

TRANSVAAL'S REPLY.

Stands on London Convention and Asks Nothing Further.

PROPOSALS OF BRITISH CABINET.

Leave No Room for the Burglers to Do Anything Else but Fight—Ministers Now Said to Regard War as Certain to Come—Boers Massing Near Natal.

CAPE TOWN, Sept. 30.—The Transvaal's reply to the last dispatches of the British secretary of state for the colonies, Mr. Chamberlain, has been sent from Pretoria. It is to the effect that the republic strictly adheres to the London convention and asks nothing further. The question of the suzerainty of Great Britain over the Transvaal is not touched upon in the dispatch.

A dispatch from Glencoe, Natal, says: Telegraphic communication between here and the Transvaal is temporarily interrupted. This is supposed to have been caused by a thunder storm. The camp is free from sickness and patrols are regular, especially in the direction of Dejeurs drift, on the Buffalo river, where the Boers are reported to be laagered. The greatest enthusiasm prevails.

The second movement of troops from Ladysmith to Dundee was carefully concealed and expeditionly carried out. The townspeople only knew of the maneuver by the presence of the troops. It is stated that the burglers have requested permission to either return to their farms or raid Natal.

A telegram from Volksrust says it is reported that the Boers intend to take up a position at Schinous Hoge, falling back on Laing's Neck, if forced to do so.

JOHANNESBURG, Sept. 30.—There is great excitement in consequence of orders to the commanders to take the field. Part of the Johannesburg corps will assemble today. Dispatch riders have gone to the front.

Withhold Ultimatum.

LONDON, Sept. 30.—Owing to the reticence of ministers there are various stories current. It is asserted with some show of authority that the dispatches received necessitate further communication with Sir Alfred Milner. In a few words, the position as left by yesterday's cabinet council, is that President Kruger has been given another breathing space and that another council next week will probably be called Tuesday to give final consent to the dispatch which Lord Salisbury and Mr. Chamberlain are engaged in drafting and which will formulate the British demands.

A high ministerial source gives the following view of the situation now created: The British ministers regard war as certain, but owing to the dilatory action of the war office, which has broken down under the strain, as usual, the crisis finds England unprepared to take immediate offensive action. The terms laid down by Chamberlain's dispatch are such as might be proposed to a conquered foe, but not to a people still in unshaken possession of their independence. Their acceptance would instantly reduce the Transvaal to British dependency, but as the dispatch received yesterday afternoon declared the Boers to be moving up nearly 4,000 men, apparently to seize Laing's Neck, the key to the Transvaal eastern frontier, the cabinet decided to withhold its ultimatum in expectation that the Boers may commit the act of war, in which case a dispatch would not be sent at all and British hands would be free for the eventual annexation of the Transvaal and the Orange Free State.

The Daily Mail correspondent at Charlestown says that 3,000 Boers are already assembled at Wakkerstroom Nek within a few miles of the Natal border. Commandant Joubert and staff arrived at Volksrust and drove direct to Wakkerstroom Nek.

Iowans to Stop at Yokohama.

DES MOINES, Sept. 30.—Governor Shaw yesterday received a cablegram from Nagasaki, Japan, where the Fifty-first Iowa had just arrived, asking permission to go to Yokohama and make a stop of two or three days. Governor Shaw promptly forwarded the request to the war department with his indorsement. The department cabled the desired permission to Loper, and the Senator, with the regiment on board, should reach Yokohama some time today. It will remain there probably two days. The Washington authorities contemplate that the regiment should reach San Francisco Oct. 19.

Winslow Indicted for Murder.

DES MOINES, Sept. 30.—An indictment for murder in the first degree was returned against William Winslow by the grand jury yesterday afternoon and was a surprise to many, inasmuch as Winslow had been held to the grand jury charged with manslaughter for the murder of Edward Tilton the night of Sept. 6. He will be arraigned within a few days and his trial will undoubtedly be held at this term of the criminal court.

Shocking Accident at Gordon.

GORDON, Neb., Sept. 30.—Herbert Johnson, the 13-year-old son of Mr. and Mrs. A. C. Johnson, was killed on the racetrack at the county fair grounds at Gordon yesterday. He was running his horse on the track with several other boys when they met a carriage. The boy's pony shied with him and threw him on the end of the tongue of the carriage. The boy died in a few hours, never regaining consciousness.

Bubonic Plague Spreading.

OPORTO, Sept. 30.—Confirmation has been obtained of the report that the bubonic plague has made its appearance at Bagaia, a village outside the sanitary cordon. The disease was introduced there by two patients in the hospital.

FIFTEEN LIVES LOST.

Steamer Scotsman a Wreck in the Straits of Belle Isle.

SURVIVORS SUFFER HARDSHIPS.

Fight Starvation for Four Days on the Barren Rocks—Substitute Crew Holds Up the Helpless Passengers, Robbing the Trunks of Valuables.

MONTREAL, Sept. 30.—Two hundred and fifty scantily clad, baggage-bereft men, women and children were on board an intercolonial special which steamed into Bonaventure depot last night. They comprised the greater number of those who sailed from Liverpool on the Scotsman, bound for Montreal, which was wrecked on the shores of the Straits of Belle Isle at 2:30 of the morning of the 21st. It was not only a tale of shipwreck, but one of death, suffering and pillage. For 15, at least, of the Scotsman's passengers perished, and almost the worst horror of all, the men who were supposed to succor and assist those committed to their care in the hour of need, turned on the helpless passengers and with loaded guns and revolvers, compelled them to part with the few valuables saved.

Captain Skrymshire and his officers were exceptions. For the honor of the British merchant marine the crime may not be ascribed to the men engaged in it, but to a gang of wharf rats and hangers-on, picked up on the docks at Liverpool to replace the usual crew of the Scotsman, who had joined the seamen's strike on the other side. The list of those who perished is as follows: MISS STREET, Montreal.

MRS. CHILDS, wife of the stage manager of "The Sign of the Cross" company. MRS. ROBERTS and INFANT. MRS. SCOTT. MRS. ROBINSON, Montreal. MRS. DICKINSON, wife of a former editor of the Toronto Globe. MRS. WATSON. MRS. TALBOT. MRS. TUTHILL. MRS. SKELTON. MRS. ELIZA WATKINS.

All the Dead Were Women.

It will be noticed that all who perished were women. This is accounted for by the fact that they were occupants of the first boat which left the steamer after she struck. Hardly was it clear of the ship when it capsized, throwing its occupants into the water. Some were saved, for the ship had listed to port and several women were washed back on the deck. Meanwhile disgraceful scenes were being enacted on board. Hardly had the vessel struck before the men from the stokehold rushed into the cabins and slitting open valises and bags with their knives took all the valuables they could lay their hands on. Several of them fired shotguns and tried to force men to leave their cabins. It is said that some of the steerage passengers joined the firemen in looting the baggage of the first class passengers.

In more than one instance rings were torn from the fingers of fainting and dying women. Captain Skrymshire and his officers could do nothing against the mob.

When morning came it was found that the Scotsman lay close in shore, alongside a cliff fully 1,000 feet high.

Until 6:30 the officers and some of the crew of the Scotsman worked unceasingly in getting the passengers ashore and when darkness and a heavy fog set in they were safe on the rocks. But here the new danger of starvation faced them. The lower decks of the ship were entirely under water. A quantity of biscuit was carried on shore, and on this, with a very little corned beef and wild berries, over 200 people existed for four days. Some natural springs were found, but despite this the bad conditions of food and water brought on much sickness. Many of the passengers suffered from the exposure.

After much difficulty some overcoats and shawls were secured for the women, nearly everyone of whom had left the ship in their night clothes. It was not until the 26th that the Montfort came along. The Montfort took 250 of the passengers and the steamship Grecian, which soon after came in sight, took the remainder, excepting four, who decided to return to England on the steamship Monterey, the next vessel to appear. Forty-five of the crew also went in this boat.

Bolander Held W. in.

ST. LOUIS, Sept. 30.—The jury yesterday returned a verdict for the plaintiff in the Bolander will case, after being out five hours. Magnus Bolander, about to be admitted to the priesthood, died of appendicitis in Waverly, Ia. Father P. J. McGrath of this city, his superior, was at the deathbed and made a will which Bolander signed, McGrath assisting him by guiding Bolander's hand. The amount involved was \$75,000, of which a considerable portion was left to the church. The heirs of the estate brought suit, claiming Bolander was unconscious when the will was signed, and won, as heretofore stated.

Union of the Blue and Gray.

CLINTON, Mo., Sept. 30.—The third annual reunion of the United Confederate Veterans of Missouri was the largest ever held in Missouri. Twelve thousand people viewed an imposing parade. The Henry county veterans had been invited to march with the ex-confederates. They accepted and came 700 strong, with an immense flag and a big drum corps.

Meiklejohn for Civil Governor.

WASHINGTON, Sept. 30.—The apparently reliable information that the president is about to appoint a civil governor for the Philippines is already causing gossip as to who the man may be. The name of George D. Meiklejohn, assistant secretary of war, is most frequently mentioned.

President's Visit to Iowa.

FORT DODGE, Ia., Sept. 30.—The movement to induce President McKinley to travel over the Illinois Central through Iowa seems to have met with success. Mr. Dooliver received a telegram from Secretary Wilson informing him that he thought the president would visit Fort Dodge, Waterloo and other towns on the Central.

GREAT NAVAL PARADE.

Most Brilliant Marine Spectacle Ever Seen in America.

OLYMPIA LEADS THE PAGEANT.

Craft of All Description Make Up the Immense Floating Procession, Which is Witnessed by Millions of People—Salute Fired at Grant Tomb.

NEW YORK, Sept. 30.—No Roman conqueror returned from his triumph of barbaric splendor, no victorious king coming home from a successful war, ever received such a magnificent ovation as overwhelmed Admiral Dewey yesterday as he stood on the bridge of the Olympia at the head of a magnificent fleet of thunderers of the deep, each tiered and coated black with people, and sailed over the bright waters of the upper bay and up the broad pathway of the sun-lit river, whose banks were gay with millions of flags and streamers dancing in the wind.

The sky was blue, the water rippled under the fresh wind that held flags out straight and jaunty and the wharves and piers and rocky heights and grassy knolls were black with frantic, enthusiastic people who strived weakly to make their shouts heard above the peep of tooting whistles that accompanied the admiral ashore and afloat. As the tomb of General Grant on Riverside drive was reached the fleet paid its tribute to the memory of the great warrior with a national salute of 21 roaring guns. The fleet then anchored and reviewed the almost endless procession of craft that steamed past, all so burdened with humanity that they looked as if they would turn turtle before they got back to their piers. Toward the end the parade became disorganized and it took hours for the heterogeneous flotilla to get by. Darkness at last brought relief to the tired admiral who had stood on the bridge for six hours bowing his acknowledgments to the stentorian expressions of homage.

New York has never witnessed before anything approaching this wonderful, remarkable demonstration. The Columbian naval parade, the dedication of the North Atlantic squadron last fall, all pale before the gigantic ovation to the sailor who, in a single morning, destroyed an enemy's fleet without the loss of a man or a ship. It is not beyond the mark to say that three millions of people viewed the pageant from ashore and that a quarter of a million were afloat.

Myriads of Spectators.

Had it been possible for Admiral Dewey to have obtained a bird's eye view of Greater New York and its environs he would have seen assembled in his honor the greatest number of individuals ever attracted by a single man or a single idea since the night of ages. More persons probably watched the naval parade yesterday than can possibly watch the army parade today, since the movements of the troops must necessarily be limited to a few streets of the city, while the white squadron had for the theater of its operations one of the largest harbors and one of the finest rivers in the world. This gave the millions a chance to fling out a welcome to Dewey and the millions embraced the opportunity. The vast number of craft as they moved up the Hudson from off Staten island presented a stately and remarkable appearance. There were nearly 500 vessels in all, and it took them more than three hours to pass a given point. From beginning to end they went without accident and the sight at the gathering opposite the tomb of General Grant was superb.

In a Blaze of Light.

The crowds came so early in the morning that half of those living in the city and suburbs went home in the afternoon, while those who had not come out during the day appeared in the city at night to see the stupendous fireworks display. This proved to be gorgeous, and as many saw them as witnessed the parade. From eight different points in Greater New York fireworks were exhibited, the grandest display at Grant's tomb. At night, viewed from the roofs of any of the high buildings downtown, New York appeared an enchanted city. The great buildings were bright with dazzling light and gorgeous colors. On the rivers were fairy barges, in the sky flashing shafts of blue. The water seemed a ribbon of lambent flame. Brooklyn bridge was a halo of glory from end to end, the feature being an electrical welcome to Dewey. Great searchlights played from Brooklyn over the East river.

Admiral Dewey landed at the Battery at 9 o'clock this morning and proceeded directly to the city hall, where he was formally welcomed by Mayor Van Wyck and presented with the city's \$5,000 loving cup. At 11 o'clock the great land parade started from One Hundred and Twenty-second street and Riverside drive.

To Turn Over Prisoners.

MANILA, Sept. 30.—The American authorities are arranging the details for the delivery of the American prisoners at Angeles today. A Filipino general, an aide-de-camp and secretary will accompany them to Manila. The insurgents have been instructed that they may send a representative to confer with Major General Otis. The regiments are resting at Porac.

Monroe, Ind., in Flames.

WASHINGTON, Ind., Oct. 4.—Monroe City, 15 miles from here, is being swept by fire and many families are already homeless. The fire department of this city has been sent to the scene. Monroe City has a population of about 1,300.

FIRST RACE A FIZZLE.

Time Limit Bars Out Shamrock and Columbia.

BOTH ALTERNATED IN THE LEAD.

Start Promised Well, but After the Line Was Crossed the Wind Turned Fluky. Shamrock Quarter Mile Ahead When Race is Declared Off.

NEW YORK, Oct. 4.—As the sun set a great ball of fire behind the Navesink hills and the sparkling stars came into the flawless heavens the biggest crowd of sightseers and yachtsmen who ever sailed down Sandy Hook to witness the attempt of a foreign mug-hunter to wrest from America the yachting supremacy of the world, returned to New York crestfallen and disappointed. The winds from the caves of old ocean had proven too light and shifty and the first of the international series of 1899 between the two greatest racing machines ever produced by England and America degenerated into a drifting match and had to be declared off because neither could reach the finish line in the time allotted by the rules.

To avoid just such winds as occurred yesterday, in which luck and not the crew and yachts win, the rules provide that if one of the boats does not finish within five and a half hours the race is declared off, so at the end of the time last evening when the yachts were still four miles from home, with the Shamrock leading by something more than a quarter of a mile the committee officially declared that there had been no race. The yachts were then taken in tow by their respective tugs and brought back to their anchorage inside Sandy Hook. The clean-limbed racers had sailed out yesterday morning fresh for battle, but the sea had refused them a field of conflict. Under the rules the first race is now postponed until tomorrow.

Fizzle From the Start.

The day promised well at first. The sky was smirched with a few dirty clouds, but clear enough to permit the thousands of spectators who lined the Jersey shore to see almost every foot of the course. The waves were crested with white caps here and there and a fairly fresh breeze blew out of the north northeast, but after the Shamrock had crossed the line the wind turned fluky and variable, and the race was a fizzle from the start. But the fluke gave the yachting sharps and the spectators much to think about and some surprises.

The Columbia is undoubtedly the prettiest boat. She is tall and stately, with graceful lines and towering masts. The Irish boat, with her broader beam and longer base line, looked slower and heavier. Perhaps her green color makes her look clumsier, as if she were forced through the water, while the slim Columbia pierces it like a rapier.

Though indecisive in every respect as to the abilities of the great rival single stokers, yesterday's race indicates that the Irish boat, with her English skipper and her Scotch crew, is the ablest sloop ever sent across the Atlantic in the hope of lifting the 100 guinea cup which the America brought back 43 years ago and which has since been successfully defended against the world.

Both Alternated in the Lead.

During the five and a half hours' sailing the Shamrock was twice ahead and twice the Yankee boat showed the way. For the first 10 minutes the Shamrock led, then for five the Columbia's graceful bow showed ahead of the green boat; for 45 minutes following the Shamrock, then for three hours the Columbia, and for the last hour and a half it was the Shamrock that led the way. The breeze blew as high as 12 knots an hour and as low as three and shifted about through eight points of the compass.

Each in turn beat the other running before the wind and was in turn beaten beating against the wind at various stages of the race, so that many of the experts who saw the two boats sail are disinclined to believe that there is a pin to choose between them, but when the race is closely analyzed it is absolutely proven that the Columbia showed her superiority at every point of running, sailing, reaching and boating whenever the wind freshened and that it was only in the lightest air that the Shamrock could make headway against her. Both had their share of good and bad luck. The Columbia had the better of the shifting winds on the run down to the mark and beat the Shamrock 2 minutes and 44 seconds, while on the beat home, after increasing her lead to over a mile at one time, the Shamrock overhauled the Yankee and was a quarter of a mile ahead when the time allowance expired.

Sale of Sioux City and Northern.

ST. LOUIS, Oct. 4.—Judge Shiras of the federal court made an order yesterday afternoon for the sale of the Sioux City and Northern railway under foreclosure of first mortgage bonds. These bonds and accumulated interest, now in default, amount to \$2,800,000 and are held in the east. The sale will take place in about six weeks and H. S. Baker of Sioux City has been named special master to conduct the sale.

Yaqui Indian War.

MEXICO, Oct. 4.—The Mexican government is making strenuous efforts to get all its forces in the field at once and bring the Yaqui Indian war to a speedy termination. If they do not do so before next April, when the three months' rainy season sets in, it means that the war will last all through next summer, which the Mexican government wants to prevent if possible.

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