

BOERS WERE DRIVEN BACK.

Babbington Defeated Delarey's and Steenkamp's Commandoes Near Naauport --Burghers Lost Twenty Men.

A SHARP ENGAGEMENT NEAR LINDLEY

Three British Officers and Fifteen Men Reported to Have Been Killed--Outnumbered by Enemy--Commandant Dupres a Prisoner.

(Associated Press.)

London, Jan. 7.—Reporting to the war office under the date of January 6th Lord Kitchener says:

"Yesterday Babbington engaged Delarey's and Steenkamp's commandoes at Naauport. The enemy was forced to retire to the northwest. Our casualties have not yet been received, but are reported slight. A Boer doctor admitted that 20 Boers were killed and wounded. Commandant Dupres was taken prisoner.

"It appears from reports of the wounded who have arrived at Heilbron that a detachment 120 strong belonging to Knox's command, came into contact with a superior force near Lindley.

"I regret to say that Lieut. Laing, two other officers and fifteen men were killed, and two officers and twenty men wounded. No details have come from Knox of this action."

The Naauport mentioned in General Kitchener's dispatch must not be confused with Naauport Junction, Cape Colony. There are several Naauports. Possibly the scene of the fight is Naauport on the railroad between Potchefstroom and Frederikstadt, in the Transvaal.

Reinforcement Necessary. London, Jan. 7.—In a letter to the

Gambler's Confession

Made a Startling Revelation Regarding Blackmail in New York City.

Says Vice and Crime Were Permitted, Five Million Dollars Being Paid Annually.

(Associated Press.)

New York, Jan. 7.—Allegations are made here this morning by the Herald, in effect that a confession has been made that vice in this city has been compelled to pay over five millions of dollars annually for protection.

The newspaper says: "Startling revelations regarding the system of blackmail levied upon vice and crime in this city have been made by a man who has long had prominence as a successful gambler. His story, which is in the nature of a voluntary confession, has been told to W. N. K. Belmont, former district attorney. Proofs have been furnished and more will be forthcoming if demanded."

TURKS GIVING WAY.

United States Consul Will Proceed to Harpoot.

(Associated Press.)

Washington, Jan. 7.—The Turkish government has furnished Dr. Thos. Norton, who was appointed, United States consul at Harpoot, what are known as traveling papers, constituting a safe conduct to enable the doctor to proceed to his post. There is reason to believe that this action forecasts a compliance by the Turkish government with the request of the state department for a regular exequatur for Dr. Norton.

SUBMARINE BOATS.

(Associated Press.)

Cherbourg, Jan. 7.—Important trials of submarine boats took place here today. The minister of marine, M. de Lanessan, and the minister of war, Gen. Andre, came to Cherbourg especially to watch the experiments. After an examination of the submarine boat Morse, M. de Lanessan boarded the Narval and proceeded to the roadstead, where a number of surface and sub-marine manoeuvres were carried out, Gen. Andre witnessing them from the Impregnable.

The sub-marine boat tests concerned new electric accumulators invented by a French naval lieutenant. The trials resulted satisfactorily.

ROBBING THE MAILS.

(Associated Press.)

St. John, N. B., Jan. 7.—It has just leaked out here that during the past two months mails have been robbed at Moncton. One bag stolen contained inter-colonial railway cheques to the value of \$12,000. These, however, needed endorsement before the money could be collected. A bag for Shediac containing registered letters was also stolen. The police and postal authorities are working on the case.

BROUGHT HIM TO TIME.

Why Viceroy of Kwang Tung Undertook to Suppress Seditious Newspapers.

(Associated Press.)

Tacoma, Jan. 7.—The steamship Tacoma brings news from Hongkong that the American consul at Canton has required the viceroy of Kwang Tung to suppress several seditious native newspapers which have been circulating through Canton advising the natives to rise against foreigners. Some objection was made when the consul first protested. He pointed to the coast defence vessel Monterey lying in the harbor as evidence that his wishes must be respected. The viceroy then gave orders to suppress the papers and arrest any one found selling them.

The present seditious situation in Canton is regarded as being due largely to the influence of these papers. Everywhere there is the strong undercurrent of hatred to foreigners.

MAY BE REORGANIZED.

(Associated Press.)

New York, Jan. 7.—The reconstruction of the London and Globe Finance Corporation, says a Tribune cablegram from London, now seems probable as a result of the recent flurry in the mining market and the failure of sixteen or twenty operators. A scheme of reorganization has been accepted in principle by 39 creditors of the corporation, and Lord Dufferin, when a meeting of the shareholders was held this week, probably will be enabled to present a favorable statement of liabilities and assets than has been expected.

"Fine Weather Soldiers"

Sensation Caused by Major Bennett's Remarks After Church Parade.

Men Who Failed to Turn Out Were "A Disgrace to the Regiment."

(Special to the Times.)

Vancouver, Jan. 7.—A sensation was created on Sunday afternoon by the caustic remarks of Major C. C. Bennett, of the Duke of Connaught's Own. There was a turnout of only half strength at the parade through a foot and a half of snow to Christ church. On their return to the drill hall the men were complimented by Col. Worsnop on their fine appearance. The Major Bennett followed with a statement that this applied only to the men who were present. The others, he said, were fine weather soldiers, and if he had his way he would take their uniforms away and expel them all. They were a disgrace to the regiment. He secured their names.

The Columbia Packing Company, of Blaine, is charged in the District court with violation of the fish laws in selling and fishing during the closed period at Jervis Inlet.

Mr. Senkler's house was entered by two burglars last night but were frightened away by the watchman, who, in his fright, jumped out of the second story window.

Three coast logging camps are closed because of the bad weather, there being four feet of snow at Bear river. Three inches more fell in Vancouver last night.

The Canadian Pacific are rebuilding four locomotives in Vancouver, making the railway shops exceptionally busy. The entire water tank system of the line from Vancouver to Port Moody has been overhauled and reconstructed from here, with the use of special British Columbia cedar.

BRITISH MURDER.

Marietta, Ohio, Jan. 4.—One of the most brutal of crimes was committed this evening at Hackney, Morgan county, by Miss Nellie Morris, aged 19, lost her life.

"As Miss Morris was returning home from the post office by way of a path through fields, she was accosted by Walter A. Weinstein, a young man, aged 19, who lived near her home. He attempted to assault her, and she resisted. Weinstein drew a razor from his pocket and cut her across the neck, severing neck muscles and laying bare the jugular vein. Weinstein grabbed the razor and her hands were cut to pieces. Her fingers were cut off, and her wrist badly cut, as well as her entire right arm and left arm badly injured. She died from the effects of her wounds shortly after.

Weinstein was grabbed by a crowd, who bound him with ropes, hand and foot, and removed him to a building, where more than fifteen hundred men watched over him. A telephone message was sent to McConnellville for officers to come and get him, but the people were getting ready to start for Marietta at 10 o'clock with their man and place him in jail. There is talk of lynching him, and as late as 11 o'clock to-night the people of Hackney were up and a mob was being organized to hang Weinstein.

APPLICATIONS FOR CHARTERS.

(Special to the Times.)

Ottawa, Jan. 5.—Application will be made to the Dominion parliament at its next session for an act to incorporate the Kootenay Central Railway Company to build, first from Port Steele to Elko, or between Elko and Wardner, and from Port Steele to Wardner, and thence to the town of Golden and for other purposes. Application will also be made for an act to incorporate the Alaska & Northwestern Railway Company from a point near Prins Rupert Harbor, on Lynn canal, through Chilkat Pass by the way of Dalton trail to Port Selkirk, and for other purposes.

CHILEAN BARK WRECKED.

(Associated Press.)

Port Townsend, Jan. 7.—Shipping men here have no doubt the vessel reported from London as being wrecked near Manila, is the Chilean bark Latona. Capt. Edward Gilmore, who was definitely reported to have been on board, is in a lumber cargo from Port Blakely for Chilkat.

May Delay Negotiations

Earl Li Suffers a Relapse and a New Commissioner Will Probably Be Selected.

Russia, It Is Stated, Has Arranged to Make a Treaty With China.

Peking, Jan. 5.—Li Hung Chang has suffered a relapse, and because of the serious effects of this and his great age, it is feared that he will be unable to act, as plenipotentiary in arranging a settlement of the troubles in China, and that the difficulty and delay in securing a successor may cause the postponement for a time of negotiations.

A meeting of the Protestant missionaries spoke on the subject. The consensus of opinion was that the note was comprehensive enough.

Treaty With Russia. London, Jan. 6.—A dispatch from Peking, under yesterday's date, says: "According to an official Chinese source, Russia has arranged to make a treaty with China at St. Petersburg. The Chinese minister there has been appointed to act for China."

ENORMOUS BATTLESHIPS. British Admiralty Decided to Build Two Which Will Be the Largest Afloat.

London, Jan. 6.—The British Admiralty has decided to build two battleships which are intended to be the largest in the world.

The distinction of having the largest warships has hitherto been held by Italy, with the Lepanto and her sister ship, the Italia.

Great Britain's two projected large warships, to be respectively named the Queen and the Prince of Wales, will be 2,000 tons heavier than the Italian ships, reaching the enormous displacement of 18,000 tons.

The determination to increase the bulk of the battleships was only arrived at after much discussion, for since the days of the Royal Sovereign, of 14,150 tons, the Admiralty has been inclined to favor battleships of smaller displacement, of which the Canopus, of 12,650 tons, is the best type. In the meanwhile Russia, France and Japan have all been increasing their displacements. Now Great Britain steps in with the Queen and the Prince of Wales, to say nothing of the London and the Formidable, both of 15,000 tons, now nearing completion.

A YEAR'S FIRES. New York, Jan. 4.—The Journal of Commerce prints the following: "Fire underwriters suffered terribly during 1900. The aggregate fire loss of the United States and Canada during the year just closed, as compiled from carefully kept records, was \$163,535,250. The great increase over 1899 and 1898 is shown in the following tables giving the losses:

Table with 2 columns: Month and Loss. Data for 1900: January \$11,755,300; February \$5,427,000; March \$15,349,200; April \$2,752,000; May \$1,759,400; June \$21,281,000; July \$18,000,100; August \$10,238,250; September \$9,110,500; October \$7,107,000; November \$8,158,000; December \$11,470,000. Total \$163,535,250.

The total losses for 1898 were \$119,650,500, and for 1899, \$136,773,200.

RELIGIOUS INSTRUCTION. Winnipeg, Jan. 5.—High representatives of the Anglican, Catholic and Presbyterian churches are considering representations that there is not sufficient religious teaching in the public schools.

About ten years ago the provincial school act was changed, making the religious exercises and allowing only certain portions of the Scriptures to be read, and this at the option of school boards. There is a growing feeling among the heads of the leading churches that religious exercises have been too much curtailed and neglected. The Catholics and many of the Anglicans and Presbyterians are very pronounced.

THE ROYAL YACHT. London, Jan. 5.—The admiralty apparently has great confidence in George W. Watson as Sir Thomas Lipton, for it has called on the yacht designer to give advice in regard to the new royal yacht, now better known as the "Royal Naval Force."

Though the entire force of draughtsmen at the Portsmouth dockyard has been persistently working in the endeavor to patch up this unucky boat, the authorities have been unable to effect anything. It is hoped that Watson will be able to save the enormous amount of money expended on her, although it is not thought that the Queen will ever trust herself on board the boat.

PRISONERS RELEASED. London, Jan. 5.—The Boers have released the prisoners captured at Helvetia on December 29th.

RUSSIA'S FOREIGN MINISTER. (Associated Press.) St. Petersburg, Jan. 7.—After satisfactory filing the preliminary stages, Count Lamsdorf has been definitely appointed minister of the foreign affairs.

BRITAIN'S TRADE. (Associated Press.) London, Jan. 7.—The statement of the board of trade for the month of December shows increases of \$5,707,800 in imports and \$1,576,500 in exports.

NEW COMMISSIONER.

Chris. Foley Will in All Probability Take Ralph Smith's Place.

Ottawa, Jan. 5.—It is as good as settled that Chris. Foley, who as Ralph Smith's candidate in Yale-Cariboo, at the last general election, will be selected to replace Ralph Smith on the Chinese commission.

THE BEIRA RAILWAY.

It Passes Through a Region Almost Uninhabitable By Europeans—A Medical Man's Work.

If the Siberian railway beats the world for length, the Beira railway easily holds the record for nastiness. A very interesting account of the Portuguese line is contributed to the Contemporary Review by Mr. L. Orman Cooper, who, if his account is not exaggerated, certainly must have had a tough constitution to survive and tell his experiences. The portion of Portuguese territory through which it lies is the plague-spot of the earth, "inhabited by every kind of beetle, frog and insect which stings, buzzes, or smells." It is the region of the tsetse fly, and almost uninhabitable by Europeans.

An Engineering Feat. The Beira railway is unique as an engineering feat.

The line slithers through miles of thick, dank, unfathomable mud. Then it crawls up steep hills and intersects a forest in which lions, tigers, hartebeests, etc., continually do cry. Its engines are fed with green wood. Its officials are mostly educated gentlemen 'down on their luck.' In fact, it holds a unique place in the annals of railway work.

Feverland. The railway runs through a fever district, and accidents are so common that the company employs a medical man entirely to look after its employees. His life is not a pleasant one.

"He is continually on the move. One man is only able to look after about 200 miles of the railway. Even along that small area seldom a day passes but he has someone to mend up or physic. Sometimes he has to travel over 100 miles on a migger-propelled trolley in order to look up one sick case. Yet, at the same time, many die without attention. The fever on the Beira railway is about the worst kind of fever to be met with anywhere. It never fails to attack the white man sooner or later. It is extremely stealthy in its onslaught, and nothing can be done to ward it off entirely. Windows shut at sunset, so as to prevent the dank, deadly mist which might arise from the swamps, can do something. Attention to hygiene, and avoiding the long grass in the morning and after sunset, can do most of all—at least, attention to the latter detail very often prevents fatal effects."

Venomous Lions. The country through which the railway runs is infested with lions, who, in addition to their other virtues, have a poisonous bite.

"The lions roaring after their prey do seek their meat from God—at least so the Psalmist says. They seek, it also via man. Fortunately not always with success. On one of these surprising expeditions a man fell off a tree close to the open mouth of a lion. (It was to escape the said lion he had climbed it.) The creature snuck in a toe. Then he let go in order to seize an ankle, and repeated the operation until he had the poor fellow's knee in his mouth. Whilst the beast was chewing at the knee, a comrade was fumbling with the safety-cock of a Magazine Colt rifle. Only for a moment. In another he had the trigger free, let fly and killed the lion. The mumbled man was terribly mangled, and had to be carried to a Dutch farm hard by. The 'baas' was kind enough to him, but it was a ghastly sight to see the foul matter left by the lion's molar sneezed from the wounded leg daily. The man recovered after a long time, but many a one has succumbed to lion poison, even when the wounds were apparently trifling. The smallest bite sometimes gangrenes in that terrible climate. So the onslaught of a lion has double terror about it."

The Growth of the Railway. The Beira railway was opened for traffic as far as New Untall in April, 1898.

"Old Untall, its original terminus, was done away with then, because it was cheaper to compensate folks for their buildings, and give them new sites, than to delay the railway through the rugged country to the old town. The line was moved ten miles eastward at that date (from the old to the new town), and £70,000 was paid as compensation to the Untallians for their change of route. It was whilst the extension of the railway from Beira to Salisbury was being made that the gauge was altered from 2ft. to that of the other Cape lines. At first it was only one train a week each way for passenger traffic. Now the trains are fairly numerous."

For the first few years, too, the telegraph only went as far as Untall. Now it is extended to Salisbury, and thus is in communication with Capetown. In those days the postal arrangements were most disgraceful, as is every job undertaken by the Portuguese. Pioneers were taken shut off from civilization, and were dependent on the ships which came into Beira about five times a month, or on the post-car from Salisbury.

The Line of the Future. In spite of all its drawbacks, Mr. Cooper thinks that the Beira route is the route of the future. The Capetown-Bulawayo line is of so tremendous a length and so artificially created that its charges for freight are enormous. It will never, however, become noted for its attractions.

"The winds of heaven cannot be shut by human ingenuity, and the enormous rainfall of the Eastern tropics of land called Mozambique territory will never be free from that. Mud, mud, mud, will ever be the prominent object of Beira. Crocodiles will still bask and enjoy existence wherever there is such slimy, black, oozy, alluvial deposit, and mangrove swamps must always afford hiding ground for water-snakes, green-striped snakes, puff-adders and box-constrictors. Where there are snakes there must be corresponding destroyers; so that life on the Beira railway is never likely to be much sought after."

Hearing Resumed

Deadman's Island Case Again Engaged the Attention of Justice Martin.

Mr. Peters Unsuccessful in His Search For the Landers Plan.

The celebrated case of the Attorney-General of British Columbia vs. the Attorney-General of Canada and London, more commonly known as the Deadman's Island case, was again called in Supreme court this morning. P. Peters, Q. C., D. G. McDonnell, Q. C., and W. Hove appeared for the various interests represented by the case, while L. P. Duff, Q. C., for the prosecution, with the assistance of his law partner, E. V. Bodwell, Q. C.

Mr. Peters tendered as evidence Turner's file notes, claiming that it had been retained in the department as a public record for reference, or otherwise as might be found necessary. To this Mr. Duff objected, contending that no evidence had been adduced to show that they had been acted upon by the department. It had been argued that Governor Douglas had reserved these lands; until these file notes could be brought home to Governor Douglas they could not be admitted.

Then notes were ruled out by the court. Mr. Peters then made another attempt to secure what is known as Landers' plan of military reserves. Mr. Duff said he could not find such a plan, but tendered one made by Landers, but which Mr. Peters refused to accept as the one desired.

"If my honorable friend refuses to produce this plan," he said, "I will put witnesses in the box to show that such a plan was in the department as late as 1880."

Mr. Duff retorted that his learned friend need not submit such a military tone of voice, adding that he was not afraid of any evidence he could produce along that line.

In reply to Mr. Peters' request for charts showing Burrard Inlet, made by Captain Richards, Mr. Duff submitted one showing a naval but not a military reserve. Mr. Duff produced a chart, which Mr. Peters refused to put in as evidence, but the court ruled that he must do so, the rule, according to Taylor, being that where evidence of the kind was called for, if at all material, it must be put in.

Mr. Peters' investigations did not, however, result in the discovery of many documents of value.

Mr. House was then put on the stand and swore that Turner's notes were filed in the lands and works department, and that they were employed in plotting the plans made by Landers, Armstrong and the other draughtsmen of the department. Just before Col. Moody went back these plans were signed by that officer in the presence of witnesses and others. These plans were then sealed. Two of these plans were of Burrard Inlet. They were then deposited in the vaults of the department, and he himself had charge of the plans from 1883 to 1871.

In that year he retired from the Royal Engineers and became clerk in the deeds department. He left the land office in 1878. The plans were found in the safe in a case, in the bottom drawer. He had occasion to refer to these plans frequently for the tracings on desks. One of these plans showed the whole of Stanley Park and Deadman's Island.

Stanley Park was in red, the military reserves in blue, and the naval reserves in blue. At this point an objection was taken by Mr. Duff, who held that it was evidence to prove the substantiated fact upon which the validity of the map rested.

Mr. Peters replied that at the outset he had stated that he was not in a position to prove an executive act, and the objection should have been taken then. He did not require to prove that executive act, however, for the records at the time this map was made were very loosely kept. He referred again to the admission of the government in 1873, 1898:

"Old Untall, its original terminus, was done away with then, because it was cheaper to compensate folks for their buildings, and give them new sites, than to delay the railway through the rugged country to the old town. The line was moved ten miles eastward at that date (from the old to the new town), and £70,000 was paid as compensation to the Untallians for their change of route. It was whilst the extension of the railway from Beira to Salisbury was being made that the gauge was altered from 2ft. to that of the other Cape lines. At first it was only one train a week each way for passenger traffic. Now the trains are fairly numerous."

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SEALERS DELAYED. Schooners Said to Have Been Detained in Getting Indian Crews.

Fifteen or more of the sealers now in the upper harbor will be leaving shortly for the Southern hunting grounds. They have been delayed in getting Indian hunters, who have been holding up-works on the Coast in regard to asking for higher wages than the seal owners have been paying. Four dollars a canoe has been paid, but this does not seem to satisfy many of the natives, who say that unless they receive \$5 a canoe and several guarantees against possible loss they will not go.

Of course, time is not a consideration with them, and as it is a matter of very great importance to the owners, the latter are those who suffer principally by any prolonged differences. Vessels going south to look for seals should, one certain remarked-to-day, be off early in order to find the seals before they migrate too far north. According to those arriving from the Coast to-day, however, the Indians are now more conveniently to be secured without difficulty. After the fleet intending to go south have gotten away there will still be a large number of schooners left in port, and these will remain at anchor until the Behring Sea season sets in. The same regulations as governed the industry for several years apply this season, the vessels being allowed to use guns in the fore part of the year and spears later on.

Not Badly Dama

Cottage City Reports Thaties to the Danube A Not Serious.

Immense Copper Ledge Ed-A Millinery Store ed at Dawson.

Steamer Danube, which was laid in Saturday's Times as having an iceberg in Gastment, is not very seriously damaged, owing to a timely discovery by Cottage City on Saturday night in her starboard bow is not a appears about a foot above line, and Capt. Foot called upon placing a cement patch over a progress on her would not be Cottage City was alongside on Thursday, and the latter making repairs. She had, to the hole, a couple of hours. The stranded City of Tapes on the rocks in Lynn canal. Cottage City left for Victoria event of bad weather coming feared that the wrecking of progress on her would not be Cottage City was alongside on Thursday, and the latter making repairs. She had, to the hole, a couple of hours. The stranded City of Tapes on the rocks in Lynn canal. Cottage City left for Victoria event of bad weather coming feared that the wrecking of progress on her would not be Cottage City was alongside on Thursday, and the latter making repairs. 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