POOR DOCUMENT

MC 2033

DEATHS.

MORGAN—In this city on May 4, after a brief illness, Patrick Morgan, aged 88 years, a native of Lissadian, County Armagh, Ireland, leaving two sons and three daughters to mourn their sad loss.

CAMPBELL—Suddenly at Westfield, on April 29th, Willie J. Campbell, (born June 22, 1889), youngest son of Thomas and the late Mary A. Campbell, aged 10 years, 10 months and six days.

KEITH—At Havelock, on May 4th, Hannah H., widow of the late Elias A. Keith, in the 53rd year of her age, leaving three sons and a daughter to mourn their sad loss.

RANKINE—On May 5th, Alexander Rankine, in his 72nd year.

LATIMER—In this city on May 6th, after a lingering illness, Elizabeth, daughter of James Latimer, in her 29th year.

DOBBIN—At Rothesay, May 7th, Mrs. Elizabeth Dobbin, widow of John Dobbin, in her 84th year, leaving a large family to mourn their loss.

LEAVITT—At the Range, Queens county, on May 3rd, John A. Leavitt, in the 26th year of his age, leaving a father, mother and one sister to mourn.

SARGEANT—In his city on Sunday, May 6th, Ida O., wife of James T. Sargeant, aged 34 years.

McCARTHY—On May 5th, at his late residence, Erin street, Jeremiah McCarthy, after a short illness, leaving a wife, one son and one brother to mourn their sad loss.

MARINE JOURNAL.

PORT OF ST. JOHN.

Arrived.

Friday, May 4.

Bqetn Eva Lynch, 457, Hatfield, from Boston, Troop & Son, bal.

Sch Uranus, 73, McLean, from Thomaston, J W McAlary & Co, bal.

Coastwise—Schs Athol, 70, Knowlton, from Advocate Harbor; Alma, 69, Reid, from Quaco; Seattle, 56, Merriam, from Canning; Greville, 57, Baird, from Port Williams; str Westport, 48, Powell, from Westport; sch Maud, 33, Bezanson, from Hantsport.

Saturday, May 5.

Schr Annie A Booth (Am), 161, French, from Boston, A W Adams, general.

Coastwise—Schrs Sarah, 23, Barkhouse, Westport; Glide, 80, Black, from Quaco.

Sunday, May 6.

Stmr Dahome, from London via Halifax, Furness, Withy & Co, gen cargo.

Schr Ada G Shortland, 185, McIntyre, from Providence, bal.

Schr Wellman, Hall, 136, Knowlton, from Louisburg, coal.

Schr Hunter, Kelson, from western port, D J Purdy, bal.

Monday, May 7.

Schr Prudent, 123, Dickson, from Newport, J M Taylor, bal.

Schr Fanny, 91, Sypher, from New Haven, J A Likely, bal.

Schr Cora B, 98, Butler, from Newport, A W Adams, bal.

Schr Sierra, 124, Salvage, from Havana, J W Smith, bal.

Schr Hattie Muriel, 84, Wasson, from New York, A WAdams, coal.

Schr H M Stanley, 97, Flower, from New York, master, coal.

Schr Abbie Verner, 65, Parker, from Waldboro, J W McAlary, & Co, bal.

Schr Flash, 99, Tower, from Boston, J M Driscoll, bal.

Coastwise—Schrs Vesta Pearl, 40, Perry, from Westport; Bay Qeen, 31, Barry, from St Andrews; West Wind, 24, Post, from Clementsport.

Cleared.

Friday, May 4.

Sch Lizzie B, Belyea, for Thomaston, master.

Coastwise—Schs Seattle, Merriam, for Canning; Susie Prescott, White, for Hillsboro; I H Goudey, Comeau, for Meteghan; Ethel, Trahan, for do; str Westport, Powell, for Westport; schs Ernest Fisher, Gough, for Quaco; Maitland, 44, Merriam, for Windsor.

Saturday, May 5.

Barque Veronica, McLeod, for Cork, W M Mackay.

Schr Irene, Sabean, for Westerly, Stetson, Cutler & Co—vessel having repaired.

Coastwise—Schrs Progress, Flower, for Fredericton; Yarmouth Packet, Shaw, for Yarmouth; Union, Shields, for River Herbert; Maud, Bezanson, for Port Williams; Brisk, Wadlin, for Campobello; Lone Star, Richardson, for North Head; Speedwell, Janes, for Quaco; Prospect, York, for Parrsboro; Sarah M, Cameron, for Quaco; Beulah Benton, Mitchell, for Weymouth; Ardella, Lord, for West Isles; Ida M, Lowe, for River Hebert; Nellie Watters, Bishop, for Alma; Hattie, Thompson, for Westport; Elihu Burrett, Spicer, for Noel; Harvard H Harvey, Seely for River Hebert.

Monday, May 7.

Stmr Ardova, Wishart, for Liverpool, J H Scammell & Co.

Stmr Cumberland, Allen, for Boston, W G Lee.

Schr Adelene, McLennan, for Pawtucket, Miller & Woodman.

Coastwise—Schrs Greville, Baird, for Wolfville; Susie N, Merriam, for Port Greville; Alpheratte, Mooney, for Alma; Garfield, Seely, for Alma; Selina, McCullough, for Apple River; Vesta Pearl, Perry, for Westport; Helen M, Hatfield, for Hillsboro.

DOMESTIC PORTS.

Arrived.

Annapolis, NS, May 1, schs Arizona, and E E Potter, from Boston; 3rd, Helen Schafner, from New York for Bridgetown.

Halifax, May 5, barque Gudrun, from Liverpool; May 6, British cruiser Buzzard, from Bermuda; stmr Silvia, from St John's, Nfld; barque Nanna, from Garston; Copeland Island, Trapani.

Hillsboro, May 4, schr Harry Messer, Sears, for Boston.

Fredericton, May 4, schr Cora L, McGillvery, from St John—to load brick for Sydney.

Pisarinco, May 4, schr Clara Rankin, from Digby for Boston for repairs.

Port Mulgrave, N S, May 7, schr Pinta, from Gloucester, Mass, for Banks

Kingsport, N S, May 7, schr Watchman, from Parrsboro.

Halifax, May 7, stma Beta, from Jamaica, Turk's Island and Bermuda.

Halifax, May 7, stmr Glencoe, from St John's, Nfld.

Cleared.

Hillsboro, May 3, sch Fortuna, Edwards, for Alexandria, Va.

Halifax, May 4, Standard Oil Company's barges Nos 56 and 73, for Montreal.

Sailed.

Halifax, May 4, str Coban, for Louisburg.

Halifax, May 5, stmr Dahome, for St John; March 6, stmr Adria, for Philadelphia.

Hillsboro, May 4, stmr Bratsberg, Hansen, for Chester.

Halifax, May 7, stmr Silvia, for New York; schr J J Clarke, from Trinidad.

BRITISH PORTS.

Arrived.

St John's, Nfld, May 1, sch Fanny, from Barbados.

Manchester, May 3, str Manchester Trader, from St John and Halifax.

Greenock, May 3, ship Euphemia, Robinson, from Darien.

Belfast, May 7, stmr St Giles, from Halifax.

Cape Town, May 6, barque Artisan, Purdy, from Buenos Ayres.

Turk's Island, April 22, brig William E Stowe, Semitzer, from Porto Rico, and sailed 23rd for Lunenburg.

Sailed.

Shanghai, May 3, ship Troop, Fritz, for Port Townsend.

Ardrossan, May 5, stmr Malin Head, for Montreal.

Barry, May 5, stmr Torr Head, for Montreal.

Liverpool, May 5, stmr Cunaxa, Lockhart, for Miramichi.

Melbourne, April 30, barque Edinburgh, McKenzie, for Annapolis.

Liverpool, May 2, ship Record, McNutt, for Ship Island.

Bermuda, April 29, schr Sainte Marie, Morehouse, for Boston.

Glasgow, May 1, stmr Pandosia, Grady, for St John.

Shields, May 6, stmr Hemisphere, for Portland.

Glasgow, May 5, stmr Pandosia, for St John, N B.

Garston, May 5, barque Thermutis, for Miramichi.

Fleetwood, May 6, barque Nellie Moody, for Shediac.

Glasgow, May 3, barque Fribeden, Sundbye, for Miramichi.

Liverpool, May 5, barque Dea Hansen, for Sydney.

London, May 5, stmr Britannica, Neilsen, for Sydney.

FOREIGN PORTS.

Arrived.

Ponce, PR, May 1, sch Chas L Jeffrey, Williams, from Pensacola via Key West.

Rio Janeiro, May 2, sch Sirocco, Beattie, from New York for Rio Grande do Sul.

Savannah, Ga, May 2, bqe Frederica, Churchill, from Barbados.

Saco, May 2, sch Abbie and Eva Hooper, from New York.

Darien, May 2, bqe Bellona, Thompson, from Barros.

Boston, May 4, str St Croix, from St John.

Vineyard Haven, May 4, schs Cora B, from Newport for St John and sailed; Nellie I White, from New York for Sands River, NS (stopped in to repair bob chain carried away yesterday.

City Island, May 4, sch A P Emerson, from Calais, Me.

Portland, Me, May 5, schr Fred Gower, from Louisburg, C B.

Boston, May 5, schr Gazelle, from Port Gilbert.

Vineyard Haven, Mass, May 5, schr M J Soley, from Port Greville for New York; W H Waters, from New York for St John; May 6, schr Silver Spray, from Parrsboro for New York.

Salem, Mass, May 5, schr Silver Spray, from Parrsboro for orders.

New York, May 4, barque Robert S Bennard, Andrews, from Buenos Ayres.

St Pierre, Mip, May 4, schr Viola, Beardsley, from Boston for St John's, Nfld, with loss of foretopmast.

Savannah, May3, schr Bessie Parker, Carter, from Cardenas—at quarantine.

Norfolk, Va, May 7, schr John Proctor, from Hillsboro; Cumberland, from Red Beach.

Yokohama, May 4, stmr Empress of Japan, from Vancouver.

Leixoes, May 2, schr Bravo, from Lunenburg.

City Island, schr M J Soley, from Port Greville, N S; E Merriam, from Port Greville, N S.

Portsmouth, N H, May 7, in lower harbor, schr D Gifford, from Advocate, N S, for New York.

Boston, May 5, schrs Mary F Smith, from Port Montoon; barque Avonia, from Cebu; schrs Sainte Marie, from Hamilton, Ber; Adelaide, from Cheverie.

Buenos Ayres, April 23, barque Ensenada, Morris, from New York—to load for do.

Port Reading, May 5, schr Lizzie D Small, Ricker, from New York—and cleared for Dover.

Macoris, April 8, schrs Moama, Cox, from Guadeloupe (and sailed 22d for New York); April 9th, Melba, Parker, from Barbados (and sailed 24th for New York.

New York, May 5, schr Acacia, Lohnes, from Liverpool, N S.

Mobile, May 4, schr Lena, Pickup, Roop, from Havana.

Cleared.

New York, May 3, sch Avalon, Howard, for Charlottetown.

New York, May 4, tug Gypsum King, for Hantsport, NS; schs Romeo, for St John; Charlevoix, for Hillsboro, NB; Abbie Keast, for St John; Ina, for St John; sch barge J B King & Co, No 13, for Windsor.

Portland, May 5, schr Anna L Lockwood, for Hillsboro and New York.

New York, May 3, schrs I N Parker, Lipsett, for Pictou; Wandrian, Paterson, for Shulee; Gypsum King, Harvey, for Windsor; W H Waters, Belyea, for St John; Prohibition, Richards, for Yarmouth, N S.

Pascagoula, May 5, schr J W Durant, for Progreso.

New York, May 5, schr G H Perry, Belyea, for Perth Amboy.

Mobile, May 4, barque G S Penry, Dagwell, for Belfast.

New York, May 7, barque Sunny South, for St John, N B; schr Clayola, for Halifax, N S.

Philadelphia, May 7, schr William Jones, for Portland.

Sailed.

Dunkirk, May 2, bqe Annita E Menotti, for Halifax.

Saigon, April 1, bqe Nellie Troop, Owen, for Newcastle, NSW.

Bahia, March 21, ship Walter H Wilson, Doty, for Queenstown.

Pensacola, May 1, sch Congo, McKinnon, for Frederikstad.

Boston, May 4, schs Sarah C Smith, for Hillsboro, NB; Arthur M Gibson, for Halifax; Ervin J Luce, eastern port; A J Miller, for Saco; Flash, for St John; Wm B Palmer and Mary E Palmer, for Louisburg, CB.

Portland, May 6, barque Gazelle, for Rio Janeiro.

Boston, May 5, schrs Myosotis, for Liverpool, N S; Blomidon, for Wolfville; Lizzie, for Meteghan; F Richard, for do; C A Chisholm, for Lunenburg; Princess, for Brigton; Rebecca W Huddell, for Diligent River; barque Avonia, for Cebu; schrs Sainte Marie, for Hamilton; Adelaide, for Cheverie; C R Flint, for Hillsboro.

Vineyard Haven, May 6, schr M J Soley.

Bath, May 4, schr Lygonia, for Bay of Fundy.

City Island, May 3, schrs Delta, for Cheverie; Avalon, for Charlottetown, P E I; Prohibition, for Yarmouth; Ella H Barnes, for Halifax; Gypsum Empress and Gypsum Queen, for Windsor.

New London, May 3, schr Hattie Muriel, for St John; Alaska, for Sackville.

Trieste, May 2, barque Fillippo, for Miramichi.

Yokohama, May 4, stmr Empress of India, for Vancouver.

Bucksport, Me, May 7, schr Urbain B, for Parrsboro; Irving Levi, for Grand Banks, Nfld.

Boston, May 7, stmr St Croix, for St John.

Hamburg, May 5, barque Bravo, for Bay Verte.

Genoa, May 6, barque Armania, for Pugwash.

Antwerp, May 5, stmr Pharsalia, Smith, for Hopewell Cape.

City Island, May 4, schrs Wandrian, for Shulee; W H Maters and Ina, for St John; 5th, schrs Abbie Keast, Erb, for St John; Charlevoix, Peters, for Hillsboro.

Bucksport, May 4, schr Demozelle, for Parrsboro, N S.

Boston, May 5, stmr Norge, for Louisburg; schr C R Flint, for Hillsboro.

Hamburg, May 3, barque Kathleen, Davies, for Appledore.

Genoa, May 2, stmr Chicklade, from Northfield for West Bay.

Ghent, May 4, barque Ebenezer, Tollesoren, for Jordan River.

SPOKEN.

April 28, lat 49, lon 20, barque Agnes, Campbell, Anderson, from London for Miramichi.

NOTICE TO MARINERS.

April 26, off Castle Island, brig Iona, Barkhous, from Baracca for New York.

Portland, May 4—Wood Island Harbor and Saco River: Notice is hereby given that Stage Island Shoal buoy, spar, black, No 3, reported adrift April 26, was replaced May 2nd.

Washington, D C, May 3—Notice is given by the Lighthouse Board that on or about June 1, 190, the color of the structure on the coutherly part of the ledge at the easterly entrance to Deer Island Thoroughfare, from Jerricho Bay, Me., will be changed from white to red.

Notice is also given that on or about June 1, 1900, the color of the structure on the northerly of the three rocks in the southerly part of Jericho Bay, Me, and about 1¾ miles southwesterly from West Point, Swan Island, will be changed from white to red.

Notice is also given that on or about June 1, 1900, the color of the structure on the easterly of the three ledges, in the southwesterly part of Sheepscot Bay, Me, will be changed from white to black.

REPORTS, DISASTERS, ETC.

Port Mulgrave, NS, May 3—Passed north, schs Horace B Parker and A S Caswell, from Gloucester for Banks.

Anjar—Passed prior to April 30, ship Howard D Troop, Corning, from New York for Shanghai.

Liverpool, April 30—In port, str Cunaxa, Lockhart, for Miramichi and west coast of England.

St Helena, March 30—Passed, ship Albuera, Gosum, from Sourabaya for Delaware Breakwater.

Port Mulgrave, NS, May 4—Passed north, str John J Hill, of Marine City, Mich.

Vineyard Haven, May 4—Passed, schs Hattie Muriel, from New York for St John; Fanny, from New Haven for Nova Scotia; Avalon, from New York for Charlottetown; Delta, from do for Cheverie; Alaska, from do for Sackville.

Passed Vineyard Haven, May 5, schr Romeo, from New York for St John; May 6, schrs Lily, from Windsor for New York; Sanaria, from St John for Philadelphia.

Anjer, March 20—Passed, ship Honolulu, Sprague, from Singapore for New York.

Passed out Delaware Breakwater, May 3, brig Aldine, from Philadelphia for Yarmouth.

Passed out, Cape Henry, May 3, ship Fred E Scammell, from Newport News for Barcelona.

London, May 3—Steamer Rydal Holme (Br), Gorley, from Savannah for Bremen, passed Isle of Wight and signalled "Spoke barque Paragon (Nor), Busch, from Savannah March 30 for Rotterdam, April 30, which had on board the crew of barque Annie Bingay (Br), Otterson, from Pensacola March 14 for Swansea."

Beachy Head, May 6—Passed stmr Pharsalia, from Antwerp for Halifax.

Grenada, May 1—In port, schr I V Dexter, Dexter, from Margarita—chartered to load at Porto Rico for Halifax.

Halifax, N S, May 4—Schr Nokomis, 68 tons burden, was found yesterday bottom up off Satterlee, N S. She had a general cargo. She had touched at Gabarus and Louisburg, but had a cargo on board for Glace Bay, Sydney. The crew landed safely. The vessel was insured for $700, and the cargo was also insured.

Yarmouth, N S, May 4—Schr Annie G Quiner, of Bucksport, fishing, was totally wrecked yesterdty at Green Island. Crew saved.

In port, Macoris, April 26, schr Laconia, Vance, from St Pierre, arrived 18th, to sail about May 8 for New York; Blomidon, Baxter, from Wilmington, N C, arrived 12th, to sail for New York about May 22.

VESSELS IN PORT.

Monday, May 7.

Steamers.

Dahome, Furness, Withy & Co.
Fashoda, 1782, Wm Thomson & Co.
Leuctra, 1949, Schofield & Co.

Ships.

Lennie Burrill, E Lantalum & Co.
Charles S Whitney, J H Scammell & Co.

Barques.

Katahdin, 1145, Wm Thomson & Co.

Barquentines.

Eva Lynch, 457, Troop & Son.
Robert Ewing.

Schooners.

Annie A Booth, 161, A W Adams.
Ada G Shortland, 185, master.
Wellman Hall, 136.
Lotus, 98, A W Adams.
Arthur, 99, A W Adams.
Sea Bird, 80, A W Adaws.
Etta E Tanner, 63, J W Smith.
James Barber, 80, Elkin & Hatfield
Walter Miller, 124, N C Scott.
Wendall Burpee, 99, N C Scott.
Otis Miller, 98, A W Adams.
Alice Maud, 124, N C Scott.
H A Holder, 94, Miller & Woodman.
Fraulien, 124, Peter McIntyre.
Maggie Miller, 92, J W McAlary.
Alma, 140, L G Crosby.
Stella Maud, 98, A W Adams.
Prudent, 123, John M Taylor.
Fanny, 91, J A Likely.
Cora B, 98, A W Adams.
Sierra, 124, J W Smith.
Hattie Muriel, 84, A W Adams.
H M Stanley, 97, master.
Abbie Verner, 65, J W McAlary.
Flash, 99, J M Driscoll.
Annie Bliss, 275, R C Elkin.
Freddie A Higgins, 78, J W Smith.
Juno, 92, R W Williams.
Lizzie Wharton, 120, F Tufts.
Rewa, 122, D J Purdy.
Mary George, 95, A W Adams.
Warrior, 92, A W Adams.
Marysville, 77, A W Adams.
John C Cullinan, 88, A W Adams.
Riverdale, 84, N C Scott.
Centennial, 124, J M Taylor.
Wascano, 115, J W Smith.
Southern Cross, 98, master.
Annie M Allen, 427, J E Moore.
Hattie E King, 232, Stetson, Cutler & Co.
Wanola, J W Smith.
Three Sisters, John E Moore.
Clifford C, 96, D J Purdy.
Cora May, 124, N C Scott.
Adelene, 97, R C Elkin.
Laura C Hall, 99, F Tufts.
D W B, D J Purdy.
Pansy, 76, A W Adams.
Sarah Potter, 300, J E Moore.
Joseph Hay, 165, Merritt Bros & Co.

BAY OF FUNDY PACKETS.

The following packets were in port yesterday loading for bay ports:

At the South Wharf.

Bay Queen, for Beaver Harbor.
Lennie and Edna, for Freeport.
Wanita, for Annapolis.
West Wind for Digby.
Ocean Bird, for Margaretville.

At the North Wharf.

Thelma, for Greville.

VESSELS BOUND TO ST. JOHN.

Steamers.

Consols, from via Tenerifie, May 4.
Erna, from Manila, via New York, April 17.
Kronberg, to load in June.
Lady Iveagh, to load in July.
Pandosia, from Glasgow, May 5.
Ulunda, at London, April 30.
Tanagra, at London, May 3.
Massapequa, at Algoa May, March 5.
Nile, at Santiago, April 27.
Platea, from Liverpool, May 2.

Ships.

Avon, Pensacola via Venice, March 16.
Columbus, Pensacola via Barrow, April 4.
Marina Madre, at Leghorn, March 16.
Trojan, at Genoa, March 27.
Vanduara, at St Nagaire, March 16.

Barques.

Dilbhur, from Buenos Ayres via Antwerp, Feb 13.
Nino Fravega, from Buenos Apres via Europe, March 21.
Prince John, from Pisagua, April 15.
Belt, at Cape Town, Feb 17.
Florida, at Genoa, March 17.
Francesco R, at Cape Town, March 14.
Scillin, Genoa, March 29.
Agostino M, at Genoa, March 17.
Luigia F, Pensacola via Algers, April 13.
Messel, Arendal, April 17.
Nino Fravega, at Buenos Ayres, Jan 13.
Nostra Madre, Gibraltar, Feb 17.
Padre, Marseilles, April 10.

Barquentine.

Sunny South, at New York, May 1.
Ethel Clark, Digby via Cuba, March 12.

At the Waterloo street Free Baptist Sunday school on May 6th, the following officers were elected for the ensuing year: Superintendent, Mr. James Patterson; secretary, H. S. Wanamaker; assistant secretary, O. H. Horne; librarian, W. A. Gibbs; assistant librarian, C. J. Lake; organist, Miss Maud Phillips; assistant organists, Mrs. H. I. Smith and Miss Nellie Dalzell.

LETTERS FROM THE FIELD.

Men of the First and Second Contingents

TELL THEIR EXPERIENCES.

A Touching Description of Private McCreary's Heroic Work and Tragic Death -- Anderson Goes With the Maxim Gun Corps -- Letter from Private Markham.

The mail last night brought letters from the South African battlefield and lines of march. Much of interest will be found in these extracts from some of the soldier boys writing:

Fred Ramsay, of 30 Sheriff street, has received a most interesting letter from Private Fred McCain, of the first contingent. It is from Bloemfontein under date of March 28. He tells of the action of February 18, in which Private McCreary was killed. He writes: "We had two killed and two wounded of our company. One of them (the killed) was from P. E. Island and the other from Kings county. The latter's name was Taylor. He was a nice quiet boy and a very good living fellow, and McCreary was in our section. He was a good fellow, too, and if any one earned the V. C. it was him. He was a stretcher bearer and when any fellows were wounded and called out for stretcher bearer, poor Pat was up and away to him, no matter how thick the bullets were coming. He worked all day in the thick of the fight and, when we were ordered to retire, we thought he had gone to the hospital with some poor wounded fellow; but when we went out next morning to see and bury our dead poor Pat was there on the field shot in four places, and the Boer doctor had bound up his wounds. He was alive but unconscious. He died in the hospital the next day."

The writer tells in an interesting way about the difficulties and discomforts the soldiers encounter. He says one time they went nine days without a chance to wash, the Boers being between them and the river. The water cart with strong escort would go six miles for water and then each man would get a bottle full if he could get there before the crowd. He says: "We went into the firing line on February 20 without a drop of water in our bottles and it was a fright. We were nearly dead for water and could not get it. Some of the fellows got sun stroke from the effects of it. I helped to carry one fellow off the field. He had sunstroke from lying in the sun and no water to drink. When you lay on your stomach for about 10 or 12 hours in the heat of the day and the sand gets that hot that it will nearly burn you, it is no snap."

Writing of the fight on February 28, he says it was the worst. When the Boers opened fire the Canadians were only 60 yards from the trenches "and it was a fire. You could see nothing but a flame and the first volley took down two of my chums and poor Alfred Simpson was hit in two places. I did not see him until he was carried to the hospital." As to Bloemfontein, Private McCain says it is a nice place but "they don't charge you a thing—30 cents for a package of cigarettes and for a loaf of bread two shillings."

A letter from Private George Rutter of Fredericton—one of the second contingent—was received last night by his brother, Mr. Thomas Rutter, of The Telegraph composing room. He writes from Matjesfontein, April 10. He tried to get some kind of souvenir in Cape Town to send home but there had been so many soldiers through the city that everything worth sending was gone. But he managed to get a three penny piece of Boer money and sent it. He writes that a Boer penny is worth two sovereigns at Cape Town and, "as the Transvaal currency will soon be a thing of the past, it will be worth having." The letter describes Cape Town as a pretty lively place. The company was quartered about 200 yards from the Boer prisoners. Four or five of the latter had been shot since the boys' arrival for attempting escape. At the date of the letter the second contingent was on train for Victoria West. Mr. Rutter wrote that he was feeling fine.

Mr. Alfred Porter, president of the Oratorio Society, received the following from a former member, Private Ralph Markham, with the Mounted Rifles, to whom a notice had been sent to attend practice. The letter was on the back of the notice:

Stellinbosch, April 8, 1900.

Dear Mr, Porter,—Just a line to tell you that we leave this place for Bloemfontein to join Roberts. We marched from Cape Town to this place, (30 miles). It is a rank rebel town of 3,000 Boer sympathizers and 1,000 British.

Success to the Oratorio Society. Kindest regards.

RALPH MARKHAM.

Mr. James Anderson, of The Telegraph, last evening received the following letter from his son:

Stellenbosch, Cape Colony, S. A.,
April 8th.

Dear ———, I am sorry I have not had time to write you before this, but since leaving Halifax I have been very busy. We were in Halifax six weeks that we might have been home only for the drill. We learned quite a lot there and especially in riding. There were very few of us military riders. There is quite a difference in riding and in riding military fashion, as I soon found out. Well, we had a long trip on the boat. It took us 28 days, to within 15 minutes, from the day we left Halifax, until we dropped anchor in Table Bay, Cape Town. It was a very pleasant voyage, however. We were all sick the first four days and those were the only stormy days we had. All the rest of the time the weather was lovely.

The closer we got to the equator the warmer it got and the day we crossed the line I thought we would all suffocate with the heat, but we pulled through all right. There was one poor fellow who suffered from sunstroke and he has since died. He was from Toronto.

Our spare time on ship board is spent in reading and holding concerts. We had the use of two organs and a piano, beside the music of a band which was organized by the boys on board. The moon was so bright at nights that while it was full many of the boys could read by it. We lost a lot of our horses and when we threw the carcasses overboard the sharks came in numbers and followed the boat. We amused ourselves by shooting at them with our revolvers, but needless to say we did not damage them much.

The first land we sighted was Frogeau Island, and it was so far away that we could barely distinguish it from the clouds. The next we saw was the island of St. Helena, where Napoleon was exiled. We tried to signal, but was too far away and could not read them. Just a week later we were overjoyed to see the coast of Africa looming up. We pulled into the bay that evening and found it so full of transport steamers that we had to stay in the bay for three days awaiting a chance to get to the dock. There were 150 steamers in the bay. You can imagine how we longed to get on shore. We could see Cape Town only a short distance off and yet were unable to get to it. When we did land we made things lively in the town. Just think of it, fully 30,000 soldiers in a small city like Cape Town. There is a good business done in Cape Town. The principle trade is done in fruit and mules.

The Kaffirs are just like slaves here; they do not talk English and have no education at all. They were employed unloading our traps from the ship. It was amusing to watch them the way they went at it. They are good workers and can be had very cheap, only a shilling a day. You have to watch them though, as they will steal all they can get their hands on, but they are very honest when closely watched.

We stayed at Cape Town one week and then had a two days march out to this camp. The sand and dust is something terrible, and while I am writing this the paper is covered with sand that has blown on it. I have to dust it off after every line I write so you will have to study this pretty hard to make it out, but it is the best I can do under the circumstances. I am lying on the ground in the tent writing this letter on the top of a box with a candle to light up. Everything is covered with sand and dust.

We are having a good time here though. Our work is to begin tomorrow and for that reason I am writing this letter tonight. I may not have another chance; it is hard to tell where I may be when you receive this letter. I may be alive and I may not, but we have to take our chances with the rest. I only hope we make as good name as the first contingent. I think we will because we have a big lot of fighting to do yet and we are all determined not to be outdone. We are promised a big reception on our way home. We are to stop in England and receive commissions, etc. The Queen has promised bar medals for every engagement that we are in. There are just 12 of us in good positions to be covered with glory. We are on the Maxim and Colt galloping guns. These are quick-fire guns, to fire 600 rounds a minute, and are sure to be in every engagement.

There is one good thing about this country, we can go and pick our own fruit. The day we landed here in this camp we found grapes and figs. We also came across sweet quince which can be eaten just as you would an apple. There are also watermelons here which we can help ourselves to from somebody's farm, but of course this is no crime in soldiering, you know, only I should not care to be caught at it.

I will close now and write more anon.

Yours,
W. EARL ANDERSON,
Maxim Gun Corps.
"B" Squadron, C. M. R.

P. S.—Be particular about the "Earle" as there are several Wm. Andersons in the squadron.

Tornadoes in the West and Snow in the East.

Kansas City, Mo., May 6.—Half a dozen destructive tornadoes occurred in Central Kansas this afternoon following a day of exceedingly high temperature. Two people are known to have been killed and three injured. Wires are down in the affected districts, making it impossible to accurately sum up the damage done.

A Times special from Ellingwood, Kas., says:

"At 5.30 this afternoon a tornado visited Logan township. It formed a few miles south of Ellinwood and passed over the west portion of the city. At the Cheyenne Bottoms, six miles north, it divided in six different directions and destroyed the residences of George and Wm. Helfrich. George Helfrich and wife were instantly killed; William Helfrich, his wife and child, were badly hurt. The storm next struck the farm of Carl Schneider, destroying the outbuildings and leaving the dwelling untouched. Further into the country a number of other persons are reported killed or injured. A large amount of stock was killed."

A special from Larned, Kas., says: "A tornado passed southeast of here at 6 o'clock this evening and struck near Pawnee Rock, three miles distant. The wires are down and it is impossible tonight to learn the extent of the damage done. Four separate funnel shaped clouds are reported to have been seen in the direction of Great Bend. H. H. Gerrish's house, barn and other outbuildings are a mass of ruins. The family luckily was not at home at the time and escaped injury.

The school house standing near Mr. Gerrish's home was wiped from the face of the earth. John McCombs' house was blown down and his grainary, barn and wind-mill reduced to ruins. The family happened to be in the one room which remained standing.

H. H. Corbett's frame house and a barn and mill were all reduced to very minute pieces; farm machinery was broken and stock killed. No one was at home when the tornado passed.

A. D. Pierce's big hay barn was ruined and other buildings blown to splinters.

The house in which a Mr. Stone was living was ruined by the wind, but no one was hurt.

The Presbyterian church in town is wrecked beyond repair. A brick building was blown down and a large amount of damage done in other parts of the town.

Norway, Me., May 5.—This section was visited by a snow storm last night. Some early crops just coming up, suffered considerable damage.

Lyon, N. Y., May 5.—The fruit crop in Wayne county has been damaged greatly by frosts of the last two nights. Last night's frost was general and heavy.

BOSTON PROVISIONS.

Boston, May 7—Flour, spring patents, 3.70 to 4.50; winter patents, 3.75 to 4.25; winter clears and straights, 3.25 to 4.00. Cornmeal, 94 to 96 per bag; 2.05 to 2.10 per bbl. Corn, steamer yellow, 47½.

BICYCLES

Jubilee - $36.00
Columbia $50.00 $75.00
Hartford - $40.00
Cleveland . $40 to $60
A Jubilee Bicycle at $36

Think of it.

W. H. THORNE & CO., Ltd.
ST. JOHN.

A Large Section of the Docks and Sheds of the New Jersey Storage Company Burned--An Oil Steamer and Three Oil Barges Blaze Up.

New York, May 7.—Fire tonight destroyed a large section of the docks and sheds of the New Jersey Storage Company, connected with the Standard Oil Company's Constable Hook works, causing a property loss of $500,000. There is some suspicion that the fire was started by strikers, who for the past week have been troublesome at the oil works and at the Oxford Copper Works which adjoin. The fire started in one of the sheds on a pier and owing to the oil soaked condition of the shed, the dock and everything else in the neighborhood the flames spread rapidly. The oil tankship Adelphia was lying alongside one of the piers and before she could be hauled out took fire. Tugs tried to get her off and beach her on the Staten Island shore, but the hawsers caught fire and she went adrift. Three oil barges which lay alongside the docks took fire and were destroyed. Fire tugs from Brooklyn, New York, Staten Island and Jersey City responded to calls for assistance. The firemen on shore were repeatedly driven away from the fire by the intense heat and the tugs had at short intervals to turn their own hose upon themselves to keep their sides and deckhouses from bursting into flames. The fire in the docks consumed the sheds upon the piers and then burned the pilings down to the water's edge.

The tugs and firemen finally drove the flames back from the piers.

Piers 1 and 2 are total losses. The ship Josephus, belonging to Arthur Sewell, of Maine, was destroyed. She had been loading with case oil for China ports and the flames spread over her so rapidly that she could not be saved.

The loss to the Standard Oil Company will be about $400,000 on buildings, docks, oil and machinery. The aggregate loss to private individuals is estimated at $100,000.

Officials of the Standard Oil Company are of the opinion that the fire started on one of the pile drivers. They say it would have been impossible for the strikers to set the fire, as they could not pass through the yards to the dock.

Sentry on the Welland Canal Wounded a Man.

Welland, May 7—About 1 o'clock this morning, Private Edward Robinson, on sentry duty for No. 5 Company 44th Batt., now guarding the Welland canal in this vicinity, descried a man crawling on his hands an knees coming from behind a wood pile, toward the Port Robinson lock. Robinson challenged him, called upon him twice to halt, but the man still came on. When Robinson challenged the third time the man rose and started to run and Robinson fired, but the figure disappeared in the darkness. A few minutes later a buggy with one occupant drove rapidly along the road. Robinson also challenged this man, who said he was a farmer returning to his home in Montrose a few miles away, and was allowed to proceed. An investigation today showed traces of blood where the suspicious character was fired at by the sentry, and all the way to the sidewalk, along the side on which the rig had been tied. The guard has been doubled tonight.

The hearing of the three prisoners, Walsh, Nolan and Dullman, the two former charged with attempting to blow up lock 24 of the Welland canal, and the latter with being an accomplice, was resumed here today. Over a dozen witnesses testified to seeing Nolan and Walsh at or about the scene of the explosions when they took place. One of the men carried a valise containing the fuse, dynamite, etc.

W. G. Thompson, superintendent of the Welland canal, testified that if the explosion had carried away the lock there would have been liberated between eleven and 12,000,000 cubic feet of water which would have gone down the narrow rock cutting towards the Grand Trunk station and town of Merritton and would have caused great loss of life.

Chief of Police Clark, of Thorold, described the chase of the prisoners from the scene of the explosion to Niagara Falls, and of their arrest at the latter place.

Several witnesses, subpoenaed by the crown, failed to appear when called in court today, and there are suspicions of tampering with witnesses. On this account the crown asked an adjournment until May 14, to which the defence made a vigorous objection. After a long dispute between counsels, the magistrate overruled the objection and the case was adjourned to May 14.

CHICAGO WHEAT AND PROVISIONS.

Chicago, May 7—Board of trade markets were dull today. Wheat was depressed by lower cables and heavy world's shipments, but the tone was fairly steady, July closing ¼ down. July Corn closed ½ lower and July oats ¼ to ⅜ reduced. Provisions closed weak from 5 to 7½ down in lard to 17½ lower in pork.

Mansion House Fund Now Amou[nting] to Almost Two Hundred Tho[usand] and Dollars--Stealing in Otta[wa] From the Fire District--P[ro]tection Considered.

Ottawa, May 7.—Mr. Henry Richer, St. Andrew street, has been arrested the charge of stealing part of the fu[rni]ture which he was engaged to drive fr[om] the fire. The furniture was discovered his house.

Secretary Robins, of the Fire Insura[nce] Underwriters Association, has forwar[ded] to City Clerk Henderson, under the d[ate] of April 27, a copy of Inspector How[ard's] report on the state of the Ottawa [fire] brigade.

Mr. Howe reports on what he terms ficiencies as follows:

Quantity of hose is defective. This, h[owe]ver, is being gradually remedied by ye[arl]y increases. Fire pressure in busin[ess] portions of upper town is very defect[ive] and I am strongly of opinion that in [the] event of a destructive fire in those porti[ons] the service of at least three powe[rful] steam fire engines would be required, old steamers named "Conqueror" is [no] longer in commission, and there is o[nly] one at the present time available.

The water works pumping capacity dangerously inadequate, but additio[nal] pumps are being placed to remedy this [de]fect.

Several improvements are required system of street mains and many ad[di]tional hydrants needed in various pla[ces] where they are too wide apart.

Ottawa, May 7.—At a meeting of [the] city council tonight two propositions w[ere] discussed in regard to the recent fire. [One] was to appoint a board of enquiry co[m]prising representatives of the city cou[ncil] of the government and of the board [of] trade and the lumbermen of the dist[rict] to look into the whole matter, and [the] other was to prevent the piling of lum[ber] within the city limits except a half m[il]lion in each lumber yard, which must 12 feet from any dwelling.

The only business accomplished wa[s to] give the first reading to a by-law t[o in]crease the fire area limit to cover the l[arger] district.

Lord Minto attended the Senate [yes]ter today and gave the royal asse[nt to a] number of bills, including the gr[ant of] $100,000 for the Ottawa and Hull [re]lief fund.

Wellington, N. Z., May 7.—The go[vern]ment of New Zealand, after consult[ation] with the legislators, has decided to for[ward] to the Canadian premier, Sir Wi