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JOY IN DREYFUS CAMP.

IMPORTANT TESTIMONY AT THE TRIAL IN RENNES.

FRIENDS OF THE PRISONER ASSERT THAT YESTERDAY'S DEVELOPMENTS MAKE A VERDICT OF ACQUITTAL CERTAIN.

Rennes, Sept. 2.—Elation is the only word that expresses the feelings of the Dreyfusards after to-day's proceedings. The tide has turned at last, they say, and Dreyfus cannot be condemned after the evidence given this morning. Their spirits are mercurial. Every day since the opening of the trial has seen them rise or fall, and recently they have been falling heavily, the close of the morning sessions generally finding them in anxious conversation, accompanied by ominous shaking of their heads. To-day's buoyancy, therefore, is all the more noteworthy. Yesterday was a fairly good day, but to-day's session, they assert, puts the verdict out of doubt, and the judges must acquit Dreyfus.

AUTHORSHIP OF THE BORDEREAU.

Major Hartmann, of the artillery, occupied nearly half the session with the conclusion of his expert evidence to the effect that Dreyfus, as an artillery officer, would not have displayed such ignorance regarding guns and brakes as was shown in the bordereau, while the other subjects of the bordereau were matters on which any officer could inform himself.

Major Hartmann's testimony practically stood uncontested, as neither General Deloye nor General Mercier, who replied, refuted any material point in it.

M. Havet, a member of the Institute, then entered on the grammatical aspect of the bordereau, and in vigorous but elegant language devoted himself to showing that the construction of the bordereau bristled with strong and, in his opinion, conclusive marks of Esterhazy's handiwork, while the phraseology bore no resemblance to Dreyfus's style.

The next stage of the proceedings was the reading of the Gonse-Picquart correspondence, exchanged at the time Colonel Picquart suspected Esterhazy, and wanted General Gonse to probe the matter to the bottom.

This brought Maître Labori to the front, and in a series of questions he brought out sharply before the Court the machinations of which Colonel Picquart was the victim at the hands of the Etat Major from the moment he showed a desire to sift the matter thoroughly.

GONSE'S DAMAGING ADMISSION.

Maître Labori for the first time got General Gonse to admit that he ordered the tampering with Picquart's letters, in order, as he said, to ascertain Picquart's doings while he was chief of the Intelligence Bureau. A little later Maître Labori evidently disconcerted General Gonse, for the latter blurted out that Lieutenant Colonel Henry committed his forgery in order to have fresh proofs against Dreyfus. The audience smiled audibly at this explanation. General Gonse then added: "But it was necessary, since the diplomatic dossier contained incriminating documents, with 'Dreyfus' written in full."

General Gonse apparently meant the Panizzardi dispatch, which has already been ruled out of court. Maître Labori protested indignantly, exclaiming, "There are no such documents!" and then asked General Gonse to enumerate the documents to which he alluded. Colonel Jouaust, president of the court martial, however, declined to put the question, whereupon Maître Labori said he reserved to himself the right to submit a formal application for these documents.

M. DE FOND-LAMOTTE'S EVIDENCE.

Then came the leading witness of the day, M. De Fond-Lamotte, a probationer contemporaneously with Dreyfus, who is now a civil engineer, and so has to reason to fear the wrath of the military clique. The witness opened by declaring that, despite the fact that he had a brother in the garrison at Rennes, he came to tell what he knew in favor of Dreyfus; and he proceeded to make a statement which, according to the Dreyfusards, practically decides the case.

First he recalled the fact that a circular was sent to the probationers on May 14, 1894, informing them that they must not go to the manœuvres, thus showing that the man who wrote the bordereau in August, and said, "I am going to the manœuvres," could not be Dreyfus.

The witness then pointed out that none of the Ministers, who, he believed, acted in good faith, were informed of the existence of this circular, which, he declared, "I consider a vital point in the case."

"This circular," he continued, "shatters the prosecution, because after May 17 Dreyfus could not say, 'I am going to the manœuvres,' for then he knew he would not go; while prior to May 17 he could not have known the five documents comprised in the bordereau."

STILL ANOTHER STRONG POINT.

M. De Fond-Lamotte then brought out another strong point. Alluding to the modifications of the dispositions concerning the troops, he said the writer of the bordereau used the term "new plan."

"Now," said the witness, "It has been impressed upon you that on October 15 a circular was sent out from the War Ministry containing those very words, and that, therefore, the writer of the bordereau must have been an officer of the Ministry. But one thing has struck me. Who sent out that circular? It was the third bureau, the chief of which was Lieutenant Colonel Du Paty de Clam, who had had the bordereau in his hands for the previous twenty days."

M. De Fond-Lamotte by this intended to show that Du Paty de Clam purposely used the words "new plan" in the circular order, by what the witness described as "arguing in a vicious circle to back up his contention that an officer of the Ministry wrote the bordereau, and that that officer was Dreyfus."

ROGET CATCHES A TARTAR.

General Roget then rose to reply to M. De Fond-Lamotte, but did not succeed in shaking his testimony, while M. De Fond-Lamotte took the unprecedented course of actually questioning General Roget, and getting the better of him once or twice. The two men stood exchanging heated arguments, ignoring Colonel Jouaust, who was twice obliged to ask them not to speak at each other, and to remain calm. General Roget especially was excited, particularly when he found that he was making no impression on his opponent, who, on the contrary, was too much for him. Roget was not used to this treatment, and hitherto he has had his own way and been allowed to bully witnesses.

NO TRACE OF REQUEST FROM DREYFUS.

Finally, on Roget declaring that Dreyfus might have written, "I am going to the manœuvres," because he could have asked special permission, which is invariably granted, Maître Demange asked him if there was any proof that

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ATTACKED BY INSURGENTS.

AN UNSUCCESSFUL ATTEMPT MADE TO RECAPTURE ANGELES.

Manila, Sept. 3.—The insurgents made an unsuccessful attempt early yesterday morning to drive Colonel Smith's command out of Angeles with artillery, the first time they attempted to use this arm for months. They brought two Krupp guns from Porac and fired eight shrapnels at the town at dawn. Only a few of the shells exploded, and, the aim of the gunners being bad, no damage was done. Lieutenant Kenly's guns of the 1st Artillery were brought into action immediately, and soon drove the enemy from their position.

At 4:30 o'clock this morning a small party of rebels fired into Guagua, which is held by two companies of the 9th Infantry, supported by the tinclad gunboat Laguna de Bay. One native resident was wounded. The enemy were driven off by infantry fire and the guns of the tinclad.

THE CAPTURE OF ARGOGULA.

THE BANDITS DRIVEN FROM THEIR STRONGHOLD BY THE SIXTH INFANTRY.

Manila, Sept. 2.—Argogula, the most impregnable stronghold of the bands which have been destroying plantations and levying tribute on the people of Negros, was taken on Tuesday by the 6th Infantry, under Lieutenant Colonel Byrne. The only means of reaching the town was up a steep hill, covered with dense shrubbery, and a thousand feet high. The Americans accomplished this under fire, although an officer and several men were hit, and rocks were rolled down upon them. The native strength was estimated at four hundred. Many of the rebels were wounded and captured, and twenty-one were killed.

The American forces captured a quantity of stores and destroyed the fortifications.

Washington, Sept. 2.—General Otis to-day sent to the War Department a dispatch which he had received from General Hughes, commanding the American forces at Iloilo. General Hughes said:

Lieutenant Colonel Byrne on August 31 destroyed Argogula, most important bandit stronghold, killing twenty-one, wounding many, capturing large quantities supplies, complete outfit reloading shells, bolos, spears, etc. Feat remarkable, as town accessible only by road, almost perpendicular slope, constantly under fire for one thousand feet; one officer and two men struck by bowlders rolled down on them, but not seriously hurt; no casualties reported; bandit strength four hundred.

BLACKMAILING HIS COUNTRYMEN.

THE SHIPPING COMMISSIONER OF MANILA ARRESTED ON A SERIOUS CHARGE.

Manila, Sept. 2.—The Shipping Commissioner of Manila, a Filipino, hitherto in high standing, has been arrested, charged with appropriating half of the first month's pay and levying thereafter an assessment on all native sailors shipped from this port. It is represented that he held a commission in the insurgent army and was raising funds for the insurrection; but it is suspected that his operations were merely private blackmail.

The information resulting in the arrest of the Shipping Commissioner reached the Port Captain and Chief of Police through a sailor who is not in sympathy with the insurrection.

The "Official Gazette," published at Tarlac, which has been received here, contains an order by Aguinaldo, assembling the Spanish civil prisoners and sick soldiers at the ports of San Fernando, Union and Dagupan for repatriation. The order stipulates that vessels calling must fly the Spanish or Red Cross flag.

Jamescilla, the Spanish Commissioner, intends to ask Major-General Otis for permission to send ships.

DR. SCHURMAN WITH PRESIDENT.

HEAD OF THE PHILIPPINE COMMISSION MAKES REPORT OF HIS WORK.

Washington, Sept. 2.—Dr. J. G. Schurman, president of the Philippine Commission, arrived here late this afternoon from Ithaca, N. Y. To-night he had a conference lasting several hours with President McKinley, at the White House. Secretary Hay was present for a part of the conference.

The conference was held by appointment. It is understood that Dr. Schurman made a full verbal report upon the situation in the Philippines, but it is not known that he presented a written report.

NO COMPLAINT FROM CHINA.

Washington, Sept. 2.—Minister Wu called at the State Department to-day and had a short conference with Secretary Hay. It is presumed that some reference was made to the status of the Chinese in the Philippines, but the officials said there was no change to report in that matter. It seems that, instead of applying the Chinese Exclusion laws entire to the Philippines, all that General Otis has done in that direction has been to exercise discrimination in the admission of immigrants of all nationalities, while directing especial scrutiny on the incoming Chinese, so as to weed out all undesirable characters. If this is to be the degree of exclusion applied to the Chinese, it is believed that there will be no solid ground for complaint from the Chinese Government.

DYNAMITE GUNS ON ENGLISH SHIP.

On the east central pier of the Atlantic Docks, in South Brooklyn, there was noticed yesterday a Stow-Dudley dynamite gun carriage, to which a board bearing the following address was fastened:

"Lieutenant Colonel John R. McGinness, Chief Ordnance Officer, Manila, P. I. From New-York Arsenal."

There was also another placard reading: "U. S. No. 4 H. Vaiho." This gun excited the curiosity of a reporter, whose investigations revealed the fact that a large number of dynamite shells had been transferred from the United States Quartermaster's steamer General Meigs to the British steamship Energia, both of which vessels were lying in the dock. The boxes containing the shells were labeled, "Handle carefully. Projectiles from Stow-Dudley Dynamite Company, 24 caliber. Commanding Officer Ordnance Department." These were stowed in the Energia between decks amidship.

Inquiry elicited information that eight Stow-Dudley guns, eight Gatling guns and eight mountain guns, besides several spare gun carriages, were also to be shipped in the vessel, and that there would be twenty-thousand shells for each.

It is reported that there has been a call from Manila for munitions, and that, as it is said there is no transport available at San Francisco, it has been decided to send them by way of the Suez Canal. It was learned in Government offices that it is reported that the Energia was to sail for Singapore and Hong Kong, and her agents were indicted to extend the charter to enter the Philippines, so that the ordnance could be sent. The Energia will sail to-day, it was said last night.

REINFORCEMENTS REACH GENERAL OTIS.

Washington, Sept. 2.—The following dispatch has been received at the War Department from General Otis:

Manila, September 2.

Transport Indiana arrived. One casualty; unassigned recruit, Orville Mercer, died August 30, typhoid fever. His remains here.

The Indiana sailed from San Francisco on August 2 with ten officers and 87 recruits. Colonel C. R. Hood, 16th Infantry, was in command.

SPANISH MONKS HELD BY FILIPINOS.

Madrid, Sept. 2.—The latest estimate places the number of Spanish monks now held as prisoners in the Philippine Islands at 300.

G. A. R. NATIONAL ENCAMPMENT, PHILADELPHIA.

Upon occasion G. A. R. National Encampment, Pennsylvania Railroad announces round trip rate from New York, $5. Tickets on sale September 2 to 5, good to return September 12, or by deposit of ticket and payment of 50 cents, good until September 26. Trains every hour during the day and at midnight.—Advt.

THE TRANSVAAL CONSENTS

PROPOSAL FOR A CONFERENCE AT CAPE TOWN ACCEPTED.

WILLING TO RECEIVE FRIENDLY SUGGESTIONS FROM ENGLAND—MORE HOPEFUL FEELING IN PRETORIA.

Pretoria, Sept. 2.—The reply of the Transvaal Government to the Imperial Government's last dispatch has been received by Conyngham Greene, the British agent here. It is understood that this Government is willing to meet the other side in a conference at Cape Town, as suggested, and to explain the workings of the new franchise law.

The Transvaal Government is also willing to receive the friendly suggestions of the Imperial Government.

A more hopeful feeling prevails here.

WARLIKE STORY FROM BOER SOURCES.

London, Sept. 2.—"The Standard and Diggers' News" to-day received a cable dispatch from its Johannesburg office, dated yesterday, saying that a German corps, nine hundred strong, had been formed there to co-operate with the Boers in the event of war with Great Britain. The dispatch adds that the Boers could mobilize twenty thousand men in three days, while the Orange Free State could muster ten thousand men in the same period.

Continuing, the dispatch says: "Mr. Chamberlain's reply upholding the suzerainty of Great Britain, was received by the Raad with a demonstration which unmistakably indicated the intention of the Transvaal to repudiate Great Britain's pretensions. The Raad, on hearing the five-year franchise proposal, gave every sign of strong dissent and of a determination not to go beyond the seven-year limit."

It must not be forgotten that these statements came from an excessively pro-Boer source.

MR. ASQUITH LOOKS FOR PEACE.

London, Sept. 2.—Herbert Asquith, who was Home Secretary in Lord Rosebery's Cabinet, addressed the Liberal Association at Leven this afternoon. He said he was convinced that there was nothing in the Transvaal situation, delicate and dangerous as it is, which could not be safely solved by firm, prudent diplomacy. "I do not believe," he said, "anything has occurred or is threatened to bring us even within measurable distance of a catastrophe which would be a reproach to statesmanship, a calamity to civilization and an almost incalculable disaster to South Africa."

AN EDITOR ACCUSED OF TREASON.

London, Sept. 2.—A special dispatch received here to-day from Johannesburg says that Mr. Pakeman, the Editor of "The Transvaal Leader," has been arrested. The charge against him was high treason. He was remanded in custody for fourteen days.

A warrant has been issued for the arrest of Mr. Moneypenny, Editor of "The Star," but the detectives have failed to arrest him.

Great excitement prevails.

WILL NOT SEND A WARSHIP.

Washington, Sept. 2.—The State Department has learned that it will not be feasible or necessary to send a warship to Delagoa Bay. The vessel, it is said, could not go nearer the Transvaal than Delagoa Bay, and as this is Portuguese territory, it would not be possible to send marines or sailors across the country even were it desirable to do so. Therefore the Department will rely entirely at this stage on the discretion of Mr. Macrum, the consul at Pretoria, for the protection of American interests.

The Department has received a dispatch from Consul Macrum, dated July 26, from which it appears that the Assistant Attorney General of State has informed the consul that the Government has decided not to prosecute the case of Richard Floyd Nichol and others charged with high treason, and that they have been released from custody. Nichol is an American, and was one of the persons arrested some time ago in company with a number of alleged British officers on a charge of planning an Outlander uprising.

CHIEF CROKER'S BAD FALL.

HE PLUNGES THROUGH THE ROOF OF A BUILDING AND IS HURT AND BURNED, BUT REFUSES AID.

Fire Chief Edward F. Croker had a fall in the building Nos. 1382, 1384 and 1386 First-ave. after a fire there yesterday, and he was severely shaken up. The Chief was walking over the roof and stepped on some tin under which the beams had been burned away. His weight pressed the tin down, and he fell through. At the fourth floor his side struck a charred beam, but did not stop his fall.

The Chief landed in a heap of embers and refuse on the third floor. The embers were hot, and his uniform was burned and he received a severe burn on the neck, as he fell on his back.

Some firemen who had been with him ran down to his aid and carried him out. He was stunned for an instant, but he soon recovered. His right hand was sprained, his side bruised by the fall against the beam, and he was much shaken up, besides receiving the burn. But he did not consider the injuries severe enough to need medical aid and he refused to have an ambulance sent for. He returned to his quarters in the Great Jones st. firehouse in his carriage. He went to the Broadway Central Hotel, near by, for his dinner, but he became ehe there and went back to his quarters again. He recovered but would not have medical aid. He went late in the evening that he was much better and that he had only been slightly hurt. The fall, however, was a great distance.

RUSSIA'S CHINESE TERRITORY.

THE SEAT OF GOVERNMENT TO BE PORT ARTHUR.

EXPLOITATION OF PORT DALNY.

St. Petersburg, Sept. 2.—According to the provisional scheme, the administration of the Kwang Tung Territory will be intrusted to the chief who also commands the naval and military forces under the Minister of War. The seat of government will be Port Arthur.

The exploitation of Port Dalny is assigned to the Eastern Railway Company.

The judicial procedure will follow that introduced by Alexander II.

RIOTERS IN COURT.

Paris, Sept. 2.—The prisoners charged with rioting in the Place de la République and desecrating the Church of St. Joseph on August 20 were to-day confronted with a number of witnesses of their riotous acts. Thirty-seven of these in custody, all of whom carried revolvers when they were arrested, were recognized by the witnesses.

A PURELY NORWEGIAN FLAG.

Christiania, Sept. 2.—The Cabinet has decided to forward a copy of the law for the introduction of a purely Norwegian flag to the Swedish and Norwegian Minister of War, Baron Rappe, in order that he may notify the foreign Powers.

EAST TIME ON LACKAWANNA RAILROAD.

Train leaving New York 10 each morning arrives St. Louis 2 next afternoon, Kansas City 9:30 next evening. All accommodations. 429 Broadway.—Advt.

WILL SAIL TO-MORROW.

THE SHAMROCK TO GO OUTSIDE SANDY HOOK ON MONDAY.

THE STORM OF YESTERDAY PREVENTED THE CHALLENGER FROM LEAVING HER ANCHORAGE—A BIG CONSIGNMENT OF SAILS.

Owing to the heavy rain of yesterday morning, Sir Thomas Lipton did not leave the Fifth Avenue Hotel until after 11 o'clock, and at that time there was a slight break in the sweeping easterly clouds that gave a small promise of something better, though it could only have been the keen interest in the preparations for the coming sports that made the owner leave shelter on such a day.

Sir Thomas went down the Bay on the tug James A. Lawrence, which belongs to his chartered fleet. Soon after his arrival on board the steam yacht Erin, which, with the rest of his flotilla, is anchored off Tompkinsville, the skies cleared a bit, and the hopes of those who were waiting to see the Shamrock sail ran high when they saw four sailors on the Shamrock go to the middle of her mainboom and cast loose the lashings of her mainsail cover. This cover is made in two parts, as it would be too heavy to handle in one piece, and when this first move toward getting under way was noticed there was a small cheer on the press steamer.

But nothing more than this was done, and at 1 o'clock the crew trooped up from below and dropped into the longboat of the Erin to cross to dinner on one of the chartered steamers. Soon after this a large British steamer passed the Erin outward bound, and signalling to the yacht. The message read: "We are wishing you luck." There was some hustling on the Erin to get out the code flags, but the answer was quickly set flying under the triatic stay: "Thanks. Report us all well." There were experienced hands at signalling on the Erin, and the reply could be read on the outgoing steamer before she got too far away; and she was going at a rapid pace.

Soon after this, the six expert sailmakers who arrived from England yesterday morning on the American Line steamship St. Paul, came to Tompkinsville on one of the Lipton tugs. They have come to this country to be handy in case any alterations are required on the Shamrock's sails, and in case of ripping or tearing of the canvases during the international races they will make repairs. It is not thought that any of the new sails will require alteration. All the sails that Ratsey has made for American and Canadian yachts, such as for the Syce, the Yama, the Beaver, the Canada and others, fitted in their places on the spars without the shifting of a bolt rope, and these men from Ratsey's loft are brought here in case of accidents.

David Barrie, who has lately looked after many matters pertaining to the challenger, met the sailmakers at the wharf, and as soon as they landed and had their baggage examined they were taken by Mr. Barrie to join the fleet anchored down the Bay.

SIXTEEN BALES OF SAILS.

That which Mr. Ratsey said on his arrival at the Fifth Avenue Hotel proved true yesterday. A complete new set of sails for the Shamrock arrived yesterday morning on the St. Paul. There were sixteen bales of them, and they were consigned to David Barrie. On the ship's manifest was the entry: "Two plates, made, sixteen bales."

It is thought that the two steel plates are to be fitted to cover the holes in the deck when the heavy skylights are removed for racing. From what Mr. Ratsey said last night, it appears that the Shamrock will not show as large a sail-spread as was expected. This last suit of canvas was ordered after the Shamrock had been tried with the Britannia, and after it was found that she was too stiff for the canvas then being used, which is the suit she is now to sail with in her first trials here. There has not been a word said about any larger main boom, and as Mr. Ratsey says the Shamrock's sail plan will be only slightly larger than that of Valkyrie III, it is thought that the steel boom now in use will be her racing boom.

This spar is 105 feet long, but the present sail does not reach out to the end of it by two feet, or even more, so that there is considerable room for a larger sail on the same spar.

About 2 o'clock a reporter for The Tribune went on board the steam yacht Erin and asked Sir Thomas Lipton about his plans for giving the Shamrock her trials. He said that the yacht would not go out to-day (Sunday), but would leave her anchorage early to-morrow morning without fail, and take a trial trip off Sandy Hook.

Sir Thomas has the "royal gift" of remembering names and persons. Last summer a newspaper man had occasion to see him in England, and mentioned that he had come over to see his mother. When Sir Thomas saw the same man yesterday he stepped forward and shook hands, remembering the right name at once. "Hello," he said warmly, "how's your mother?"

A REMARKABLE GROUP.

An interesting meeting took place on the Shamrock's decks about 2 p. m. Designer Fife met for the first time since his arrival the two captains, Wringe and Hogarth, and their meeting was hearty. Ratsey, with his trousers rolled up, as usual, half way to the knee, met them also for the first time on this side. Then Sir Thomas Lipton came up from below and joined the group. He continued talking with the two captains, while Fife walked aft and joined the Queen's marine artist, the chevalier Di Martini, who came over on the Erin. The English yachtsman, W. A. Connell, who came over on the Campania with Sir Thomas, Fife and Ratsey, was also on the deck, conversing in the after group. It was a noteworthy gathering. The man whose creation the Shamrock is, the man who conceived the great project of challenging, the two men who are charged to steer her to victory, the man who made her swift wings, the amateur whose knowledge is valued for the contests, and the artist who will paint for the Queen a picture of the Shamrock making her best effort to win, they were all there. The owner of all these anchored yachts and steamers stood towering above them all. Sir Thomas is tall and slim—so much accustomed to talking to men shorter than himself that his shoulders seem to have a natural stoop. He was wearing a dark yachting cap, and it was curious that, without seeming to try to do so, he always kept his head behind Captain Wringe's broad white hat and just in the position where the camera men did not want it. There was a lot of clicking going on on board the press boat, and the photographers never caught by accident a more interesting yachting group.

All these people had been down below, but they seemed in the best of good humor as they came up, and not at all as if they had been examining strains in the frames of the vessel. The only man who looked grave was Fife, but then, there were newspaper men in the neighborhood.

SIR THOMAS IN HIGH HOPES.

HE FEELS CONFIDENT OF TAKING HOME THE AMERICA'S CUP.

Sir Thomas Lipton, owner of the cup challenger Shamrock, rose early in his rooms at the Fifth Avenue Hotel yesterday morning, and, after breakfasting with his party at 8 o'clock, seeing a few personal friends who had called, including Edward A. Sumner and giving a brief interview with a bevy of reporters, he hurried away, all eagerness to get aboard his yacht. Sir Thomas and his party, including William Fife, jr., the designer; Thomas Ratsey, the sailmaker, and two private secretaries, occupy a suite of rooms on the third floor of the hotel, overlooking Twenty-third-st. These rooms, Sir

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KILLED AND ATE A MESSMATE

SAILORS FROM A BARK WRECKED BY THE RECENT HURRICANE TELL A HORRIBLE TALE OF SUFFERINGS AT SEA.

Charleston, S. C., Sept. 2 (Special).—Shipwreck, cannibalism and raving lunacy form the fabric of a harrowing tale of the sea brought to Charleston to-day by Captain Robert Milburn, of the British steamship Woodruff, bound here from Hamburg. The story of the terrible suffering was emphasized by the appearance of two of the actors in the horrible tragedy. They are Maurice Andersen and Goodman Thomas, survivors of the crew of the Norwegian bark Drot, which sailed from Pascagoula for Buenos Ayres on August 3.

The men were picked up from a raft by the Woodruff, 250 miles south of Charleston, on Thursday. They were in a condition almost worse than death, and they were but little, if any, better when brought up to the city on the towboat Waban this morning from the Quarantine station and sent to the City Hospital.

Andersen is a raving maniac, with only little chance of again becoming a sane man, while Thomas is so weak and exhausted that it will be a marvel if he regains strength and recovers his health. Andersen is a Swede, while Thomas comes from Stevanger, Norway.

The Drot was wrecked in the West Indian hurricane, off the Florida Straits, on August 11. Nine members of her crew went down with her, while eight others succeeded in getting on a raft formed from a part of the vessel's deck. The following day the raft broke in two parts, two men remaining on one portion of it, and six on the other. The German steamship Catania picked up one of the two seamen and carried him to Baltimore. The only survivors of the party of six are Andersen and Thomas, who were brought here to-day. The men lived for days on the raft without water, and with only such food as was supplied to them by a small fishing line one of the men had in his pocket.

After enduring untold torture the fisherman lost his mind and jumped into the sea, carrying his fishing tackle with him. The five remaining men were then left with neither food nor water. Two of them sickened and died, and the three survivors drank their blood and ate their flesh as soon as the breath had left their bodies. Andersen and Thomas have declared these sailors did not die of violence, and in view of their frank confession in regard to the killing of another comrade, it is probable that they are telling the truth.

When only three of the original six were left alive, it was agreed that one should die to supply food and drink for the other two. It was determined to cast lots to settle who should be the victim. A German seaman, whose name cannot be learned, lost. Faithful to the compact he had made, he met death without a struggle or a protest. Andersen and Thomas killed him with a knife and drank his blood. They lived for two days on his flesh.

When the raft was found by the Woodruff Thomas was feeding parts of the dead German's flesh to sharks that swarmed around about the frail craft. The surviving seamen were in a crazed condition, and were more dead than alive. They were taken on board the Woodruff, and everything possible to revive them was done, but even after two days of care and attention they were in a fearful plight when they reached here this morning.

HARVARD MAN WEDS SECRETLY.

YOUNG MILLARD FOLLOWS HIS COLLEGE CHUM'S EXAMPLE—MARRIES HIS LANDLADY'S SECOND DAUGHTER.

Boston, Sept. 2 (Special).—Jean Sears Millard, Harvard, '97, who is said to be worth a clean quarter of a million, and Miss Mary Walworth Edwardes, daughter of Mrs. Charles L. Edwardes, of No. 22 Trowbridge-st., Cambridge, were married in New-York on August 3. Effort has been made by Mr. Millard's friends and by Miss Edwardes's family to keep the wedding a secret.

This attempt has been due to the sensational circumstances under which the bride's sister, Rose Lincoln Edwardes and William Wilson Sloane, jr., Harvard, '92, were married two months ago, and to the subsequent publication of the details.

For the second time this summer, therefore, a young Harvard undergraduate has chosen a bride from the family of Mrs. Edwardes. Mrs. Millard is an attractive brunette. Mr. Millard, like Mr. Sloane, was for some time a boarder in Mrs. Edwardes's house, together with other Harvard students.

Mr. Millard went on to New-York, secured a marriage license in that city, and made all the necessary arrangements. Miss Edwardes followed, accompanied by her brother, Charles L. Edwardes. The marriage took place in St. Andrew's Church, New-York City, on August 3, the Rev. Mr. Henkle officiating. The ceremony, while private in a sense, was known to the relatives of both parties. In fact, the bride was given away by her brother. No announcements of the wedding were sent out even to the most intimate friends.

Jean Sears Millard is a member of the coming junior class of the Lawrence Scientific School of Harvard University. His home is in New-York City. Both his parents are dead, his mother having died in July, leaving him, according to report, a fortune of $250,000. He is twenty-two years old, and his bride about twenty. In several respects his circumstances are identical with young Sloane's. He is a student at the same school, once boarded at the same house, married into the same family and is possessed of corresponding wealth. For the rest he is a well built, good looking fellow, and popular.

WOMAN KIDNAPS HER CHILDREN.

DR. D. J. DE QUESADA ABANDONED BY HIS WIFE AT ASBURY PARK.

Asbury Park, N. J., Sept. 2 (Special).—Mrs. D. J. de Quesada came down from her home in New-York City Thursday and kidnapped her two children, who were guests at the Tenny House, where her husband is stopping. The story of the kidnapping was made public to-day.

The De Quesadas are well to do Cubans, and came here recently to spend the summer. The husband is a physician, and has a large practice in New-York City. He was obliged to make frequent trips to the city, and in his absence Mrs. De Quesada made the acquaintance of Frederick Cordova, a young Cuban, who was stopping at the same hotel. The doctor and his wife quarrelled, it is said, and Mrs. De Quesada left the hotel early last month. She remained away from her husband and children until Thursday, when she came here. She saw her daughter, Teneda, twelve years old, on the hotel portico, and beckoned her to come to the carriage. The girl did as requested. Mrs. De Quesada then drove to the merry-go-round and found her son, Angelo, nine years old, whom she also took in charge. She then drove away and did not return to the hotel again, and nothing is known of their whereabouts.

BRITISH LABOR TROUBLES.

SEAMEN AND FIREMEN THREATEN TO GO OUT MONDAY—THE HARTLEPOOL STRIKE SETTLED.

Hartlepool, Sept. 2.—The dockers' strike here has been settled by an advance of threepence a day in wages and an agreement to arbitrate the question of a further advance of threepence.

Glasgow, Sept. 2.—An open air meeting of seamen and firemen was held here to-day, and was addressed by Joseph Havelock Wilson, Member of Parliament for Middlesborough, a Radical, but who was elected more particularly as a Labor representative. A resolution was passed that the men would go on strike on Monday unless the increase in wages asked for was granted.

CUSTER'S NEPHEW FATALLY SHOT.

Toledo, Ohio, Sept. 2.—Charles Custer, nephew of the late General Custer, was fatally shot at Monroe, Mich., this afternoon, by a neighbor, John Russell. It was accidental.

GREATER NEW YORK DAY AT STATE FAIR.

The New York Central will sell round trip tickets to Syracuse on September 6th, good returning until September 11th, for $6.00. Tickets include admission to Fair Grounds.—Advt.

THE NEWS OF TWO CAPITALS

LONDON.

THE OUTLOOK FOR PEACE IN THE TRANSVAAL MORE HOPEFUL.

LACK OF CONFIDENCE INTERFERING WITH THE DIPLOMATIC NEGOTIATIONS—ENGLISHMEN BELIEVE AMERICA IS HOPELESSLY ADRIFT ON THE PHILIPPINE QUESTION.

[BY CABLE TO THE TRIBUNE.]

London, Sept. 2.—The settlement of the Transvaal question is still deferred, often as it has seemed in sight, and cynics are convinced that it can never be brought about except by war. The final stage of diplomacy has not been reached, nor will it be for several weeks, but the outlook for peace is distinctly more hopeful. To-day's official revelations show that the two governments are not widely separated. The Boers have offered to concede a five years' franchise and an adequate representation, but the conditions attached to this compromise forced Mr. Chamberlain to reject it. He has suggested other expedients, which President Kruger does not favor, and so matters stand. Confidence in the good faith of each side is lacking, and diplomacy drags under such untoward conditions.

The danger of war was increased as soon as the question of suzerainty was raised by President Kruger. The Ministers of the Crown were not likely to decide on an ultimatum over the franchise issue, especially when Sir Alfred Milner's minimum had been approached and finally exceeded by the Boers, but they can declare war any day over the question of suzerainty, and have the nation and the empire behind them. Suzerainty may be defined with much hairsplitting subtlety, but the plain English of it is the ascendancy of the Crown over the entire group of colonial possessions in South Africa. That is the issue which the united nation would regard as a just cause of war. The latest news seems to indicate that President Kruger has prudently retired from this dangerous ground, and that negotiations have been resumed over the franchise and various artificial methods of testing the sincerity of the proposed measures of political reform. Mr. Chamberlain is master of the situation at home, where there is no opposition worthy of the name to the policies which he is resolutely carrying out, he is not, however, in full control in the Cape Colony, where the Dutch settlers are in sympathy with the Boers, and where Mr. Schreiner has allowed war supplies to pass to the Transvaal and has virtually forced the Portuguese to release similar consignments. That is the real quarter from which President Kruger receives encouragement to hold out and continue his dangerous pastime of cross purposes rather than surrender and settle the franchise question. He cannot hope for European intervention, because Germany and England have entered into treaty engagements respecting East and South Africa; he cannot look for a Liberal diversion in his favor in England, for South African questions have practically been taken out of politics; he can only count upon the moral support of the elements which have put Mr. Schreiner in power, and challenge Mr. Chamberlain to raise the signal for civil war at the Cape.

Mr. C. W. Boyd, the son of the Rev. A. K. H. Boyd, better known as "The Country Parson," discusses this aspect of the subject with keen intelligence in "Macmillan's Magazine." He has learned South Africa under the tuition of Mr. Cecil Rhodes, and knows it thoroughly. The latter during the recent proceedings has been as silent as the Sphinx, well knowing that anything he might say would be misinterpreted in the Transvaal, and increase the difficulties of a complex situation.

The same journals which have been condemning the speech made by Mr. Chamberlain at Birmingham as an offensive challenge to war, when every fresh budget of official correspondence shows that he is conducting the negotiations with studied moderation and in a conciliatory tone, are commenting unfavorably upon American policies in the South Seas and Cuba. "The Manchester Guardian" says that Americans have simply to ask themselves the question whether or not the Filipinos have the right to achieve their own political salvation, for, if they have that right and have decided to exercise it, there can be no moral justification for one nation's depriving another nation of it, even though it honestly believes that such a course would be good for both parties.

Dogmatism of this sort would compel the English to withdraw from Egypt and many other quarters of their empire, and to abandon a large part of the work which they are doing with splendid energy and conspicuous success for civilization.

Only fanatics of the moribund Manchester school adopt this tone. The more common line of comment in the English press is that Americans have underrated the weight of "The White Man's Burden," and lack the power of endurance of carrying it patiently and pressing steadily forward.

When well informed Englishmen are asked their opinion of American policies, they talk this way: "We don't know what they are. Your leaders do not lead, and the country seems to be hopelessly adrift. You ought to keep such matters out of politics, as we do our Transvaal question. The Philippine question would be easy if there were a united nation across the water, as there is here."

So far as Cuba is concerned, "The Spectator" today expresses the opinion general in England that, when the vote for independence or inclusion in the Union is taken, the question will be determined by an inrush of American capital and settlers.

Lord Halifax has never been more aggressive than in his address to the lay members of the English Church Union, urging them to stand by their priests and to keep peace. He virtually leaves it optional for the Ritualistic clergy to obey or disobey, and, after ridiculing the recent decision respecting the ceremonial use of incense and lights, he protests against any element of infallibility in the Archbishop of Canterbury. His critics reply that he makes every Ritualistic priest infallible and tells the laymen to follow blindly, and that the question of the infallibility of the Archbishop of Canterbury is not raised on any question of faith, but solely on matters of legal or illegal usage in the Church established by law. All of these matters will be threshed out in the Church Congress which will meet in October in London, but sooner or later there will be the disestablishment question as a decisive issue in politics.

The Trades Union Congress will assemble on Monday at Plymouth, at the time when Mr. Joseph H. Wilson, the prominent labor leader in Parliament, is attempting to bring about a general strike of sailors and firemen. The claim presented by Mr. Wilson's Seamen's and Firemen's Union is that freights have risen during the last three years, and that there ought to be a substantial increase in wages. Some shipowners admit that this is a fair case for an in-