

MARTIAL LAW TO BE DECLARED

Civil Rule in the Transvaal Republic Has but a Brief Period to Reign.

HOPE FOR PEACE SEEMS TO BE ABANDONED

Today, or Monday at the Latest, President Kruger Will Take the Step That Almost Invariably Precedes War, by Declaring Martial Law in Force—Hints of Complica- tions That Cause Britons Grave Anxiety.

LONDON, Sept. 30.—The correspondent of the Morning Post at Johannesburg sends the following:
"A government official, who has just returned from Pretoria, where he saw President Kruger, assures me that martial law will be proclaimed tomorrow (Saturday) or Monday next."

LONDON, Sept. 30.—It was said this evening that the South African cablegrams received at the colonial office this morning did not contain President Kruger's reply, as supposed, but referred to other matters. The cabinet council today was, therefore, unable to discuss the reply. Significance is attached to the fact that Mr. Balfour was in conference with Lord Rothschild at Downing street at 1 o'clock.

Owing to the reticence of ministers there are various stories current this evening. Officials at Woolwich this evening believe that an army corps will be started for South Africa about Oct. 7, following Gen. Buller's departure. There appears to be unusual excitement in the admiralty departments. George Goschen, first lord of the admiralty, was busily engaged there the first part of the day. It is rumored that unexpected complications have arisen, and extensive preparations are to be made to guard against contingencies.

ENGLAND'S DEMANDS.
The Pall Mall Gazette says it understands that Mr. Chamberlain submitted a dispatch to the cabinet council today containing the following demands on the Transvaal:

- 1.—Five years franchise qualification, without hampering conditions.
 - 2.—Municipal self-government at Johannesburg on a freely elected basis.
 - 3.—The separation of the judiciary from the executive and independence from the Volksraad.
 - 4.—The abolition of the dynamite monopoly.
 - 5.—The removal of the fort dominating Johannesburg, though the defenses at Pretoria may remain.
 - 6.—The teaching of the English language in the schools.
- The press association this afternoon says:
- "Parliament, which will be summoned by royal proclamation, is expected to reassemble in about three weeks. The government desires a clear expression of approval, by the legislature, of the policy now being pursued in South Africa, as well as the necessary financial legislation. The premier and most of the cabinet ministers returned home after the council."
- Indications this evening tend to the belief that in view of the cabinet session the Boers will probably commit an overt act, which will bring on hostilities before the assembling of parliament. All the dispatches from the Transvaal show the liveliest activity on the part of the burghers.

WARLIKE MOVES.
Telegrams from Pretoria announce that artillery is being rapidly loaded at the station for the front, and military trains have preference on all lines. The Cape mail is delayed in consequence of the large amount of rolling stock reserved for the forces. A large body of burghers left yesterday for the Natal border, and another for Middelburg. Detachments of cyclists are being distributed among the different commandos. It is understood that the first contingent of the Transvaal force will leave for the eastern border tomorrow. Commandant General Joubert addressed a crowd of burghers yesterday. His remarks were loudly cheered. A detachment of the German corps left for the front this morning, and the volunteer force paraded in the principal square of Pretoria and saluted President Kruger.

The cabinet adjourned at 3:15 p. m. The ministers were heartily cheered by the waiting crowds.

While the members of the cabinet were assembling, dispatches from the Cape continued the story of military activity in the Transvaal, Natal and Cape Colony. The Boers are concentrating in the country contiguous to Natal, where the first outbreak of hostilities is likely to occur. Large contingents of burghers are converging from various parts on this probable battlefield.

GERMAN PRESS HOSTILE.
BERLIN, Sept. 30.—The Anglophobe tendency of the German press is in no way abated by the knowledge that the German government does not share, but seeks in vain to abate it. The Neueste Nachrichten says:

"It would be more correct to speak out frankly regarding the South African crisis, for the question at issue ceased long ago to be confined to the Transvaal. The responsibility of the British government will, therefore, be all the greater if it should stir up war. By insisting that the Transvaal acknowledge British suzerainty, Great Britain cuts off every pass road to a peaceful issue, inasmuch as the return of the Transvaal to the convention of 1851 would be the signal for an internal revolution."

The Vossische Zeitung says:

"England knows only might, and particularly where it is concerned. She does not recoil from out-

LOOTED THE BAGGAGE

UGLY STORY IN CONNECTION WITH THE WRECK OF THE STEAM- ER SCOTSMAN

SAILORS TOOK TO THE Grog

Got Drunk and Held High Carnival All Night, While the Doomed Vessel Lay Upon the Bar—Helpless Passengers Grossly Insulted, Officers Being Powerless to Restrain the Intoxicated Men.

MONTREAL, Que., Sept. 30.—Two hundred and fifty scantily clad, baggage-bereft men, women and children were on board an intercolonial special which steamed into the depot tonight. They comprised the greater number of those who sailed from Liverpool, Sept. 14, on board the steamer Scotsman, bound for Montreal, which was wrecked in the Straits of Belle Isle, at 2:30 on the morning of Sept. 21. It was not only a tale of shipwreck they had to tell, but one of death, of suffering and pillage—for fifteen, at least, of the Scotsman's passengers perished, and suffered cruelly from cold and privation, and amid the worst horror of all, the men who were supposed to protect those committed to their care—the crew—turned on the passengers and, with drawn revolvers, compelled them to give up the valuables saved.

Capt. Skrimshire 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 joined the seamen's strike on the other side. The list of those who perished is as follows:

First-Class Passengers—Miss St. Laurent, Montreal; Mrs. Chas. E. St. Laurent, Montreal; Mrs. Robert and infant, Mrs. S. O. Robinson, wife of the manager of the Sunnyside Soap company, of Toronto; Mrs. Robinson, Mrs. Dickinson, wife of a former editor of the Toronto Globe.

Second-Class Passengers—Mrs. M. M. Scott, Mrs. Wilson, Mrs. Talbot, Mrs. Shethin, Mrs. E. L. Eliza Watkins and Miss B. Weavers.

VICTIMS ALL WOMEN.

All those who perished were women. This will be accounted for by the fact that they were occupants of the first boat which left the steamer after she struck, and which was swamped before it could get clear of the ship.

The Scotsman sailed from Liverpool on Sept. 14. The passage to the Straits of Belle Isle was a fair one, though the green crew in the forehold leaped the keel of the vessel, followed by another of Belle Isle was about a day's run behind her usual average. Entering the Straits of Belle Isle on Thursday night a dense fog blanketed down on the sea and made navigation—a work of great caution and all times in the straits—a precarious undertaking. The speed of the ship was reduced, and she felt her way in. At 2 o'clock there was a shock underneath the keel of the vessel, followed by another, and another. The passengers were asleep in their berths, and all were awakened by the shocks.

On the thick bank of fog shut out the sight of shore. Passengers ran hither and thither, but Capt. Skrimshire and his officers went among them, calming their fears. A superficial examination of the ship told the captain that she would be a total wreck, and that she must be abandoned at once. A port lifeboat was lowered, and in this many of the women and children were saved. It was clear of the ship when it collapsed, throwing its occupants into the water. Those who perished were in this boat. The survivors, however, had been listed to port, and several women were washed back to the deck. One woman clung to a rope for two hours before being rescued.

PASSENGERS LOOTED.

Meanwhile the baggage of the women was being enacted on board. Hardly had the vessel struck before the women were held and rushed into the cabins and, slitting open bags and valises 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, the firemen in looking for the baggage of the first cabin, were torn from the fingers of fainting and dying women. Capt. Skrimshire and his officers could do nothing to restrain the mob.

When morning came it was found that the Scotsman lay close in shore, alongside a cliff fully a thousand feet high. A second load of women and children, which had been sent off, was taken aboard, and the passengers transhipped to the rocks alongside the ship.

Until 6:30 the officers and some of the crew of the Scotsman were incautiously in getting the passengers ashore, and when darkness and a heavy fog set in they were safe on the rocks. Until the morning starvation forced them. The lower decks of the ship were under water. A quantity of biscuit was secured, together with some corned beef, and on this the passengers and crew subsisted for four days. Some suffering prevailed, but there was no serious sickness. Many passengers suffered from exposure.

After much difficulty some overcoats and shawls were secured, and nearly every one of whom had left the ship in their night clothes.

WITHOUT SHELTER.

The passengers were obliged to climb up a rocky cliff nearly 30 feet high before they could find a place large enough to rest. Here they stayed on the rocks for four days and nights. The first night they had absolutely no shelter, but on Saturday the captain sent up blankets and other clothing. A number of passengers attempted to reach the lighthouse, which was about eight miles away, on the rocky cliffs. To do this it was necessary to climb about 1,200 feet higher before a path could be reached.

It was not till the 28th that the Montfort came along, and was signaled by the Belle Isle light boat, where a number of passengers walked from the wreck. The country being so desolate, the people on board proceeded to show the Scotsman lay. The weather was clear and calm. As soon as practicable the boats were launched and the work of transferring the passengers began.

The Montfort took 250 of the passengers, and the steamship Green, which soon after came along, took the remainder. The four who declined to return to England on the steamer Monterey, the next vessel to appear. Forty-five of the crew also went on this boat.

Tragedy Due to Jealousy.

PORTLAND, Ore., Sept. 30.—Walter C. Lyatt, a plumber, aged thirty-one, living in Albina, shot and killed himself today. Before taking his life he shot his wife in the back of the head, wounding her fatally. Jealousy is supposed to have been the cause of the deed.

LEECH LAKE PARK PLANS

THEY WERE GIVEN A MARKED IMPETUS BY THE EVENTS OF YESTERDAY

MAKERS OF LAWS WAX WARM

CONGRESSIONAL PARTY SPENT THE DAY HERE AND WERE ENTER- TAINED BY THE CITIZENS DRIVE, RECEPTION, BANQUET

But the Meeting With the Enthusiastic St. Paul Women Who Have Espoused the Park Project Was Not the Least Powerful Factor in Awakening the Enthusiasm of the Visitors.

St. Paul's best wishes for a pleasant and profitable trip were tendered last evening at the banquet to the visiting legislators and other distinguished people who make up the personnel of the congressional excursion to Leech lake in the cause of the natural park and forestry reserve. The visitors, after being the guests of the city for the day, were entertained at a collation, as a fitting windup of the day's enjoyment, and listened to addresses of welcome and felicitous responses to a dozen or more toasts. The entire party, number, Paul people noted were Channing Scabury, Dr. Justus Ohaf, R. A. Kirk, C. P. Stile, Congressman F. C. Stevens, Joseph Wheelock, George Thompson, George F. Gifford, Gen. C. A. Andrews, M. D. Munn, Geo. R. Finch, D. B. Finch, Joseph Henry, E. P. Bassford, Dr. F. F. Westbrook, Dr. Henry Hutchinson and many others.

The banquet commenced shortly after seven, and the speechmaking which followed continued until a few minutes before the time set for the departure of the special. During the discussion of the menu George C. Squires proposed a toast to "Admiral Dewey, the Hero of Manila Bay." The company arose and drank with good cheer. Mr. Squires, in proposing the toast, paid a neat compliment to Senator Davis, and stated that if he was present he would have undoubtedly proposed the toast to Dewey.

The playing of "The Star-Spangled Banner" by the orchestra was greeted with rousing cheers.

Toastmaster Flaudrau, as a preliminary to the toasts which followed, spoke interestingly of his first trip to the Leech lake reservation, the destination of the party. He told of William Bunge, an Indian who was blacker than a stove pipe hat, who was accredited with saying that he was the first white man on the Leech lake reservation. Judge Flaudrau assured the lawmakers that they were not asked to commit themselves to the proposed park scheme, but merely an expression of sentiment was wished.

A letter was read from former Gov. Ramsey, regretting his inability to be present and take part in the festivities.

Judge Flaudrau then introduced Congressman J. D. Cannon, the dean of the Illinois delegation. As the venerable statesman was about to rise, Gov. Lind proposed a toast to "Joe" Cannon, of Illinois, which was drunk with a will.

Mr. Cannon opened by saying that when he was asked to accompany the party he very readily accepted for the reason that the whole country was well as Minnesota, was interested in the project at issue. Mr. Cannon told of the first national forestry commission which was appointed under President Cleveland, provided for under an act appropriating \$5,000 for forestry work. The commission within twelve months submitted a report to the president which resulted in 18,000,000 acres of Indian reservation land being set aside as a reserve that the timber might be preserved. A short time after, however, the executive order was suspended sufficiently to permit the removal of the dead and downfallen. The preservation of the pine forests of the West was not only an important issue in Minnesota, but to the whole Mississippi river valley and the states to the west.

Individual selfishness was the scourge of the destruction of the vast forests by the lumberman, but he was not to be blamed any one for being selfish, as all alike were human, still, with proper regulations and restrictions, the depositions could be effectually checked. As the country faced the twentieth century no man could prophesy what the future would bring, but as one of the things which the present decade could leave as a lasting legacy, was the preservation of the vast natural treasures of the country.

Speaking directly of the matter at hand, Mr. Cannon said that the Congressman Tawney, as chairman of the ways and means committee, had told him that if the present rate of timber cutting continued the forest would be denuded of its forest supply within twelve years. Mr. Cannon said that he was not thoroughly conversant with the conditions existing in this state, but if necessary he thought the treaty with the Indians should be somewhat modified. He thought protection of the pine forests should be enjoined.

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BIG JUMP IN COTTON

IT CARRIED PANIC TO DEALERS AND CAUSED SUSPENSION OF AN EXCHANGE

NEW ORLEANS HARDEST HIT

Other Southern Cities Jointly Injured by False Figures on Cotton Prices in Liverpool—Circulation of the Bogus Information Was Widespread—Mystery as to How It Was Handled.

NEW ORLEANS, La., Sept. 29.—The wildest panic ever witnessed on the floor of the New Orleans Cotton exchange occurred today shortly after business opened and caused, in the midst of the intense excitement, the complete suspension of future business, pending the investigation of what the moment was assumed to be a gigantic conspiracy to swindle the cotton exchanges of the country. The panic was due to an apparent terrific jump in the price of cotton, based on alleged Liverpool advices, and it was roughly estimated that \$170,000 had been lost on local transactions as a result. Later in the day the exchange, after receiving full advice, declared null and void all future transactions of the day. This action, however, promised to be a battery contested, and litigation is likely to be the final outcome. Future business here will not be resumed until Monday.

The market at Liverpool opened 3-32 lower on spots and 4-64 down on deliveries, as compared with yesterday's values, and continued without material change for some time. Then the wires became hot with tales of rapidly advancing prices. They started up with one-half of a sixty-fourth at a time, and then jumped 1-64, 1-64, 2-64, and 2-64, and 2-64 in quick order, until the net advance up to 9:45 local time showed 4-64.

In the meantime New Orleans had opened under the influence of the Liverpool advance, 21 to 24 points higher than last evening's closing, and quickly climbed 30 points additional. Then the explosion. With an unaccountable advance of 54 points local operators began to receive cablegrams from Liverpool asking the reason for the heavy gain in prices in this market, and stating values in the English market still stood at about at the opening figures. These cable advices, in the face of from 40,000 to 50,000 bales and purchased, threw the operators into a frenzy of excitement, and they surged, shouting, yelling and gesticulating about the ring as President Parker rushed to his desk and summoned, without the usual formalities, a meeting of the exchange. Amid the tumultuous scenes a motion picture of the city of New Orleans, showing the city and the city, was shown by widely excited brokers, and with a tremendous shout it was unanimously carried.

The news of the excitement on the floor in the meantime had spread like wildfire throughout the business districts, and Carondelet street, in the vicinity of the exchanges, and the city streets were soon thronged with excited men. Manager West, of the Western Union company, as soon as he got wind of the sensational advance, set his wires to work with messages of inquiry to New York. Replies came promptly directing that all specials in reference to Liverpool fluctuations be suspended until they could be confirmed by the 4 p. m. report.

DIRECTORS ACT.

In the face of these reports and the advices from Liverpool, President Parker summoned the directors early in the afternoon, and it was then concluded to close the future market until Monday in order to permit the brokers to get from the market and enable them to investigate to be concluded, fixing the blame for the remarkable blundering or responsibility for the conspiracy. At the same time the board summoned an inquiry to New York. Replies came promptly directing that all specials in reference to Liverpool fluctuations be suspended until they could be confirmed by the 4 p. m. report.

"Having been informed that all contracts made this day," said Mr. Saunders, "were based on false reports from Liverpool as to the price of cotton, and that the consent essential to a valid contract was wanting, and the contracts therefore void."

"Upon the basis of this opinion the contracts were declared off. The curbstone brokers, or at least some of them, protested against the action of the board in declaring contracts void, and by the exchange consented to the exchange. Other brokers were likewise of the opinion that the exchange had exceeded its authority, and threats were freely made to determine whether the contracts should stand or fall.

OFFICIAL STATEMENT.

The following statement was given out at the cotton exchange late this afternoon:

"In consequence of false cablegrams from Liverpool, giving erroneous advices in that market, large transactions were made in New Orleans futures today, which the directors of the exchange, in view of the improvement in prices, and the discovery of the falsity of the cablegrams, and the consequent suspension of business, temporarily, in order to enable brokers and customers to ascertain the truth of the situation, and to take proper legal action with correspondents."

"Between the hours of 8:30 and 8:35 five cablegrams were received showing between 2:38 and 2:43 p. m. (Liverpool time) continuous declines of five and a half sixty-fourths, or say in full, two and a half sixty-fourths. The Liverpool market was then reported as advancing, and from 8:55 to 9:10 a. m. (New Orleans time) dispatches were received showing an aggregate advance of thirty-six sixty-fourths, or say in full, one and a half sixty-fourths, and a net advance between 8:30 a. m. and 10:10 a. m. of eighty-two and a half sixty-fourths, equal to about two and a half cents per pound.

"Such an unheard of advance created the wildest excitement, and before the directors could be obtained large blocks of cotton changed hands. The interests of all parties in the exchange, and the board of directors of the New Orleans cotton exchange, under the rules, ordered a suspension of business, and the subsequent under proper legal advice, declared all transactions in both spot and futures, based on the false quotations, null and void. The justice of this position will be apparent."

All of the Liverpool dispatches quoted came through the regular channel, the Commercial News bureau of the Western Union Telegraph company, which has been the news conductor for the various Southern exchanges for more than a quarter of a century past. The explanation of the company is that the charge quoted were to be construed as against the closing price of yesterday, but as the variable custom heretofore has been to give all changes in the Liverpool market compared with the di patch immediately preceding, the explanation is not only unsatisfactory, but indicates negligence somewhere. Little short of criminal, under proper legal advice, declared all transactions in both spot and futures, based on the false quotations, null and void. The justice of this position will be apparent."

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DEWEY PAGEANT GRANDLY GORGEOUS

No Roman Warrior Ever Greeted as Was the Hero of Manila Bay at New York.

MILLIONS DID HOMAGE TO MAN OF THE DAY

Naval Parade Proved Something Far Greater Than Had Been Hoped For—One Grand Shout of Welcome From Starting Point to the Finish—Famous Admiral Pro- nounced the Central Figure of American Citizenship.

NEW YORK, Sept. 29.—No Roman conqueror returned from his triumphs of barbaric splendor; no victor, chieftain or prince, coming home from a successful war, ever received such a magnificent ovation as overwhelmed Admiral Dewey as he stood on the bridge of the Olympia, at the head of a magnificent fleet of steel thunderers of the deep, followed by a thousand vessels of peace, each tiered and coated black with people, over the black waters of the upper bay, over the broad pathway of the sunlit river, whose shores were covered with thousands of streamers and flags that waved in the breeze. The wharves, piers, rocky heights and grassy knolls were black with frantic, enthusiastic people, who strived weakly to make their shouts heard above the perfect Bedlam of tooting whistles that accompanied the admiral ashore and aloft.

As the tomb of Grant, at Riverside Park, was reached, the fleet paid its tribute to the memory of the great warrior with a national salute of twenty-one 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. Towards the end the parade got disorganized, and it took hours for the heterogeneous fleet 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 expression of homage.

New York has never witnessed before anything approaching this wonderful, remarkable demonstration. The Columbian naval parade, the dedication of Grant's tomb and the reception of the North Atlantic squadron last fall all pale before this gigantic ovation to the sailor who, in a single moment, destroyed an enemy's fleet without the loss of a man or a ship. It is not beyond the mark to say that 3,000,000 people viewed the pageant from ashore, and that 250,000 were aloft.

When New York turned out to the celebration this morning a light haze hung over the harbor, but this was soon burned up by the bright sun, which bathed sea and city in its brilliant radiance. Wind was strong and gusty, and kept the flags flapping. The water, under the fresh breeze, made dancing little waves, which seemed to raise their cresty heads in anticipation of a sight of the conqueror.

LOST IN ADMIRATION.

People who went down the bay were lost in admiration at the scene along the river front. On the East river, from the bridge to the battery, where sailing craft lie in groves, the spars were covered with such a mass of color as might be compared to a maple grown hillside in the deep autumn. Tall spars of the clippers were conspicuous for their ensigns and signals. Every craft in the harbor was decked out from stem to stern with all the grace and attractiveness known to sailors. But the display in the East river was not to be compared with that of the North river, up which the procession was to pass. From the peaks of every pier long ropes strung with flags of every hue were stretched to the snubbing post at the corner. The fronts were decorated with a multitude of gay colors. There were flags on the staffs and lines of flags above the tops.

FROM OLYMPIA'S DECK.

The best spot from which to view the great pageant was naturally from the deck of the Olympia, and, by the courtesy of Admiral Dewey, an Associated Press representative was permitted aboard. Very early the fleet of steamships, steamboats, yachts and tugs, which were to have a place in the line, began moving down the bay to the allotted points, where the several divisions were to form, but many of them could not resist the temptation to first visit the anchorage of the men-of-war of Tompkinsville, and before 11 o'clock the Olympia was surrounded by a perfect mob of every kind of craft, all swarming with people, waving their hands and shouting their approval of the sight. By his direction the admiral gave the order to anchor, and the admiral gave close attention throughout the journey to everything transpiring on the vessel. By his direction the admiral gave the order to anchor, and the admiral gave close attention throughout the journey to everything transpiring on the vessel. By his direction the admiral gave the order to anchor, and the admiral gave close attention throughout the journey to everything transpiring on the vessel.

DEWEY ON THE BRIDGE.

Admiral Dewey went up into the after bridge as soon as the start was made, and remained there during the parade, a heroic figure, as the thousands ashore and aloft, with him on the bridge most of the time was Col. Bartlett, to whom he talked when he was not looking through the telescope. By his direction the admiral gave the order to anchor, and the admiral gave close attention throughout the journey to everything transpiring on the vessel. By his direction the admiral gave the order to anchor, and the admiral gave close attention throughout the journey to everything transpiring on the vessel.

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