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ntion - Late News From

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ON THE APPER

Delivered by the Lord Chancellor.

and "will answer every party you get U-A-S-T-O-R-I-A. he first question that arises upon this LMOST STARVED the Atlin-Teslin Trail Suffer

ion at which they arrived.

line has been completed now that district is in with Skagway and Dawmessage sent over the the Atlin Globe to the The rates from tlin are \$2.35 for ten be says Col. Creighton, ing a hydraulic plant on a tributary of Spruce, rts unknown and taken an-up, forgetting the litsetting with his emthose left unpaid was ith her infant child, was before absconding wed \$15-all the money n the world-from her. Charles Lambert, of left for the outside with undred pounds of gold

repair the bridge.

of his summer's earnof news culled from the Atlin Short Line railn Co. is sueing the John on Company for a balclaimed to be due as ight of the defendants, er the portage of two Taku Arm and Atlin the tramway people nd declared a dividend of the claim, apportiondue to the stockholder number of shares held y was as follows: Wal-\$27.20; J. H. Kilmer, Clifford, \$54.40; A. G. 5; J. H. Brownlie, Jones, \$13.60; R. C. H. Langley, .02; and

UT THE HAREM. dated Press.)

4.-A special from Buthe Sultan has causin the Bosphorus sevharem accused of combers of the young Turk-

DESTROYED.

14.—The Nutmeg hundred-ton Sound

ed to the water's edge. one was hurt, so far freight was entirely Point Ellice **Bridge Suits** 

Council's Decision on Appeal.

The Official Report Reproduced for Benefit of Times Readers.

ondon Times report of the decision of Privy Council in the appeal of Patson vs. the Corporation of Victoria, sing out of the Point Ellice bridge aster. As there exists a desire to the full text of the judgment as offilly printed the following is now pubed. It is a copy of the judgment in

hese are two actions, one brought by T. Patterson, deceased, against rporation of the city of Victoria. ason of an accident that happened 26th of May, 1896; the second w, and administratrix of the esand effects of John Lang, deceased. ealing first with the case of Pattera tramcar was passing over a alleged to be under the care and of the defendant corporation the broke down, and the husband of plaintiff, and other persons, were ned. This is an action brought to er damages in respect of the injury plaintiff and her family sustained loss of her husband.

ord is, what was the cause of the acwhich led to this calamity? Upthat question, subject to what their ships have to say hereafter in ret to the different classes of evidence which that question depends, it by reason of the breaking down bridge from its internal defects, d with the fact of the tramcar ng over it at a point where, from tural decay, or other circumstances. which their lordships will have to attention later, the bridge had beme incapable of sustaining the weight which it was subjected.

The question then arises, whether ever is responsible for the condition the bridge was guilty of an act of igence, either by way of omission, mmission, which led to the acci-Some controversy has been raistheir lordships' bar with reference sufficiency of the evidence to esdish the responsibility of any one. It enough to say, in dealing with that of the question, that there was evion both sides as to the condition the bridge, and as to the circumunder which the accident very great importance to consider the ticular portions of the evidence. The te in their decision that the proximate mit. as evidence from which the jury might rly and properly arrive at that con-They have arrived at it, and ere is clearly no ground upon which decision ought to be reviewed. It ust be taken therefore that there was ridence to justify th jury in the con-

next question which arises is responsible for the condition of beam, which, for the rest of this ment, is to be assumed to be satisrily ascertained to be the cause of breaking of the beam at that point ne question might have arisen in this seriously important question, whether, if the original contion of the bridge was such, and ressure placed upon it by the tramcompany was so great that, under ircumstances, independently of any or misuse of the beam, to which ordships have referred, the weight d upon it would have caused the deion of the bridge. It might have a very serious question whether the responsibility for passing that tht over the bridge at that point ht not have rested upon those by act that unusual and extraordinheavy weight was passed over, out casting any responsibility on whose duty it was to maintain

heir lordships are of opinion that such question arises in this case, bese the conduct of the trial was such that question was never submitted the jury, and was never raised in nt of argument; and, if it had been. tally different series of testimony witnesses might have been proper called to show that weights of a character had been repeatedly ar issues, and when, by their altogether, and do not direct And upon the barest principles of

such questions are properly decided had scribed any form, any appropriate form when the opportunity which the municipality chooses to adjuvesting itself course of the trial here that no such | Their lordships find as a matter of lequestion as that was ever presented to gal inference from the facts found by the jury; and it is, their lordships think, the jury that the appellant corporation the experience of every one familiar from and after the year 1892, compe with causes tried before a jury, that no tently assumed, under the provisions of more inflexible rule has ever obtained the Municipal Act, the maintenance, re-Full Text of the Privy in the courts than that you shall not pair, and control of the Point Ellice raise a question after a trial which has bridge, in the interests of the communnot been raised at the time, which ques- ity. It is, indeed, to be remarked that been answered by evidence on the other which purports to be a by-law of this

lordships have to decide, must be con- capacity at all in respect of this bridge sidered to be independent of any such has been passed by them, and which question as that. That question, if it is purports to be, "Regulations for the raised again, as it may be, would be a working of street railways on and question to be determined quite irres- across the wooden pile bridge at or near pective of anything their lordships have Point Ellice, in the city of Victoria, and On June 30th the Times published the said in this judgment. The question for controlling the vehicular traffic on here is to be determined upon the issues and across the said bridge." It recites raised and argued, and decided before that, "Whereas it is deemed necessary is usually led to believe that Pretoria that jury. The question that was raised is whe-

ther or not the persons, whoever they

were (as to which more will be said hereafter), were responsible for the state of the bridge, and the condition to which the bridge was then reduced. The jury have answered certain questions put to them by the learned judge who hese are two actions, one brought by tried the cause, and it would appear from the evidence that the corporation administratrix of the goods of one are to the responsibility of which more will be said hereafter, with reference to the legal position the corporation occupied) undoubtedly, from the year 1892 (this accident having happened in the is by Martha Maria Lang, the year 1896), had the care, and conduct. and management of this bridge; that one of their officers, paid by them, and authe nature of the accident was that and bored certain holes in the beam, and it is alleged, and found by the jury that this was the place at which the accident was caused, and that the boring was the proximate cause of the calamity which followed. It is unnecessary to go into detail upon the particular evidence given by the person so called; it is enough to say that there is certainly ground for the verdict of the jury that the proceedings then taken materially weakened the beam, which afterwards broke. There was the evidence upon the cogency, or force of which their lordships have not to pronounce any opinion, that the boring of holes and leaving them so as to collect water, was calculated to rot this beam; that for a period of four years this beam was left in that condition, collecting water, and if the evidence is to be believed, diffusing a state of rottenness all through the beam. That act was done by an officer of the corporation, upon their direc-

poration. But it is objected that although the corporation were, in fact, so far as a corporation can be, by its officers, and persons in their employment, in physical possession of the bridge, yet the nature of the legislation in British Columbia is such that the bridge, although in possession of the same persons who were corporators, and professing to occupy the position of corporators, was not in point of law in possession of the Their lordships do not regard it corporation, but in possession of perbe the corporation, and that, therefore, y had before them the question of so far as that abstract legal creature ether or not the proximate cause of the corporation was corncerned, the acts accident was the decay of the par- done were ultra vires and indeed they plar beam pointed out in the evidence; were not corporate acts within the lead whether or not the jury were accurgal capacity of the corporation to com-

tion, and paid for by them. That would,

under ordinary circumstances, be ample

evidence to justify the verdict which

was ultimately found against the cor-

naterial to consider, because there ish Columbian legislation their lordships of it, and, if negligence was committed tion.

question which appears to be sought to be argued before their lordships is this: that as the general Act of Parliament, the Municipal Act. 1892 (55 Vict. c. 33), appears to assume that when the municipalities have got possession of, and have adopted, either the roads or the bridges, it simply gives them the power to make by-laws, a bylaw actually vesting the bridge in the corporation was a necessary preliminary treating their acts as corporate acts, and inasmuch as there was no by-law in evidence which, so to speak, vested the bridge in them, the corporation had not

become the responsible authority. Now there are two modes in which that matter can be treated. The first of alled to determine that question. It them is this: that the Act of Parliament be almost beyond doubt that if which gives the power, as it is said, to question as that had been rais- act by by-law, nowhere prescribes any vidence of a different character particular form of adoption; and, so have been produced: Persons far as their lordships have heard, there to be incriminated by the impu- is no general Act of Parliament which through any particular form, but the nature of the general statute referred evidence appears in one of the has adopted a bridge, the bridge so advailable. But it is enough to say, then is empowered to do the ordinary that part of the case, that when works which a municipality in other may be, they leave aside one and to inflict penalties for any nuisance versary's attention to a point of injury done to the bridges, and so forth. hich may be answered by evi- Their lordships are of opinion that the other side, it is too late there is nothing in that statute which the fate of the first. verdict to raise that question prescribes any particular form of adoption. When the question arises wheththing to be done, because it or not, it must be treated like any other taking their adversaries by question which involves the necessity

ed by. It is abundantly clear in the with that authority would be sufficient.

tion, if it had been raised, could have since this accident has taken place, that same corporation, which is now setting The question, therefore, which their up their inability to act in a corporate and requisite for the protection of the persons and property of the public that lowed to be on, or to cross the wooden pile bridge over the waters of the Victhirty passengers at any one time."

Their lordships certainly, in the face Dutch Sleepy Hollow. of that regulation purporting to be passed by this corporation, are somewhat surprised that the appellant corporation, appearing here should argue that these acts which they are doing, purporting to regulate the traffic over this bridge, and purporting to exercise the authority of the municipal council in that respect given-that 'every one of those acts which they have done after the transaction into which their lordships are now enquiring, were acts which they had no authority to do, and that they. as a corporation, are not persons acting at all, although they are purporting to act, with the authority, and under the sanction of the law, which only gives them the power to do it if they are a corporation in possession of, and hold-ing the authority over this bridge. However, of course, if they can succeed in establishing that proposition it would be true to say that whatever might be the responsibility of the individuals who have been so acting without authority, and purporting both to raise money by rates, and purporting to sell some of the such illegal procedure, if it were illegal, not be responsible, although the individual persons (corporators) might be in their individual capacity. -

ships are of opinion that the General es and only man is vile. Act, prescribing no particular form of taken into its hands and is now managing this bridge is ample to satisfy the ed. If this question of there being no adassume now, by the admission of both exercising this authority, it would have parties, is of this character; that the been obviously a necessary part of the roads and bridges are vested in the Do- evidence put in on the part of the corminion, or in the province, it is imma- poration to negative whatever was necterial which, but in the constitution of essary to establish the authority to take the province they are left to be adopted possession of this bridge. Any tribunal or not by the particular municipalities would be probably guilty of very gross which are from time to time created in omission to do its duty if it did not asthe province. That, so far as the evi- sume from that condition of things that dence is concerned, appears to have been all these things were legally done. No the condition in which this bridge was court ought to assume illegality; and at the time of the accident: that it was where there is an amount of such action bridge which at one time had be- as there is here, taking possession and ionged to, and been in the possession, dealing with the matter by acts of ownand under the legal control of one set ership only consistent with the corporaof authorities. It is alleged on the part tion being the legal authority, it certainof the plaintiff that it was adopted, and ly ought to have been put before the taken over by the municipality, and they court and jury that, if such a question became responsible for the maintenance was to be raised, the burden of proof was upon those persons who sought to in the charge of it, responsible for the show that their acts were illegal and damages such as are claimed in this ac- not justified by the course of law and engaged. It is not necessary to rest their lordships' decision upon that view, because the construction which their is enough, for the decision of this case but it is important to point out to the things which has been described exists, it would be for the corporation itself to show that that, which was prima facie their act, was not their act, by every species of evidence by which their au-

thority could be negatived. It is enough, therefore, to say that on ends here. The Swazis, though normally either of these grounds it would be impossible to maintain that this was not ponents, and may give trouble some day. an act within the power of the corporation to do, and their lordships are of opinion that there was ample evidence after the disaster of Isandhlwana, in 1879. that it did do the acts for which responsibility is insisted on against them. The other case, which has been argued almost together with it, though argued in one sense separately, differs only in to them of negligently passing provides that when a municipality is ad- one triling respect, and that simply that weight would probably have opting a road or a bridge it has to go means that one of the witnesses called in the second case differs in his evidence from the evidence he gave on the over the bridge. And indeed to above is that when the municipality first occasion. But that is a matter wholly immaterial. In each case the which will be referred to here- opted comes under the jurisdiction of witness was before the jury. It was for o show that evidence of that sort the municipality, and the municipality the jury to consider, and, if his evidence was at all different, it was for the jury to weigh and value the amount of credgo before a jury to determine parts of the world does, make by-laws it, or discredit that they would attach to for the regulation of powers that it the second version of his evidence by whatever the state of their possesses so as to bind outside persons, reason of the variation in that evidence from when he first gave it. But the committeed on the highway, or for any | jury have decided the question precise i ly almost in terms in the same way, and therefore the second case must follow

Their lordships are therefore of opinion that none of the points that have would be improper to allow er a bridge or a road has been adopted, been made on the part of the appellant corporation are sustainable, and they will humbly recommend to Her Majesty it would be raising new ques- of proof of the authority to assume a that both these appeals should be disafter the tribunal before whom jurisdiction. If the statute has not pre- missed with costs.

## War Area

Some Interesting Particulars Regarding Towns and Forts in South Africa

Where the Fighting Is Likely to Occur-Places Famous in History.

car weighing with its passengers more Mooi river. The place has its record in be permitted or suffered to contain, or to carry over the said bridge more than is one of the caief tobacco producing the north.

At Taunter Sir Checker Warren erge districts of the Transvaal, and a true

What is to be said about Johannesburg that has not been told and retold time and again? In some ways it is the most remarkable and romantic town on eartn, inasmuch as within ten short years it has risen from a dozen tin shanties and a bank kept in a tent, to a city of magnificent streets, with churches, clubs, shops, palatial residences, trams, carriages and everything pertaining to a "live white

man's town It never had any real "mining camp" stage. That is to say, it was never "Bret Harte-y" in the accepted Californian manner. From the very first, when it took five days to trek from Kimberley in a sort of "Deadwood" coach, with sixteen mules, it was always a busy, settled community of working folk, Gamb ling went or, of course, both on 'Change, on the racecourse and elsewhere. But legitimate gold mining was the real business of every earnest workman, was he capitalist or engine driver. The climate of Johannesburg is unsurpassed any

Johannesburg is nearly 6,000 feet over actual property in the bridge, whatever that the mere act of living is an exmight be the individual liability of each of the persons doing or concurring in cured there long before the air cure was He had long been spoiling for a fight. the corporation, qua corporation, would twice the amount of work there than in a kilted regiment, and more Scotch elsewhere. Wounds heal more quickly, and coughs and colds come and go with bativeness of his race, who when they But their lordships are entirely unable to accept any such proposition as having a cloudless blue sky, and it is in all iously keen, had till quite lately been ing been made out here. Their lord-verity a place where every prospect pleas-

adoption, is satisfied by what was done; over twenty million pounds sterling a he had reached the mature age of 44 that the fact that the corporation has year, and the number of fortunes made and had seen no more blows struck.

statute. There is another proposition by which the same result would be arrived at. It is not denied that the cor- It is 1,200 feet lower than Johannesburg A year or two more and he must have poration officers in the name of the cor- and about thirty-six miles distant thereporation have been managing this from. It is hotter by far, being in a valbridge, and taking care of it, and re-pairing it, and, as it is said, selling the lev. surrounded by great ranges of hills. The country would have missed in materials of it, ever since the year 1892. streets are divided from the houses by White a stout, stalwart soldier, with If this question of there being no ad-option were to be relied upon in the months of the year. Down either side ness of were and reading the busi-That question depends upon the Brit- face of the fact that for this period of of the main streets are little rivulets or fitting opportunity to come conspicuousthe injury to that particular beam, it is ish Columbian legislation, and the Brityears the municipality has been apparon flattened stones.

Wakkerstroom is now a Boer laager, and a very safe one too, as it is surrounded on three sides by towering nountains, and protected on the fourth by a a large vlei, or lake, which is very full in summer, and hardly dry even in mid-winter. This place was besieged in 1881, and some of the inhabitants had the greatest difficulty in escaping. The ers dropped bullets down from the heights above, and did a lot of damage, picking off cattle in the village and killing many men and women. Owing to its proximity to the Natal frontier it may probably be the scene of some of the

earliest trouble, if trouble there is to be. In the Malmani district and near the Marico river is Zeerust, which can hardly be dignified by even the name of a vil-It is a scattered hamlet of a few shanties, but it is the centre of a tin very bellicose Boer country. The farmers are fire-eaters to a man. Jameson and administration in which they were then his ill-fated column passed through here on his march from Pitsani, and Zeernst. being only a few miles from the Bechuanaland border, it is possible that retalialordships place upon the General Act, tory raids may take place here if the younger Boers get out of hand. At Komati Poort Station, on the border, the parties that where that condition of Boers have constructed a large camp. which is faced by a fairly strong force of

Portuguese troops. vaal by a special convention. The capisubjects of the Boers, are their bitter op-At Eshowe, the British, under Gener-In that campaign the defence of Rorke's Drift saved Natal. The Zulu impis were

finally crushed at Ulundi. Colony, its British sentiments indeed being very strongly marked. Durban, named after the former governor, Sir Benjamin D'Urban, is the chief port, and one of the best harbors on the east coast. Pietermaritzburg is, however, the capi-

Neither of these towns would be so seriously affected by hostilities as Ladysmith and Newcastle, the former being the site, in peace time, of a large British camp, while the latter would probab ly be the base of operations, as it was

To the north of Newcastle lie the three battlefields, or, rather, skirmish fields, in which the British sustained defeat in 1881, Majuba, Laing's Nek, and the Ingogo Heights.

Charlestown is a small border town nd no serious attempt would be made to defend it in case of war. The correspondents at Johannesburg and Pretoria who do not wish to have their telegrams withheld or altered by the Boer government, send their messages by train to

have them put on the wire.

To the northwest of Ladysmith is Van Reenen's Pass, 5,500 feet high, by which, describe him as a stronger soldier in the a case the Orange Free State joined the field than in the closet. He no doubt Transvaal in warlike operations, one knows the game of war by heart, but he British force would probably invade the is better at playing than planing it. He cormer country, while another crossed inthe latter at Laing's Nek.

Thaba Bosigo, where the Basutos long him this last week or two, after he got defied the Dutch with success. In the his orders; his buoyancy, his alertness, event of war the Orange Free State his pride in his mission were reflected would have to maintain 10,000 men along in his bright, eager face, and, as a friend the Basuto frontier in order to prevent any incursion by the natives, whom it It is morally certain that so long as would be almost impossible for the British to keep in check, so great is their animosity towards the Dutch.

Bloemfontein, the capital of the Orange Free State, a quiet and pleasant rural centre, contains about 8,000 residents. According to the generality of mis- half that number being whites. It was informed newspapers, the casual reader here Sir A. Milner had his famous conference with President Kruger this year. At Jagersfortein, slightly to the south, is the capital of the Transvaal. This is are the well known diamond mines. On not the case. True, it is the seat of the west of the Transvaal and the the regulations hereinafter contained not the case. True, it is the seat of the west of the Transvaal and the shall be made. Therefore the municipal government, but the actual official capi- Orange Free State, going northwards, is council of the corporation of the city tal is Potchefstroom, a quiet village nest- Kimberley, the headquarters of the diaof Victoria enacts as follows: (1.) No ling in willow trees on the bank of the mond industry. Small forces of British troops are stationed all along the border. than eight and one half tons shall be all nistory, too. During the war of 1881 a king railway crosses the Vaal river, a number of British residents were shut up body of police have been stationed to there and besieged for many weeks. Tercity of Victoria, and no such car shall rible privations were theirs and many be permitted or suffered to contain or men, women and children died. To-day it the part of the Boers would cut off all At Taungs Sir Charles Warren erected fort during the Bechuanaland expedi-

> Goschen. Vryburg and Mafeking are both very important trade centres. At Ramathla-bama. Colonel Baden Powell's special force was, until quite recently, established. It has since moved slightly to the south, owing to lack of water. From Pitsani Pothlugo Dr. Jameson's march to Johannesburg started, to end disastronsly

tion, which crushed the Boer trek into

at Krugersdorp.-London Daily Mail. GEN. SIR GEORGE WHITE.

The Officer Who Will Lead the British Troops Against the Boers in the Transvaal.

"The fire is too hot to halt under. You must get on your long legs and charge with your company," said the major commanding the advance of the second battalion, Gordons, the old Ninety-sec-ond Highlanders. The scene was a battlefield, the brilliant action that was the sea level, and the air is so rarified fought outside Candahar by Roberts af-He had long been spoiling for a fight. taiked about in Europe. One can do Of Irish extraction, although serving than any Scotchman, he had the com-

surprising facility. It is never too hot see a head want to hit it. White, alor two cold. The sun is always shining though his military instincts were cur-As a lad he had taken a small part in The output of gold is of a value of the repression of the Indian mutiny, but there has been very greatly exaggerat- Now, at the outbreak of the second Af- A Treacherous Native Chief Leads an Expedighan campaign, when his regiment formbeen pensioned-of course, to his own deep chagrin-and, as has since been

> It is, indeed, a curious commentary upon our whole system of army advancement that he should have been kept back by pure accident for so long, and fast approaching man's appointed term of years, he should have the luck to be chosen for a most onerous and responsible command in the field.

White had soon shown his quality in Afghanistan. He was constantly engaged with his regiment in all the fierce conflicts around Cabul, Sherpur, Takhti Shah, Childulktean, Charasiah. At the last-named he contributed largely to the success of the affair, for he led the attack on a fortified hill strongly held from Batavia, capital of the Netherby the Afghans, and outnumbering the force he commanded by eight to one. In this business he advanced along a ledge ed the south side of the island of Cerem, of rock single-handed carrying a rifle, with which he shot the Afghan leader dead. This bold onslaught and the loss Amheies was destroyed, 4,000 persons of their leader spread dismay among the killed and 500 others injured. enemy, who forthwith fled. White was deservedly rewarded with the Victoria Cross. Henceforth his progress was steadily upward. Rank and honors came to him quickly. He passed from major to major-general in seven vears-eventful years filled with stirring episodes-for his name was known now as that of an officer worth utilising Swaziland is a Boer protectorate. It wherever hard work was to be done. So was handed over in 1894 to the Trans- he went on Wolseley's staff to the Soudan, and a little later was given a brigtal is Bremersdrop; the telegraph wire ade command in the last Burmese war, with results that more than justified the high opinion now formed of his mili tary capacity. It was in this command, which was rewarded by both promotion al Pearson, sustained a memorable siege and knighthood, that he won still more; the approaching esteem of the then viceroy, Lord Duffering, who was heard to express his belief that White was the ablest military officer he ever met. The colony of Natal is more an- When in a few years more the appointtagonistic to the Transvaal than Cape | ment of commander-in-chief of the Indian army fell vacant, Lord Dufferin's support, it was said, availed much to secure the coveted distinction for Sir George White. The selection caused

some heart-burning, for it meant the suppression of several officers believed by many to be quite as fit for the post. He was greatly aided by his intimate acquaintance with Indian military administration: he showed much sound sense, and was always personally popular, coureous, kindly, ever considerate, lenient in judgment, and always a firm friend, Sir George White was undoubtedly success.

Captious critics, especially in India, have, however, found fault with his claim to control operation on the northwest frontier from Simla during the las vexatious war, and he has been blamed for its tardy completion. The matter is one for controversy, and scarcely affects his qualifications for the command to

Charlestown or Newcastle, and there they may be deemed clear and usequestionable.

It is no disparagement to White to spite his advancing years, he is still full Basutoland is a British protectorate, of energy and "go": indeed, extraorits capital being Maseru, near to which is dinarily keen. It was delightful to see said of him, took ten years off his age. White keeps health and strength, and indeed whether or not, he will hold bold-

The keynote of his character is selfreliant courage, not only of the rare kind which has been well called "two o'clock in the morning" courage, and which he has shown abundantly by his personal prowess against great odds and his triumph over the most pressing personal danger, but in the calm, stoical endurance of acute bodily pain.

To see White at his best he should have been visited last year when he was slowly battling with his terrible accident, the leg fractured in several places by the kick of a horse in India. He had to undergo several operations on his return to this country, including refracture, resetting, the application gical appliances, and his convalescence was greatly protracted. Under such a test the inner man is generally laid bare, and the patience, the unfailing spirit, the unruffling of his singularly sweet and kindly nature, were remarkable. Ashe conquered pain, so he overcame the after effects of his accident. At first he was threatened with permanent lameness, but by his tendency of purpose he has falsified that forecast, and he walks and rides as well as ever he did. There were no traces of lameness as his tall, erect figure was to be seen striding along Pall Mall, none as he rode with the headquarters staff at this year's review. It may be added that he is a fine horseman, devoted to sport, and never happier than when in the saddle.

White's will be a difficult role-at least, at the outset-for he may arrive late and find the crisis has been precipitated. It is quite on the cards that the Boers may be led any day into overt acts of war, tempted by our seeming weakness in Natal. That hostile incursions would do more than a passing damage need hardly be feared, but the prestige of a first success is not always easily effaced, and White may not find himself in a position to undertake re-

Prisals immediately. He may even be restricted to the defensive, compelled to wait till sufficient force has joined him, while the enemy seem to carry all before them. In such dilemma we may trust White to exhibit another form of courage—the constant fortitude of the calm, equable mind face to face with a great trial which never falters, never despairs. After that we may be sure he will deliver a vigorous counterstroke.-London Mail.

## GERMANS MASSAGRED

tion Into Ambush The Party Outnumbered and Slain.

(Associated Press.)

London, Oct. 13.-The steamer Niger, which has arrived here from Southwest Africa, brings news of the massacre of a party under Lieutenant Guise, German commissioner at Rio Del Rev. near the Old Calabar river, on the right of Biafra, and also of Herr Lomeyer, a German trader constituting an expedition formed by Lieutenant Guise, to quell disturbances near Cross river, which forms the boundary between British and Gerthat now, at the eleventh hour, when man territory there. A native chief was taken as guide, but he led the party into an ambush. He was promptly shot when the Germans received a volley. They fought courageously, but were outnumbered and slain.

> TOWN DESTROYED And Over Four Thousand People Killed

by an Earthquake. Amsterdam, Oct. 12.-It is reported lands island of Java, in the East Indies, that violent earthquakes have visitnext to the largest of the Moluccas, be tween Booroo and Papaa. The town of

ANOTHER MINER KILLED.

(Special to the Times.) Nanaimo, Oct. 13-Nicholas Milburn was killed this morning while working in Protection Island shaft, his face and head being crushed by a fall of coal. Deceased was a prominent Oddfellow, being district deputy grand master at the time of his death. Deceased had resided here for twenty years. He was unmar-

> FOG AT NEW YORK (Associated Press.)

New York, Oct. 13.—The steamer Manhattan, from London, which arrived last night, was the only vessel reported in quarantine at 6:30 this morning. No other vessels were in sight either at Sandy Hook or the quarantine up to 9 a.m., owing to the dense mantle of fog enveloping the harbor.

EARTHQUAKE IN CALIFORNIA. (Associated Press.)

Santa Rosa, Cala., Oct. 13.-One of the severest shocks of earthquake ever felt here took place last night at exact-But White got it, and did well with it, ly 9 o'clock, following one in the morning. Chimneys were thrown down and plaster in many parts of the city shaken from the laths. Later two other shocks, less severe, followed.

PAUNCEFOTE'S RETURN. (Associated Press.)

London, Oct. 13.-Baron Pauncefote, f Preston, British ambassador to the United States, will sail on his return to Washington to resume his duties on No-

Rev. Dr. Potts announced in Toronto on Wednesday night that the contributions to the Methodist twentieth century which he is now called; on the contrary, fund had now reached \$299,112.