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## WAR ALMOST OVER

British View of Situation in South Africa.

### EVIDENCE OF BOER DEMORALIZATION

Lord Roberts Was Welcomed to KROONSTAD—Dutch, However, Have Suffered Small Material Loss.

LONDON, May 14. A. M.—"The war is practically over," says the Daily Chronicle's Kroonstad correspondent, and in the gathering from the correspondents. They picture the Boers as utterly demoralized and disheartened by Lord Roberts' unexpectedly rapid advance, and by his facile strategy and preparation for the positions of the Boers. There was practically no fighting, and there are no further details to give respecting the occupation of Kroonstad. The correspondent of the Daily Telegraph says:

"The Union Jack was hoisted in the market place by Mrs. Lockhead, the American wife of a Scotchman. Most of the horses of the Boers are in a wretched condition, but President Kruger declares he will continue the war."

It appears that the Boers at Kroonstad had been reinforced by 3000 men from Natal last Friday, and that altogether 20,000, with 20 guns, trekked from Kroonstad on the approach of Lord Roberts. The Boers made an ineffectual stand at Boschrand, and had elaborate entrenchments in front of Kroonstad, which offered great facilities for a rear-guard action. Their only anxiety, however, appears to have been to get away safely with their guns and convoys, which again they have successfully accomplished. The few stores they were unable to carry away, they burned. President Steyn is represented, as having been frantic with rage, and as having kicked and cursed the burghers, after vainly imploring them to continue the fight.

Lord Roberts, after a march which is regarded worthy of being ranked with his famous march to Kimberley, has thus conquered another stage of his campaign, a stage which, although successful and without the mistakes and misfortunes that characterized the earlier stages, leaves the Boers forces quite intact, not having lost a gun and having lost very few men. Experience has taught the critics to be chary of accepting reports of Boer demoralization.

The Times says:

"The signs point to military break-down on the part of the Boers, but after experience of the past, we cannot accept the reports of demoralization without reserve. The game of war must be strictly played out to the end."

Lindley, the new Free State capital, is 45 miles southeast of Sunday's position, to Bethlehem, and was probably selected as a convenient rendezvous for the command that is now retiring before General Brabant and General Ruddle, in the Transvaal district. Brabant has occupied Hoopelok, half way on the road from Thabanchu to Ladybrand.

There is not a word of news regarding General Buller's movements, from the far western side. Nothing is known, therefore, of the progress of the Mafeking relief column.

From the War Correspondents.

The Laurence Marquis correspondent of the Times, telegraphing Sunday, says:

"It is rumored that the Transvaal, in secret session, has resolved to order all residents, irrespective of nationality, to assist in the defense of the Republic, in accordance with the terms of the amended military laws. The Boers recognize that they are now in the last extremity, and all sorts and conditions of men are being commandeered. The merchants here have protested against the terms of the amended military laws, but the Boers have refused to consent to the terms of the amended military laws, but the Boers have refused to consent to the terms of the amended military laws."

The Standard publishes the following from Durban, dated Sunday:

"There are persistent rumors here of heavy fighting in Natal. A Red Cross train left last night for the north."

A dispatch to the Times from Kroonstad, dated Sunday, says:

"It is reported that President Kruger is moving to Lydenburg as soon as he is joined by President Steyn, who left yesterday with General Botha. The country between Bloemfontein and Kroonstad might have been effectively held if the spirit had been willing."

### WELCOMED TO KROONSTAD.

**Acute Quarrel Between the Transvaal and Free-States.**

KROONSTAD, Saturday, May 12.—The arrival of Lord Roberts was hailed with enthusiasm by all the British inhabitants. Three hundred Free-States were anxious to surrender. The bridge to the south had been destroyed, but the large bridge near the town had been demolished. The Irish brigade with the Federals yesterday burned the goods shed. The Boers are now trekking to the Vaal River, where they are entrenched.

General French encamped northeast of the town and dispatched a force to cut the line. The project succeeded late at night, but unfortunately after the departure of the last train. Although the troops had marched 60 miles they were in excellent form on entering the town. Many arrests have been made, chiefly of those who had remained in the town.

President Steyn has gone to Lindley, the new seat of the Free State Government. A number of the burghers are trekking homeward. The opposition in the Free State is practically over. All the prisoners in the hands of the British here agree that the quarrel between the Free-States and the Transvaal is so acute that the Transvaal have decided to leave their allies, whom they accuse of cowardice and lack of patriotism.

Most of the Transvaal prisoners say that if defeated at the Vaal River the Boers will retreat to Pretoria, but there appears to be a growing distrust in the Transvaal Government. In a word, the backbone of the Boer resistance seems to have been broken. The burghers are fighting without the presence of their leaders. They seem ready to retreat on the slightest pretext.

The prisoners, even the Transvaal, appear glad to have been captured. They say they are sick of a war which can have only one end. Several have exclaimed: "We have lost our liberty, but why should we lose our lives?"

BERLIN, May 13.—The occupation of Kroonstad by Lord Roberts without resistance has caused great surprise here. The military expert of the Lokal Anzeiger finds an explanation in the fact that most of the Boers have deserted. He says:

"Lord Roberts' advance was splendidly executed. It is worthy to be placed beside the Kandahar expedition. The situation is now changed so greatly in favor of the

## AGAINST A SUBSIDY

Report of the Minority of the House Committee.

### OPPOSES PRINCIPLE AND DETAIL

Bill Would Pay to Carry Customers Away Rather Than Encourage Shipping Produce.

WASHINGTON, May 13.—The minority report on the shipping subsidy bill, opposing that measure, has been filed in the House by the majority of the members of the Democratic minority of the committee on merchant marine and fisheries. Representative Fitzgerald, of Massachusetts, drew the report, which was signed also by Representatives De Vries, of California; Daly, of New Jersey, and Spight, of Mississippi. Three other Democrats of the committee—Chandler, Small and Ransdell—

### GENERAL BRABANT.



IN COMMAND OF COLONIAL TROOPS IN THE LADYBRAND DISTRICT.

have heretofore submitted their views, upholding the general principle of Government aid to the merchant marine, but pointing out defects in the bill. The present report, therefore, represents the opposition to the measure, both in principle and in detail. In the main, it is an argument against Government subsidies, and against that most of the proposed \$10,000,000 subsidy will go to a few favored concerns without building up American shipping in general or encouraging American exports.

The report quotes a recent utterance of President McKinley on the remarkable increase of our shipbuilding, and says, in part:

"Our foreign trade, then, is increasing with wonderful rapidity and our shipbuilding industry is remarkably prosperous without subsidy. Why, then, should the whole country be taxed to provide gratuities for industries which are now prosperous and which have every prospect of continuing to be more and more prosperous?"

"Even if our foreign commerce were to be declining rather than in a fairly prosperous condition, it is improbable that the present bill would give any relief, and for the following reasons:

"Because subsidies are graded according to the speed and capacity of ships, and are more than twice as high per ton of capacity for the swift passenger-carrying vessels, which carry but little cargo, as for ordinary freight steamers, which carry 80 to 90 per cent of our exports. The subsidy, if it affects rates at all, will affect passenger rather than freight rates. As only about 5 per cent of the total tonnage of the world's shipping is subsidized, and as nearly all of the present subsidy goes to passenger vessels, the hopelessness of trying by subsidy to lower freight rates and increase commerce is apparent.

"Unlimited subsidy would be necessary to lower general freight rates. If any one country attempts by subsidy to secure lower rates, the subsidy must go to all ships carrying freight. Otherwise, the present law takes American ships for granted, and the unsubsidized ships (tramp steamers, etc.) will withdraw to other service, and rates for this particular country will go back to the world's level. Hence it is practically beyond the ability of any one country to materially reduce by subsidy its ocean rates, and in this way to increase its foreign trade.

"The bill does not sufficiently provide for subsidies based upon the amount of freight carried, nor does it require any decrease in freight rates.

"It cannot be shown, from the history of subsidies, that they ever materially lowered freight rates or increased the commerce of the countries granting them. Trade conditions and not trade theories, will determine the best interests of the Nation, and which shippers can get.

"Neither does the history of subsidies show that any country has ever built up its merchant marine in this way. Our experience with the Collins, Brasillan mail lines is the experience of all other countries which have given large subsidies.

"As the Government could not under the proposed law take American ships for cruises or transports on any more favorable terms than it can now obtain, viz., by paying for them all their cost, it will on this score get nothing in return for its lavish subsidy expenditures. Neither is there anything in the bill which would provide American seamen for our National defense. In no way, then, would the bill provide for the national defense. On the contrary, by draining \$10,000,000 a year from our National Treasury, it weakens our National defense by taking money which might otherwise be invested in more ships or transports, provisions, ammunition, etc., in case of war.

"Such a large amount of subsidy prac-

## ON THITHER COAST

A Plan to Get Gold on the Siberian Shore.

### SYNDICATE OBTAINED CONCESSIONS

Expedition on Foot to Examine the Country—American Miners Will Be Invited to Go There.

NEW YORK, May 12.—New gold fields rivaling in richness the deposits of Cape Nome will be opened to American miners, if the expectations of the members of the Russian expedition, which arrived last night on the Campania, on its way to Northeastern Siberia, are fulfilled. Vladimir Woiniarsky, a Colonel of the Russian Imperial Guard, obtained the concession of the Siberian tract which the expedition is to examine. There were more than 40 applicants for the grant, which had been sought with eagerness since the discovery of gold on the American side of Behring Sea. By means of court influence, Woiniarsky carried off the prize. He formed a company in Russia, which planned the present expedition, headed by A. Bogdanovitch, a Russian engineer. It is understood that a subsidiary company has been formed in England in connection with the concession, but secrecy is maintained in regard to the English and American interests.

Miners who have visited the Siberian coast by steamer have reported that it is practically the same as the Nome coast, consisting of a strip of beach, behind which lies a tundra, or belt of gold-bearing sand. Many complete studies of gold-bearing tundra have been formed to work dredges and pumps off the coast of Cape Nome, in order to draw up the precious sand where it reaches the beach. It is expected that the operation of these dredges will be prevented by the beach miners, and that apparatus in which large capital has been invested will be idle, unless new fields are opened to it. If the expedition to Behring Sea, which is expected, the company will invite pumps and dredges to cross to the Siberian shore and operate there upon payment of a royalty.

Hookey, the English promoter, has nothing to do with the plan. George D. Roberts, who is a veteran California miner, will be a member of the exploring party. Mr. Roberts has made a study of gold deposits in sea sands, and has a plan for extracting the gold from the frozen tundra. The expedition will sail from San Francisco about June 1. The Russian minister have conferred with the Russian Minister at Washington. It will return about November 1, and expects then to be able to make a complete report of the possibilities of the region.

Mr. Roberts said today that, from information which he had received, the deposit of gold on the Siberian coast promised to be the most valuable ever discovered. No attempt will be made to work the tundra this year, but the party hopes to be able to make some contracts with American owners of pumps and dredges.

### GETTING READY TO QUIT.

Congress Will Probably Adjourn About June 20.

WASHINGTON, May 13.—The House this week will send to the Senate the last of the general supply bills—the general deficiency and the Military Academy appropriation bills—and will be ready for adjournment as soon as the Senate shall pass them. It is expected that the adjournment will be on or about June 20. The House leaders say they will be ready for the sine die adjournment June 1, but, allowing for delays and accidents incident to the closing up of the session, they are not inclined to think both houses will be ready to quit before June 20. Later on complications arise in the Senate. The House may emphasize its readiness to adjourn by adjourning over from day to day while the Senate is in the final throes of dissolution. The general deficiency bill, which is expected to pass Wednesday, the remainder of the week until Saturday will be devoted to miscellaneous matters.

### STILL THE CLARK CASE.

The Senate tomorrow will resume consideration of the naval appropriation bill, and it is expected that the measure will be passed during the day. Senator Chandler has given notice that he will call up the Clark case on Tuesday, and that he will endeavor to keep it before the Senate until a vote is reached. This programme will meet with some objection, but it is expected that the greater part of the week will be devoted to consideration of this case. Senator Wolcott some time ago gave notice that he would call up the postoffice appropriation bill, and it is thought that it might be disposed of in a day or two. There may be a clash over the Montana case and other business, but the Clark contest seems to be the only event of importance for the week.

### ANOTHER ROAD FOR PORTLAND

Chicago, Rock Island & Pacific Has Already Made a Survey.

CHICAGO, May 12.—The Record tomorrow will say:

It is rumored that the Chicago, Rock Island & Pacific will extend its line to Portland, Or. Denver is the present Western terminus of this road. It is said the final survey has been finished between Denver and Ogden, and tracklaying on that part of the extension will begin this Summer. A preliminary survey has been made between Ogden and Portland.

### Quiet Sunday for Dewey.

KNOXVILLE, Tenn., May 13.—Admiral Dewey passed a quiet Sunday. He attended St. John's Episcopal Church in the morning and spent the remainder of the day in his rooms.

### GRAND RAPIDS, Mich., May 13.—Admiral Dewey has definitely decided to include Grand Rapids in his Western tour next month, and has set the day as June 11.

### Cholera Continues to Race.

LONDON, May 14.—The Bombay correspondent of the Times says:

The cholera continues to rage in the famine camps. There have been 40 deaths in three days at Mandiva. So numerous are the cases at Godra that it is impossible to collect the bodies, which lie for days in the sun. The people have fled and cannot be induced to return. A similar state of things prevails at Broach.

### Roosevelts Gone to Oyster Bay.

WASHINGTON, May 13.—Governor and Mrs. Roosevelt left today for Oyster Bay, N. Y., where they are to stay a short time before returning to Albany.