

FIFTIETH YEAR

BRITISH PUBLIC IS HYSTERICAL.

Woodgates of Criticism Opened on the War Office, and on the Generals in the Field in South Africa.

Buller Despises Gen. Roberts, and Gen. Roberts Hates Gen. Buller—Gen. Wolseley Hardly on Speaking Terms With the Secretary of War—The Commander-in-Chief Also Dislikes Gen. Roberts—Gen. Buller May Resign—Assertion that Gen. Methuen has Gone Mad Repeated—Gens. White, Gatacre, Clery and French all Get a Share of Abuse—Lord Wolseley's Resignation Would be no Surprise—Scheme of the War Office for Greater Effectiveness.

London, Jan. 13.—[Special London Letter.] Copyright, 1900, by the Associated Press.—The time has come when the people of Great Britain no longer keep silent regarding the mismanagement of the war. The floodgates of criticism have been opened under the stream of adverse comment pouring forth from all quarters. The stern unbriding of the government by papers that almost for a century have been conservative, has already been touched upon in these dispatches. Abuse of the war office has always existed, and now it is only a few degrees more bitter than it was before. What chiefly marks the passing of the British from a period of passive content to most severe fault finding is the outspoken abuse of their generals in the field. There are unpleasant stories of fierce jealousies and, short, all the army's shortcomings, which heretofore have been secretly whispered in clubs, are this week finding their place in print, and not in disreputable journals, but in organs that months ago would have fiercely demanded such tales as unparliamentary, whether they were true or otherwise. It is now well known that General Buller despises Field Marshal Lord Roberts and hates Gen. Lord Kitchener. The commander-in-chief, shares Gen. Buller's feelings, and that Wolseley is scarcely on speaking terms with the secretary of war, Lord Lansdowne. To such a degree has this enmity spread that Lord Wolseley wrote to Lady Roberts that he knew nothing about Lord Roberts' appointment to command the British troops in South Africa, and that he disapproved of it. Without enormous obstacles to overcome, the British are now meeting resistance and initial advantages. The condition of affairs between the British leaders would constitute a stupor of drawback to the success of the war. The paper, usually well informed on military matters, declares it is quite certain that Gen. Buller will throw up command and come home, and be born in the side of the government. It is probably an exaggeration, but it is limited on all sides that he is likely to make himself as disagreeable as possible to Lord Roberts. At it was not enough, it is open said that Gen. Lord Methuen has gone mad, that his mother died insane, and that all his life he has been afraid of his mother's fate. Hence, it is said, his unceasing restlessness. Only last week a cavalry officer returned from South Africa with complaints against Lord Methuen, that the general during one of his first actions had ordered him to advance with his cavalry, and that upon the colonel sending the general word that his horses and men were too exhausted to be physically capable of doing so, Lord Methuen is reported to have said: "Well, you had better go to hell." The officer to whom this remark was made has come home demanding a trial by court martial, but it is probable that he will not get it, as he has been asked for another command. Generals White, Gatacre, Clery and French all come in for their share of abuse, and there is evidence presented that the senior generals are divided against themselves. How all this will end if the campaign goes on much longer without serious success for the better, one can tell. The resignation of Lord Wolseley would surprise those who are cognizant of the inner workings of the war office. A great victory would probably quiet the feelings of discontent till the day of reckoning in parliament arrived. But, speaking that, there seems pending an upheaval which bodes ill for the government, the war office and some of the generals in the field, for these ranklings are current, not so much among the men, as among the civilian classes, but among the highest born and most educated of Great Britain's best citizens. Nor is the discontent confined to the action of the generals. Several of the powerful civilian factors in England, men of them almost as much as the British army, are the future of South Africa as the government itself, are repeatedly urged certain reforms in the methods of carrying on the war, and meddles with the purely military details, but offering, for instance, to purchase horses for the Cape, pointing out a better method of transport, urging a more vigorous campaign, giving information as to the best routes to the objective, and supporting everything by expert witnesses brought in at a great expense, from the Cape. A representative of the Associated Press learns that a distinguished body including a former governor and about twenty men who have held civil, military or irregular positions of control during the recent troubles in South Africa, waited on Major General Ardgah, director of the military intelligence department of the war office, the very day previous to that which marked the departure of the British army. These men begged Gen. Ardgah to accept of certain officers, and to admit that he had underestimated the opposing forces. The general listened and replied: "Thank you gentlemen, but you are out of your mind. We have got 'em like that." Gen. Ardgah banged his open book together. In spite of this discouraging reception, the men referred to repeated their offer, and the war office now seems to be awakened to the seriousness of the position, and the officials are likely



BRITISH ARTILLERY RUSHING TO TAKE A NEW POSITION AT LADYSMITH.

ated, and the driving snow made it impossible for travelers to see their way in the storm. When the storm abated, wagons which had been abandoned were found strewn all over the section. Several fatalities are reported, including the driver of the White Oak-Lincoln stage. It is feared that many sheepherders have lost their lives. Thousands of head of stock perished, and it is believed that the loss will aggregate over half a million dollars. An old prospector found dead at the head of Cox canyon, in the Sacramento mountains, has been identified as John Voss. Between Carrizozo and Captain, on the El Paso & Northeastern railway, the snow was eight feet deep, and the train train to Alamogordo was in the drifts a day and a half before being liberated.

THE PACIFIC CABLE.

Feasibility of the Projected Line to the Philippines Reported On.

New York, Jan. 13.—A special to the Herald from Washington says: Official reports received by Rear Admiral Bradford, chief of the Bureau of Equipment, from Lieut. Commander H. M. Hodges, commander of the Nero, announce the feasibility of a cable route across the Pacific, connecting San Francisco, Honolulu, Midway Islands, Guam, Luzon, and Yokohama. The Nero surveyed between Guam and Luzon and then ran back to Guam, pursuing a zigzag course in order to sound along the route selected, with a view to obtaining the best possible location for the cable. Then she ran a straight course to Yokohama. She returned zigzagging to Guam and will zigzag across the line to the Midway Islands and to Honolulu, when her work will be completed. The Nero has found a depth of less than 3,000 fathoms between Yokohama and Guam, and Luzon and Guam. Three thousand fathoms is the extreme depth the authorities were willing to lay the cable. The cable between Honolulu and Donagala Bay, which is the Luzon terminus of the cable line, will be 1,512 knots long. Only two offsets from the projected great circle route between the Midway Islands and Guam were found necessary to avoid obstacles to successful laying and operation of the cable. The first was a submarine mountain a short distance west of the Midway Islands and the second an abyss more than 4,900 fathoms deep, found about 500 miles east of Guam.

Wreckage at Cape Horn. San Francisco, Jan. 13.—Captain James McBride of the British ship Thornliebank, now at Santa Rosalia, in the Gulf of California, reports that while he was beating around Cape Horn he passed through a large quantity of coke floating on the ocean. Shipping men believe that some coke laden vessel has been wrecked. The petroleum craft which are mentioned in this connection are the four masted bark Matterhorn and Reliance and the ship Annie Thomson on all of which reinsurance has been effected.

COL. WOOD DEAD. Great Showman Yields to that Terrible Disease, Cancer. Chicago, Jan. 13.—A special to the Tribune from Hot Springs, Ark., says: Colonel J. H. Wood, of national reputation as a show man, theatrical manager, museum backer and promoter, died here last night of cancer, complicated with paralysis. He came here on December 15th, from San Francisco, for his health. He seemed to improve rapidly at first and hopes of his ultimate recovery were entertained by his physicians and friends, but for the last few days his condition changed for the worse. Col. Wood had a most eventful career as a show man. He built a number of museums throughout the country which still bear his name, and he built and established the Daily theater in New York, called until Mr. Daly assumed control of it, Atwood's Museum. He operated and conducted shows and museums in Denver, San Francisco and other cities of the West. His last venture in the show business was to conduct the management of an aquarium, which he operated on a large scale. He was the first man who ever conducted such an exhibition on wheels. He traversed the country on a special train with his show. He was a member in good standing of the Actor's fund association. He was the possessor of large fortunes several times during his life. His remains will be buried here.

ALL ON BOARD WERE LOST.

SEIZURE OF A LOAD OF SULPHUR

Probably Sixty Persons on the Wrecked Steamer. Britain Will Have to Release the Italian Vessel.

DESPERATE FIGHT FOR LIFE

ATTITUDE IN THE LAST WAR

Boats and Wreckage Strawn Among the Rocks for Miles—No Assistance Available. Britain then Insisted that Sulphur was Not Contraband—Spain Had to Withdraw the Item.

St. Johns, Jan. 13, 1 a. m.—The following comprise all the details regarding the wreck in St. Mary's bay that could be obtained up to midnight: The ship is a two-masted steamer of nearly 3,000 tons, and probably carried a crew of sixty, with possibly some passengers. She went ashore before daybreak on Thursday, striking a ledge at the foot of the cliff where escape was hopeless. The crew launched the boats, but probably during the panic some were crushed against her side, others being swamped, all the occupants apparently perishing. The ship was seen to be on fire by residents six miles away. Attracted to the scene, they found the after half of the wreck blazing fiercely and the forepart under water. Kerosene in the cargo helped the blaze. At that time only three men were left on board. Two were on the bridge and one was in the rigging. Those on the bridge were safe until about 2 p. m., when they were washed overboard and drowned, the bridge being carried away. The survivor soon after left the rigging, swam to the rocks and twice endeavored to get a footing. Falling in this, he made his way back to the rigging, where he died of exposure during the night. Many dead bodies are visible tossing in the surf. Two of them thrown up in a cove cannot be reached owing to the heavy sea. One is thought to be that of a woman. Boats and wreckage are strewn among the rocks for miles. Yesterday (Friday) was more stormy than the day before, and it was impossible to reach the wreck, which has gone to pieces to such an extent that it has sunk beneath the waves. A severe gale is raging tonight which is likely to reduce her to fragments. The wreck commissioner hopes to be able to obtain her name today (Saturday). Residents along the shore made every possible effort to rescue the survivor in the rigging, but lacking proper outfits they were unable to succeed. There is not the slightest prospect that any soul on board escaped death, as the intense midwinter cold would have killed any who escaped drowning. A messenger who has just arrived from Peters river reports that a truck filled with women's clothing has been washed ashore there.

New Jersey and Corporations.

New York, Jan. 13.—In a speech last night before the Republican club of this city, Gov. Voorhies, of New Jersey, discussed the corporation laws of his State. He said that New Jersey had been widely misunderstood as having recently adopted the policy of offering special inducements to those forming trade combinations to incorporate them in that State, for the sake of the revenue so derived from them. "New conditions," said the governor, "have made it necessary to engage in trade with different methods. I believe, however, that whatever evils may develop will be corrected through the agency of free speech and a free press."

"This idea, however, was a great mistake. As a matter of fact that policy had been in force for half a century. The State raised a great revenue from indirect taxation and he frankly admitted that there was considerable doubt as to the wisdom of such a plan as it conceals from the taxpayers the amount they are really spending. Other States, he said, offered even greater inducements."

Americans Win in Cebu.

Manila, Jan. 12.—Advices from Cebu report a sharp fight on Jan. 8 between a battalion of the Nineteenth Infantry and a body of insurgents occupying a strong position in the Sulong mountains. The enemy was routed, the Americans capturing a smooth bore cannon, some rifles, and destroying the fortifications. Four Americans were wounded. The insurgent general Flores having established a rendezvous with 100 men at Hunningan, a province of Nueva Vizcaya, Captain Benson, with two troops of the Fourth cavalry, was sent to dislodge him. The insurgents were scattered, their horses captured and the position was burned, the Americans sustaining no losses. The American forces yesterday occupied Magellan's province of Cavite, capturing twenty insurgents including a colonel.

At Mullett's.

OUR BIG CLOTHING SALE

Will Commence on Friday, January 19th, for one week, ending Thursday night, January 25th. In this Big Sale you will have a choice of our entire stock of Men's and Youth's Suits, Overcoats, Ulsters and Mackintoshes, all sizes, 30 to 46.

At \$7.75

This sale includes only the very best garments in the house, from \$10.00 to \$25.00. The cheaper goods under \$10.00 we will have another sale on later. In this sale you will have a choice from over four thousand garments to select from; all new up-to-date styles in Blue and Black Serges, Fancy Worsteds and Cheviots. Daring this sale we will give a reduction of 20 per cent on Children's Clothing and all other goods in the house except Dunlop Hats, Hannon Shoes, E. & W. Collars and Cuffs.

SEE SHOW WINDOWS.

Remember the Date, Friday, January 19th to 25th.

Geo. Mullett & Co.