

War News.

Where Boers Are. Part of Christian Botha's force has halted at Paardekop, 18 miles northwest of Nolsrus.

A detachment from Lorenzo Marquez dated yesterday, says: "Persons have arrived here who have seen the preparations of the Boers and learned that they will retire, when forced, through the Lydenburg district into Zoutpansberg region, adjoining Rhodesia and Gazaland."

Foiled Methuen. The Daily Mail has a despatch from Bloemfontein, dated Wednesday, saying: "General DeWet's attack on the railway was made after he had succeeded in burning Lord Methuen from where he had destroyed the line. Then he cleverly seized the north of Kromstad, blew up the bridge and destroyed a long section of the line with dynamite."

Major-General Baden-Powell has been appointed to the temporary rank of lieutenant-general.

The Cape Town correspondent of the Daily Telegraph in a despatch dated Friday, says: "I understand that General DeWet, in addition to the Derbyshire battalion, captured two companies of the city volunteers and two companies of Yeomanry, two men only escaping to tell the tale."

Steyn is Stubborn. The Lorenzo Marquez correspondent of the Times says: "It appears that Steyn and not Kruger is now the stumbling block in the way of the surrender of the Boers. Shortly after the British entry into Pretoria, Mr. Kruger proposed to reopen the peace negotiations. Mr. Steyn, bearing in mind that his former adviser was scouted, demurred to this and pointed out that, according to the treaty between the republics, neither could conclude peace without the other."

Mr. Kruger equally unwilling to incur the charge of a breach of faith, had to continue the war. Nothing further is known regarding the rumored peace negotiations, but it is a matter of notoriety that Mr. Kruger favors peace on almost any terms, but declines personally to take any initiative which would involve unconditional surrender.

Ninety-seven burghers out of two hundred in one commando have returned to their homes.

Canadians Invaded. Toronto, June 15.—The Telegram's special cable from London says the following members of the Canadian regiments in South Africa have been awarded to England at Woolwich: Pte. J. Finch Smith, 5th Regiment Canadian Artillery ("A" Company); Pte. J. G. Lobbman, 5th Regiment Canadian Artillery ("A" Company); Pte. C. J. Jenkins, 3rd Regiment Canadian Artillery ("B" Company); Pte. Henry Durrant, 7th Battalion ("C" Company); Pte. J. F. McCall, 6th Battalion ("C" Company); Pte. J. H. Cortes, 28th Wellington Rifles ("B" Company); Pte. Harry Fradham ("G" Company); Col. Sergt. C. H. Thompson, "A" Coy. "D" Company.

At Nelsley, Sergt. Farrier, C. F. Harraden, Toronto "A" Squadron Canadian Mounted Rifles; Pte. H. J. Taylor (London "A" Squadron Canadian Mounted Rifles).

At Stormfield—Pte. W. Bamford, 3rd Victoria Rifles ("B" Company); Pte. E. E. West, Queens Own Rifles, Toronto ("C" Company); Pte. F. Macdonald, "D" Company; Pte. Herbert Leavitt, 7th York Battalion ("C" Company); Pte. C. Tomlinson, Queens Own Rifles, Toronto ("C" Company); Pte. J. F. Wayne, 2nd Queens County Battalion ("G" Company); Pte. A. H. H. O'Brien, 2nd Battalion, White ("C" Company); Pte. F. B. Irwin, 8th Royal Rifles, Montreal; Pte. L. C. Walker, 16th Field Battalion, Ottawa ("C" Coy.); Pte. J. S. Cairns, 2nd Field Battalion, "D" Company; Pte. A. Lockwood, 88th Kings County Battalion, "H" Company; Pte. John McLeod, 7th York Battalion, "G" Company; Pte. J. H. Sutton, 13th Battalion, Hamilton, "C" Company; Pte. Bruce E. Macfarlane, 7th York Battalion, "C" Company; Pte. V. F. Marcantette, 2nd Essex Fusiliers, Windsor, "B" Company; Pte. A. Carter, 5th Regiment Canadian Artillery, "A" Company; Pte. F. Fox, "C" Company; Corp. Wm. V. Wallace, "C" Company.

The following having recovered have returned to South Africa: Pte. A. Martin, "E" Company; Pte. M. M. Stewart, Toronto, "E" Company; Pte. J. D. Coleman, Ottawa, "D" Company; Pte. T. D. Moore, "E" Company; Pte. E. D. Craig, Windsor, Ont., and Pte. A. C. Bach, Victoria, B. C., are in England on furlough.

LORD ROBERTS. FORCED THE CENTRE. London, June 15.—The war office has received the following despatch from Lord Roberts: "Pretoria, June 15.—As I telegraphed yesterday from one of our outposts, 15 miles east of Pretoria, the Boers evacuated their strong position during the night of June 12. They had paid as much attention to strengthening their flanks as their centre was weakly held, and as soon as this became evident, on June 12 I directed Ian Hamilton to attack. He moved against Diamond Hill with the Sussex and Derbyshires and City Imperial Volunteers, supported on the left by the Guards brigade under Inigo Jones. It was grand, seeing the way our men advanced over the difficult ground and under a heavy fire.

"The casualties, I am thankful to say, were less than 100, a very small number considering the natural strength of the position which had to be carried. The rest of Lord Roberts' despatch deals with the casualties and General Baden-Powell's movement in Western Transvaal, where, with 800 men, he systematically re-establishing order, collecting arms and supplies. About 600 Boers have surrendered and Baden-Powell captured 229 prisoners. According to Baden-Powell's report the Boers will readily discuss terms of surrender and they all appreciate the work of pacification performed by his troops.

Miller's mill at Pukok has been shut down for a week on account of the scarcity of logs.

Mr. W. B. Ganong, the proprietor of "The Cedars," will open that popular river resort on the 25th inst., for the season.

Intercolonial Will Put on a Through Car From Boston to Halifax-- Sleeper From Vancorbo--A New Night Train From Halifax--Good Suburban Service.

(From Saturday Daily.)

On Monday next, the summer arrangement of trains on the Intercolonial railway will go into effect, and will be found an excellent service. The first train to leave will be the suburban at 5.20 a. m., for Hampton and way stations. The next will be the maritime express, which will leave at 7.15 a. m. A freight will leave at 10.30 for Sussex and way stations. The Atlantic express will depart at 11.20. There will be a fast accommodation for Point du Chene at 1 p. m. The Sussex train will leave at 4.45 p. m., and the evening suburban at 5.45. The Montreal express will leave at 7.25 and there will be a night train for Halifax leaving at 10.45 p. m.

The arrivals will be as follows: Halifax express leaving there at night and reaching here at 6 a. m.; suburban from Hampton and way stations arriving at 7.15; Sussex train arriving at 8.35; Montreal express (11.20) fast accommodation from Point du Chene at 2.15; freight from Montreal and way stations arriving at 2.20; Pacific express at 2 o'clock; Halifax express at 6.15; evening suburban at 9.20.

The freight train from Halifax reaching here at 8 a. m. will connect with the Flying Yankee leaving here. This night Halifax train will have a sleeper which will run through to Vancorbo and passengers will, therefore, not have to transfer here. This train will also have a second-class car and baggage which will run from Sydney to Boston.

After the change in the C. P. time table, which will be on the 25th inst., a second-class car and baggage will leave Boston in the morning and arrive here in the evening. It will be attached to the night train leaving here for Halifax, to arrive there next morning. This will be through service from Boston to Halifax. There will also be a sleeper from Vancorbo to Halifax on this train. All times of arrival and departure are Eastern Standard time.

The time tables will be ready for distribution when the change goes into effect, Monday.

Passengers leaving Halifax at 10.20 and St. John at 10.35 will arrive at Lewis (Quebec) at 2.05, Montreal at 7.20, and Toronto at 7.15 following morning. Close connections will be made at Montreal for all Western Canada and United States points.

Central-Railway. The summer time table on the Central Railway, and on the Hampton and St. Martins Railway will go into effect Monday. For the Central Railway the train will leave St. John at 7.51 a. m., and arrive in Halifax at 2.26 p. m. (local), and will leave Halifax at 7.00 a. m. (local), and arrive in St. John at 12.26 p. m.

Hampton and St. Martins. On the Hampton & St. Martins Railway the train for Quaco will leave St. John in the afternoon at 2.30 and arrive at Quaco at 4.46 p. m. It will leave Quaco at 9.16 a. m., and arrive in St. John at 12.26 p. m.

Canadian Pacific. Commencing Monday, June 18, and until change of time on June 24, the Boston and Montreal express train, by the Canadian Pacific Railway, will leave Union depot at 5.30 p. m. (standard), instead of 4.10 p. m., as at present, and on after Monday, June 25, the Montreal express will leave at 5.15 p. m. (standard), and the Boston express at 5.35 p. m. (standard).

Twelve Subjects of Queen Victoria Deemed the Most Worthily.

The following is the list, in order according to the number of votes each received, of the most worthy of the 12 English subjects, considered to be the 12 greatest Briton-born subjects of Queen Victoria:

- 1. The Prince of Wales.
2. Lord Salisbury.
3. Lord Roberts.
4. Lord Kitchener.
5. Mr. Joseph Chamberlain.
6. Mr. Cecil Rhodes.
7. Lord Rosebery.
8. Sir Henry Irving.
9. Mr. A. J. Harcourt.
10. Mr. Rudyard Kipling.
11. The Archbishop of Canterbury.
12. Lieut. Col. R. S. Baden-Powell.

Deaths and Burials. Mr. W. F. Hayglue, paymaster of the Royal Navy, died May 18 at Barnaby Garding, London, Eng. He was a son of Capt. W. F. Hayglue, of the stores department, for many years a resident here. His wife is Mrs. Marshall Andrews, of Minister's Island, St. Andrews.

John Fielders. The Edmonton, Alberta, Post of June 6 reports the death of Mr. John Fielders, who went to Edmonton about two years ago from St. John. He was 75 years of age and left a widow, five daughters and three sons.

Joseph O'Shaughnessy. Joseph O'Shaughnessy, a former St. John man, died at Gros Falls, Manitoba, on the 12th inst. Mr. O'Shaughnessy left here about 14 years ago and has made Montana his home since that time. He had to the time of his death, been steadily in the employment of the Missouri Mercantile Company, and recently had been running a branch store for that firm.

George McClaskey. Mr. A. A. McClaskey received a telegram yesterday, informing him of the death, at Rossland, B. C., of his brother, Mr. George McClaskey. All the information given in the despatch was that he died suddenly in the hospital there. He was about 52 years of age. He was a native of St. Stephen, and left that town about 10 years ago for the west. He leaves a wife and two children. His relatives here had no knowledge of his illness and the news of his death came as a great shock.

PRESIDENTS' PECULIARITIES, What They Looked Like in the White House.

Washington's own description of himself is the most one. When ordering a size of clothes of a London tailor, he wrote that he was "a man six feet high and proportionally made; if anything rather slender for a person of that height." In those times it was a convenient thing to have a friend with a foot of the same size as your own, as Washington had in Col. Beizer, when he visited himself, his directions across the water of that gentleman's last, "only a little wider the instep."

When Washington was in Barbados, West India, in 1783, where he spent the winter with his invalid brother, Lawrence, he had the smallpox and his face always bore faint traces of the disease.

James Madison was small of stature, modest and quiet, neat and refined, courteous and amiable. James Monroe was tall, well-formed, with blue eyes and light complexion. He was a bold rider and a student and described by his friends as a noble fellow. He was cool, resolute and had humor, with a broad brow and a firm mouth.

Andrew Jackson stood six feet one inch in his stockings, far from handsome, with a long, thin, fair face, high and narrow forehead, abundant reddish, sandy hair falling low over his eyes, deep blue and brilliant when he was aroused. He had a slender, graceful figure. He was a bold rider and a capital shot, the sort of hero, when he became president, for whom the people threw up their caps and shouted themselves hoarse.

Martin Van Buren was a very polished gentleman, "punctilious, polite, always cheerful and self-possessed." It was charged against him by those who were not his friends that he had dined too well, lived too refined, and kept too good company, had tastes too refined and a time too elegant.

William Henry Harrison made few enemies, though the subject of hostility. His most pronounced feature was his nose of the Roman order. His expression was always serene, his manners were those of a man of solemn mien. James K. Polk was of middle weight, rather spare; he had bright, expressive eyes and an ample, angular forehead. He was generous, benevolent and kind.

Zachary Taylor, old "rough and ready," had the almost warlike expression of an Indian chief, but his character and his modesty.

Millard Fillmore was a cultured, agreeable, unassuming, reserved, but not an open face, and was warm-hearted. He was more popular than any occupant of the White House after Washington. James Buchanan was a tall, slender, well-proportioned man, and one of the most polished in manner and attractive in appearance. (Washington Post.)

Daniel Donovan Had Either to Fall or Jump.

Daniel Donovan, who lives on Union street near Duck, was severely injured about 4.30 o'clock Friday afternoon, when he was struck by the stern of the steamer Bjergren, at Robertson's wharf. Deals were being placed in the steamer from a schooner alongside, and the steamer was under way, and was in the water's edge, and he ran forward to attend to a line and, as he stood looking over the side, he lost his balance. He fell into the water, and was unable to rise. Both his ankles swelled greatly and walking was an impossibility. The laborers carried him to the side and placed him in a small boat, in which he was conveyed to the North wharf steps. The ambulance had been summoned and in it he was taken to his home, Dr. D. E. Berryman attended him and found that while he was painfully injured, there was probably only a small bone in one of his ankles broken. But he will be laid up for some time. Mr. Donovan has been rather unfortunate. About a year ago he had his back hurt aboard ship, a case of gas falling on him. More recently he sprained his ankle and has just recovered from the effects of that when yesterday's accident befall him.

Stinson-Kearns. Friday evening at 102 Britain street, Mr. Alex. Stinson of Piscarico, and Miss Jennie Kearns, daughter of Mrs. John Kearns, were wedding, the ceremony being performed by Rev. A. D. Dewar. The bride was handsomely gowned in white muslin with veil and orange blossoms and she carried a bouquet of white roses. Her sister, who wore white calico, had in her hand pink roses, was bridesmaid, while the bride's brother was groomsmen. Very many presents were received. Mrs. Stinson will be at home to her friends on the 26th and 28th of June.

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Aspirants for Legal Honors in November.

Fredrickton, June 15.—Candidates for several law licenses at the Normal School have finished the examination and have left for their homes. The other candidates will finish this evening.

Dr. S. Hanford McKee, of this city, who graduated at McGill today, has received an appointment on the staff of the Royal Victoria Hospital.

The following have posted notices for admission as barristers, attorneys and students in law in November: For barristers—Harry P. Alward, W. Mahoney, H. H. Brittain, J. W. Richardson, William P. Taylor, Joseph Ellis and J. Val Magee.

For attorneys—James Holland, T. C. L. Keidum, Francis Koon, William W. Baird and John D. Brown.

For students—Charles Hallon, W. H. Harrison, James Kerr, Peter Landry, Medley C. Siddell, Charles Hallett, A. H. Holder, Harry M. Blair, H. M. Leonard and W. A. C. Ganong.

The following delivered the following judgments today: Ex parte McAnn—Rule absolute for qu warranta calling upon A. D. Winter, of Moncton, to show cause why a writ of habeas corpus should not be issued for the return of the said Winter, having been at the time of his election a contractor with the Government of the Province of New Brunswick, and was disqualified under the act.

Ex parte Keelson in re Joseph Merritt—Rule discharged with costs for an order in the nature of mandamus to compel the judge of the St. John county court to discharge Keelson from arrest.

Ex parte Keelson in re McCluskey—The license of the Western Insurance Co.—Nonsuit, and new trial refused.

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Canada Was Never Before So Prosperous.

Ottawa, June 15.—The total foreign trade of Canada for the 11 months of the fiscal year up to the end of June, show imports and exports together of \$23,506,407, an increase of \$40,200,284 over the same period of 1899. The total of \$23,506,407 for the last 11 months is greater by \$114,801,742 than the trade for the 12 months of the year of 1899, and if a comparison be allowable with the 12 months of 1894, the last year of the Conservative reign, it shows an improvement of not less than \$91,995,144.

Imports which amounted to \$164,801,106 for 11 months have increased in the last year to the extent of \$28,522,280. Exports in the same period have advanced to \$18,705,780, a gain of \$19,777,014. The customs revenue stands for 11 months period at \$26,615,281, a betterment of \$3,515,192 over the same period of 1899.

The following is a statement for the 11 months, with comparative figures for 1899: Imports, \$164,801,106; Exports, \$18,705,780; Total, \$183,506,886. For the month of May there was an increase in imports of over \$1,200,000. Duty increased by over \$300,000.

Nothing Official Given Out After a Conference at Yarmouth, but No One Doubts the D. A. R. Will Run All the Boats to Boston This Summer.

Yarmouth, N. S., June 15.—A special train carrying the head officials of the Dominion Atlantic Railroad, arrived here from Kenilve last night and a conference between them and the Yarmouth Steamship Company men was again resumed at the Grand Hotel. While nothing definite was given out there now remains no doubt of the fact that the D. A. R. has bought out the Yarmouth company and will assume control on July 1st. Several employees of the latter company have been notified that their services are no longer required after that date.

The residence of Horace Cann, of South Ohio, was burned to the ground yesterday with the contents. There was no insurance.

BRADSTREETS' REVIEW. New York, June 15.—Bradstreet's tomorrow will say: Measured by recent records and recollections of business activity the present between-season's dullness seems especially marked and the reactionary movement of prices make trade look more than it really is. Judged by such indications as railway earnings and the statistics of foreign trade, the volume of business doing is considerably larger than a year ago, when trade was cheerily active.

It is true bank clearings are considerably smaller than last year, taking the country as a whole, but last year's clearings are really in a measure a reflection of the character, this year almost wholly absent and, yet, outside of the metropolitan, bank clearings are heavier than in any year last year.

These features cover the measurable side of the trade situation. The detailed reports in clearing and trade reports, in the varying business and crop conditions shown the sections reported. Throughout the southwest good crop prospects are reflected in clearing and trade reports. In the northwest, however, the crop situation is not entirely favorable and conservation in buying is a feature. The cereal markets have held the bulk of the advance shown last week on the strength of bad crop reports, but foreign recognition of conditions here has not sought the direction of increased takings. Crop conditions abroad likewise point to smaller yields of leading staples.

June list indications pointed to a total wheat crop of 600,000,000 bushels, a total of 1,000,000,000 bushels.

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Lemen Brothers' WORLD'S MONSTER SHOWS.

3 RING CIRCUS, 5 CONTINENT MENAGERIE, TRAINED ANIMAL EXHIBITION, REAL ROMAN HIPPODROME, FREE HORSE FAIR.

Surely coming and positively exciting At St. John on Thursday, June 23

THE MIGHTY BOVALAPUS, The rarest, strangest, awfulest of all the mighty monsters of the great deep.

THE BIGGEST BORN OF BRUTES

RAJAH, The biggest bear on earth, a towering giant. The very best of bears. Taller, longer, weighs more, coat more than any elephant ever captured. Bigger than the famous Jumbo.

CAPT. SANTIAGO, High Diver, The world's highest diver; actually dives himself backward from the highest point ever dived from.

LITTLE EDNA, The girl wonder. The only lady turning forward and backward somersaults on a tarbock horse. A challenge of \$100,000 to any one who can produce her equal.

RACING STEERS, A Great Novelty.

100 Exalted Circus Champions in 150 Supreme Acts. Complete, Largest, Greatest WORLD'S MENAGERIE.

KITTIE KRUGER, The only lady 4- and 6-horse rider in the world.

A Grand Free Street Parade Every Entry Day at 10 O'clock a. m.

HIGH DIVE, 10.30 a. m. and 6.30 p. m. Excursions on All Railroads. ALL TRENTS WATER-PROOF. Doors open at 1 and 7 p. m. Performances at 2 and 8 p. m.

EPPE'S COCOA. GREATEST COMFORTING Distinguished everywhere for Delicacy of Flavour, Superior Quality, and Healthful Properties. Recently gratified and comforting to the nervous and dyspeptic. Sold in 1 lb. tins, 1/2 lb. tins, 1/4 lb. tins, 1/8 lb. tins, 1/16 lb. tins, 1/32 lb. tins, 1/64 lb. tins, 1/128 lb. tins, 1/256 lb. tins, 1/512 lb. tins, 1/1024 lb. tins, 1/2048 lb. tins, 1/4096 lb. tins, 1/8192 lb. tins, 1/16384 lb. tins, 1/32768 lb. tins, 1/65536 lb. tins, 1/131072 lb. tins, 1/262144 lb. tins, 1/524288 lb. tins, 1/1048576 lb. tins, 1/2097152 lb. tins, 1/4194304 lb. tins, 1/8388608 lb. tins, 1/16777216 lb. tins, 1/33554432 lb. tins, 1/67108864 lb. tins, 1/134217728 lb. tins, 1/268435456 lb. tins, 1/536870912 lb. tins, 1/1073741824 lb. tins, 1/2147483648 lb. tins, 1/4294967296 lb. tins, 1/8589934592 lb. tins, 1/17179869184 lb. tins, 1/34359738368 lb. tins, 1/68719476736 lb. tins, 1/137438953472 lb. tins, 1/274877906944 lb. tins, 1/549755813888 lb. tins, 1/1099511627776 lb. tins, 1/2199023255552 lb. tins, 1/4398046511104 lb. tins, 1/8796093022208 lb. tins, 1/17592186044416 lb. tins, 1/35184372088832 lb. tins, 1/70368744177664 lb. tins, 1/140737488355328 lb. tins, 1/281474976710656 lb. tins, 1/562949953421312 lb. tins, 1/1125899906842624 lb. tins, 1/2251799813685248 lb. tins, 1/4503599627370496 lb. tins, 1/9007199254740992 lb. tins, 1/18014398509481984 lb. tins, 1/36028797018963968 lb. tins, 1/72057594037927936 lb. tins, 1/144115188075855872 lb. tins, 1/288230376151711744 lb. tins, 1/576460752303423488 lb. tins, 1