

GENERAL SYMONS' DEATH ANNOUNCED IN PARLIAMENT

Progress of the War so Far Appears to be In the Boers' Favor.

ADDITIONAL MEN ORDERED TO AFRICA

Reports of Killed and Wounded Among the Boers at Glencoe Were Greatly Exaggerated—Denial Also That Their Cannon Were Captured.

LONDON, Oct. 26.—The death of General William Penn Symons, British commander at Glencoe, who was shot in the stomach in the battle with the Boers there October 20, was officially announced in the house of commons today. The parliamentary secretary of the war office, Mr. Wyndham, in announcing the death of General Symons said:

"The news was considerably sent to General White by General Joubert which conveys the impression that General Yule had to leave his wounded at Dundee. We hope to have shortly full information on the disposition made by General Yule for his wounded before leaving."

"The house," he added, "will be glad to know that we have a further report from Mafeking, which was all right October 21. As the establishment there of the Nineteenth Hussars was complete, there is no explanation why the infantry officers fell into the enemy's hands."

Orders were issued today for an additional 5,000 troops to sail for South Africa between November 4 and November 13. The war office received the following dispatch from General White:

"LADYSMITH, Oct. 26, 12:40 p. m.—General Yule's column just marched in here after a very hard march during the night of exceptionally heavy rain. The men, though done up, are in good spirits and only want rest. The enemy

did not molest them."

THE BOER ACCOUNT.

British Prisoners Captured at Dundee Filled a Train of Ten Trucks.

LONDON, Oct. 26.—A batch of delayed dispatches arrived this morning via Lorenzo Marques. They are as follows:

PRETORIA, Oct. 22.—The British prisoners captured Friday near Dundee were entrained at Dannhauser. They filled 10 trucks. Officers traveled first-class, and a separate van was provided for two wounded officers. An enormous crowd assembled at the station here to witness the arrival, but there was no demonstration. The greatest order and decorum prevailed while they were traversing the streets.

The wounded were taken to the hospital, while the other officers and men were marched to the race course, escorted by mounted burghers, and were encamped on the spot where Jameson's troopers were confined. The officers—Lieutenant Colonel Mollor, Major Greenville and Captain Pollock of the Eighteenth Hussars, and Captain Lonsdale, Lieutenant Meuser, Lieutenant Carvice, Lieutenant Grimshaw, Lieutenant Majendie and Lieutenant Shore of the Dublin Fusiliers—looked in good health. They were quartered in a building apart from the men. The men appear indifferent and spend most of their time smoking.

the United States government. Gold medals will be given to Jefferson M. Brown, Lazar Posenovich and an Indian named Sam, in recognition of their gallant conduct in the attempt at rescue.

To Conrad F. Strand, master of the steamer Point Arena; Larsen Olsen, the mate, and Seaman Andrew Lilleland, P. Anderson and A. Hendrixson, silver medals will be bestowed for their meritorious services in rescuing 25 of the crew of the ill-fated steamer.

USING ALUMINUM.

The Light Metal is Fast Displacing Copper.

CHICAGO, Oct. 26.—The Record says: Aluminum is to have its first important trial as a commercial conductor of electricity on the Northwestern elevated road. Twenty miles of inch and a half cable—150,000 pounds of light-weight stuff—are to be strung along the steel trestle to distribute the motive power to the trolley rails of the new road.

Aluminum displaces its copper rival on the new road because of its cheapness. Copper has doubled in price within a year, while the lighter metal has dropped a shade in the scale. James R. Chapman, an electrical engineer in charge of the new road, says: "After copper, aluminum is the best conductor among the cheaper metals. An aluminum wire has the additional advantage of being lighter to handle and of being non-corrosive."

According to Mr. Chapman, a perfect joint has been made possible by a solder invented by a Chicago man.

IRON AND METAL
TRADE CONDITION
THE WORK OF THE WEEK

The Transaction Large in Keeping With the General Business Prosperity.

NEW YORK, Oct. 26.—Discussing the conditions of the iron and metal trades, the Iron Age will today say:

There has been a very active week in some branches of the iron trade and in the cruder products some large transactions have taken place. One interest has purchased fully 50,000 tons of basic pig in different parts of the country and has options on some additional amounts. It is reported that, so far as the iron purchased in Western Pennsylvania is concerned, it was on the basis of \$21 at furnace.

In Bessemer pig one large consuming interest has taken about 75,000 tons at \$23, at valley furnaces, for the first half of 1900. In addition to a lot of 30,000 tons referred to last week, Pittsburg reports sales of forge iron aggregating 25,000 tons. In charcoal iron there has been a heavy movement also; report has it that a very large block has been taken for car-wheel purposes, and some good business has been done in iron for malleable purposes, with one inquiry for 10,000 tons in the western market.

A number of conferences have been held by some of the large billet producers, but, so far as we can learn, no definite action has been taken. Some large trades have taken place on the basis of relatively low figures, but special conditions governed these transactions, so that the prices do not reflect the market accurately. In that way, a 30,000-ton lot was placed, in addition to the 50,000-ton transaction referred to last week.

The opportunity given to the railroads to come in at \$33 before the price was raised to \$35 seems to have been very widely availed of, and in some instances the tonnage placed by individual roads was very large, while in others it was below the usual quantities. The movement, which has now culminated, began as early as August, and a good deal of tonnage was placed at figures running up from \$28 to \$29. The total now on the books for 1900 delivery is variously estimated at 1,200,000 tons to 1,500,000 tons, not including from 250,000 to 300,000 tons to be carried over the current year. Among the recent sales are 145,000 for the Harriman systems, 105,000 tons for the Pennsylvania, distributed among the mills on the line of the road; 50,000 for the Illinois Central, 35,000 tons for the New York Central, 40,000 tons for the Baltimore & Ohio, 40,000 tons for the St. Paul, 50,000 tons for the Union Pacific, 40,000 tons for the Chicago & Northwestern and a large block for the Louisville & Nashville. The Lehigh valley order went to Pitts-

burg. Practically all the coal roads and all the New England roads have placed their orders, and a large part of the business for the South and the Southwest was also taken.

The Great Northern, which it was expected would call for a very large quantity, has placed only 15,000 tons. The report is current that since the advance to \$35 has taken place an order for 20,000 tons has been entered for one road.

Since the capacity of the mills is about 2,250,000 tons, the works are now engaged very considerably beyond the first half of the coming year.

The prevailing car famine has again emphasized the necessity for more and more modern rolling stock, and it looks as though very large requirements will come upon the market from that quarter. As a matter of fact a considerable number of orders have been placed lately.

The Lake ship yards and the yards along the Atlantic coast are crowded with work and have added to it lately, notably on the Lakes, so that some of the plate mills are now under heavy pressure and will remain so for many months to come. Reports from the wire trade, refer to heavy commitments for the future with deliveries still behind. This is at a time when interests branch, the manufacturers ought to begin to accumulate a stock for the spring trade.

The past week has been one of receding values in the metal market. Large blocks of lake copper have been offered unsuccessfully at 17 1/2. Tin had a sharp drop in London and here, declining down to 30%, from which it reacted at the close. Spelter has weakened sharply, and lead, too, is somewhat easier.

THE LIBRARY FUND.

SAN FRANCISCO, Oct. 26.—General Shafter has provided headquarters in the army commissary building for the committee of the Red Cross Society now engaged in collecting books for a free library to be established in Manila for the use of American soldiers. The committee expects to soon have enough books in hand to make a first shipment to the Philippines.

John Sherman is quoted by the New York World as believing that Admiral Dewey would be a strong presidential candidate for the reason that he would be voted for with extreme disregard of party lines. Mr. Sherman also says, however, that the admiral displays great firmness of character and a wonderful degree of self confidence, and this, while it would undoubtedly satisfy the people, would hardly make the great sailor more popular with the politicians.

SOUTH AMERICAN AFFAIRS.

Playing Their Usual Game of Revolution in Several States.

NEW YORK, Oct. 26.—A dispatch to the Herald from Panama says:

The Herald's correspondent in Bogota sends word that a section of the liberal party, induced by a branch of the conservative party, now called the historicals, revolted in Santander. The government and a majority of the liberals, however, are resolved to maintain peace.

The government has declared the republic under martial law. It will issue new paper currency as may be required. It controls the railroads, river steamers and telegraph lines and is acting with prudence and moderation.

It had been planned by the historicals to seize General Jose Santos, the minister of war, but the attempt failed. This may bring about the fall of the party and cause important political changes and developments in the near future.

The department of Antioquia, Cauca and Panama have remained quiet so far.

Liberals in Bolivar rose in arms on October 21, under Julio Venegoches, and started blowing up four bridges on the railway line between Cartagena and Callman, taking up rails, cutting telegraph wires and obstructing river navigation by sinking dredges at the entrance.

General Rodriguez, with a large force of men, left on the same evening on the steamer Hercules, going up the river in pursuit of the revolutionists. He was followed by the steamers Colombia, La Faurie and Manuela Aycardi.

This was the situation when the Spanish steamer left Cartagena on October 22. There was then considerable excitement in Cartagena.

Official advices received by the governor here state that the national government is organizing about 500 men to march on Santander under General Hugar.

Publication of all the Colombian newspapers in the republic has been suspended for the present.

Telegraphic communication with important towns north of Bogota, and also with Cartagena and Baranquilla has been interrupted. Panama remains

quiet. Business is going on as usual. The military guard is strong enough to prevent disorder. Everybody is anxiously awaiting developments in the interior.

AFTERMATH.

Several W. C. T. U. Matters Delegated to Executive Committee.

SEATTLE, Oct. 26.—Unless something unforeseen should prevent it, the next national convention of the Woman's Christian Temperance Union will be held in Washington, D. C. A sentiment practically unanimous in favor of that city exists in the executive committee of the national union, to which body the convention has delegated the duty of fixing the place and time for the convention of 1900.

The executive committee today decided, among other things, to maintain an active lobby at Washington this winter to prevent the seating, if possible, of Congressman Brigham H. Roberts of Utah.

It was also decided that steps should be immediately taken by the general officers to effect the organization of the W. C. T. U. in Cuba, Puerto Rico and Hawaii. No mention was made of the Philippines.

WHEAT GRADES ESTABLISHED. Affects Oregon, Washington and Idaho Grain.

PORTLAND, Oct. 26.—The committee met today and established the grades to be used in Oregon, Washington and Idaho this season at 58 pounds for No. 1 Walla Walla and bluestem. They did not fix the grade for valley, but it will probably be the same as Walla Walla. A price standard was agreed on of 1 cent per bushel less for 57-pound wheat and 2 cents per bushel less for 56-pound. Action regarding the lighter grades is left to the judgment of the buyer.

LIFE-SAVERS REWARDED.

Government Will Distribute Medals to Rescuers of San Benito Survivors.

SAN FRANCISCO, Oct. 26.—The men who saved the lives of a number of the crew of the steamer San Benito, which was wrecked on November 22, 1896, near Point Arena, are to be rewarded by



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