them. Rumors spread that a score of children were being carried away from the ruins by police wagons, the ambulance and grocers' wagons, which were pressed into service. Meanwhile the flames were bursting from every part of the wrecked building. Every window seemed to be emitting flames a minute after the first explosion. Those who approached the building from the rear saw a frightful sight. A woman appeared at one of the windows. She was a mass of flames. She leaped out and fell through the flames to the yard below. At great risk she was dragged farther into the yard, but it was too late. The flesh was dropping from her bones, and she was dead. She later proved to be Mrs. Williams.

Daniel Dooley's Heroism.
Daniel Dooley was in the yard when the explosion took place. He saw the two Rittenburg children in the rear room, and rushed into the flames for them. He got one of them and carried it out, and tried to go back for the other, but the room was then on mass of fire. Dooley was badly scorched in rescuing the first child.

From the front, Mrs. Jessup and her husband dropped from the window of their home to the sidewalk. They were seated at dinner, and together ran to the front window and leaped out. Mrs. Jessup says, the explosion seemed to form the fire through the floor under their feet.

Firemen Rescued Many.
Others of the tenement were meanwhile hanging from the windows ready to drop. The firemen came within a few minutes, and twenty persons were taken down through fire and smoke by the firemen.

and Mrs. John McElone climbed to the top story. Of the tenement, and found their escape cut off. He climbed out of the front window and hung on with one hand while he held his wife with the other until a life line was secured. Then he dropped his wife into the net and followed himself. Both were badly burned.

Firemen Buried by Falling Timber.
While the rescues were going on the firemen were fighting the flames. Capt. Allen led with a hose line and a crew of Captain Allen and Fireman Delaney. Both were bruised and burned, but instead of seeking safety they attacked the debris with their hands to rescue Eddie Silgerman, who was still beneath it. He was finally dragged out badly hurt.

Husband Was a Cripple.
Mrs. S. Williams' husband was a cripple. His wife is supposed to have sustained longings that she could with safety in an effort to save him. He was found burned to a crisp. The flames had the building doomed long before the firemen arrived, and for a time it looked as though the building would not only be destroyed, but that the flames would burn down Main street, and swing in to Slater street, and the occupants so threatened moved out. The firemen fought the flames back and, although the two buildings between the wrecked one and Slater street were somewhat damaged, they were saved. The building in which the explosion occurred was burned to the ground.

Fourteen Thought to be Dead.
After a couple of hours' work the firemen had the flames out, and began the work of cooling the ruins to get at the bodies. At first it was thought that but three persons were lost. Mr. and Mrs. Williams and one of the Rittenburg children, but it soon became apparent that others had lost their lives, and finally it became almost a certainty that fourteen were dead.

The entire Street Department force was ordered to go to work clearing away the rubbish. Rittenburg will probably be arrested, pending the investigation.

Mrs. Zimmer, mother-in-law of Rittenburg, is known to be dead. It is said she was standing at the rear of the store talking to a travelling salesman when the explosion occurred. What became of the salesman is not known. Many persons slightly injured had their wounds dressed at the hospitals and went to their homes.

Paterson, N. J., June 21.—With eleven bodies recovered and with six persons missing it is believed that 17 lives were lost in the fire which followed the explosion of fireworks in Rittenburg's store at 440 Main street, yesterday.

The search of the ruins was continued to-day by the police and firemen. It is believed there are still several bodies in the wreckage. The persons known to be dead and whose bodies have been recovered are as follows: Mrs. Lucinda Adams, Mrs. Patrick Burns, Clarence Burns, a child about six years old; Charles Williams, Mrs. Charles Williams, Harold Rittenburg, 18 months old; Annie Rittenburg, 14 months old; Willie Elasser, and Mrs. Andrew Elvin. A head, supposed to be that of Mrs. Elvin, was found; the trunk is missing; Mrs. Isah Bamberg, Burton Babber, six weeks old.

The missing are: Joseph Elvin, two weeks old; Mrs. Annie Lannigan, 18 years old; Mrs. Annie Duffy, Mrs. Mary Elasser, Mrs. Simon.

At St. Joseph's Hospital it was said to-day that the injured who had been taken there are doing well, and that all of them would recover. They are Mr. and Mrs. Jessup, injured about the head, burned on body; Rose Connelly, suffering from shock and contusions; I. Bamberg, burned about the head and face; John Almens, a school boy, cut and burned; George Soder, a school boy, badly cut about the head; Nicholas Hilman, cut on the head; Eddie Silgerman, a fireman, hurt by falling walls. Mr. and Mrs. John McElone, who were burned about the face and body, and who were taken to the hospital, were able to go home last night.

Dynamite, Too.
It is said that Rittenburg had stored in the cellar of his store a number of dynamite torpedoes, such as are used by the foreign population of Paterson and Passaic in celebrating. When the body of Mrs. Patrick Burns was recovered her six months' old baby was clasped to her breast, and so tight was the embrace of the almost fleshless arms, that mother and son were placed in the same coffin.

DEMANDS FAST TRAINS.
Forty-five Miles an Hour Too Slow for the King.

London, June 23.—The King is determined to have something more rapid than the rather moderate running train of late His Majesty has been accustomed to travel forty-five miles an hour, but this is not fast enough for him.

This is a matter which is very much exercising the minds of different railway officials, for no one but they can guess how much work, nay, how much anxiety, such an order entails. It will, for one thing, require more careful attention at crossings and junctions, because the interval available for danger signals will be shortened.

Being in mind the small number of stoppages made when royalty travels between the metropolis and Balmoral, this is a matter of serious concern for the railway managers, who have been accustomed so long to take things more easily than the King is inclined to allow them.

Not the Helladotherium.
London, June 23.—Prof. Edwin Ray Lankester, after examining the skulls and skin of the kapli discovered in the Semliki forest by Sir Harry Johnston, the British Commissioner to the Uganda Protectorate, says it is not the helladotherium, but a distinct genus.

KEYSTONE WASHED AWAY.

Hundreds Drowned by a Flood
in West Virginia.

VILLAGES SWEEP AWAY.

Pocahontas Coal Fields Delayed by a
Storm Which Rivals That of
Johnstown—\$2,000,000 Loss—
Railway Passengers Rescued by
Ropes.

Bluefield, W. Va., June 23.—This entire section has just been visited by a flood, the extent of which in all probability will equal or exceed that of Johnstown in 1889, so far as the loss of property is concerned. Early yesterday morning, shortly after midnight, a heavy downpour of rain began, accompanied by a severe electric storm, and steadily increased in violence until 10 o'clock a. m., the ceasing for several hours and beginning again with renewed violence. Many miles of the Norfolk and Western railroad tracks and many bridges are entirely destroyed, and communication is cut off west of Elkhorn, so that it is impossible to learn the full extent of loss of life and property.

But officials of the coal operations located in the stricken district have sent out messengers to Elkhorn, the terminus of both telegraphic and railroad communication, and have received a report that a conservative estimate as to the

Loss of Life Exceeds 200.
Some of the drowned are among the most prominent citizens of the coal fields.

The Pocahontas coal field is located in a basin, with high mountain ranges on either side, Elkhorn creek flowing through the centre of the basin, which ranges from one-fourth to one mile in width. From Ennis, W. Va., to Vivian Yard, W. Va., a distance of sixteen miles, miners' cabins, coal company commissaries and coke plants line this basin. Elkhorn creek, being fed by numerous small streams coming from the mountain sides, rises very rapidly, and this waterspout came so suddenly that the entire basin between the two mountain ranges was flooded, and before the terror-stricken people realized what was upon them, they were carried down by the flood, which swept everything in its path. The little town of Keystone, with a population of about 2,000, seems the greatest sufferer, practically the town being washed away. This town is the principal one in the Pocahontas coal fields, near its centre. It was to a great extent headquarters from which the mining population purchased supplies, and was also the only place in the field where whiskey could be purchased. At this place there were

12 to 15 Saloons,
all of which were washed away. The report comes that the mining population are now occupying the banks of the streams below, catching the merchandise and barrels of whiskey and beer as they float down. A great number of coal and coke plants throughout the Pocahontas field are reported practically destroyed, and in some instances entirely washed away.

On account of the very high water which has flooded the region and prevented communication, anything like a correct estimate of the loss of property is impossible, but from the best information obtainable to-night the loss to property will easily reach \$2,000,000.

At Landgraf, the beautiful home of General Managard, is reported gone, but his family is said to be safe. Passenger train No. 4, of the Norfolk & Western Railroad, reached Vivian about 8:20 a. m., met the flood about a mile from here, and was unable to get further. The waters reached such a depth that the

Coaches Had to be Abandoned,
the passengers being rescued by means of ropes strung from the windows of the coaches to the tops of remaining coke ovens some distance away. Between Elkhorn and Vivian yard, a distance of 10 miles, 100 cars are said to be washed from the tracks, and many of them were carried down stream. A rough estimate places the number of bridges washed away between Bluefield and Vivian Yard, a distance of 28 miles, at from 15 to 20, and from present indications it will be impossible to get trains through to Vivian and points west of there under a week or ten days. This will render it impossible to get relief into the stricken district, and with those who escaped with their lives, homeless and without food, indescribable suffering is inevitable.

The trainmaster of the Norfolk & Western Railroad walked the track between Vivian and North Fork, a distance of 12 miles. He discovered 30 bodies floating in the river.

ONE KILLED, FOUR INJURED.

Bad Accident at a Barn-raising Near
Shelburne.

Shelburne, June 22.—A very serious accident happened yesterday afternoon, about five miles from here, at a barn-raising on the farm of Mr. Samuel Shields. Mr. Joseph Johnston was fatally injured, and died at 4 o'clock this afternoon, and four others were injured. The extent of their injuries as yet cannot be ascertained, although the doctors have strong hopes that none of the four will die. The first three were standing on a scaffold, and some sudden jar of the rising timbers broke the scaffold, and the men went to the ground below, some heavy timbers falling with them.

Mr. M. S. Madole, of Napanee, was nominated by the Liberal Party for the Legislative Assembly, Mr. B. E. Aylsworth, M. P. P., was defeated.