ST. JOHN SEMI-WEEKLY SUN

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SOUTH AFRICA.

Boers Daily Making Trouble Along the Lines of Communication.

Sir Redvers Buller Makes a Spirited Defense of His Stragety and Pays a High Compliment to the Gallantry of the Trooos.

OTTAWA, Oct. 16.

The militia department announces that 35 more Canadians invalided from South Africa. Among them are the following:

2nd (special service) battalion, Royal Canadian Regiment: No. 7915, Corporal F. W. Coombs, 62nd regiment; No. 7833, Private J. Culver, 62nd regiment; No. 7922, Private N. Dorian, Charlottetown Engineer Co.: No. 7967, Private A. J. B. Mellish, 82nd regiment.

Royal Canadian Dragoons: No. 6, Farrier, Q. M. Sergt. G. J. Simpkin. "A" squadron, R. C. D.: No. 434, Sergeant R. H. Arnold, 8th Hussars; No. 61, Private A. W. Brown, "A" squadron, R. C. D.; No. 268, Private B. Hobbs. "B" squadron, R. C. D., No. 415. Pte. F. E. Bettle, 62nd regiment; No. 419, Pte. J. T. Ryan, 8th Husars.

LONDON, Oct. 17.—A despatch received here today from Lord Roberts, under date of Pretoria, Tuesday, Oct. 16., reports a number of minor affairs, but says that the only incident of importance was the surrender of Theunis Botha, a brother of Commandant General Zotha, at Volks Rust, Oct. 13.

LORENZO MARQUES, Oct. 17.—Mr. Kruger has postponed his departure for Europe until Oct 20. He will land at Marseilles.

GALT, Ont., Oct. 17.—Private Allen Hughes Charles, with the second contingent, writes his brother here that he, together with one other member of the second contingent, and one member of the first contingent, have been appointed members of the body guard of 41 to Lord Roberts picked from the mounted colonial troops.

This body guard will remain with Lord Roberts until after his arrival in England and the reception ceremonies there are over.

Private Hughes Charles is a son of Hughes Charles, manager of the local branch of the Bank of Commerce.

(Special to the Sun.)

OTTAWA, Oct. 17.—A cable from Cape Town today states that Pte. Matthew Leggat, 2nd battalion Canadian Mounted Rifles, of St. Charles, Que., was slightly wounded at Nolgtdeeht on Oct. 10th.

LONDON, Oct. 17.—Under reserve the Daily Express publishes a report that Gen. Sir Redvers Buller has been summoned from South Africa to succeed Lord Wolseley as commander-in-chief, Lord Roberts declining to accept the position without a free hand.

PRETORIA, Oct. 18.—The Boers are daily tearing up portions of the railroad and cutting telegraph and telephone wires. Their attacks are intolerable. The repairing linemen cannot leave the garrisoned points without considerable escorts.

The only remedy seems to be to corral all the burghers and deport them, as apparently none can be trusted.

LONDON, Oct. 19.—The Pietermaritzburg correspondent of the Daily News wires as follows:

"In his speech returning thanks for the sword of honor, Sir Redvers Buller made a spirited defence of his strategy. He said that he did not believe that any general had ever faced a situation so difficult as that which confronted him when he disembarked at Cape Town without an aarmy, and with no hope of one for another seven weeks or longer.

"'I found Mafeking and Kimberly beleaguered,' continued he, 'and the two main avenues across the Free State, Bethulie bridge and Narvol's Pont, in the hands of the enemy, with Ladysmith nearly surrounded. If I had waited for the army and then advanced on Bloemfontein it would have been at least twelve weeks before I could have exerted any influence on the situation.

"'In that time the Boers would have completely overrun and occupied Natal; and what would have been the effect of that on Europe and the British people?'

"General Buller then proceeded to make the interesting announcement that Sir Evelyn Wood had wired asking to be allowed to come out to serve under him. He said he was never so tempted in his life to take a man at his word, for he had begun to look upon Natal as a forlorn hope; but it would have been cowardly to have let Sir Evelyn come to take the risk.

"'I knew that if I failed to relieve Ladysmith,' he exclaimed, 'I should lose the supreme command. I lost it, and rightly, I think. But I had taken on the task and was bound to see it through to a conclusion.'

"Sir Redvers paid the highest compliments to the loyalty and gallantry of the troops under the tremendous strain, a strain, he believed, such as no soldiers in the history of the world had ever to undergo before."

SPLENDID RECEPTION.

Sir Charles Hibbert Tupper Accorded an Ovation at Pictou Yesterday.

PICTOU, N. S., Oct. 18.—There was no uncertain sound in Pictou tonight. Sir Charles Hibbert Tupper arrived this evening and was met at the station by an immense throng. The Conservative Workingmen's Club had prepared a reception, turning out with torches and transparancies. Among the mottoes were "Tupper, Foster, Hugh John and Victory"; "The Workingmen's Club Welcomes Sir Hibbert"; "Hibbert has always won and will win again"; "No Tarte for us"; "A big turnover"; "No dog biscuit"; "1878-1900, Tupper and Bell."

The Workingmen's Club led a monster procession of citizens, numbering 3,000. The streets were lined with cheering crowds. It was the grandest political reception in the history of the county. In the Market square Sir C. H. Tupper spoke briefly, thanking the people for the magnificent ovation, and especially the workingmen who organized the affair, carrying it to a splendid success. He spoke on the prospects of the party in the west, pointing to the triumph of the conservatives. He referred to the debate with Hon. Mr. Sifton in Brandon, and said what even the grit press might say, it was a grand success for the conservatives. He left the party in Brandon perfectly satisfied with the result. The conservatives are jubilant.

WEDDED AT ST. MARTINS.

ST. MARTINS, Oct. 17.—At 7.30 o'clock this morning about forty relatives and friends gathered at the residence of Mrs. E. M. Vaughan to witness the marriage of her daughter, Annie L. Vaughan, and Rev. S. H. Cornwall, B. A., pastor of the first St. Martins Baptist church.

At the appointed hour, while the wedding march was being played by Miss Bessie Skillen, the bride entered the room on the arm of her brother-in-law, W. H. Moran, who conducted her to the altar. She wore a light brown travelling suit and velvet toque to match, and carried a bouquet of white roses and carnations. Rev. Mr. Macneill of Hampton performed the marriage ceremony. As soon as the ceremony was concluded, the guests sat down to a sumptuous breakfast. Among those present beside the immediate relatives of the family, were W. H. Rourke, Mrs. Rourke and Miss Lily Rourke, Mrs. Andrew Skillen, Mr. and Mrs. Simon Skillen, Miss Bessie Skillen, Mr. and Mrs. Aubrey Brown, Mrs. E. J. Vaughan, Mrs. Annie Dimock, Mrs. A. S. White and her son Donald, Georgie Vaughan, Jennie Davies, Harry Davies, Mrs. Wm. Calhoun, etc. The wedding gifts were very numerous and beautiful.

At 9.30 the happy pair left by train for an extended tour through the maritime provinces.

CHINA SITUATION.

LONDON, Oct. 18.—The Manchester chamber of commerce has sent a letter to Lord Salisbury urging that a special mission with a diplomat of the first rank be sent to China to deal with British interests there.

SHANGHAI, Oct. 18.—The Germans are withdrawing their troops stationed here, and a transport is expected tomorrow.

LONDON, Oct. 18.—The Manchester chamber of commerce has sent a letter to Lord Salisbury urging that a special mission with a diplomat of the first rank be sent to China to deal with British interests there.

Associated Press learns that Prince Ching and Li Hung Chang have finally succeeded in drawing up a joint proposal for a settlement. This has just been received by the powers. Beyond the fact that it is likely to require considerable alteration before proving acceptable nothing is ascertainable here regarding the terms.

SOUTH AFRICAN CONTRACTS.

BIRMINGHAM, Eng., Oct. 18.—The Midland iron masters are inquiring in official quarters about the reported intention to prefer American manufactures to British in awarding contracts for the extensive railway and bridge construction contemplated in South Africa.

Several of these principal iron men, who are acting co-jointly in making these inquiries, intend to organize a campaign to press the government into favoring British manufactures, if it is found that any contracts are likely to go to the United States, even though the American bids should be lower than the British.

MADRID, Oct. 18.—Gen. Linares has been gazetted as minister of war and General Azcarraga as president of the senate.

SCHOONER CAPSIZED.

The Rowena from Westerly, R. I. for This Port a Wreck.

Captain and All the Crew But One Drowned—Jonas Stafford of Indiantown, Held on to the up Turned Schooner for Thirty-eight Hours.

The schooner Rowena, Capt. Stevens, which left Westerly, R. I., for this port on the 4th inst., is now drifting about the Bay of Fundy bottom up, having capsized in Tuesday night's gale. Capt. Stevens, John Leonard, the mate, and Arthur Davidson, seaman, were drowned. Jonas Stafford, the cook, after having been over 38 hours on the keel of the upturned vessel, without food or fresh water, was rescued Thursday afternoon by the steamer City of Monticello, from Yarmouth, and brought to St. John. The Rowena had a hard time of it from the day she left Westerly. She was in ballast. When Vineyard Haven was reached, easterly winds were encountered, and she put into that place for a harbor. She remained there four days, when she resumed her voyage. A couple of days were put in at Salem on account of head winds and bad weather. White Head harbor was the next place of shelter sought, and later on Bass Harbor was made a port of call on account of the weather. The Rowena left Bass Harbor Tuesday morning in a southwesterly wind, which continued moderate till Moosepeckie was reached. Then it breezed up considerably. Grand Manan was passed about 6 o'clock Tuesday evening. The wind was still from the southwest and blowing a smart breeze. The schooner had got within two miles of Partridge Island at 9.30 o'clock, when the wind died out completely. The calm was not of long duration, however, for within ten minutes a gale set in from the north, with squalls. This continued with increasing violence till the capsizing of the vessel about midnight. The topsail and flying jib were taken in and a reef put in the foresail. The schooner was attempting to beat up to St. John, and was within a mile of the island when a squall struck her and over she went. She was on the starboard tack at the time. Capt. Stevens was at the wheel and the mate was talking with him. Davidson was looking after the fore sheet and Stafford was standing by the fore rigging. The wind was blowing with hurricane force and the squall struck the vessel so suddenly that no one was prepared for it. The Rowena turned over on her beam ends, but when the sails came into contact with the water they served for a few seconds to ease the rapidity with which she was being upturned. Taking advantage of this, Stafford jumped into the fore rigging and then on to the bulwarks. As the vessel went bottom up he was able to crawl up the side and to the keel, which he reached without much difficulty. The weight of the anchors and chains put the vessel down by the head, and Stafford moved to the after part of her, where he took up a position four or five feet above the water. There he remained till he was taken off at 2.30 yesterday afternoon by a boat from the City of Monticello. Stafford was well protected with clothing, or he would never have survived to tell the tale. In addition to his ordinary clothing he had on an oilskin coat and hat, which kept him dry, despite Wednesday morning's snow storm and the fact that seas continually broke over the vessel all the time he clung to her bottom. His feet and legs up to the knees were saturated throughout the 38 hours, and his feet became much swollen. His hands, too, were similarly affected. The snow storm he describes as a very severe one, but it was not as hard to endure as the washing of the waves over the schooner. He says he did not suffer much from want of food and water. His main thought was how he was going to attract the attention of a passing vessel and get out of the perilous position in which he found himself. Stafford says when he jumped into the rigging neither the captain nor mate had moved from the position in which they had been for some time. The mate called out to Davidson to let go the fore sheet immediately before the squall capsized the vessel, and the order was promptly executed by the sailor. Stafford thinks the captain, mate and sailor went under the vessel when she turned over. He heard no cries, nor did he hear anything to indicate that they were struggling for the preservation of their lives. The first vessel that Stafford sighted was a barkentine bound up the bay Wednesday afternoon. She was about a mile off, and he signalled to her as best he could, but no notice was taken of his appeals for assistance. Yesterday afternoon three schooners passed within a few miles of him, two inward bound and one heading down the bay. His signalling in each instance was unavailing. He saw the smoke of a steamer, probably the St. Croix, but could not distinguish the vessel, as she was miles inshore.

Imagine the feelings of the poor fellow when he saw the City of Monticello heading for the upturned craft. Capt. Harding of the Monticello sighted the schooner about nine miles southeast of Point Lepreaux, and headed for it at once. A boat was launched and Stafford taken on board the steamer. Stafford says Capt. Harding and the officers and men on board the Monticello did everything that men could do to make him comfortable.

Last night Capt. Harding took Stafford over to the residence of his sister, Mrs. Leonard, on Bridge street. A Sun reporter saw the rescued man there last night. Stafford does not seem much the worse for his terrible experience. He is a well built, active young fellow of about 23 years. He belongs to Lepreaux.

Capt. Wm. Stevens, who was about 45 years of age, was born at Brown's Flats and sailed in woodboats on the river for years. Before taking command of the Rowena he owned and sailed the schooner A. Gibson. His widow, a Miss Morrell of Bellisle, and three children live on Victoria square, north end. Capt. Stevens was a careful navigator and was highly esteemed by all who knew him.

Capt. John Leonard, the mate, belonged to Deer Island. He was about 38 years of age and at one time had charge of the schooner Valdare. He was unmarried.

Arthur Davidson, who was about 28 years of age, was born in Holland, but had made St. John his home for years. Up to a year or so ago he boarded with a Mrs. Graham, who now with her husband runs a hotel at Spruce Lake.

The Rowena was owned by Capt. Stevens, J. W. Keast and James Day of Day's Landing. She was about 100 tons register and was built at Black River about four years ago. She was partially insured.

It is understood a tug will go out this morning to endeavor to pick the schooner up.

PRACTICALLY ENDED.

The Operators Have Agreed to Abolish the Sliding Scale,

As Well as to Grant the Increase of Ten per Cent. in Wages — A Complete Victory for the Men.

PHILADELPHIA, Oct. 17.—The great strike of the anthracite mine workers of Pennsylvania, which began Sept. 17, practically ended today, when the Philadelphia and Reading Coal and Iron Co. and the Lehigh Valley Coal Co. agreed to abolish the sliding scale in their respective regions and to grant an advance in wages of 10 per cent. net, the advance to remain in operation until April 1, 1901, or thereafter. This action meets the demands of the Scranton miners' convention. The decision was arrived at after a conference between representatives of the individual coal operators and the leading coal carrying companies. The conference began yesterday.

Today's action was the culmination of the recent meeting of the individual operators at Scranton following the mine workers' convention in the same city. Nearly all of the collieries in the coal region had previous to the mine workers' convention posted notices granting an advance of 10 per cent. The mine workers in considering this demanded that the sliding scale in the Lehigh and Schuylkill districts be abolished, the increase to be guaranteed until April 1, 1901, and all other differences to be submitted to arbitration. The individual operators agreed to everything, and the appointment of a committee to induce the Reading and the Lehigh companies to abolish the sliding scale and make the wage increase permanent followed. It is conceded that the result of today's conference is a complete victory for the men. All the demands of their convention are acceded to, and as one of the individual operators put it after the conference, the operators go a little further in agreeing to maintain the wage advance after April 1.

This same operator, who requested that his name be not used, said, in speaking of the conference:

"Its all up to the miners now. We have agreed to everything, and nothing remains now but for them to return to work as soon as the notices are posted by the colliery managers. These notices will be practically similar to the Reading Co.'s notice, the phraseology only being changed. I look for a resumption of operations by Monday at the latest. The conference was entirely harmonious, and every phase of the strike situation was gone over."

Just how soon the official order notifying the men that the strike is ended and to return to work will be issued by President Mitchell can only be conjectured. It is believed here that no order to return will be issued until a notice similar to or in line with that of the Reading and Lehigh companies is posted at all the mines.

PHILADELPHIA, Oct. 17.—No formal announcement has yet been made by the Lehigh Valley R. R. Co. regarding its intentions, but after the Reading Co.'s statement had been made public Vice-President Garrett of the Lehigh Valley said:

"Concerning our operations in the Schuylkill region you may say that the action of our company will be similar to that of the Reading Co. In other districts, however, certain conditions exist, for instance, the price of powder, which must be treated separately, and we have not decided definitely with regard to them. These matters are now in the hands of Superintendent Lathrop, whose headquarters are at Wilkesbarre."

Supt. Lathrop, who attended the conference, prepared a number of official notices, but refused to make public their purport.

Calvin, Pardee & Co., extensive individual operators in the Hazleton district, late this afternoon announced that they will post tomorrow notices at their operations similar to that issued by the Reading Co. This undoubtedly indicates what all the individual operators will do.

BIG COAL STRIKE.

SCRANTON, Pa., Oct. 18.—No notices have been as yet posted at any of the mines in the Lackawanna region acceding to the demands of the strikers as made in the Scranton convention.

There is no conference of the individual operators here today, but some of the mining superintendents have gone to Wilkesbarre to attend a meeting of superintendents.

SCRANTON, Pa., Oct. 18.—Representatives of all the big coal mining companies met here today and decided to insist on a decrease in the price of powder being computed as part of the increase in wages to contract miners.

District President Nichols of the United Mine Workers says the mine workers' officers were directed to get a straight advance, and that another miners' convention will be necessary before the strike can be declared off, even though the officers were disposed to accede to the condition that powder should figure in the present negotiations.

The operators' meeting this afternoon agreed to post notices extending the offered decrease of 10 per cent. to April 1.

TOWED TO PORT BY A CRUISER.

ST. THOMAS, W. I., Oct. 18.—The British str. Hostilius, Captain Lewis, from St. Vincent, C. V., for Key West, before reported disabled by a broken propeller shaft on Oct. 2, in lat. 19 N., lon. 49 W., was found by the British cruiser Indefatigable, which went in search of her on the night of the 16th, 150 miles from Barbados. The Indefatigable commenced towing the Hostilius on the 17th and reached Barbados today.

News of the breakdown to the Hostilius was carried to Barbados by the first officer and part of the crew, who made the voyage of seven hundred miles from the disabled steamer in a boat.

LONDON, Oct. 18.—It is officially announced that the Duke of York will be accompanied to Australia, where he is to open the commonwealth parliament, by a guard of honor composed of details of men from every branch of the British army, including volunteers. The Indian troops sailed for Australia Oct. 17.

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Hot biscuit made with impure and adulterated baking powder are neither appetizing nor wholesome.

It all depends upon the baking powder.

Take every care to have your biscuit made with Royal baking powder, if you would avoid indigestion.

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

RALPH COES INSTANTLY KILLED

The Sun's White's Cove, Queens Co., correspondent writes under date of Oct. 16:

Word was received here today that Ralph Coes of McDonald's Corner had been instantly killed while working with a wood cutting machine at Hiram Humphrey's yesterday afternoon. It appears that Mr. Coes went to the post office, and while waiting for the mail to arrive took the place of one of the men engaged in sawing wood by means of horse power. While occupied in throwing some blocks of wood out of the way his coat sleeve caught on to the end of a spindle, winding his arm around a pulley. His arm was crushed in a terrible manner and his shoulder was pulled from the socket. His head was also badly crushed by coming in contact with the blocks of wood while being whirled around on the pulley. The deceased, who was a highly esteemed young man, was a son of Edward Coes of McDonald's Corner and a brother of Mrs. Burton Ferris of this place. Much sympathy is felt for the bereaved family.

(An erroneous report reached St. John a few days ago that Mr. Coe's accidental death was caused by falling from the roof of a house.)

SIFTON IN DISGRACE.

The Electors of Lisgar Give a Cold Reception to the Minister of the Interior.

(Special to Montreal Star.)

WINNIPEG, Man., Oct. 16.—Now that the excitement over the Sifton-Tupper meeting at Brandon has subsided, it is the general feeling that Sir Hibbert has scored a great success and left Mr. Sifton more exposed to public censure and ridicule than ever. Elsewhere the campaign is going strongly conservative and the feeling among the farmers is very manifest against Mr. Sifton, as shown last night at Miami, where Mr. Richardson was cheered repeatedly, while Mr. Sifton, who bitterly attacked Mr. Richardson, got a very cold reception. Ed. Martin, a liberal, assisted Mr. Richardson, and scored the government on the tariff policy. In all joint meetings held so far the feeling is strongly in favor of the opposition in every constituency.

Ship Marabout reached Plymouth yesterday from Sabine Pass. She has been sold on the other side.

MAJOR FORRESTER.

From letters received from South Africa it appears to be quite on the cards that Major Forrester will settle permanently there, and will not return to the force in Canada. The news will be received with much regret, as Major Forrester was probably one of the most popular officers who left for the front, while Mrs. Forrester (daughter of the late Senator Thos. Temple of York, N. B.) has also a host of friends in Toronto.—Empire.

Major Forrester is well known in St. John and Fredericton, having resided in the latter city for some years.



Major Forrester was connected with Stanley barracks, Toronto, for the past ten years. He was for a time with the 8th Hussars of New Brunswick, and left that regiment when he received the commission of lieutenant at Toronto. In 1896 he took a course of instruction in several of the large cavalry stations of England, and holds no fewer than six diplomas. In social circles he is popular, and as an enthusiastic sportsman he is well known. He was assistant master of the Toronto Hounds, and an active member of the Toronto and Country Hunt Club.

Ship William Law will proceed this week from Cork for Cardiff to load for Yokohama.

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