are more pipes downtown to make trouble for the contractor. These must be moved. Uptown the pipes are mostly on the sides of the streets, and will not be in the way. In the wide streets the work can be done from above, which will be easier than tunnelling, and there are better facilities for wharfage, where the dirt excavated can be loaded into lighters and carried off.

But this is not a full solution of the rapid transit problem. The number of "strap hangers" between here and the Harlem will not be diminished by one. The city will grow with the added transit facilities, just as it always has done, and there will be as many to ride on this new road as there will be ride on the old roads. It is true that this new road will be able to carry more passengers than the elevated roads, but there will be more people to carry. The elevated roads are limited to five train cars. In the tunnel we may run as many cars to a train as we like, because there will be nothing to give way under their weight. The cars will be bigger and the trains will be more frequent. The trains in the tunnel can run on forty-five seconds' headway for the locals, and about two minutes for the express trains. There are no grade crossings nor switches to interfere with their movements. This will be but the advance guard of the coming extension to South Ferry, and when that has come, and perhaps before, there will be tunnels under the East River to connect with Brooklyn and Staten Island.

LOOKS FOR BIG EARNINGS.

All the work will be under my direct supervision, I will, of course, devote my entire time to it, and will have a large corps of assistants. We are obliged to inspect carefully all the work that is done and report to the Board. I consider that the road will earn as much at least as the Manhattan Railroad, whose income is between $10,000,000 and $11,000,000. Electricity will probably be the motive power, but the contract allows any other power which does not involve combustion. The tunnel will be self-ventilating, the openings at the stations and the draughts caused by the moving trains being relied upon to keep the air fresh.

COLER FEELS JUBILANT.

Controller Coler, who naturally takes some credit to himself for bringing about the separation of the city from the county debts, which placed the debt incurring capacity of the city at a figure which made rapid transit possible, said:

This is a good thing for the city, because it furnishes better facilities for reaching the upper districts. This will necessarily make an increase in the population, and all this adds to the prestige and wealth of the city. But it is only a starter—just a small beginning. Probably before this rapid transit tunnel has been built there will be tunnels in progress under the East River, from the Postoffice to the Battery, and a tunnel connection with Staten Island. These are things that must come, and this tunnel is but the forerunner. The city is able to issue the bonds necessary for the payment for the work of the rapid transit tunnel only in consequence of the separation of the city debt from that of the county. Had this not been done, the work that will be started within the next month could not have been done. I will issue the bonds as it is necessary. When the contractor shows me that he is entitled to money, bonds will be issued in the proportions necessary. The contractor may have his money in any amounts that he may desire, so long as he is entitled to the money. If he wants money at the rate of $100,000 a day he may have it. He cannot ask for the whole amount any too soon to please me. I am perfectly satisfied with the ability of the contractor to meet his obligations, both as to the necessary bonds and the work. When the city has his bonds it is safe. I expect that the first issue of the city bonds will be made within three months—perhaps sooner. I had to work hard to impress on the people the necessity for having the debt amendment passed. It will be remembered that I did not get much encouragement from some of the political leaders, for, although they did not come out openly against it, they did not give it the benefit of their assistance. That amendment added $30,000,000 to the debt incurring capacity of the city, and this amount, with premiums, is just what the road will cost. Naturally, I take considerable credit for the passage of that amendment, and I think that to that is due the present advanced stage of rapid transit.

CONTRACTOR PAYS INTEREST.

By the terms of the contract the contractor must pay the interest on the city bonds to the bondholders. This will be at the rate of 3½ or 4 per cent. In addition, he must pay 1 per cent on the bonds to the city to form a sinking fund, which will eventually pay for the road. While the contract price calls for $35,000,000, it is confidently expected that the city will not be obliged to issue more than $30,000,000 of bonds, as the premium at which they will be sold to investors will net the other $5,000,000.

Corporation Counsel Whalen started for Albany yesterday to attend Governor Roosevelt's reception. Before going, Mr. Whalen said he was very much pleased with the outcome of the rapid transit contract, adding:

I know Mr. McDonald well, and have talked with him about the building of the road. While I am not at liberty to discuss his plans, I think I can say that the road will be begun not later than February 15. Mr. McDonald has had large experience on large contracts. He is an expert on steel and other building materials. He is, besides, a man of considerable executive ability, and I think a better man could not have got the contract. There is no doubt that the work of construction will be pushed to a rapid completion.

It has not been determined who will break ground or dig the first shovelful of earth for the beginning of the underground road. Mayor Van Wyck, it is expected, will be invited to do so by Mr. McDonald. In the event of the Mayor's declining, either Controller Coler or Corporation Counsel Whalen will be asked, it was said yesterday.

OTHER ROADS NOT AFRAID.

At the main office of the Metropolitan Street Railway Company it was said yesterday that the company would not seek to sublet from Mr. McDonald the contract for the operation of the underground railroad. The members of the company did not want it, but were glad the road was to be built, as it would benefit them greatly by taking off their hands the long distance passengers, in whom there was no profit, but rather a loss. One who is high up in the councils of the Third-ave. railway said the same thing for that road; but both seemed to think the building of the tunnel would have a bad effect on the elevated road.

At the office of the Manhattan Railway Company, however, no apprehension of that kind would be admitted for a moment. The officials there expect to have their own road equipped with electric motors within fifteen months, they say, and they profess to believe that enough New-Yorkers will always prefer riding in the open to riding in a tunnel to keep the company's profits where they are now at least.

Many people think that Mr. McDonald would have no difficulty in subletting the operation of the road to either the Metropolitan or the Third-ave. people on favorable terms, and others say that the denials of those companies that they want the road is only "good business," for naturally they don't want to pay Mr. McDonald any more for the privilege than they can help.

WHY THE METROPOLIS COMPANY DID NOT BID.

An explanation was published yesterday of the reason why the Metropolis Construction Company made no bid for the rapid transit contract, although it had repeatedly announced that it would do so. It is alleged that at the last moment David L. Hough, a Tammany politician and contractor, who formed one of the syndicate, and who had promised to add his certified check for $30,000 to four others for a like amount, in order to make up the $150,000 which had to accompany the bid, decided to withdraw. It was then too late for Frederick B. Esler, who was managing the syndicate, to procure another $30,000 check before the bids were opened. He appealed to the Commissioners for further time, but in vain. It is said the bid of the Metropolis Company was to be $33,800,000. Mr. Hough is quoted as saying the reason why he did not put up a certified check for $30,000 was because a certain financier, whose name he does not give, but who, he was assured, would join the Metropolis syndicate, did not appear at the meeting of the Board.

The baby's coming is often looked forward to as a time of dread and danger. Many women are physically unfit to become mothers. They are sick and weak in a womanly way and may well look with fear toward the time of maternity. Intelligent preparation for this time is most essential. An athlete "trains" for months before his trial. Most women do not "train" at all and yet their trial is to be many times as severe as the athlete's.

During the period of gestation every woman should use every means to strengthen the organs that are to be tried. They should be kept in perfect health. The faintest symptom of disorder or disease should be promptly eliminated.

Dr. Pierce's Favorite Prescription is designed to do this very thing—has been doing it for over thirty years. It is the one sure medicine for all female complaints. It is the only medicine that may be absolutely depended upon to practically abolish the pain and danger of childbirth. It is the only preparation of its kind that is the invention of a regularly graduated physician—a skilled and experienced specialist in the cure of diseases of women.

Mrs. Emerson Allen, of Dorset, Ontario Co., Ont., writes: "I was in very poor health for a long time, dating from the birth of my little girl. I tried different doctors and different medicines. I took four bottles of 'Favorite Prescription' and seem to be perfectly well again."

Dr. Pierce's Pleasant Pellets are a perfect cure for constipation.

TO SAVE THE PALISADES.

COMMISSIONS' REPORT URGES THE NEED OF HASTE.

PARK SUGGESTED THAT MIGHT BE MADE SELF-SUPPORTING—SECURING RIPARIAN RIGHTS.

The combined report of the New-York and New-Jersey Commissions for the Preservation of the Palisades was submitted to Governor Roosevelt yesterday. The New-York Commission was named by the Society for Preservation of Scenic and Historical Objects, of which Andrew H. Green is president. In June last Governor Roosevelt suggested in a letter sent to Mr. Green the appointment of such a committee to co-operate with the New-Jersey one, and the Governor's suggestion was adopted.

The members of the New-York Commission are Frederick W. Boyce, Andrew H. Green, Frederick S. Lamb, George F. Kunz, Edward Payson Cone and Colonel A. Hills, and the New-Jersey Commission consists of Franklin Hopkins, Elizabeth B. Vermilye, Mrs. John Holland, S. Woods McClave and W. A. Linn.

The combined report is divided into two sections. One treats of "The Means and Extent of Detachment of Palisades" and the other "The Means by Which Further Destruction and Detachment May Be Prevented."

In referring to the destruction of the Palisades the report says that the recent general adoption of asphalt paving in New-York and the great extension of steel buildings requiring concrete foundations and the general improvement of country roads by macadamizing have caused an increasing demand for crushed rock, which is largely supplied by the quarries of the Palisades. The stone is so easily quarried that the operation of getting it out is extremely profitable, and the quarrymen are making strenuous efforts to buy the holdings of persons along the entire length. They have great gangs working day and night, and the Commission fears that the section above Fort Lee will become as badly mutilated as the section near Bull's Ferry, which has already been despoiled.

DAMAGE TO THE SCENERY.

The report further says that still greater damage is done to the scenery "by filling in land under water and the erection of piers and factories." The western shore of the Hudson, by reason of the shallow water, lends itself to this project, and factories, warehouses and piers for commerce are rapidly being erected. This has naturally confined itself nearest the city, but Fort Lee ferry landing, opposite One-hundred-and-twenty-fifth-st., is already given over almost entirely to such occupation.

The Commission says it is as important to prevent the upbuilding of the west shore in such a way as to prevent the destruction of the Palisades proper, since it will be incompatible with the proposed park to have it partially occupied by factories, warehouses, homes of operatives, etc. It is also the opinion that the industries which have already secured a foothold along the Palisades section of the Hudson River are certainly destined, if unchecked, to a great extension and development in the near future, and that such extension and development are certain to destroy the scenic beauty of the western shore of the Hudson.

RECOMMENDATIONS MADE.

The recommendations of the Commission are as follows:

The condemnation of the tract proposed for a park and the turning of it into a State park.

The prompt passing of an act forbidding the further granting of riparian rights in the limits of the proposed park, and providing for the acquisition by the State of the land between the edge of the cliffs and low water mark in the river, or so much thereof as may be necessary to prevent the further destruction of the Palisades and defacement of scenic effects, for use as a public park.

To give to the Commissioners under such an act considerable latitude of judgment as to what lands should be taken within prescribed limits.

In regard to the lands under consideration, the Commission says it is of the opinion that the report is limited to the tract of land extending from Fort Lee on the south, to Piermont on the north, the Hudson on the east, and such western boundary as may be needed to effect the objects intended to be accomplished.

The Commission further says that if the State takes the land along the base of the cliffs and makes the land above inaccessible to the river, it will not be necessary to purchase any land on the plateau, for the present at least. The Commission, moreover, thinks if the river front and possible riparian rights be condemned alone, thereby cutting off the rock slope and cliff from the river, appraisers will probably give to the owners the full value of both, since the peculiar value of rock property would thereby be destroyed. This would not be the case if the cliff face and rock slope should alone be condemned, as the waterfront would still retain its full value as a basis for the possible acquisition of riparian grants.

It is submitted also that the State should acquire a further narrow strip extending northward from the northern limit of the Palisades proper along or near the river to connect with the river road at Piermont, whereby the park to be constituted between the Palisades and the river may be made accessible from Nyack and the surrounding section.

The report says that the strip of land from Fort Lee to the end of the Palisades is about thirteen and a half miles and comprises 737 acres, a fair estimate of the value of which is placed at $260,000. The Commission suggests that a competent Commission may make the reservation self-supporting by the sale of the valuable franchises for ferry purposes, the erection of roadhouses for which rentals can be had; boat clubs, now being crowded out of New-York City, will have to cross over, and will be another source of revenue, and other sources which may develop from time to time. The Commission adds:

It seems desirable to point out the greater attractiveness that would be given to a park strip between the cliffs and the river by adding thereto a strip of limited width or isolated sections of park land on top of the cliffs whereby the public might have free access to a spot of so great natural beauty. There are to-day but two points where the public may now have access to the edge of the cliffs, i. e., the end of Palisade-ave., at Englewood, and the Ruchman Road, above Alpine.

TREATIES WITH SPAIN.

CONVENTIONS BEING NEGOTIATED FOR THE RESUMPTION OF NORMAL RELATIONS.

Madrid, Jan. 17.—In the Senate to-day, the Premier, Señor Silvela, announced that negotiations were in progress with the United States for the conclusion of a treaty of peace and friendship, and also a treaty providing for extradition and the resumption of normal relations. He added that preliminary steps had already been taken with a view to the conclusion of a commercial treaty.

SALE OF DANISH WEST INDIES DISCUSSED

CAPTAIN HOLMFELD, OF DENMARK, HAS A TALK WITH SECRETARY HAY.

Washington, Jan. 17.—Captain Christmas Dirknich Holmfeld, of Denmark, called at the State Department to-day to discuss with Secretary Hay the proposition to sell the Danish West Indies to the United States. The officer had no credentials and did not appear in a representative capacity. He said that he had studied the subject for many years, and could claim to be an expert. Therefore, he appeared only to supply any information the Department of State might desire on the subject of the Danish islands. Secretary Hay thanked Captain Holmfeld, and promised that the Department would avail itself of his offer if at any time it had occasion to look for information.

SUPERVISORS IN A RUNAWAY.

A MAN HURT AND A HORSE KILLED RETURNING FROM DINNER AT THE ALMSHOUSE.

The Board of Supervisors had their annual dinner at the County Poorhouse, at East View, yesterday, as the guests of Superintendent of the Poor Henry Esser. Twelve coaches conveyed them to the county house. When returning a whiffletree broke, causing the team to run away. The accident happened near Knollwood Club, about three miles from White Plains. The team ran into a telephone pole; the carriage was broken and the occupants were thrown out. Supervisor Patrick Whalen, of Yonkers, was severely hurt. He received a contusion of the right knee and one of his hands was cut with broken glass. The others escaped with a few bruises and a shaking up. Supervisor Whalen was taken to White Plains, where his wounds were dressed. The team that ran away belonged to Superintendent Esser. One of the horses was killed.

VICE-PRESIDENTIAL GOSSIP

THE PRESIDENT NOT PLEDGED TO ANY MAN OR SECTION.

[BY TELEGRAPH TO THE TRIBUNE.]

Washington, Jan. 17.—Senator Scott, of West Virginia, is said to have discussed with the President this morning the various rumors connecting this and that name with the Republican nomination for Vice-President. Whatever the views of the Senator may be on the subject, it can be stated on excellent authority that the President is absolutely unpledged to any man, State or section, although it is believed that at one time he was strongly in favor of the nomination going to New-York. It is said that there is no truth in stories that the President and other leaders have changed their opinions on this subject for the purpose of making Senator Platt relinquish his desire to have Timothy L. Woodruff nominated as the Vice-Presidential candidate. It is asserted that the Senator has been loyal to Lieutenant-Governor Woodruff from the start. He has been quietly opposed, it is asserted, to both Secretary Root and ex-Secretary Cornelius N. Bliss, who have since practically withdrawn. A greater part of this is conjecture, however, and the fresh talk of a Western man is not for the purpose of "bluffing" anybody.

Senator Scott represents the claims of Western people, or at least their views. He said to-day:

The Republican party should nominate a good Western man. It is not yet settled that the place is to go to the East, and there is little use in that notion becoming fixed. A good Western man stands a splendid chance for the nomination. There is Senator Spooner, of Wisconsin. He would make an ideal candidate. There is also Henry C. Payne, from the same State. Another strong man would be General Harrison Gray Otis, of California. Any one of these men would give strength to the Republican ticket.

Senator Scott is a member of the Republican National Committee. He is also a member of the special committee of that body which has charge of the convention to be held in Philadelphia, and met with the special committee this morning to consider plans which had been submitted by the Philadelphia people for a convention hall.

New-Jersey politicians have not given up all idea of a candidate from their State to succeed the late Mr. Hobart. It is now pointed out that had Mr. Hobart lived he would undoubtedly have been renominated. This, it is said, "morally" gives the office to New-Jersey. Under these arguments the politicians are trimming their sails for a fight for Attorney-General Griggs if he will permit the use of his name. That he measures up to the requirements and is sufficiently well known throughout the country are given as good reasons for his nomination.

If there ever was anything like a definite understanding that New-York or an Eastern State should have the Vice-Presidency it is highly probable now, from information at hand, that this understanding will be dissolved for the good of the party. The situation may change so that it may be necessary to nominate a Western man.

TWO PRISONERS KILL JAILER AND FLEE.

West Plains, Mo., Jan. 17.—The county jailer, Alfred Henry, while feeding the prisoners in the Howell County Jail to-day, was overpowered and killed by two prisoners, Benjamin Richardson and Edward Grady. Richardson was under sentence to the penitentiary for burglary, and is an escaped convict from the Tennessee penitentiary. Henry had gone to the jail to feed the prisoners, and not returning to his home at the accustomed time his wife became anxious and sent a neighbor in search of him. His body was found in a pool of blood on the jail floor. The prisoners had escaped and locked the door after them. A posse was immediately organized. A reward of $1,000 is offered for the capture of the murderers. A report by telephone announced their appearance ten miles south of here, headed for Arkansas.

NOT RED FIRE, BUT A BELL.

MR. GALE PROTESTS AGAINST MISREPRESENTATION OF HIS LIFE SAVING DEVICE.

Albany, Jan. 17 (Special).—A personal explanation made in the Assembly this morning by Dr. Barnes, the leader of the minority, furnished the occasion for a unique if not eloquent protest against the liberties taken by the press in discussing the bills and views of some of the State's Solons. There had been considerable dissatisfaction manifested among the Tammany contingent over a published statement as to Dr. Barnes's attitude on the war in South Africa, by which he was made to say that he was in sympathy with the English, and therefore opposed to a pro-Boer resolution. This statement of the case Dr. Barnes declared to be false. He continued:

I am heartily in sympathy with the Boers of South Africa, who are fighting for their liberty and independence, but, sir, I consider this question a National question, and I did not think the Legislature of the Empire State was the proper place to discuss it. (Cries of "Good!" from the Democratic members, followed by applause from the Republicans.) Therefore, Mr. Speaker, I asked the gentlemen to delay the offering of the resolution until I could consult with some of the older members of the minority.

Mr. Green, of New-York, then corroborated the statement of Dr. Barnes.

At this point Mr. Gale, of Queens, got the floor and delivered himself of the following:

I am serious in this matter. While we are under this head and are talking about newspapers (for which, gentlemen, I have a great deal of respect), I want to speak of an article which appeared this morning in the sporting paper—no, not "The War Cry." No, I am serious, gentlemen. This article went on to elaborate on a bill which I introduced yesterday. It said that several of my friends had been buried, and we found that they were dead. (Laughter.) It went on to say that my bill provides for red fire and blue lights and a band to play over the grave of the deceased, so as to let everybody know that he is not dead. Now, I am very serious about this. I think that the newspaper men should be more careful how they report such bills. (Laughter.) My bill does not provide for red fire or blue lights; it merely provides that a bell should ring when the man turns over in his grave. Now, I object to the articles, but I am in favor of the Boers.

It was then the turn of Mr. Harburger, of New-York, who obtained recognition, to say:

I want Mr. Tioga Witter to wake up. He is chairman of the Committee on Electricity, Gas and Water Supply. I want him to wake up and get his committee to work. I want it to consider some very important gas bills which I have introduced.

Mr. Witter declared that he would give his time to these measures.

"What!" exclaimed Mr. Harburger, "did the gentleman say he would take his time for it?"

"He said he would be glad to take ample time in deliberating over your bills, Mr. Harburger," replied the Chair, at which a general laugh ran around the chamber, and Mr. Harburger sat down not looking overpleased with the result of his sally.

After the introduction of a number of bills an adjournment was taken until to-morrow at 11 a. m.

NICARAGUA CANAL BILLS.

THE HOUSE MEASURE RADICALLY AMENDED BY THE SENATE COMMITTEE.

Washington, Jan. 17.—The amendments made yesterday by the Senate Committee on Interoceanic Canals to the House Nicaragua Canal bill have been printed and circulated in the Senate. The amendments prove to be more radical than was at first announced by the members of the committee. The language is practically changed throughout, and several of the House provisions are omitted. The most important omissions are the provisions which are made in the House bill for the abrogation of the Clayton-Bulwer Treaty and for the purchase of existing concessions from Nicaragua and Costa Rica, the latter provision in the House measure carrying an appropriation of $5,000,000. The Senate bill also removes many of the limitations of the House bill as to persons to be employed in the proposed work. The provision for a Commission to act with the Secretary of War is eliminated. The Senate committee also makes specific provision that the canal shall be of sufficient size to accommodate vessels of the largest tonnage, and it increased the appropriation from $130,000,000 to $140,000,000.

Ceylon and India Tea

The Question of the Purity of all articles for table use should be most important in every household, as adulterants are dangerous. MACHINE-MADE TEA reaches you absolutely PURE. Harmful substances are not necessary to make THIS TEA palatable or pleasing to the eye.

DIRECTIONS.—Use less tea and infuse THREE to FIVE minutes. Always use boiling water.

LIPTON'S CEYLON TEAS ARE THE BEST.

For Sale by All Grocers.

VANTINE'S

RETAIL AND WHOLESALE THE PUREST

India and Ceylon TEAS

IN FOIL-LINED SEALED PACKAGES.

BROADWAY AND 18TH ST.

Briarcliff Milk

commences the New Year with a higher record for purity and richness than ever. This is the result of constant determination to reach the HIGHEST OBTAINABLE EXCELLENCE FOR HUMAN FOOD—it would be more correct to call it

MILK FOOD.

Briarcliff Bulletin No. 1, on the "Ravages of Tuberculosis in Cows," will be ready for distribution Jan. 15th, free on application to

573 Madison Ave. and 5th Ave. and 42d St.

Telephone, 907—38th St.

Farms at Briarcliff Manor, N. Y.

Fifth Avenue Auction Rooms,

238 Fifth Avenue,

WM. B. NORMAN, Auctioneer.

TO BE SOLD

This (Thursday) Evening

At 8 o'clock.

Also To-morrow (Friday) Eve., at same hour,

A NOTABLE SALE BY AUCTION

ABSOLUTELY WITHOUT RESERVE

OF A CHOICE COLLECTION OF HIGHLY VALUABLE

OIL PAINTINGS,

By Foreign and American Artists,

BELONGING TO

Mr. GEORGE E. TEWKSBURY AND Mrs. HENRY PURTON,

INCLUDING

SEVERAL EXAMPLES BY THE LATE GEO. INNES, A GRAND CONCEPTION BY EUGENE ISABEY, A CHARMING PLOT, AN IMPORTANT ESCOSURA.

In all about 250 Examples of Great Excellence.

VIN MARIANI

Mariani Wine—World Famous Tonic

Its good effects are immediate and lasting. It is also very palatable, agreeable to the taste and acceptable to the most delicate stomach.

As an Appetizer, take before meals; as a Digestive, take after meals; as a General Tonic or Stimulant, at any time.

Sold by all Druggists. Refuse Substitutes.

ACROSS THE TUGELA.

Continued from first page.

creased to the highest tension by the six days' silence, and not even the War Office knew what was going on. It was not until a mounted scout was sniped in the shoulder and an infantryman was carried off by dysentery that Buller, as a detail of red tape in reporting casualties, promptly reopened communication with the War Office, although he had leisure for sending private dispatches. The Boers were aware that there had been no fighting for several days, and that the British forces were in a strong position, but apparently it was not considered safe to take either the War Office or the English people into the General's confidence.

MORE RUMORS FROM THE COAST.

There was no other news from Natal except a casualty list from Ladysmith until a late hour. There was the usual sheaf of rumors from the coast that a battle was in progress and that cannonading had been heard in the direction of Springfield. The best explanation of the situation which any expert was able to offer last night of General Buller's delay in forcing the passage of the river was that he had sent Warren's column to the drift higher up the Tugela, while Clery's division was slowly getting into position at Potgieter's and occupying the enemy's attention. The advantage of this strategical plan would be that the enemy's line would be turned before it could be extended indefinitely westward, and that the Dutch in their new intrenched position would be between two British columns and exposed to a double fire.

Lord Roberts's bulletin yesterday confirmed Reuter's account of the repulse of the Dutch attack upon French's advanced post. The Central News and other correspondents provide this morning's press with the details, showing that the assault was made at an early hour Monday and that the New-Zealand Rifles acted with the greatest gallantry in supporting the Yorkshire Company, and earned General French's commendation the next day on parade. The action of all colonial contingents during the campaign has been so excellent that they will without doubt play a great part in every new scheme of Imperial defence. The British staff has been slow to appreciate their value, but knows it now and will never again lose sight of them.

Lord Roberts reported the situation unchanged elsewhere, but "The Times" publishes to-day a dispatch from Gatacre's column explaining that the Dutch force had been weakened at Stormberg for the sake of reinforcing Colesberg, and from Modder River there are similar reports. A Dutch farmer has been acquitted at Methuen's camp of the charge of treason in signalling to the enemy.

Transvaal dispatches assert that Kimberley has been nearly starved out and must soon fall.

A large number of wounded and invalided men from Methuen's force arrived at Southampton yesterday. I. N. F.

THROUGH THE BOER BACK DOOR.

London, Jan. 18.—A correspondent of "The Daily Mail" at Lourenço Marques says:

Numerous foreigners arrive here in French vessels. They entrain at a station outside the town and leave at a station before the Transvaal is reached. Then they walk across the border and rejoin the train. Hundreds have passed through in that way since the outbreak of the war.

MR. VAN ALEN'S OFFER ACCEPTED.

London, Jan. 17.—J. J. Van Alen's offer to give a field hospital section, to consist of three wagons, twenty-five cots and twenty transport animals, with all the appliances, has been accepted by the War Office. The section will be called the American Section of the hospital to which it is attached.

THE ATTACK ON LADYSMITH.

DESPERATE NATURE OF THE FIGHTING ON JANUARY 6.

London, Jan. 18.—"The Standard" publishes the following dispatch from Ladysmith, dated January 6, by way of Frere, January 17:

The enemy to-day made a determined effort to capture two positions, Cæsar's Camp and Wagon Hill. The latter is a lofty eminence to the southwest, possession of which would have brought them within rifle range of the town. Cæsar's Camp was held by the 1st Battalion of the Manchester Regiment.

The position was separated from that of the Boers by a rocky ravine. In the early hours of the morning, under cover of darkness, the Heidelberg Commando succeeded in evading our pickets, making their way through the thorn brush and reaching the foot of the slope at 2:30 o'clock. The alarm was raised by our sentries, but before the full extent of the danger could be realized the outlying sangars had been rushed and their defenders slain.

On hearing the firing, two companies of the Gordon Highlanders went to the assistance of the Manchesters. At first it was thought that the Boers were concentrating on the southern slope, where they had already secured a footing on the plateau. Here, however, their advance was checked by the steady volleys of our infantry and the deadly fire of an automatic gun.

Lieutenant Hunt-Grubbe went out to see if any aid were needed by the troops stationed on the ridge near the town. He was not aware that the enemy had already captured the breastworks, and called out to the sergeant. He received the reply "Here I am, sir," and then he suddenly disappeared from sight. Captain Carnegie, suspecting a ruse, ordered the Gordons to fire a volley and to charge. The enemy thereupon fell back precipitately, leaving behind them the officer whom they had captured with so much presence of mind. The lieutenant was quite unhurt.

It was now evident that the camp was being assailed on the left flank and on the front. By daybreak reinforcements of Gordon Highlanders and of the rifle brigade had been hurried up to the fighting line. Lieutenant-Colonel Dick-Cunyngham, who was leading the Gordons out of camp, fell mortally wounded, being hit by a stray bullet while still close to the town. The 53d Battery of Field Artillery, under Major Abdy, crossed the Klip River and shelled the ridge and reverse slope of the front position, where the enemy were lying among the thorn bushes. The shrapnel which flew over our heads did terrible execution. It effectually held the Boers in check, and rendered it impossible for them to send reinforcements to their men through the ravine.

The enemy fought throughout with the most stubborn courage, being evidently determined to take the camp or die in the attempt. Their 6-inch gun on Umbulwana Mountain and its smaller satellites threw more than a hundred shells at Abdy's Battery and at the troops on the hill. Our troops, however, were not less gallant and resolved, and the enemy was pressed back step by step until at length those who were left broke and fled in utter disorder.

A terrific storm of rain and hail, accompanied by peals of thunder, had burst over the camp during the fighting. This served to swell the streams into raging torrents. In their efforts to escape numbers of the enemy flung themselves into the current and were swept away. The struggle in this part of the field was now ended, and the finale was a terrific fusillade all along the line, the crash of which almost drowned the incessant thunder above.

Meanwhile a more exciting contest was in progress in the direction of Wagon Hill. At 2 o'clock a storming party, furnished by the Harrismith commando, crept slowly and cautiously along a donga in the valley which divides our posts from their camp. A few well aimed rifle shots killed our pickets. Taking advantage of every inch of cover, the Boers then gradually reached the crest of the heights. Here a body of Light Horse was posted, but they were forced to retire before the advance of the Free Staters, there being no breastworks for defence on the western shoulder of the hill. With little to impede their progress the enemy soon came to an emplacement, where they surprised working parties of the Gordon Highlanders and the 60th Rifles.

Lieutenant Digby Jones, of the Royal Engineers, collecting a handful of men, made a gallant effort to hold the position, but the numbers were against him, and after a stubborn resistance he was driven back and the enemy got possession of the summit. Even then, however, the Free Staters were afraid to venture far or to face the heavy fire from the sangar. Here it was that Lieutenant Macnaughten and thirty of the Gordons were captured, although not until every man among them was wounded.

At 5 o'clock Colonel Edwards, with two squadrons of Light Horse, arrived upon the scene, and the 21st Battery of the Royal Field Artillery, under Major Hewitt, came into action, preventing the storming party being reinforced from the Boer camp.

At the same time the 18th Hussars and the 5th Lancers checked the movement from the spruit on our right flank. Nevertheless, our position at this point had become critical. Our men had retired for cover behind the northern slope, while the enemy had made their way into the pass dividing them from the hill. Major Bowen rallied a few of the Rifles, but fell while leading them to the charge. His example was at once followed by Lieutenant Tod, but the latter met the same fate.

The enemy were making good the footing they had already secured in the emplacement, when Major Miller Walnutt, calling the scattered Gordons together, charged in and drove them back. Having thus cleared the ground, he joined Lieutenant Digby Jones in a newly prepared emplacement on the western shoulder.

A pause ensued for a time, but the Boers were not yet finally beaten. Taking advantage of the storm now raging, they essayed to capture the position by another rush. Three of their leaders reached the parapet, but were shot down by Lieutenant Digby Jones and Lieutenant Walnutt, the latter also falling.

The renewed check effectually discouraged the assailants, and the deadly duel was now practically at an end. Nevertheless, small parties of the braver spirits kept up a murderous fire on our men from behind the rocks.

The moment had evidently arrived to strike the final blow, and Colonel Park quickly issued the necessary orders. Three companies of Devonshires, led by Captain Lafone, Lieutenant Field and Lieutenant Masterson, made a brilliant charge across the open under a terrific fire and fairly hurled the enemy down the hill at the point of the bayonet. In the course of the struggle Captain Lafone and Lieutenant Field were killed and Lieutenant Masterson received no fewer than ten wounds.

BOERS FIRE ON WOMEN'S LAAGER.

THEY KILL A LITTLE GIRL AND WOUND CHILDREN IN MAFEKING.

London, Jan. 17.—The following dispatch has been received from Mafeking, under date of January 3:

The enemy began a renewed and vigorous bombardment on January 2, and deliberately fired six 9-pounder shells into the women's laager, killing a little girl and wounding two children. The strategical position is unchanged.

Colonel Baden-Powell sent a strong protest to Commandant Snyman against shelling the women's laager.

Two mules killed by a shell were eaten by the Kaffirs.

COLONEL PLUMER REACHES MOCHUDI.

Lourenço Marques, Jan. 15.—A dispatch by way of Beira, dated Thursday, January 11, announces that Colonel Plumer has arrived near Mochudi, about one hundred miles north of Mafeking, with a portion of his forces from Tuli.

ETRURIA NOT TO SAIL SATURDAY.

The Cunard liner Etruria, which is now in this port, and was scheduled to sail from here for Liverpool on Saturday, will not sail on that day. It was rumored yesterday that she had been taken by the British Government as a troopship. This rumor could not be verified last night, as all information was refused at the Cunard Line pier, and neither Vernon H. Brown, agent of the line in this city, nor any other officials of the company could be seen. It is said that the Etruria is under orders to sail for Halifax or some nearby port, where she will take on board a large contingent of Canadian troops, and then sail direct for South Africa with them.

TO AROUSE SYMPATHY FOR THE BOERS.

Among the passengers who arrived here from Amsterdam yesterday on the Holland-America liner Amsterdam was Bernard Senten, who says he has come here to stir up popular sympathy for the Boers.

THREE FIGHTERS SAIL FOR SOUTH AFRICA.

The American Line steamship St. Paul, which sailed for Southampton yesterday, carried three men who are going to South Africa. F. R. Burnham, who says he saw service with Lord Roberts in India, said he was on his way to join the latter in South Africa. Two other passengers bound for South Africa were Captain R. S. Harris and his son Felix, of the Texas Rangers, who say they are going to get into the "scrap," although they have not yet decided on which side they will fight.

A NEW RAILWAY IN CHINA

Continued from first page.

here indicated will be found to be at all times actuated by zeal as well as diplomatic and business capacity.

What you ask as to the political situation in China generally opens too wide a field for discussion in an interview. When I left Peking, some six weeks ago, there was little visible behind the mysterious veil which always hangs about the Court and the "Forbidden City"; nothing more, apparently, than a simmering down after the dramatic palace revolution of the year before, when the Dowager Empress and the Conservative party successfully headed off the plans of reform inaugurated by the young Emperor, and sent Kang Yu Wei and the other heads of the reform movement to flight, captivity or death.

There was evidence of the massing of native troops here and there in North China, and of a distinct improvement, at least in some quarters, in the quality of their arms and discipline. What was most feared among the native officials was an increased and formidable demand on the part of the French, arising out of their recent killing of the two sous-officers of that nationality which had occurred in the far south, at the hands of a native mob; it being conceded on all hands, and especially by expert observers, that two murdered officers, even if only petty ones, afford a far better ground for a successful territorial grab in unfortunate China than a round dozen of slaughtered missionaries. The Italians seem to have folded their hands in philosophic resignation after their rebuff in the San Mên Bay incident, while as to the Russians, they are working like beavers to get the so-called Chinese Eastern Railway completed across Manchooria in order to connect Port Arthur with the main line of the transsiberian road, and thereby to relieve their present insecurity of tenure on the China coast in the event of any outbreak of hostilities with other nationalities, and especially Japan.

JAPAN MAY SEEK A QUARREL WITH RUSSIA.

That Japan will, perhaps within the next year, seek a quarrel with Russia is widely and confidently believed in the Far East. She has kept warm her old grudge against the latter country; has a strong army in readiness, and is now getting in the last of her up to date and really fine new naval ships. With Japan it is a case of now or never; she cannot wait until Russia arrives at Port Arthur with a completed railway, and beyond that time, if it comes, she sees no opening for national expansion.

As to the relations existing between Japan and China, it is believed in Asia that these are now very cordial, the latter having in her distress and isolation turned instinctively to Japan as her nearest ally in race and geographical position. There have been many signs of close communion between the two nations, and the modern Wise Men of the East have found enough in this to wag their heads over and to prognosticate upon.

A present conflict with Japan might delay Russia's map making in Asia another twenty-five years or so, but it is difficult to see how her portentous advance to the Pacific can long be stayed, especially while China remains inert and without effective organization.

MAY STEER TORPEDOES BY ETHER.

TESTING AN INVENTION BASED ON MARCONI'S WIRELESS SYSTEM.

London, Jan. 17.—Lieutenant Commander J. C. Colwell, United States Naval Attaché in London, witnessed to-day at Yoevil the test of an invention offered to the United States Government for steering torpedoes and submarine craft by means of a wireless electrical device, on the lines of the Marconi system. The invention, however, is in no way connected with Signor Marconi. The patents are held by Cecil Varicas, an English inventor, an employe of A. C. Higgs, United States Consular Agent at Weymouth. The experiments left no doubt that craft can be directed by means of an ether wave, the model being controlled by a shore motor, with no other connection save the current working upon the rudder. The inventor claims that this can be applied to torpedoes and submarine craft. After the test, Lieutenant Commander Colwell, who will make a report on the subject to the Navy Department, said:

"I believe the experiments have fully proved the practicability of the theory, but a decisive opinion cannot be risked until the invention has actually been applied to full sized craft and submitted to aqueous atmospheric conditions. If, after that, the principle to-day evinced in miniature should hold good, then it may be said that the day of the present torpedo has passed, and that the present methods of harbor defence are revolutionized."

GLOBE AND RUTGERS FIRE INSURANCE CO.

The incorrect statement was published recently that the Globe and Rutgers Fire Insurance Company had been pushed out of business as a result of recent heavy fire losses. The company has not retired from business.

ADVERTISEMENTS and subscriptions for The Tribune received at their Uptown Office, No. 1,242 Broadway, 2d door north of 31st-st., until 9 o'clock p. m.; advertisements received at the following branch offices at regular office rates until 8 o'clock p. m., viz.: 254 8th-ave., s. e. cor. 23d-st.; 152 6th-ave., cor. 12th-st.; Macy's, 6th-ave. and 14th-st.; 142 Columbus-ave., near West 66th-st.; 106 West 42d-st., near 6th-ave.; 92 East 14th-st.