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EVENTS OF THE DAY

FROM THE FOUR QUARTERS OF THE WORLD.

A Comprehensive Review of the Important Happenings of the Past Week, Presented in a Condensed Form, Which is Most Likely to Prove of Interest to Our Many Readers.

Prince Henry has started on his homeward journey.

A compromise on the Cuban reciprocity question is probable in the senate.

A hurricane which struck Omaha, Neb., caused an immense loss of property.

Eight thousand men are on strike at Boston as a result of the freight handlers' trouble.

The British have suffered a crushing defeat at the hands of the Boers. General Methuen was captured.

Secretary of the Navy Long has resigned. He will be succeeded by Representative W. H. Moody, of Massachusetts.

The American cup defender Columbia will cross the ocean to race if any yacht can be found on the other side whose owner is willing to make a match.

The postal bill has been passed by the house. By this measure carriers are not only continued under the salary system, but the maximum wage is increased.

Prince Henry sent a wreath to be placed on General Grants' tomb.

The president has signed the Philippine tariff bill.

A message is expected from the president on the Cuban question.

All arrangements are completed for the homeward journey of Prince Henry.

Russia has taken advantage of the bandit trouble in China and sent troops there.

England will reorganize her army and place it on the same plan as that of the United States.

Two boats collided on the Canton river and 150 Chinese drowned.

Queen Alexandra launched an English battleship.

Taft says that in two years, at the most, the Philippines will be able to maintain a permanent government of their own.

The revolutionary movement in Russia is spreading.

Prince Henry visited the military academy at West Point.

Fifteen persons were killed and many injured in a train wreck in Texas.

The Spanish regency may be prolonged, owing to the incapacity of King Alfonso.

The president will not permit his daughter to attend the coronation of King Edward.

Five men were killed and several injured in a coal mine explosion in Pennsylvania.

The steamer on which Prince Henry will return home is being fitted up for the royal party.

Six firemen were seriously injured by coming in contact with live wires at a fire in Beatrice, Neb.

The street car strike at Norfolk, Va., remains unbroken.

The Eastern states are in the midst of another snow storm.

A candy trust, with a capital of \$5,000,000, is the latest combine.

Miss Alice Roosevelt will go to Cuba to visit General and Mrs. Wood.

Boer envoys called on the president, but were told by him that he was unable to help them.

Canada will pass a Chinese exclusion law similar to that before the United States senate at present.

The house is considering a bill authorizing the purchase of the Giant Tree tract in California for a national park.

Rear Admiral J. A. Howell will be retired the 16th inst. Next to Admiral Dewey, he is the ranking officer of the navy.

Prince Henry visited Niagara Falls and crossed over to the Canadian side, where he was welcomed by representatives of Lord Minto.

A number of the leaders in the Barcelona, Spain, riots have been executed.

Thomas J. Humes, Republican, was elected to succeed himself as mayor of Seattle.

Santos Dumont will visit the United States and give an exhibition of his flying machine.

The difficulties between the National Cash Register Company and its employees have been settled.

William H. Moody, of Massachusetts, has been mentioned as a successor for Secretary of the Navy Long.

The pope told an American visitor that there are 20,000,000 Catholics in the United States.

Prince Ching says the Chinese government will protect rights of Americans in the Canton-Hankow railroad concession.

Colonel John A. Polk, aged 82 years, a cousin of President James K. Polk and doorkeeper of the house during President Cleveland's first administration, died at Kansas City.

PRINCE HENRY HAS GONE.

Sailed from New York on the Big Hamburg-American liner Deutschland.

New York, March 12.—Prince Henry of Prussia sailed for Germany on board the Hamburg-American liner Deutschland yesterday afternoon. His last day in America was spent entirely on board the Deutschland, but it was filled with pleasant incidents.

The prince breakfasted early and about 10 o'clock began to receive official farewell visitors, including representatives of Germany in this country and those of the United States government.

The members of the party which accompanied the prince on his tour were his guests at luncheon. Covers were laid for 28 persons in the dining room of the ship, and music was furnished by the band from the Hohenzollern. At the close of the luncheon, when it came time to say goodbye, the prince, taking a rose from the table, said: "This is the badge of that which I have been admiring during my entire trip to the United States—American beauty." He placed the flower in his buttonhole, and each guest followed his example.

Immediately after the luncheon, at the prince's invitation, the party went to the commander's bridge of the Deutschland, and was there photographed. Then the real leaving began. The final farewells were said by members of the German embassy at Washington.

When the ship sailed all the approaches and the pier was crowded. The first cabin section of the Deutschland was packed all the afternoon with passengers and their friends, and in many cases women had to be rescued from the crush to see the prince. The Deutschland sailed at 3:45. As she moved away from her pier the cheering was continuous. The prince appeared on the bridge and bowed. All down North river the passing tugs and craft of every description gave the great liner and her distinguished passenger a noisy send-off. At the Battery, which was reached at 4 o'clock, a crowd cheered as the vessel steamed down the bay. The Deutschland reached the Narrows at 4:35. Forts Wadsworth and Hamilton fired salutes, which were answered by the Deutschland, and the garrison at Fort Wadsworth fired up on the bluff until the steamer had passed out into the lower bay.

The prince's apartments on the Deutschland include the captain's cabin and three other adjoining rooms, especially connected for his use. The social hall on the Deutschland was beautifully decorated with flowers, and there was a profusion of them in the prince's suite of rooms. The company had also tastefully decorated the pier.

PRINCE AND PRESIDENT.

Henry and Roosevelt Exchange Farewell Telegrams.

Washington, March 12.—The following exchanges took place between Prince Henry of Prussia and President Roosevelt:

"Hoboken, N. J., March 11, 1902.—The president of the United States: On this day of my departure, I beg to thank you personally, as well as the nation whose guest I have been, for all the kindness, consideration and good feeling I have met with during my visit to your interesting country. I hope that my visit might have increased the feelings of friendship between the country I represent and the United States. Bidding you farewell, let me wish you every possible success, and, pray, remember me to Mrs. Roosevelt and Miss Roosevelt, who so charmingly and with so much pluck accompanied her task when launching his majesty's yacht Meteor. Once more, most hearty thanks. May we meet again."

"HEINRICH, Prince von Prussian."

"White House, Washington, D. C., March 11.—Henry, Prince of Prussia, Steamer Deutschland, Hamburg Dock, Hoboken, N. J.: Not only have I enjoyed your visit personally, but on behalf of my countrymen I wish to express to you the pleasure it has been to see you and the real good I think your visit has done in promoting a feeling of friendship between Germany and the United States. It is my most earnest wish that this feeling may strengthen steadily. Mrs. Roosevelt sends her warmest regards, as would also Miss Roosevelt if she were not absent. Pray present my heartiest greeting to his majesty, the German emperor. Again I thank you for your visit and wish you all good luck wherever you may be."

"THEODORE ROOSEVELT."

More Shocks at Shamaka.

St. Petersburg, March 13.—Severe earthquake shocks have occurred at Shamaka, Transcaucasia. About 12,000 persons are destitute as a result of the subterranean disturbances which occurred at Shamaka about the middle of February.

Railroad Wireless Telegraphy.

Dallas, Tex., March 13.—President E. H. Green, of the Texas Midland Railroad, has received a telegram from the United States patent office at Washington, announcing the award to him of a patent on a system of wireless telegraphy. President Green stated last night that he will, as soon as possible, install his wireless system on the Midland, which will be the first railroad in the world that will use the system.

NEWS OF THE STATE

ITEMS OF INTEREST FROM ALL PARTS OF OREGON.

Commercial and Financial Happenings of Importance.—A Brief Review of the Growth and Improvements of the Many Industries Throughout Our Thriving Commonwealth.—Latest Market Report.

Agitation has been started in La Grande for a \$25,000 public building.

The first ticket in the field in Coos county was that of the Socialist party. Twenty-six homestead entries were filed at the Oregon City land office during February.

The Clackamas county Socialists held their convention in Oregon City March 8 and nominated a full ticket.

From six to twelve contracts for 1902 hops are filed in Salem every day. Prices range from 11 1/2 to 12 1/2 cents.

Forty thousand pounds of hops, owned by G. W. Perkins, of North Yamhill, sold at 14 1/2 cents per pound a few days ago.

The Sumpter city council has passed an ordinance authorizing the mayor and recorder to borrow money for the city to pay its outstanding indebtedness and to issue warrants therefor.

Since the Washington County tax rolls opened March 1, the sheriff has collected \$40,000 of the \$100,000 levy. Everybody wants to get the benefit of the 3 per cent rebate for prompt payment.

The Wasco county Republican convention, held in The Dalles March 8, was one of the sharpest political fights the county has ever known. One hundred and seven delegates were in attendance. The meeting was held in the courthouse and delegates to the state and congressional district conventions and candidates for the various county offices named. The principal issue lay between the two aspirants for congressional honors, Malcolm A. Moody, the present incumbent, and State Senator J. N. Williamson. The first ballot showed the Moody forces to be in possession, 70 to 37.

A large cold storage building and ice plant will be erected at The Dalles.

Bandon, in Coos county, has raised its quarantine against places outside of the city.

During February 32,800 acres of state land was sold. Most of it was in the eastern part of the state.

Complete returns from Wasco county Republican primaries show that Moody supporters received 72 votes and Williamson 34.

Fish Warden Van Dusen says the legislature will be obliged to make some provision at its next session for increasing the revenues of the fisheries department if the proposed work in connection with artificial propagation is continued.

The new tax law is having a good effect in Linn county on payment of taxes. There is a universal desire among taxpayers to secure the 3 per cent reduction. A large force in the sheriff's office is kept busy day and night. At the close of the first five days of collections almost \$25,000 was taken in.

PORTLAND MARKETS.

Wheat—Walla Walla, 65@65 1/2; bluestem, 66 1/2@67; Valley, 65@65 1/2. Barley—Feed, 20@21; brewing, 21@21.50 per ton.

Oats—No. 1 white, 1.15@1.25; gray, 1.10@1.20.

Flour—Best grades, \$2.80@3.40 per barrel; Graham, \$2.50@2.80.

Millstuffs—Bran, \$19 per ton; middlings, \$21; shorts, \$21.50; chop, \$17.50.

Hay—Timothy, \$12@13; clover, \$7.50@8; Oregon wild hay, \$5@6 per ton.

Potatoes—Best Burbanks, \$1.10@1.25 per cental; ordinary, 70@80c per cental, growers' prices; sweets, \$2@2.25 per cental.

Butter—Creamery, 25@30c; dairy, 18@22 1/2c; store, 19@18c.

Eggs—13 1/2@14 for Oregon.

Cheese—Full cream, twins, 13@13 1/2; Young America, 14@15c; factory prices, 10 1/2@11c less.

Poultry—Chickens, mixed, \$4.00@4.50; hens, \$5.00@5.50 per dozen, 10@12c per pound; springs, 11c per pound, \$3@4 per dozen; ducks, \$5@6 per dozen; turkeys, live, 12@12 1/2c; dressed, 14@15c per pound; geese, 6@6 1/2c per dozen.

Mutton—Gross, 4c per pound; dressed, 7@7 1/2c per pound.

Hogs—Gross, 5 1/2c; dressed, 6 1/2@7c per pound.

Veal—8@8 1/2 for small; 7@7 1/2 for large.

Beef—Gross, cows, 3 1/2@4c; steers, 4@4 1/2c; dressed, 6 1/2@7 1/2c per pound.

Hops—12@13 1/2c per pound.

Wool—Valley, 13@15c; Eastern Oregon, 8@12c; mohair, 21@21 1/2c per pound.

Snuff is coming into fashion again, says the London Daily Chronicle, with the early Victorian fashions. Snuff taking increases the size of the nose and keeps it in a state of perpetual irritation.

Australia has, proportionately, more churches than any other country, the number being 6,013, or 210 churches to every 100,000 people. England has 144 churches to every 100,000; Russia only 45 to the same number.

8,000 MEN GO ON STRIKE.

Boston Freight Handlers Making Hard Fight for Unions.

Boston, March 12.—War between the organized teamsters, freight and express handlers of Boston and two great railroad corporations, the New York, New Haven & Hartford and the New York Central & Hudson River Railroads, the latter locally known as the Boston & Albany, broke out today. The strike, which has sympathetic one, already involves 8,000 men in and about Boston.

Stopping work because of the discharge of union men who have refused to handle non-union moved freight, the various organizations now on strike made every effort today to extend their sphere of influence to affiliated bodies, while the corporations energetically tried to fill the strikers' places and to receive and dispatch goods offered them. Both met with some measure of success. Tomorrow the local employees of the great express companies, the Adams and the New York & Boston, two companies which handle practically all of the fast freight in Southern New England, will refuse to work, while several smaller bodies of organized labor, such as the brewery teamsters and the piano movers, as well as freight handlers in East Boston, will be idle. On the other hand, the New York, New Haven & Hartford Railroad, after succeeding today in moving considerable freight by Italian labor, will augment the force of men at work in its freight sheds.

The action of the express men in joining the freight handlers will quickly affect the freight business with nearby business centers like Worcester, Springfield, Hartford, New Haven, Providence, Fall River and New Bedford.

LONG STEPS OUT.

Secretary of the Navy Hands His Resignation to the President.

Washington, March 12.—The third change in the cabinet of President Roosevelt occurred when Secretary Long submitted his resignation in a beautiful letter, it being accompanied by one equally felicitous by the president. The change was made complete by the selection of Representative William Henry Moody, of the Sixth congressional district of Massachusetts, as Mr. Long's successor in the navy department.

This change has been expected for a long time. Mr. Long had intended to retire at the beginning of the late President McKinley's second term, but he consented to remain until certain lines of policy in which he was involved were more satisfactorily arranged. Then when President Roosevelt succeeded, though anxious to return to private life—for Secretary Long will never again enter public life—a strong feeling of loyalty toward Mr. Roosevelt induced the secretary to defer his retirement until it was convenient for the president to make a change. Recently Mr. Long has been in Massachusetts making arrangements with his old legal connections to re-enter the practice of law, and he has had his house at Hingham put in order for his occupation. When Mr. Long entered the cabinet originally he was an active member of the firm of Hemingway & Long, a well known legal firm of Boston. He has always maintained a silent connection with the concern, and will again become an active partner.

DANGER TO SHIPPING.

Immense Ice Floes Reported Off the Coast of Japan—Early Spring in the North.

Port Townsend, Wash., March 12.—The British ship Bann, the last of the storm-bound fleet off the entrance to the Straits of Juan de Fuca, has arrived, 98 days from Iquique, 34 days of which she was storm-bound off the straits. Seven times the Bann got inside of Cape Flattery, and as no tug was there to pick her up, she was compelled to put back to sea. The Bann reports no other vessels off the Cape.

The British steamship Oceano reports to the local United States hydrographic office as having encountered an immense ice floe about 200 miles off the Japanese coast, about the entrance to Sugar straits. So extensive was the ice floe that the steamer was compelled to change her course and steam for several hours to avoid coming in collision with the ice. The ice floe is in the direct path of vessels sailing to the Orient, and as it is quite extensive, it is dangerous to navigation. The captain of the Oceano says the ice is from four to six feet out of the water, and some of the bergs are many feet across, and cannot be seen until the vessel is among them. This is the first time ice has been seen off the Japanese coast in that vicinity. It is thought that the floe came from Behring Straits and the Arctic ocean, and that through some unknown cause the ice pack in the Arctic has broken earlier and that it indicates an early spring in the north.

Large Fire at Paris.

Paris, March 12.—The biggest blaze seen in Paris since the burning of the Opera Comique, in 1877, broke out last night in the corner of a block of warehouses in the Rue Montmartre. The warehouses were occupied by 10 firms, and the lower floors of the building were filled with silk, velvet and woolen goods. These materials caused the fire to rage furiously and the flames spread rapidly to the upper portions of the buildings, used as residences.

CANAL AND LOCKS

GOVERNMENT TO INVESTIGATE AT OREGON CITY.

Many Points of Justice Involved Regarding Rights of Present Owners of Locks and Manufacturing Enterprises—Shall Government Buy or Build?—Stipulations as to Lake Washington Canal.

Shingon, March 13.—The rivers and harbors bill, as presented by the house committee, authorizes the secretary of war to ascertain through a board of engineers whether the acquisition of the present canal and locks at Willamette falls, or the construction of a canal and locks by the government and their operation for the exclusive benefit of the navigation of the Willamette river would, by withdrawing the waters of this river from its customary channels, materially injure the manufacturing enterprises now in operation or contemplated at the falls; also to ascertain through the department of justice whether the Portland General Electric Company, by view of its ownership of property at Willamette falls, has legal right against the United States for the full, free and continued use of the manufacturing enterprises now located on its property; whether the water is needed for navigation, and if so, what method would be necessary on the part of the government to acquire title to such water for navigation purposes, and the measure of damages it must pay the company.

In making the allowance of \$160,000 for the Seattle canal, the bill stipulates that this appropriation, together with the unexpended balance, shall be expended in securing, by dredging the low water channel 10 feet in depth from Shilshole bay through Salmon bay to the wharves at Ballard. The bill also provides for a board of engineers to make surveys and examinations as to the feasibility and advisability of constructing a canal connecting Puget sound with Lakes Union and Washington, and to also examine a route for a similar canal connecting Elliott bay with Lakes Union and Washington, with a view to determining the feasibility of such a route. The board of engineers shall invite proposals for the Seattle and Lake Washington waterway, and for the construction of a similar canal connecting Elliott bay with both lakes. This board shall also report on the relative advantages of all proposed routes. "Nothing herein shall be construed as the adoption of any project for the construction of a waterway connecting Puget sound with Lakes Union and Washington," is the precautionary saving phrase inserted in the bill after the foregoing provisions.

With regard to the appropriation for Tacoma harbor, the bill stipulates that none of the fund shall be expended until a release from liability for damages shall be obtained, if any liability exists arising from a contract between the state of Washington and R. B. Lehman, and right is obtained to deposit material dredged from the proposed channel on adjacent tide lands, or in the deep water of Commencement bay.

POOSEVELT'S FIRST VETO.

He Objects to a Bill Removing the Charge of Desertion.

Washington, March 13.—President Roosevelt has sent his first veto message to congress. It was directed to the senate and the bill vetoed was one removing the charge of desertion from the naval record of John Glass.

After the message had been delivered, Senator Gallinger, from the committee on naval affairs, read the report of the committee on which the senate acted. From that statement it appears that Glass enlisted in January, 1864, when only 16 years old, and that having witnessed an act which compromised the second officer of the ship, he was taken on shore in March of that year by that officer and told not to report again for duty. The committee says that this order together with Glass' youth was responsible for his desertion.

Rebel Loss Was 600.

Colon, Colombia, March 13.—A paper published at Honda, on the Magdalena river, contains an account of a battle at Socha, near Bogota, February 23, in which the revolutionists numbered about 2,000 men, while the government had 3,000 engaged. The revolutionists lost 200 men killed or wounded and had 400 men taken prisoners.

Big Warehouse Burned.

Chicago, March 13.—The five story brick warehouse of the Brunswick-Balke Collender Company, located at Wells and Superior streets, was practically destroyed by fire tonight. Loss, \$175,000. The principal item of loss was a great quantity of glass recently imported, and which would have been used for making mirrors. The value of the glass destroyed was \$100,000.

OF NO CONSEQUENCE.

Trouble in Morong Province is not Serious—Chaffee and Wright Report.

Washington, March 11.—Desiring to ascertain the facts as to conditions in the province of Morong, Luzon, Secretary Root recently cabled inquiries to Commissioner Wright and General Chaffee, which have brought the following replies:

"With reference to your telegram of the 6th inst., the facts from Morong are: About a week ago the president of Cainta was kidnapped. The perpetrators of this act was a new organization gathered in Morong province about 60 strong. They were vigorously searched for and driven to hiding and will probably be captured in a day or two. They have inflicted no material damage. No special significance need or should attach to this event.

"CHAFFEE."

"There is no foundation for the statement of insurrection in Morong or that the inhabitants are fleeing. Small fragments of ladrone bands, dispersed and driven out of the mountains of Laguna by Bell's operations, and from Cavite through recent operations of the constabulary, in the mountains there, having about 15 guns, gathered in the mountains of Morong and probably aided by a few outlaws of that section, raided the village, kidnapping the president. A small detachment of constabulary under a native sergeant attacked them but made no impression, being short of ammunition. Assistant Chief Atkins was on the ground in a few hours with an adequate force of constabulary, and, assisted in every way by the native governor of the province and the inhabitants, gave pursuit. They have already killed two, injured one, captured six and are running the band down. The president has been released without harm. So far from there being hostility on the part of the mass of people to American authority, they give us full information of what is passing and aid us as much as possible. These ladrone do not interfere with the whites and confine their operations to levying tribute upon and occasionally kidnapping natives in remote localities. There is nothing new in this, as it was in existence under the Spanish government, less so now than then. They are being rapidly broken up and exterminated by the constabulary. There is no political significance in their operations. WRIGHT."

RUSHING WORK ON WARSHIPS

Phenomenal Advance at the Union Iron Works in Construction.

Washington, March 11.—Apparently phenomenal advance in the work on some of the war vessels building at the Union Iron Works, San Francisco, is the feature of the monthly progress report issued by Admiral Bowles, chief of the bureau of construction and repair. The report shows a gain during the month of February of 12 per cent on the battleship Ohio, 20 per cent on the protected cruiser Tacoma, and 5 per cent on the monitor Wyoming. Moreover, 1 per cent of the work on the armored cruiser California, which vessel had formerly been the only one of that class of vessels showing no start, was completed.

It is explained at the navy department that during the prevalence of the strike at San Francisco a great mass of material had accumulated and made ready for placement, and with the ending of the strike and the return of the men to work, it had been possible within the last month to make a great change in the status of the work on the vessels.

Freight Handlers Strike.

Boston, March 11.—Four hundred and fifty freight handlers employed in the freight houses of the Haven & Hartford Railroad at South Boston struck tonight because of the refusal of the company to reinstate several men who had been discharged for refusing to handle freight delivered by the R. S. Brine Transportation Company, against whom the union teamsters are on strike. Although a strike of freight handlers had been threatened for the past two or three weeks, it was from an entirely unexpected quarter that it finally came. The strike is expected to be far reaching in its effects.

Priest Captured by Bandits.

Peking, March 10.—Bandit soldiery have captured a priest at Jehol, about 100 miles northeast of Peking. Both the French and Russians are anxious to send troops to rescue the priest, but as Jehol is a rich mining district, the court has ordered General Maiyuwan to hurry and release the prisoner, in order to forestall the entry of foreign troops into the district.

Results of Shamaka Earthquake.

Bauk, Russian Trans-Caucasia, March 11.—The official report of the committee which has been investigating the recent earthquake at Shamaka shows that 126 villages, with a total of 9,084 houses, were included in the area of the disturbance; that 3,496 houses were destroyed and 3,943 damaged. Besides the dwellings 4,163 farm buildings, 11 churches, 41 mosques, 11 factories and three schoolhouses were seriously damaged.

Business Block Destroyed.

Beaver Falls, Pa., March 12.—The Harold block was completely destroyed by fire at an early hour in the morning, entailing a loss of \$75,000.

Government Troops Gaining.

Washington, March 12.—The United States minister to Colombia reports to the state department, under date of March 3, that during the preceding week the government troops had steadily advanced and occupied important positions near Bogota which had been vacated by the revolutionary forces, who are understood to be in a desperate situation and seeking an opportunity to escape.

CAPTURE METHUEN

BOERS UNDER DELAREY HOLD THE BRITON PRISONER.

British Force Badly Defeated, Forty-one Being Killed and Seventy-seven Wounded, While Two Hundred More Are Reported as Missing—News of the Disaster Came Like a Thunderbolt to London.

London, March 12.—It was announced today that General Lord Methuen and four guns had been captured by the Boers commanded by General Delarey. The news came like a thunderbolt to London. The extra editions of the evening papers giving an account of the disaster were eagerly bought up. Their readers hurried through the streets with anxious faces and bitter remarks were passed on the subject of the government's declaration that the war in South Africa was over.

The news was received in the house of commons amid great excitement. The reading of Lord Kitchener's telegram by Mr. Brodrick, the war secretary, was listened to in deep silence, which was broken by loud Irish cheers. Instantly there were cries of "shame," "shame," from the government benches. Then the Irish members seemed to think better of their outbreak and suddenly subsided. The subsequent eulogistic references to General Methuen were received with cheers.

In brief Lord Kitchener announced that when General Methuen was captured, wounded, with four guns, three British officers and 38 men were killed, and that five officers and 72 men were wounded. In addition one officer and 200 men were reported missing.

The text of Lord Kitchener's dispatch announcing the capture of General Methuen is as follows:

"Pretoria, March 12.—I greatly regret to have to send you bad news of Methuen. He was moving with 900 mounted men under Major Paris, and 300 infantry, four guns and a pom pom from Wynburg to Litchenburg, and was to meet Grefel, with 300 mounted men, at Rovrainsfontein today. Yesterday morning early he was attacked by Delarey's force between Palmietnil and Tweebosch. The Boers charged on three sides.

"Five hundred and fifty men have come in at Mariborgs and Kraaipan. They were pursued by the Boers four miles from the scene of action. They report that Methuen and Paris, with the guns, baggage, etc., were captured by the Boers. Methuen, when last seen, was a prisoner. I have no details of the casualties, and suggest delaying publication until I can send definite news. I think this sudden revival of activity on the part of Delarey is to draw off the troops pressing Dewet."

In a second dispatch Lord Kitchener says:

"Paris has come in at Kraaipan with the remainder of the men. He reports that the column was moving in two parties. One with the ox wagons left Tweebosch at 3 A. M. The other with the mule wagons, started an hour later. Just before dawn the Boers attacked. Before reinforcements could reach them the rear guard broke. In the meantime, a large number of Boers galloped on both flanks. These were checked by the flank parties, but the stampede of the mules had begun and all the mule wagons, with a terrible mixture of mounted men, rushed past the ox wagons. All efforts to check them were unavailing. Major Paris collected 40 men and occupied a position a mile in front of the ox wagons, which were then halted. After a gallant but useless defense the enemy rushed into the ox wagons and