WORK ON THE CANAL

House Committee Alters the Hepburn Bill.

TEN MILLION DOLLARS AVAILABLE

Application of the Contract System and Total Cost Limited to $140,000,000.

WASHINGTON, Jan. 26.—The house committee on interstate and foreign commerce today reconsidered the Nicaragua canal bill, which had been reported with an appropriation of $140,000,000, and changed the appropriation section so as to make $10,000,000 available, with authority to contract for the entire excavation and completion of the canal at a total cost not exceeding $140,000,000.

Before this action was taken, Mr. Hepburn, chairman of the committee, stated that, as all the members of the committee were anxious for the success of the bill, it was well to consider some objections which had been raised. He had heard several objections on the ground that the whole $140,000,000 was appropriated now, and three or four gentlemen had said they would not support the bill if the entire sum was appropriated now, but would support it only if a portion was made available at once to begin the work. Mr. Corliss, of Michigan, thereupon offered the following new section, which was adopted.

"Section 6. That the sum of $10,000,000 is hereby appropriated out of any money in the treasury not otherwise appropriated towards the project herein contemplated, and the secretary of war is further hereby authorized to enter into a contract or contracts for materials and work that may be deemed necessary for the proper excavation, construction, defense and completion of said canal, to be paid for as appropriations may from time to time be hereafter made, not to exceed in the aggregate $140,000,000."

Fletcher of Minnesota said: "When you get that canal half built for $140,000,000, what will you do for the other half?"

Corliss answered that the highest estimate of cost thus far made was $123,000,000.

Hepburn added that in the amended form the bill simply applied the contract system and limited the aggregate to $140,000,000. In the amended form the bill was ordered reported.

The Pacific cable question was then taken up, and General Wager Swayne, of New York, spoke in favor of private construction and operation of the cable lines, as against government ownership.

Lewis Marshall, of New York, appeared in behalf of the Eastern Extension & Australasian Telegraph Company, the British company which now operates the cable connections with the Philippines, and stated that he was present to submit a notice of prior rights. He explained the concessions held by this company from Spain, one of them extending until 1940, and one of them, granted in 1898, giving exclusive landing rights in the Spanish Pacific islands until 1918. Mr. Marshall said the company maintained that these grants by Spain were binding on the United States, as this government had succeeded to Spain's sovereignty and had "put itself in Spain's shoes."

Mr. Corliss asked if it was claimed the United States could not lay a cable to Manila.

Mr. Marshall said it was held this could not be done without extinguishing the existing rights in some regular way.

Captain Squier, acting chief signal officer, stated that, owing to the assertion of exclusive rights, the war department had secured copies of the original concessions under which this British company was operating. He said these contravented the claims of exclusive rights. They were being translated and would be soon submitted to congress.

THE DAY IN THE HOUSE.

Eulogies on the Life and Public Services of Hobart.

WASHINGTON, Jan. 26.—The greater portion of the session of the house today was devoted to eulogies on the life and public services of the late Vice-President Hobart. The tributes paid to his memory were not the usual perfunctory eulogies, but breathed the love, admiration and respect in which he was universally held. Those who spoke were Gardner, Stewart, Parker, Fowler and Daly of New Jersey, Payne of New York, Dalzell and Brossius of Pennsylvania, Richardson of Tennessee, and Griggs of Georgia. Before the eulogies began, the conference report on the census bill was adopted and an attempt was made to pass a bill to pay the cost of repairing the Manila cable which Dewey cut just after his great victory. Opposition developed, however, and it went over. The Indian appropriation bill was reported.

The urgent deficiency bill was sent to conference, and Cannon (rep. Ill.), Barney (rep. Wis.) and Livingston (dem. Ga.) were appointed conferees.

A resolution was adopted calling upon the secretary of the interior for information as to the number of Indians on the Sac and Fox reservation who were not paid their tribal allowances from 1855 to 1866, what such allowances would amount to, and what portion of the salaries of the chiefs due under treaty stipulations from 1855 to 1899 have not been paid.

The house then proceeded to the consideration of bills on the private calendar. Mahon (rep. Pa.) called up the bill to authorize the secretary of state to pay the Australasia & China Telegraph Company the amount of the expenses incurred in repairing the Manila-Hong Kong cable, cut by Admiral Dewey during the war with Spain. This was the first bill carrying an appropriation to indemnify a company for property destroyed during the Spanish war. Mahon took the position that the United States was not liable for loss due to the interruption of the cable, but only for the actual expense of repairing the cable.

Ray (rep. N. Y.) said the attorney-general had reported that the company had no claim for indemnity. There were thousands of claims pending, and he thought it would establish a dangerous precedent to pay one which the attorney-general had reported against.

Hitt (rep. Ill.), chairman of the foreign-affairs committee, thought the bill should be amended so as to state specifically that the claim was an act of grace.

Ray pointed out that since the American occupation of the Philippines the cable company had done more business in a single year than it would have done in 20 had the war not occurred. He thought there was no equity in the claim.

Moody (rep. Mass.) argued that the law of nations was well settled that property of neutrals within the theater of war operations had to take its chances. He cited the case of the American fishermen whose claims had been disputed and held up by Great Britain, and declared that before we paid citizens of Great Britain indemnity as an act of grace, England should be compelled to pay what was due our own people.

No action was taken on the bill, and at 2 o'clock the house suspended public business to listen to tributes to the memory of the late Vice-President Hobart.

Gardner (rep. N. J.), who served for several years in the state senate with Hobart, presented the resolution of regret, and was the first speaker. In the career of Hobart there was, he said, nothing sensational or episodical. His aims were definite, his course was as steady as the granite hills, his efforts as sustained as the motions of the planets. Informed men spoke of his acquirements, churchmen of his rectitude and deep religious convictions, the philanthropists of his unostentatious charity, business men marveled at his business judgment, politicians wondered at his clear perceptions of the character and the value of issues, statesmen at his wide and early knowledge of national and international affairs; his sympathy was as broad as the field of human struggle.

Payne (rep. N. Y.), leader of the majority, and Richardson (dem. Tenn.), leader of the minority, each paid a tribute to the late vice-president.

Grosvenor (rep. O.), in a warm eulogy, said Hobart was the first vice-president within his recollection who gave dignity and value and executive co-operation to the office. He said that when the present tariff law hung in the balance in conference, no one man did as much to affect the result as he.

Dolliver (rep. Ia.) delivered an eloquent tribute, concluding:

"Grateful to his countrymen, at the honor they had given him, he set himself to deliver the office of vice-president from the cheap and petulant influences that had already beset it. How well he succeeded all men know, and it is not too much to say that, had he lived, he would have drawn to himself such a measure of popular enthusiasm that his countrymen would have asked him to step into the first chair."

The other speakers were: Messrs. Stewart (rep. N. J.), Dalzell (rep. Pa.), Brossius (rep. Pa.), Parker (rep. N. J.), Fowler (rep. N. J.), Daly (dem. N. J.), and Griggs (dem. Ga.).

At 4:20 P. M., as a further mark of respect, the house adjourned.

SHIP SUBSIDY BILL.

Changes Made by the Senate Subcommittee.

WASHINGTON, Jan. 26.—The subcommittee of the senate committee on commerce, appointed to consider the ship-subsidy bill, today agreed to recommend several changes in the bill. One of the amendments agreed upon limits the amount to be paid in any one year for 20 and 21-knot vessels to $2,000,000 in the aggregate. Another change places vessels of 11, 12 and 13 knots speed in the special premium class, this action being taken to encourage low-power freight vessels. A third amendment provides for the admission of foreign-built ships of certain classes where a majority of the stock is owned by American citizens. The requirement in the bill as introduced was that 80 per cent of the stock should be owned in this country.

DEPARTMENT OF COMMERCE.

Bureaus That It Is Proposed to Include in It.

WASHINGTON, Jan. 26.—The question of establishing a department of the government to be known as the department of commerce, with a cabinet officer at its head, has been discussed at considerable length by the senate committee on commerce. The discussion was based upon a very complete report on the subject prepared by Senator Nelson.

It is proposed to include in the new department a bureau of manufactures, and to transfer from the treasury department the life-saving, lighthouse, marine hospital and steamboat inspection service, the bureaus of navigation, immigration, statistics and coast and geodetic surveys; to transfer from the interior department the commission of railway, the census office and the geodetic survey, and from the state department the bureau of foreign commerce. The department of labor and the fish commission are also placed under this supervision.

MONEY FOR FLOUR TRUST

Plans for Providing Working Capital for the Combine.

NEW YORK, Jan. 26.—The Herald says: It was announced last night that the plans for providing working capital for the United States Flour Milling Company were practically sure of success, and that A. C. Loring, manager of the Northwestern Milling Company, of Minneapolis, would return to his home, leaving this city this morning fully convinced that there will be no further difficulty in raising the $1,250,000 required by the mills of Minneapolis under his control, as a working capital.

George Urban, jr., of Buffalo, president of the United States Flour Milling Company, also will leave New York tonight for his home, and it is said that before his departure will sign the papers which will bring to the treasury of the Hecker-Jones-Jewett Mining Company the funds required. President Urban said that he did not look for any further difficulty, and he was convinced that the minority stockholders of the Northwestern Milling Company would be satisfied with any arrangement which the majority might make. These statements were made by him in the presence of Jacob Ames, of Syracuse, and Thomas A. McIntyre, vice-president and secretary respectively of the United States Flour Milling Company. Later, at a time when President Urban was not present, Mr. McIntyre said:

"There is no minority interest in the Northwestern Milling Company. I am not responsible for what President Urban says, and when he spoke of the outstanding shares of stock he did not know what he was talking about. The stock has been purchased for me by a friend. I shall take it up when I get the money."

A. C. Loring, of Minneapolis, who has been an official of the United States Flour Milling Company, resigned all of his offices in connection with that concern on Wednesday afternoon, and at a meeting held yesterday was elected president of the Northwestern Milling Company, of Minneapolis. At that meeting it was also ordered that there should be an amalgamation of the Minneapolis Flour Manufacturing Company with the Northwestern Milling Company, giving the plant in Minneapolis eight mills, with a total daily capacity of about 17,000 barrels.

Mr. Loring surprised his associates in New York by his independence. He is said to have informed them that while he was willing to work in full harmony, it was necessary for capital to be provided, and that if it could not be obtained in New York on good terms he would be able to get it in the Northwest. In any event he wanted it understood that the mills under his control were to be operated with the idea of producing a profit, and not for the purpose of making good the losses in the operation of other mills.

As a result of Mr. Loring's position, it is understood that the Empire State mills, at Syracuse, two in number; the mill of the Urban Company, in Buffalo; the Daisy roller mill, of Milwaukee, and the Duluth roller mill, of Milwaukee, will be permanently closed down, while the six mills at the head of Lake Superior will be operated only during those months when the lakes are open to navigation.

Taking the Chances.

From "Aids to Scouting for Noncommissioned Officers and Men," by Colonel Baden Powell.

When in doubt as to whether to go on or to go back think of that, and of the Zulu saying: "If we go forward we die; if we go backward we die; better go forward and die."

It is also like a game of football. You are selected as a forward player. Play the game; play that your side may win. Don't think of your own glorification, or your own risks—your side are backing you up. Play up and make the best of every chance you get. Football is a good game, but better than it, better than any other game, is that of man-hunting. But, like all other games, it is no use your going in for it without previous training, and I hope that what I have said above may be of some use in helping you to take a distinguished part in the best sport in the world, namely, scouting.

An old authority gives directions for the most restful position to assume after great weariness. If very tired lie on the back, the knees drawn up, the hands clasped above the head or resting on the elbows, the forearm at right angles, and the hands hanging over by the bend of the wrists.

Zarina Cigarettes—not made by Japs or Chinamen, 10 cents for 10.

INTERSTATE COMMERCE

SENATE COMMITTEE'S HEARING ON AMENDMENT TO LAW.

Statements by Representatives of Business Organizations Throughout the Country.

WASHINGTON, Jan. 26.—The senate committee on commerce today gave a hearing to the representatives of a number of business organizations throughout the country in support of a bill to amend the interstate commerce law.

The first statement was made by Frank Barry, of Milwaukee. He is secretary of the National Millers' Association, and accredited representative of the National League of Industrial Associations. He commended the pending bill, saying it had been framed with a view to doing justice to both shipper and carrier. He condemned the present law, saying it had become impotent and valueless, and the interstate commerce commission was nothing more than a moot court. In reply to questions from Senator Tillman, Barry said the Standard Oil, sugar trust and large flouring mills of the Northwest and grain elevator interests were not co-operating in this movement.

He had no direct information on the subject of favoritism, but called attention to the recent change of freight classification made by the railroads, which, he said, left carload rates on oil practically where they were, while it raised the rate on fractional carload lots from 200 to 300 per cent. It was not difficult to see that this was in the interest of the Standard Oil Company. Mr. Barry expressed the opinion that the Minneapolis millers were receiving discriminatory rates from the railroads.

Augustine Gallagher, of St. Louis, commissioner of the Millers' National Association, spoke especially of the interests of the millers in the proposed legislation. He said the railroads were not content with controlling the mines and the forests of the country, but that they were now attempting to control the ballots of the people along their lines. He contended that the railroad business of the Middle West, so far as the grain interests are concerned, is practically parceled out to the large firms in Chicago and other cities. Mr. Gallagher, in response to an inquiry by the chairman, said he believed the adoption of the amendment proposed by the National Board of Trade would produce results immensely beneficial to the whole people

"You are here today, then," said Mr. Chandler, "to advocate a railroad trust with $1,100,000,000 capital. Is it not in effect a fact that you propose to organize a gigantic railroad trust, which is to abolish all competition in traffic rates?"

"As a member of the National Millers' Association and of the National Board of Trade, I deny that I have any such intention. I do not, and they do not, advocate anything of the kind," replied Mr. Gallagher.

"You understand, I take it," said Mr. Chandler, "that the great mass of shippers want an organization similar to the old Joint Traffic Association?"

"They do," replied Mr. Gallagher. "If the resolution adopted by the National Board of Trade does not convey that idea, I ask this committee to prepare one that will."

"Well," said Mr. Chandler, "some of us politicians cannot understand why the National Board of Trade and the National Millers' Association should desire the establishment of a railroad trust, the idea of which is to crush railway competition."

"We do not want to crush competition," replied Mr. Gallagher, "and what we ask will not accomplish such an end."

"You want, then," inquired Senator Allen, "to authorize the railroads to maintain rates without the pooling of railroads?"

"That's it," replied Mr. Gallagher.

"Well," said Mr. Allen, "that's another name for the same thing."

E. O. Stanard, of St. Louis, a flour manufacturer, said the railroads for years had been giving rates to wheat-shippers in discrimination against the flour manufacturers. "This discrimination is so great," he said, "that the British flour-maker can make flour from American wheat at least 18 cents a barrel cheaper than the same flour could be made here."

In conclusion, Mr. Stanard stated there was nothing in the proposed amendment which would enable the railroads to consolidate or pool their interests.

E. P. Wilson, of Cincinnati, secretary of the National Association of Manufacturers, said it was essential that the interstate commerce law be amended so that the interstate commerce commission would have some vitality and be able to do something definite.

L. B. Boswell, of Quincy, Ill., representing the Quincy chamber of commerce and the Quincy freight bureau, urged congress to come to the relief of shippers by establishing an intermediary between shippers and railroads, whose action would be equitable and fair.

L. W. Noyes, representing the National Business League, of Chicago, urged the proposed legislation.

Edward P. Bacon, of Milwaukee, a member of the finance committee of the National Board of Trade, said that while the railroads were anxious probably to pool their interests, the National Board of Trade was not in favor of pooling. Mr. Bacon maintained that, while the railroad companies might be afforded some advantages, the proposed law would be of vast advantage to the people.

C. B. Cole, of Chester, Ill., a miller, said: "If this bill is passed, it will stop the discrimination in freight rates, and it will strike trusts a harder blow than any other kind of legislation."

New San Francisco Hotel.

SAN FRANCISCO, Jan. 26.—Plans are being prepared for the new modern hotel to be erected by the Fred Crocker estate on Van Ness avenue, in this city. It is calculated that the hotel will cost at least $1,500,000, and it will take about two years to complete it. It will be a building of 11 stories, and will be constructed of brick, iron, stone and steel. It will be as nearly fireproof as modern architectural science can make it.

OUR TRADE WITH CHINA.

Speeches at the American Asiatic Association's Dinner.

NEW YORK, Jan. 26.—One hundred and two members and guests of the American-Asiatic Association sat down to the second annual dinner of the organization at Delmonico's tonight. President McKinley, Secretary of State Hay, Secretary Gage, United States Senators Beveridge, Lodge and Aldrich sent letters of regret.

The toasts and the speakers were as follows: "The President of the United States," Charles Denby; "The American Asiatic Association," Everett Frazer; "China, the Greatest Potential Market in the World," Wu Ting-fang; "Japan, the Pioneer of Asiatic Progress," Jutaro Komura; "The South and the Open Door in the Far East," John L. McLaurin; "The Paramount Interests of the United States in Asia," John Barrett.

Minister Wu Ting-fang wore his brilliant Oriental costume of silk, embroidered with heavy gold braid and decorated with Chinese characters. The minister from Japan wore full evening dress, after the American model.

Ex-Minister Denby was the first speaker. He maintained that the United States should not stand idly by and see other powers establish hostile camps in China under the plea of leaseholds.

"We have as much right," he said, "to intervene in Chinese matters in behalf of our missionaries and merchants as we had to intervene in Venezuelan affairs. We have just as much right to preserve and save our trade rights in China as England has, or Russia, or any other European power has to protect its own. Why should England and Russia and France and Germany arrogate to themselves the control of Asia? We are the closest to China of all the great commercial nations, except Japan. We have done more to open it to civilization than any country, except England. Our trade is next to England's. Our population in China is next to England's. By what right shall other nations step in?"

Continuing, Mr. Denby said it only remained for the American people to go out for the greater trade that awaited them, adding:

"A new era has come upon us. We have the Hawaiian islands, Guam, Puerto Rico, the Philippines and part of Samoa for our own, and we are holding Cuba today, whether we will or no. These are accomplished facts. The finger of destiny has pointed the way to commercial greatness. Our Western coast is alive, awake and is stretching out its hands for the trade of hundreds of millions of people, which is to make San Francisco, Tacoma and Seattle the rivals of New York, Philadelphia and Boston."

Senator McLaurin, of South Carolina, spoke at length of the industrial growth of the South and its stimulation by trade with the Orient. In striving for commercial expansion, he said, he would not favor the incorporation into our body politic of any semi-barbarous races totally unable to appreciate our system of government, but he did favor expansion.

Wu Ting-fang, the Chinese minister, was the last speaker. He said:

"China needs many things that are manufactured by the United States. We want your cotton goods and iron and steel products. But you cannot expect us to buy your products unless we like you. China wants the United States to do fairly with her. Fair dealing on the part of the United States would mean the admission of my countrymen to the United States as freely as immigrants from any other nation. I hope the association will call the attention of congress to the injustice of the Chinese exclusion act with a view to repealing it, so that my countrymen may have the rights of American citizenship and become your countrymen."

Jutaro Kumara, the minister from Japan, thanked the assemblage for the interest taken in the affairs of the Orient.

CONGRESSIONAL CANDIDATES, FIRST DISTRICT

THOMAS H. TONGUE, OF HILLSBORO.

Though confronted by formidable opponents in the contest for the republican congressional nomination in the first district, Representative Tongue does not intend to lay down his scepter without a struggle. He is busily putting up his fences, and will do the best he can with the field against him. Mr. Tongue was elected to congress in 1896, and re-elected in 1898.

WILKESBARRE EXPLOSION.

Particulars of the Accident by Which Five Men Were Killed.

WILKESBARRE, Pa., Jan. 26.—Five men were killed and eight badly injured as a result of a runaway train and the explosion of dynamite that followed, on the Central railroad of New Jersey, at Ashley last night. The complete list of the dead is:

Frank McLaughlin, brakeman, aged 28; Michael Bird, brakeman, aged 22; Peter Frey, engine wiper, aged 16; Charles Haney, aged 15; one unknown tramp. Haney went to the engine-house to idle time away instead of going to night school.

Injured—John Roschig, engineer; John Bovin, Henry Geisler, engineer; Thomas Rowe, brakeman; Michael Coole, flagman; John Ruehf, engineer; Edward Hughes, fireman; William Brown, foreman roundhouse. Some of the injured were taken to their homes, others to the hospital in Wilkesbarre. It is thought all will recover. Bovin is a tramp and was stealing a ride.

Many houses in Ashley and vicinity were badly damaged and inmates were injured, though none seriously. Many thrilling escapes are chronicled. John Thomas, an invalid, was thrown out of bed on to a hot stove. He was rescued by other members of the family. The freight car containing the dynamite was crushed into splinters and a large hole torn under the roadway. Six locomotives and 70 freight cars were wrecked. Conductor Law and Edward Meehan, brakeman, and Robert Carroll were in a caboose of the freight train and had narrow escapes.

The accident was due to a long train of freight cars running away and crushing into a locomotive near the roundhouse. The shock exploded 30 boxes of dynamite in one of the cars.

THE BATTLE OF COLENSO

BRITISH INFANTRY OFFICER'S ACCOUNT OF THE FIGHT.

Boy Leaders Responsible for Much of the Loss in the Engagement at Magersfontein.

LONDON, Jan. 17.—The following account of the battle of Colenso, written by an infantry officer present, was received by today's mail:

"After that most terrible one-sided battle of Colenso last Friday I fainted when I got to camp from sunstroke, and on Saturday morning I found I had dysentery. How any one escaped on Friday is a marvel to me. We were nine hours and a half under fire, and it was like a severe hailstorm on a tin roof. I could not put up my glasses without hearing 'phit, phit, phit.' From the very first I saw it would be no go. Directly we got under fire, a corporal said to me: 'I wonder how many Boers there are hidden in that wood opposite the Tugela?'

"I said: 'I expect it is full of them, as Buller has never shelled it at all.' I was right. Two companies of the Twenty-third went in and jolly soon came out through us and exposed our camps to a double fire, and I do not see how we escaped at all. Then I saw about three companies of the Seventh fusiliers go in on the left of the taken guns and they soon came out of it. After that we were told to advance a bit, and eventually we were called off as escort to the lost guns, with the result that we retired (when ordered to, and 'Tommy' did not like that word at all), and had six officers taken and over 100 men killed, wounded, missing or prisoners, out of a total of 13 officers and 372 men, with which we started at 4 A. M.

"I never was in such a veritable fix, and hope I shall never be again.

"But poor 'Tommy' was simply grand. On the troops went, through it all. They never hesitated one moment; never flinched. On they went with destruction and death and agony all around them. I shall never forget the sight. A man was hit on the line. A shell fell between two men at six paces; on they went. A shell blew a poor captain of the Connaught rangers to bits. A subaltern of the Inniskillings close by looked back but could see absolutely no trace of his comrade left, and I see he is reported as missing, as they could not find him—and yet on went the line.

"My own company was most light-hearted. One old soldier, who used to be quartermaster's storeman at Chatham, was in front of me while we once were ordered to turn in file to the left and wheel to right to double about half a mile to the right flank of the guns, and when a bullet whizzed very close to him he began to play antics and skip about, laughing and joking the while. The bullets were as thick as bees, and I had several mighty close to my head. Directly we halted and lay down showers of bullets came. It was truly a one-sided game, as we could see no one to aim at at all."

The following account of the Modder river fight was received today from one of the Argyle and Sutherland Highlanders.

"We have had some hot fighting with Methuen, but we got through all right until the 11th, when we got a licking. We of the Highland brigade had to march during the night to surprise the Boers. No one knew what we were going to do or where we were going. The rain came down in torrents and we were soaked through, and that on empty stomachs. We were led right into the Boer trenches by guides, and before we could deploy from column half of us were shot down. We all ran for our lives and reformed 500 yards back, when the Gordons joined us and we again tried the trenches.

"But it was no good. All day we lay out in the sun, without food or drink, and in the afternoon the Boer shells began bursting among us, so we made the best of our way to the rear. The men were sick and dispirited. There was no fight left in them, and they would not stop for the officers or any one else. General Wauchope was killed—hit in seven places. He was the right sort. They say it was not his mistake at all and he did not want the night attack. Anyway, it was a ghastly failure.

"The camp at Modder river was full of Boer spies—colonials and others—so our every movement was watched and information carried to the enemy. Why these people are allowed to mess about the camp I cannot understand. Some of these disloyal colonials have been caught red-handed fighting against the queen. Why don't they shoot them right off instead of sending them down for trial—they don't deserve it.

"Most of the regiments here are full of young boys for officers and the men don't care about them. I saw some of them at Modder river fight like a lot of schoolboys, shouting out orders that none of us could understand, so the old hands took no notice of them and went their own way as best they could. Most of the regiments are the same. The guards are the best off for officers. None of us can make out why so many young officers are sent out to take charge of old soldiers. Why can't we have more of our old officers? My late captain, who left us at Aldershot, came to see us off and we asked why he was not coming with us. He replied that the war office would not let him rejoin. He was a good man. We should not have lost half the men we had if we had had older officers.

"We were a good brigade if we had not been messed up, and if only Wauchope had been left to handle us himself. This is a terrible war, and God only knows how it will end. My wound is not a bad one—a shot through the fleshy part of the thigh—and I was so excited I did not notice it for an hour or two."

The correspondent of the Times with Buller's army, writing from Cheveley camp, December 21, after giving interesting details of the battle of Colenso, says:

"The Boers' position was excellently planned, their trenches and emplacements were well hidden. All day we were fired at by guns whose position we could never find, and we were never sure exactly where the musketry fire came from. It was an exposition of modern warfare. We had to attack an invisible enemy, whose position could not even be fixed by the smoke of their rifles. It was rifle fire that caused our losses.

"Their shell fire, though accurate enough, was not deadly, and during the advances men did not drop until they had come within effective range of the rifles. This was the case in spite of the fact that far the greater number of the Boers' shells burst, and burst accurately, too, sometimes right in the middle of our men."

The Gazette today publishes a number of dispatches from General Buller, received by the war office, enclosing reports from Generals White, Hildyard, Methuen and other generals, regarding their various operations, but containing nothing later than the record of occurrences to the middle of December. A dispatch from General White, dated November 3, says:

"I was so greatly impressed with the exposed position of the garrison of Glencoe that I determined (October 11) to withdraw from there and concentrate all the troops at Ladysmith. But the governor represented that this step would involve such grave political results that I determined to accept the military risk of holding Dundee, as the lesser of two evils."

General White then proceeds to describe the subsequent attack by 4000 Boers, of whom about 500 were killed or wounded, three of their guns being left dismounted at Talana hill, but he adds there was no opportunity of bringing them off. He also describes how the Boers were seen streaming away in bodies of from 50 to 100.

Prince of Wales Inspected Yeomanry

LONDON, Jan. 26.—At the Life guards' barracks this morning, the Prince of Wales inspected the first lot of yeomanry who start for South Africa tomorrow. At the conclusion of the inspection, the prince made a speech, saying he was proud of being their honorary colonel.

"I am sure," said he, "although you leave your homes and your country, you all feel that a great duty devolves upon you to maintain the honor of the British flag."

Lord Chesham called for a cheer for the prince, which was enthusiastically given. Among the troops is the husband of Mrs. Patrick Campbell, the actress.

SPIONKOP OF LITTLE VALUE.

British Found It No More Useful Than the Boers.

NEW YORK, Jan. 26.—Dispatches from London state that the military experts were not so jubilant over the capture of Spionkop as the crowds about the bulletin boards were. The Leader says:

"No particulars of Tuesday's nocturnal enterprise have been received. With due care it does not seem to have been very difficult. It may be that the Boers in holding so extended a position had, according to that elegant American expression, 'bitten off more than they could chew.'

"What if the enemy had been caught in the act of evacuating Spionkop, leaving only a small rear guard to concentrate upon a second position with another position behind more suited to the strength of their forces that could be spared from the attack upon Ladysmith?"

The Morning Post says:

"The situation described yesterday was that Sir Redvers Buller had first to drive the Boers from Spionkop and the rest of the plateau upon which it stands, and then to drive them before him until he can cover the 12 or 15 miles that separate Spionkop from the circle of Boer guns that are pointed at Ladysmith. The news received yesterday did not, indeed, contain the announcement that he had finished the first half of his task."

There are two ways of looking at the taking of Spionkop. Some persons believe the Boers too shrewd to be caught napping, and think the abandonment of the kop is part of the Boer campaign and a strategic move. Others, who take into consideration the vast length of the Boer lines, 30 miles, say that the Boers did not expect Spionkop to be attacked, and, as they have no men to spare, had a weak garrison on the hill and concentrated their forces at points considered to be in danger.

Dr. Leyds is blamed for the entanglements of the British over the seizure of German vessels, and he is said to have caused false information as to the seized vessels' cargoes to be given the British authorities. It is said further that Dr. Leyds circulated the stories that vast quantities of war supplies were being landed at Lourenco Marques in the hope that Great Britain would seize Delagoa bay and bring Russia and France down upon her.

BOMBARDMENT OF LADYSMITH.

Boer Cannonading Does Little Harm in the City.

NEW YORK, Jan. 26.—A dispatch to the World from Ladysmith, January 22, by runner from Frere camp, January 24, says:

"Our principal occupation now is watching the bursting of shells fired by General Buller's men advancing from the west. This observation tends to raise the spirits. The heavy artillery makes a most joyful sound.

"The Boer bombardment of Ladysmith has practically ceased, although the Bulwana gun sometimes fires. The Telegraph hill Creusot fired a single shell this morning, which wobbled remarkably. It is probable our howitzers have again damaged the gun. Recently the Boers began to shell Observation hill from Surprise hill with an eight-inch mortar throwing a round shot with old-fashioned touchwood fuses. The British field artillery silenced this gun, killing 20, it is said:

"Saturday afternoon there was some gun fire from the eastward. It came from Dulwana and Lowbardskop. This probably was a 'put up job' to make us think the British reinforcements were advancing from the east. The fire may have possibly come from scouts belonging to some irregular forces, to whom we understand Buller has given a roving commission. There was rifle fire in the same direction, but further south, Saturday night from 11 o'clock to midnight. It was sharp and intermittent."

Benefit for the Soldier Fund.

NEW YORK, Jan. 26.—Miss Jessie Millward and William Faversham, leading woman and leading man of the Empire theater company, are arranging a benefit at the Empire theater the afternoon of February 9 for the sick and wounded British soldiers in South Africa, and for the destitute widows and orphans of American soldiers who died during the recent war with Spain or in the Manila campaign.

Miss Millward and Mr. Faversham themselves, with the assistance of the Empire stock company, will present the second act of "Lord and Lady Algy." Nat C. Goodwin and Miss Maxine Elliott and William Gillette have already volunteered their services, and it is expected that several of Maurice Grau's singers will be induced to take part. One of the features, of course, will be a recitation of "The Absent-Minded Beggar" by Mrs. Langtry.

Tolstoi Denounces the War.

MOSCOW, Jan. 26.—Count Leo Tolstoi, in an interview published in the Russki Listok, denounces the war in South Africa as showing the "sordid and soulless commercialism that rules the world." He says:

"I hope daily to hear of a fresh British reverse. It is incomprehensible to me that England, boasting herself to be the land of freedom, should wish to crush small republics, which have never done her the slightest injury."

Biedenfeld Fighting the English.

CHICAGO, Jan. 26.—The Record says: "Word has reached Chicago that Curt Ernest Wilhelm, Baron von Biedenfeld, is fighting the British with the soldiers of Oom Paul. The nobleman, who left this city last April, following his acquittal of the murder of Constable Charles A. McDonald, is said to be in the thick of the South African war as a commissioned officer in a Boer regiment."

First Washington's Dead.

SAN FRANCISCO, Jan. 26.—A telegram has been received from the Red Cross Society, of Portland, Or., asking to be given the privilege of disposing of the remains of Chaplain John R. Thompson, of the Washington volunteers, in case they should not be claimed by relatives. A reply has been sent stating that George W. Bell, of Olympia, Wash., has asked that the body should be sent to him.

Duty on Electricity.

Syracuse Standard.

The question whether electricity is a dutiable article is to be considered by the treasury department. The issue has been raised by the Niagara Falls Power Company, of New York, against the Ontario Power Company, of Canada, because the latter has extended its lines into this country and become a competitor of the former in furnishing light and power. The Niagara Falls Company says that electricity is an article of value and is to be bought and sold, and therefore measured as any other product, and coming into this country from abroad, should pay an import tax, for it comes into competition with American manufactures, and these are entitled to the benefit of the protective principle as applied by the tariff. Electricity, the monthly publication, says that the question was presented several years ago to the treasury, and it was held that no duty could be collected. If this decision be changed, it is likely that a rate of 20 per cent, ad valorem will be levied.

CANADIAN PARLIAMENT.

Programme for the Session Which Opens February 1.

OTTAWA, Ont., Jan. 26.—The fifth session of the eighth parliament of Canada will begin Thursday afternoon, February 1. There are only six instances since confederation was consummated 33 years ago when parliament has been called earlier than on the present occasion, viz., 1880-81, December 9, when parliament was called to ratify the Pacific Company's syndicate's contract for the construction of the Canadian Pacific railway; in 1884, when parliament met January 17; in 1885, January 29; in 1889, January 31; 1890, January 16, and in 1896, January 2. It is expected that the session will be a short one, and that immediately after prorogation an appeal will be made to the country.

The bill of fare which is likely to be provided for the session will cover some important matters. Parliament will be asked to sanction legislation calling upon Canada to pay in full for all the Canadian contingents which already have gone and may yet go to South Africa in the present conflict between the British and the Boers, instead of having the volunteers become dependents upon the imperial pay-list from the time of their debarkation at Cape Town. A bill calling for the establishment of a federal railway commission, with power to hear and adjust grievances between shippers and the railways, will be introduced. At last a federal law for the relief of insolvent debtors and the distribution of bankrupt estates will not only be introduced, but will this time be carried and put into force. The high commissioner's office in London, England, is to be reorganized, and a commercial agency is to be opened at the British capital.

Legislation is to be enacted restricting railway subsidies, to reform the senate and the civil service, and to redistribute the seats in all the Canadian constituencies which elect members to the federal parliament. The minister of railways and canals will force to an issue his amendment to the railway act, to prevent railway companies from sidetracking town sites in the Western provinces for their own interests, and to confer upon the railway committee of the privy council the right to draw up rules for the operation of all railways.

Senator Dandurand intends to ask the minister of justice to introduce as a government measure his bill "to prohibit the charging of exorbitant rates of interest to borrowers," and if the minister of justice refuses, he will introduce it himself. Owing to the failure of La Banque Ville Marie, and others, representative men from all parts of Canada have written to and waited upon the minister of finance to urge the necessity of formulating a scheme for compulsory government inspection of banks, or a similar plan to that in vogue in the United States.

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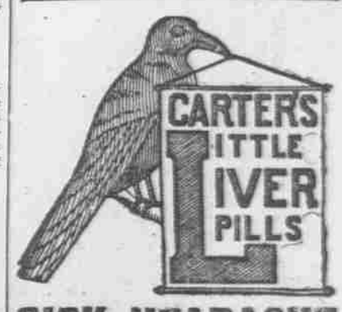

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