

SOUTH AFRICA.

Capt. Barker Says Lord Roberts Has Expressed a Determination to Visit Canada.

Commandant Botha Has Sent Lord Roberts a Statement of the Terms Upon Which He is Willing to Surrender.

LONDON, Nov. 15.—"We understand," says the Daily News, "that Lord Roberts in his interview that it is impossible to withdraw more troops from South Africa."

LONDON, Nov. 15.—Commandant General Botha, according to a despatch to the Daily Mail from Pretoria, has sent to Lord Roberts a statement of the terms on which he will surrender.

LONDON, Nov. 15.—"The Portuguese government," says the Lisbon correspondent of the Daily Mail, "has called depriving Herr Potts, Transvaal consul at Lourenço Marques, of his exequatur."

TORONTO, Nov. 14.—C. D. Cory received a cable today stating that his son, Captain Cory of the Dublin Fusiliers, previously reported dangerously ill with enteric fever in South Africa, is decidedly better.

Capt. R. K. Barker of C Company, R. C. I. L., in the course of an address last night stated that Lord Roberts had expressed his intention of visiting Canada within a year's time, and of renewing his acquaintance with the Canadian volunteers.

OTTAWA, Nov. 14.—A report from Col. Otter, dated Eerst, Fabrikken, Sept. 28, which has evidently been delayed in transmission, reached the department of militia this afternoon. He announces that Capt. Burestal of Quebec has been offered an appointment in the militia as captain in the position which he will take up when relieved from duty with the Royal Canadians.

Col. Otter cannot account for the Paardeburg casualty list going astray. He says that he sent to Kimberley with a cheque to pay telegraphic charges. This cheque was returned to him. As he understood it, Col. Ryerson had undertaken to get the list killed and wounded through to Canada free of charge. Col. Otter was endeavoring at the time of writing his report to take the sick Canadians scattered in different hospitals in South Africa back to Canada with him. He expresses his acknowledgments to the cities of Toronto, Ottawa, county of Carleton, Hamilton, Ingersoll, Revelstoke and Windsor for their generous contributions to enable him to purchase comforts for the sick. Princess Louise also had been most generous and active in this work. A sum of \$3,750 had been expended by him in this way. He states that the commissioners of the royal hospital at Chelsea have granted pensions of eighteen pence a day for twelve months to Privates James Corley, A. Macaulay and J. F. McConnell. All graves of the Canadians who have died in South Africa had been properly located and marked with the exception of the following: Lieut. Blanchard, Ptes. W. Haines, W. F. Whitely, G. Bolt, J. Larue, E. Mullins, A. C. Duhamel, R. Cowan and G. W. Leonard, but before leaving South Africa he hoped to find their graves. The reason why the positions had been lost was due to the fact of men lying in field or base hospitals at a distance from the battalion. Yesterday's report states only three graves unlocated.

CAPE TOWN, Nov. 15.—A correspondent of the Cape Times reports that 1,260 Boers are besieging a British garrison of 250 regulars at Schwellersreke, in Western Transvaal, and that Lord Methuen and Col. Settle are believed to be going to the garrison's relief.

CAPE TOWN, Nov. 15.—An outbreak of bubonic plague is reported among the natives of Sziynoka, near King William's Town. Precautions are being taken to prevent the spread of the disease among the whites.

NEW YORK, Nov. 15.—The members of the Chicago Irish-American ambulance corps sent out to aid the Boers

in South Africa arrived tonight at quarantine on the steamer Trave, from Bremen. A delegation of members of Irish societies will meet them at the pier and escort them to the Vanderbilt hotel, where they will be fettered a banquet. A delegation headed by Gen. O'Beirne, Vice-president Buckley, ex-Minister Patrick Egan, Dr. R. P. O'Neill, and P. J. Judge, the organizer of the movement, will board the steamer at quarantine in the morning.

ALASKA.

Native and Mixed Population of the Northern District is Over Twelve Thousand.

But Three Fires in Seventy-four Indian Villages—Subsisting on Frozen Fish and a Little Seal Oil.

WASHINGTON, Nov. 14.—The census bureau recently completed the enumeration of the district of Alaska. The schedules have been received at the office and are now in process of tabulation.

The director of the census today gave out the following statement with reference to the work in that great territory: "Samuel C. Dunham, who had charge of the work in the northern district, returned to Washington a few days ago and submitted his final report. He left Washington on this work on May 4, 1899."

"The native and mixed population of the northern district of Alaska is 12,652. The most populous district with respect to the native population, is the country lying between the mouth of the Yukon and the Kuskokwim rivers and extending back from the coast 100 miles. Maurice Johnson, the agent for this district, travelled over 2,000 miles with dog teams during the winter and enumerated 3,013 persons, all of whom were Indians Mr. Johnson reports that from Dec. 1 to March 15 he visited 74 Indian villages and during that time saw but three fires burning in the shacks or dug outs. The poor creatures huddled together in their miserable dwellings during the long winter and subsisted on frozen fish and a little seal oil, which they secure on the coast during the summer. The fur-bearing animals which formerly furnished them with natural clothing, are nearly extinct, and they have been forced to adopt the white man's garb, and as their poverty prevents them from scouring enough to cover their nakedness, there is great suffering from the cold. The spiritual condition of these neglected natives is no better than the physical, as the missionaries devote their attention to the more attractive fields in the gold regions and along the river, where their good work may be seen."

"The Nome district is the most populous in Northern Alaska. The enumeration showed a permanent white population on June 1 of 2,704. During the summer about 13,000 people landed at Nome, about 2,500 of these coming from Dawson. About 12,000 have returned to their homes in the states, leaving about 9,000 people in the region contiguous to Nome. It is probable that the population of the town of Nome during the winter will be between 4,000 and 5,000."

WAR REVENUE TAXES.

WINONA, Wis., Nov. 15.—Congressman James A. Tawney of the ways and means committee, speaking of the meeting to be held in Washington Nov. 30, says:

"The object is to consider the extent to which the war revenue taxes can be removed and amendments suggested to make the law more satisfactory in administration. The problem is at what taxes shall be removed will be a perplexing one. I think, however, it is safe to say that the stamp tax upon instruments of conveyance such as mortgages, mortgages, inheritances for charitable and benevolent purposes will be removed; possibly the taxes upon proprietary medicines and some others."

"It will be the desire of the members of the committee to remove just as many of the stamp taxes as possible, but like the removal of the stamp taxes under the old civil war revenue act, this will probably have to be done gradually, so as to avoid sailing too close to the danger of a deficit."

MONTICELLO DISASTER.

Manager of the Line Positive the Steamer Never Broke in Two.

Captain Doane Says There was no More Seaworthy Boat on the North Atlantic, and Gives His Theory of the Foundering.

HALIFAX, Nov. 14.—Halifax has had its share today in the sad obsequies made necessary by the Monticello disaster. A large concourse of citizens followed to the grave the remains of Charles Greig, chief engineer of the ill-fated steamer. St. Mark's Marconi Lodge and the members of Court Jubilee, I. O. F., were also in attendance. There were many funerals in the city. At Clark's harbor the bodies of three victims of the Monticello disaster belonging to Cape Sable, recovered on the shore of Cribogue on Sunday, very slightly disfigured and readily identified, were interred today. The burial took place amid scenes of solemnity.

The late first officer, Newell, was interred in the forenoon at Newville. The two boys, Wickens and Cunningham, in the afternoon at Centreville, where their parents reside. One of the funerals of the Second Officer Murphy and A. B. S. Eldridge, took place today, the former this morning, and the latter this afternoon. Both were conducted by Oddfellows. Pursar Hilton will be buried tomorrow morning.

One of the saddest events in the history of the town of Lockport took place there today in the funerals of Stanley Ringer, John Whitmore and Harry Copeland, three of the four who were drowned in the Monticello that belonged to Lockport.

The remains of Ober W. Coleman, one of the victims of the Monticello disaster, were brought to Hopewell Cape today from Moncton, and interred in the old cemetery at Upper Cape. A large sheet of the grave was conducted by the Rev. Steele of Amherst. Mr. Coleman, who spent his boyhood in Hopewell, was widely known in Albert county, and the news of his untimely death caused grief for a week to his friends here. His wife, who is a native of the town, and John Condon of Hopewell Cape, will have the sympathy of all in her sad affliction.

YARMOUTH, N. S., Nov. 14.—The Yarmouth S. S. company are negotiating for the purchase of a steamer to take the place of the Monticello. They have in view a steel twin screw boat. No bodies have come ashore since Monday. The financial loss in connection with the Monticello disaster is paltry compared with the sacrifice of human life, but will suffer to the extent of about \$7,000.

YARMOUTH, Nov. 15.—Hon. David Macpherson, manager of the Yarmouth S. S. Co., in an interview with your correspondent today, said in reference to the loss of the steamer Monticello: "You can see that I am positive the boat never broke in two, and even bottom. Her hull will be found as solid as ever."

Captain Harvey Doane, one of the directors, said "I will make my reputation as a shipmaster that the Monticello was seaworthy boat on the North Atlantic. Only last winter she was cleaned out from stem to stern and every part needing it repaired with the best of material. The hull was docked in Halifax and she was in perfect condition. On her inspection she was found first class in every particular."

"Then, captain, how do you account for the disaster?" "In this way. The wind was heavy from westward. Every lurch threw the cargo which was stowed between decks to leeward. Coal in bunkers also went the same way, and the water as it broke over her found its way through the hull, and the pumps, giving her stem greater list. Pumps were set going, but gradually the coxes on the ends of the pipes became choked with pieces of fine coal. In times past I have personally had to order all hands to get on the deck to clean the roses under similar conditions."

"The valves of the pumps becoming choked required time to clean, during which the water was gaining. The ship listed more and more, the windward paddle came out of the water, and the ship became unmanageable. The list became greater, the port fires were put out by the rising water and the stem so reduced that the ship became helpless. The list reached the deck line, water rushed in the ports, and the ship went down with a plunge and the upper works broke away from the hull, but no water ever came through the hull. Capt. Smith informs me that fifty dollars would have replaced all the damage she sustained before sinking."

Captain Stanwood of the Boston says that staunch as she is he would be afraid for her to lie as long wallowing in the trough of the sea as did the Monticello. I am convinced of nothing more firmly than this, that whatever the disaster may be due, it was not due to the ship's defective construction. Had the ship run against the sea she would have been afloat today, but Capt. Harding's judgment, for I do not question it or consider him at fault in the slightest, led him to keep her on her course to Yarmouth, and she was caught under conditions of weather which would have overwhelmed almost any craft."

Asked regarding the company's intentions, Capt. Doane said: "We will replace her as soon as possible, but we

do not expect to be able to get a boat equally well adapted for the service." Captain Doane also stated that specifications for a new boat to replace the Monticello on the Boston service were completed, and the shipbuilders were ready to proceed with the construction the moment the directors should give the word.

RAILWAY WRECK.

BAYONNE, France, Nov. 15.—The southern express was derailed at noon today between St. Goueres and Sausse, about 33 miles northeast of Bayonne.

The restaurant car was precipitated over an embankment. Thirteen persons were killed and twenty others injured, seven seriously. Five passengers are missing.

The list of killed includes Senhor J. F. Canevaro, Peruvian minister to France, and an attaché of the Peruvian legation in Madrid.

The section of the line where the accident occurred is under repair, and the derailment is attributed to the great speed of the express.

The engineer says that the ground gave way under the locomotive, which sank into the ballast. The restaurant car came into terrific collision with the tender and alone rolled down the embankment.

It was luncheon hour, and out of thirty-four passengers in the train thirty were at table.

The bodies were terribly mangled. One of the victims of the restaurant car, who was slightly injured, became suddenly insane and walked to and fro amid the wreckage singing at the top of his voice.

The engineer and stoker, who were thrown into a field, had miraculous escapes.

AT A BIG LOSS.

Mr. Blair's Contract to Carry Grain Anything But a Profitable One.

Estimated that He Will Lose Fully Fifteen Thousand Dollars on His Present Contracts.

MONTREAL, Nov. 15.—Mr. Blair has made a contract to ship 800,000 bushels of grain from St. John. It is expected the country will lose \$16,400 on the contract. Allowing a quarter of a cent per ton per mile as the actual cost of carrying the grain, which is the lowest possible estimate, and the cost of elevation in St. John at one-half cent per bushel, the actual cost of carrying the grain from Montreal to St. John is \$228 per car load of 25,000 bushels at the figure at which Mr. Blair has offered to do business the F. C. R. will receive just \$18 per 1,000 bushels, leaving a balance of \$54.33 representing the actual loss to the government road in the transaction.

MONTREAL, Nov. 15.—It is said that Mr. Blair has undertaken to carry 300,000 bushels of wheat from Parry Sound to St. John, N. B., at seven cents per one hundred pounds. Of this price the Canada Atlantic railway receives five cents for its haul to Coteau Junction and the Grand Trunk one cent as its proportion of the haul from Coteau to Montreal. This leaves three cents for the government railway from Montreal to St. John, or sixty cents per ton—that is eight-tenths of a mill per ton per mile. The actual cost of handling grain per mile is placed by railway authorities at from one-quarter to one-third cent per ton, and it is claimed that at the low estimate the government road will lose \$15,000 on their contract.

NOT COLONEL OTTER.

The G. O. C. Knows by Sight But Doesn't Remember His Name.

KINGSTON, Nov. 15.—Col. Otter will not be the commandant of the Royal Military college. Major-General O'Grady-Haly stated that the new commandant had been selected, but he could not remember his name. The officer selected is at present serving in South Africa.

MINE ENGINEER'S STRIKE.

TERRE HAUTE, Ind., Nov. 15.—The striking mine-holding engineers claimed that four mines have signed the scale for an advance in wages, demanded by the engineers on Monday, when, by refusing to work longer at the old scale, they threw over 7,000 bituminous coal miners in Indiana out of employment. On the other hand, the operators declare the miners are coming back to work and will force the engineers to accept the old wages until the January inter-state joint conference.

FOR POLAR EXPEDITION.

ST. JOHNS, N. F., Nov. 15.—Evelyn B. Baldwin, who as a member of the Wallean expedition spent the winter of 1898-99 in Franz Josef Land, and who was a member of the Peary expedition of 1898-94, arrived here today in search of steamers, men, dogs and other requisites for his projected North Pole venture next summer, backed by the purse of Wm. Zeigler. He will secure a sealing steamer prior to next spring's sealing voyage, if possible.

BIG SCHOONER ASHORE.

WALDOBORO, Me., Nov. 15.—The new five masted schooner Fannie Palmer, owned by Wm. F. Palmer of Boston, which went ashore at Waldoboro last Friday, is still hard and dry, all efforts to haul her off having proved unsuccessful. A trench is now being dug around her, and it is thought she will soon be floated.

ROYAL BAKING POWDER advertisement with image of a tin and text: "The absolutely pure BAKING POWDER ROYAL—the most celebrated of all the baking powders in the world—celebrated for its great leavening strength and purity. It makes your cakes, biscuit, bread, etc., healthful; it assures you against alum and all forms of adulteration that go with the cheap brands."

Alum baking powders are low priced, as alum costs but two cents a pound; but alum is a corrosive poison and it renders the baking powder dangerous to use in food.

ROYAL BAKING POWDER CO., 100 WILLIAM ST., NEW YORK.

OTTAWA.

Department of Militia Being Blamed for Not Receiving Casualty Lists.

Strathcona's Horse May Not be Disbanded When They Return to Canada.

OTTAWA, Nov. 15.—Many persons favor the idea of an invitation being sent to the Duke and Duchess of York to visit Canada next year, but think the request should come from the government or parliament.

Hon. Dr. Borden, minister of militia, returned to the city today. Senator Kerr is here looking for the speakership of the upper house.

The department of militia is being blamed in certain quarters for not having received full details of the casualties in the engagement on the Komatsi, Nov. 6th and 7th, in which the Canadian Artillery and Mounted Rifles took such heroic part. The official explanation is given that the arrangement with the imperial authorities provides for the transmission, direct from South Africa, to the governor general at Ottawa, of all casualties and cases of illness occurring among the Canadian troops. This arrangement has generally worked satisfactorily, and the department is at a loss to account for the discrepancy with regard to the Komatsi affair. Three days ago the department cabled to South Africa for details, but as yet has received no reply. The indications are that the authorities at Cape Town are under the impression that this casualty list has already been forwarded, inasmuch as a cable received from Sir Alfred Milner a few days ago announced that Lt. Elmley, "previously reported severely wounded," was not dangerously hurt.

It is stated that the government has decided to disband Strathcona's Horse upon its return from service in South Africa, but to maintain the regiment as the nucleus of a mounted infantry force for Manitoba and the Northwest Territories. If this plan be carried out, in all probability the present name of the regiment will be retained as a mark of appreciation of the patriotic services of Lord Strathcona to Canada and the empire.

Fred Hamilton's lecture here tonight on the doings of the Royal Canadians in South Africa was a brilliant success. Russell theatre being crowded to its fullest capacity. Sir Wilfrid Laurier presided, and included in the large and brilliant audience were Lady Minto and her children, cabinet ministers, judges, and the best people of the capital. Interest was added to the lecture by the presence of Father O'Leary, R. C. chaplain of the Royal Canadians, who got a splendid reception, and on invitation briefly addressed the gathering.

THE CZAR'S ILLNESS.

LONDON, Nov. 15.—The serious apprehension with which the announcement of the fact that the Czar was suffering from typhoid fever filled Europe, emphasizes how much the peace of the world is believed to be dependent upon him. It is generally felt at the present critical state of international affairs that even a temporary weakening of the influence of so favorable a factor in the maintenance of the world's peace justifies grave anxiety, especially as the Czar is regarded in Europe as a kind of counter-poise to Emperor William.

ROME, Nov. 15.—A rumor is current in Rome that the illness of the Czar is due to poisoning, and it is asserted that cipher telegrams have been received at the Vatican saying that an attempt was made to poison both the emperor and the empress, but that the latter was not affected. This story, however, is not believed.

King Victor Emmanuel telegraphed for definite information and got a quick reply that the Czar was as well as could be expected.

LONDON, Nov. 15.—The impression exists in most European capitals that the illness of Emperor Nicholas is more serious than it is represented to be, but this is probably based upon knowledge that the Czar's constitution is not strong and is little likely to resist a serious attack.

In Copenhagen the illness is attributed to overwork in connection with the Chinese crisis, and there is also a suspicion that the hygienic conditions and water supply at Livadia may be faulty.

LEONIDES OBSERVED.

NORTHFIELD, Mass., Nov. 15.—More than 70 meteors were noted during the night at the Goodsell observatory. During the early morning hours a number of Leonides were observed, together with a considerable shower from the constellation Gemina, the start being unexpected.

President Wilson made several exposures with the camera attached to the eight inch Clark telescope for the purpose of observing trails of the Leonides. There were five distinct groups of showers. The last was the best, prevailing until the stars faded before the dawn.

ROOFING advertisement for W. H. THORNE & CO. LTD., ST. JOHN, N. B. Features include: "Durable Economical", "Easily applied. Cheaper than Shingle Roof Coating. Tins and Nails.", and an image of a house with a roof being worked on.

Buy your... Shovels... from Main St. ... health... take... medicine is... summer... how that... is, dys... or an... brings of the... the win... nerves... winter if

Advertisement for a watch or similar device with image and text: "Send us your name and address and we will forward you postpaid sixteen assorted lever action collar buttons to sell among your neighbors and friends at 5c each. When sold remit us 50c and select a handsome present from our premium list which includes Rings, Bracelets, Guard Chains, Jack Knives, Skates, Books, Harmonicas, Pocket Books, Penknives, and other premiums. For selling 36 Collar Buttons at 5c each, we are giving away your choice of Watch, Chain, Air Rifle, Sleds, Cameras, Books, Games and other premiums. A Cash Commission of 40 per cent will be allowed where a premium is not required. Send name today. Address ROYAL MFG. AND IMPORTING CO., Box A, St. John, N. B."