

Fire at Carberry.

A Carberry, dispatch of March 2nd says: Six thousand dollars worth of property was destroyed in a fire which broke out here at 9 o'clock last night in the large frame building occupied by the Carberry Acetylene Gas company. The building was burned to the ground and the plant totally destroyed. Fortunately the wind was light and the firemen were able to prevent the fire from spreading to Kitchener's adjoining livery and stable blocks which at one stage were dangerously threatened. Had the conflagration spread on the preceding night when a small blizzard was storming, the fire could not have been controlled, and the whole section of the town would have been endangered.

The fire originated from an explosion of coal gas in the furnace which was extinguished by the firemen. The door was blown off, the windows in the building were smashed, the live coals were scattered over the room and the burning gas spread throughout the basement. In a few minutes the whole structure was ablaze. Thos. Harkness, who was in charge of the plant, was in the building at the time and had barely time to escape, leaving his overcoat and kit of tools in the burning building. He immediately cut the mains in a couple of places and allowed the gas to escape before the flames reached them, thereby preventing an explosion, which might have resulted in tremendous destruction.

The building and plant were owned largely by R. A. Wylie, of Winnipeg, general agent for the patentees of acetylene carbide. As there was no insurance, he will be a heavy loser, in view of the cost of the building, the plant was installed last December at a cost of \$7,000 and only the mains remain. The building was the old public school, and in recent years had been used as a livery stable by the Carberry creamery company, prior to its disbandment.

The second floor was used as a public assembly hall and a piano belonging to W. S. Swan, which had been left in the hall since the recent Foresters' banquet, was destroyed. A party with a number of patterns belonging to the Jones Stacker company and two Kits of tools belonging to D. Ker and T. Harkness. Municipally the town is again in darkness so far as streets are concerned. Many of the merchants have still retained their private generators and are not greatly inconvenienced, but others who had sold their machines have been compelled to resort again to kerosene and lamps.

War Notes.

The attack made by the Boers, numbering 900, and driving cattle before them, thereby breaking the line near Botha'sburg, Transvaal Colony, during the night of February 23, was most determined. They were led by two well known fighters, Ross Hands and Mies Bocha. When the Boers reached the town they attempted to actually break through the wire fences, but were frustrated they crouched beside the dead cattle, with which the ground was thickly strewn and from that defensible position a heavy fire on the British troops. The firing was steadily returned, and, finally, the Boers were driven back, leaving fifteen dead and six wounded on the field. They also left 170 dead or wounded horses and the entire herd of six thousand head of cattle.

Joseph Chamberlain made an interesting statement in the House of Commons last week to the effect that the proclamation providing for the banishment of the Boer leaders did not preclude Lord Kitchener or Lord Milner from accepting the surrender of Boer leaders on modified conditions. Lord Kitchener, on his own authority, had already accepted the surrender of some of the minor leaders on the understanding that the provisions of the banishment proclamation were not to be enforced. Mr. Chamberlain had previously explained that the publication in the Pretoria Gazette of the banishment of Boer leaders would require to be ratified by legislation.

The Cape Town correspondent of the Daily Mail explains why Cape orders go to the continent. He has been authorized by the minister of railways to state that the reason orders were placed for 250 cattle trucks with a Hungarian company was because the lowest English tender was 40 per cent higher than the Hungarian one; moreover, the English tenders for a hundred other wagons were 31 per cent higher and those for six-wheeled brake vans 35 per cent higher than continental prices.

The total results of the combined operations of the columns in the recent big drive against DeWet are as follows: Prisoners captured, 300; Boers killed, 75; Boers wounded, 251; Rifles captured, 185; Rounds of ammunition, 2,800; Horses, 1,864. And a quantity of sheep, cattle and vehicles taken. Among the captured was Commandant Bester, who has since died of his wounds at Heilbron Road.

On the night that General Viljoen, in spite of war, was expected to leave Machodorp on his way to Pretoria, the Boers mined the railway between that place and Dalmanitha with the object, it is believed, of wrecking the train and rescuing the general. A bogie truck, however, of construction material had been placed in front of the armored train and sprung the mine. The bogie was blown to pieces, and the train escaped without injury.

There are several indications that the press censorship in South Africa has recently been tightened. An Amsterdam correspondent writes: "I am told that the British are now maintaining a much more vigilant watch than heretofore, so that the lighting area is now nearly, if not wholly, inaccessible. Some time ago Mr. Jan Van Alphen, Mr. Kruger's postmaster general, was entrusted with a mission to Mr. Schalkburg and Mr. Steyn, but was arrested not far from the Portuguese frontier at Komati-poort, and masquerading as a Boer prisoner, in attempting to escape from Deadwood Camp. St. Helena, on Thursday evening, was shot by a sentry of the Wiltshire Regiment, the bullet lodging in the chest. The prisoner died on the following day.

A London cable of the 4th says: The heavy casualties, the apparently certain loss of two guns, and the capture of nearly 500 British troops by Boers near Klerksdorp, will dull the enthusiasm caused by the success of Gen. Kitchener's second big drive. The entries of Japanese vessels numbered 3,000, representing a carrying capacity of 3,500,000 tons. Her merchant steamers, which numbered 96 in 1892, with an aggregate tonnage of 23,364, reported in 1900 as 844 strong, with a tonnage of 528,311. Japan has been described as the Great Britain of the east. She is in a position to be the policeman of Asia.

fen their resistance. Gen. Kitchener's first despatch to-day lengthily summarizes the result of several days' combined operations in an area of about 2,500 square miles, in which the engagements of February 23 and February 26 occurred. One incident was the killing of the Boer leader Manis Botha and 35 others Boers, in addition to the losses previously reported. The Boers made other small attempts to break through the British lines. In two cases they succeeded. The biggest coup was yesterday, when 450 Boers, with their rifles and horses, were captured. Unofficial telegrams describe this as happening on the Natal-Orange River Colony border, where Lieut.-Col. Rawlinson, according to one version, surrounded a laager at dawn. Instead of opening fire he sent a messenger giving the Boers one hour to decide whether they would fight or surrender. Kitchener that escape was impossible they surrendered unconditionally. Gen. Kitchener says that all the columns have not yet reported owing to the wideness of the district.

In addition to Rawlinson's capture the combined operations resulted in the capture of 2,000 horses, 28,000 cattle, 200 wagons, 60,000 sheep, 600 rifles, 5,000 rounds of ammunition, and Commandant Bester and Truiter, and several other Boer leaders. Gen. Kitchener's despatch concludes: "These satisfactory results are very appropriate on the anniversary of Majuba."

Unofficial telegrams say that DeWet, Steyn, and Wessels, with a large body of followers, escaped before the Boers were driven. It is pointed out that the Boer losses in this drive are proportionately equivalent to the loss of 7,000 British.

Serious British Disaster.

A despatch of March 3rd, says: In a despatch from Pretoria, dated today, Lord Kitchener sends details of the disaster to the south of the Cape Colony of empty wagons at Venderop, southwest of Klerksdorp, Transvaal Colony. The British casualties in killed, wounded and men made prisoners reach the total of 642. In addition the Boers captured two guns, Lieut. Col. Anderson, who commanded the British force, and who had returned to Kria Pan, Cape Colony, with nine officers and 245 men, reports that when his advance guard was within 10 miles of Klerksdorp, during the morning of Feb. 25, the Boers opened a heavy rifle fire on the troops from the scrub. The burghers were driven off and the convoy resumed its march, when a more determined attack was made on the convoy's left flank, the Boers getting within 110 yards and stampeding the mules harnessed to a number of wagons. The attackers were driven off again. At about 6:30 in the evening the rear guard was attacked by a strong force of Boers and simultaneously another body of Boers boldly charged the centre of the convoy and stampeded the mules in all directions, throwing the escort into confusion during which the Boers charged and recharged, riding down the separated ranks of the British. The Boers for two hours during which the two British guns and a pom-pom almost exhausted their ammunition. A detachment of 200 mounted infantry from Klerksdorp attempted to reinforce the British but were held in check by the Boers. Lieut. Col. Anderson adds that the strength of the Boers was estimated at from 1200 to 2700. Commandants DeCary, Kemp, Colliers, Lemer, Wolmarans and Potgieter were all present. Commandant Lemer is said to have been killed.

United States After the Trade.

The Spokesman-Review, Spokane, says editorially: While Great Britain is negotiating treaties with Japan for preserving the integrity of China and Korea, the United States continues to increase its share of the Japanese trade. A recent monograph of the bureau of statistics shows that the foreign commerce of Japan which amounted to less than 60,000,000 yen in 1875, has grown to over 600,000,000 yen in 1900. In the year 1881 Japanese imports from the United States formed less than 6 per cent of Japan's foreign imports and in 1900 they formed 22 per cent. During the same period the share of Great Britain in Japan's imports fell from 52 to 25 per cent.

The trade of the United States with Japan has increased remarkably, one reason being that this country is Japan's best customer. Of the total exports from Japan, amounting to 198,000,000 yen in 1900, 52,566,000 yen worth came to the United States, and of this more than half consisted of silk. The imports of Japan from the United States have grown with even greater rapidity than her exports to this country, and it is worth noting that a good part of the shipments this way come through ports in the state of Washington. While the imports are likely to increase with closer business relations and cheaper shipping facilities, our sales will grow even more rapidly. We buy only a few Japanese staples. We can sell hundreds of manufactured products as soon as they have once been introduced and the Japanese have become accustomed to them. The balance of trade will be decidedly in our favor.

Fur Trader Badly Frozen.

Winnipeg Tribune. L. H. P. Lamo, a fur trader from Northern Saskatchewan, is a patient at the general hospital, where he had portions of his feet amputated as the result of having them badly frozen.

While travelling between his trading posts between Cedar Lake and Moose Lake, which are fifty miles apart, his horse plunged into a hole in the ice, and he, too, was dragged in. At the time the thermometer was 42 degrees below zero, and before he reached any settlement he was severely frozen. After remaining at this settlement for a week he returned to his own post at Cedar Lake, but his feet gave him so much pain that he decided to secure proper medical aid. About two weeks ago he came to Makenna, on the Canadian Northern railway, and after remaining there some days, came on to Winnipeg, where the operation was performed. He is now progressing nicely.

Mail and Empire: England's new ally in the Far East, Japan, is rapidly becoming a maritime power. Seventeen years ago her shipping was so insignificant that it was not even noticed in the public reports. In 1899 the entries of Japanese vessels numbered 3,000, representing a carrying capacity of 3,500,000 tons. Her merchant steamers, which numbered 96 in 1892, with an aggregate tonnage of 23,364, reported in 1900 as 844 strong, with a tonnage of 528,311. Japan has been described as the Great Britain of the east. She is in a position to be the policeman of Asia.

C. N. R. in British Columbia.

A Montreal despatch of Feb. 27th is officially announced here that the Canadian Northern railway, which now runs from Fort Arthur, on Lake Superior, to Winnipeg, will be extended at once to Edmonton, Northwest Territory, and through the Yellowhead pass of the Rocky Mountains into British Columbia. The Pacific terminus will be at Dura Inlet, a fine harbor, with ferry communication with Nanaimo, Vancouver island and also with Victoria, the provincial capital.

The British Columbia government has promised the enterprise a cash subsidy of \$1,800,000, as well as a land grant of 8,000,000 acres. The country to be opened is said to be richer than that through which the Canadian Pacific runs.

Four Bands of Boers.

In a recent report to the War Office, Lord Kitchener gives a general review of the military situation. He says: "The enemy's force is now practically confined to four definite areas. In the Eastern Transvaal the personal influence of General Louis Botha continues to hold together a considerable but diminishing force between the borders of Swaziland and the Brugsburg-Waterval blockhouse line. In the West General DeLarey and Kuyper cling to the difficult country between the Mafeking Railway line and Majuba'sburg. The north-western districts of Orange River Colony De Wet and ex-President Steyn still control a comparatively large and determined following, who have quite recently given proofs of their boldness and initiative in attack, and in Cape Colony the country to the north-west of the Cape Town-De Aar line is infested by several bands of rebels, kept together by adventurers from the late republic of Eswatini. Smaller commandos are to be found, but their numbers are insignificant, and their want of enterprise reveals in all probability an abating interest in the useless struggle in which they have so long been employed."

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SOCIAL. A Social will be held in Homewood Presbyterian Church on Friday, March 14th. Proceeds to lessen church debt. Admission, 25c; Children 10c. 37-38c.

WORK HORSES FOR SALE. Will arrive in Edmonton between March 10th and 20th, with a car of work horses for sale, averaging 1200 lbs, well broken. Give me a call. 37-40p. G. B. VAN CLEVE.

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