HOLLAND BOAT'S CREW IN A RACE WITH DEATH.

Five Men Overcome by Gasoline Fumes in the Torpedo Boat's Sealed Prison During a Test.

When the Submarine Voyagers Finally Reach the Mooring Place All Are Found Stricken Senseless.

After a Successful Trial of the Vessel's War Capabilities, an Accident to Machinery Nearly Proves Fatal.

THE Holland submarine torpedo boat gave the most successful exhibition of its marvellous powers since its completion in the waters about Greenport, L. I., yesterday, but when it was all over five men were brought from the bowels of the craft unconscious. They were taken from the vessel just in time to save their lives.

Yesterday was to have been a great day in the history of the boat, about which so many claims have been made, so many pages have been written. It was arranged that the tests of the craft's capabilities should be comprehensive and varied.

The boat was to plunge beneath the water of Little Peconic Bay, swim near the bottom, rise to the surface, scan the sea for an imaginary enemy, locate a hostile ship, and dive again in striking distance of the enemy's vessel and discharge a torpedo, which would find its way to the fatal place where the man-o'-war was supposed to lie.

It was to prove that if the unsuspecting vessel had been anchored to the spot the ship would have gone to the bottom as the Maine did in Havana Harbor.

Many Watch the Test.

That these feats might be seen ample arrangements had been made. The fast steam yacht Josephine had on board a number of distinguished naval engineers, scientists and men of public affairs. Among the spectators from this vantage point were C. E. Creecy and C. S. McNair, of Washington; United States Senator William M. Stewart, of Nevada, and Major-General M. C. Butler, of South Carolina.

The boat was under the command of Frank T. Cable, and under him was a crew of dauntless men, who time and time again had sunk with the submarine wonder, who had become fascinated with the vessel's deeds and learned to love the danger of the strange life.

All things ready, the whaleback slowly sunk, and the little conning tower, the last thing visible, was covered by the choppy little waves of the bay. This first trial was that of running the boat submerged at a moderate rate of speed over the two-mile course. The steam yacht slowly steamed in a course parallel to the prescribed route of the Holland, and all eyes were turned upon an imaginary line under which the submarine boat was swimming.

It had been arranged that the war whale should come up at the end of a mile for a breath of air and a look around. Glasses were fixed upon the possible point.

"There she is!" cried half a dozen voices aboard the Josephine, as the black round turret of the conning tower slowly lifted its head, followed by the dark hulk of the little destroyer.

After the Enemy's Ship.

The submarine boat kept its head above the water only five seconds. During that time the pilot gauged the position of a series of flags, buoyed in the bay, which marked the boundaries of the supposed enemy, shortly to be destroyed. The flags were about a mile away.

The boat dived again and kept on an even course below the water in the direction of the enemy's ship.

The torpedo used was the regulation navy Whitehead. It was discharged when Mr. Holland's boat had reached within six hundred yards of the flags. Of course, only those in the narrow space, crowded with the mysteries of machinery, knew this. But those on the Josephine presently knew, because the torpedo rose to the surface directly within the circle of flags. Cheers came from the yacht at this marvellous proof of the judgment of distance.

The Holland boat at this juncture showed herself not only a terribly destructive engine, but indicated her defensive capabilities by turning tail and retiring in a direction opposite that she had previously taken, thus escaping even the possibility of danger.

The boat continued her course submerged for another mile, came to the surface and headed for the moorings at New Suffolk.

A Race Home for Life.

Those on the Josephine were commenting upon the swift surface passage of the boat, but none surmised that experiments had ceased and that the little craft was on a life and death race for the pier.

When the Holland neared the pier men ran up and down excitedly on her back, and she was tied alongside almost as quickly as it here takes to tell it.

Those on land and in the bay were astonished to see the hatches ripped off and the bodies of five men, limp and unconscious, borne from the boat and deposited on the wharf.

These five men had been overcome by a leakage of gasoline in the engine room and for many minutes had been between life and death.

How It Happened.

The boat is supplied with two engines for propulsion—one whose motor power is electricity, used when the vessel is submerged, and another run by gasoline, used when the boat is running on the surface.

One of the auxiliary cocks of the gasoline engine had been carelessly turned, and slowly and insidiously the escaping fluid had filled the small compartments.

There is always a certain smell of gasoline in the engine room, which robbed the crew of proper caution when the deadly fumes were escaping.

One man after another fell to the floor of the compartment. Everything was done to revive them without avail. It was seen that their lives depended upon taking them from the boat. Orders were given to head for the shore.

The land was touched none too soon. Others besides the five stricken men were being rapidly overcome, and the boat must soon have drifted, a hearse, on the Bay.

Rescuers Almost Overcome.

Help was called from the pier, and two men who went into the submarine boat to lift out the men were partially overcome. All possible portholes were opened, and by the admission of much air the five unconscious men were finally taken from their perilous berths.

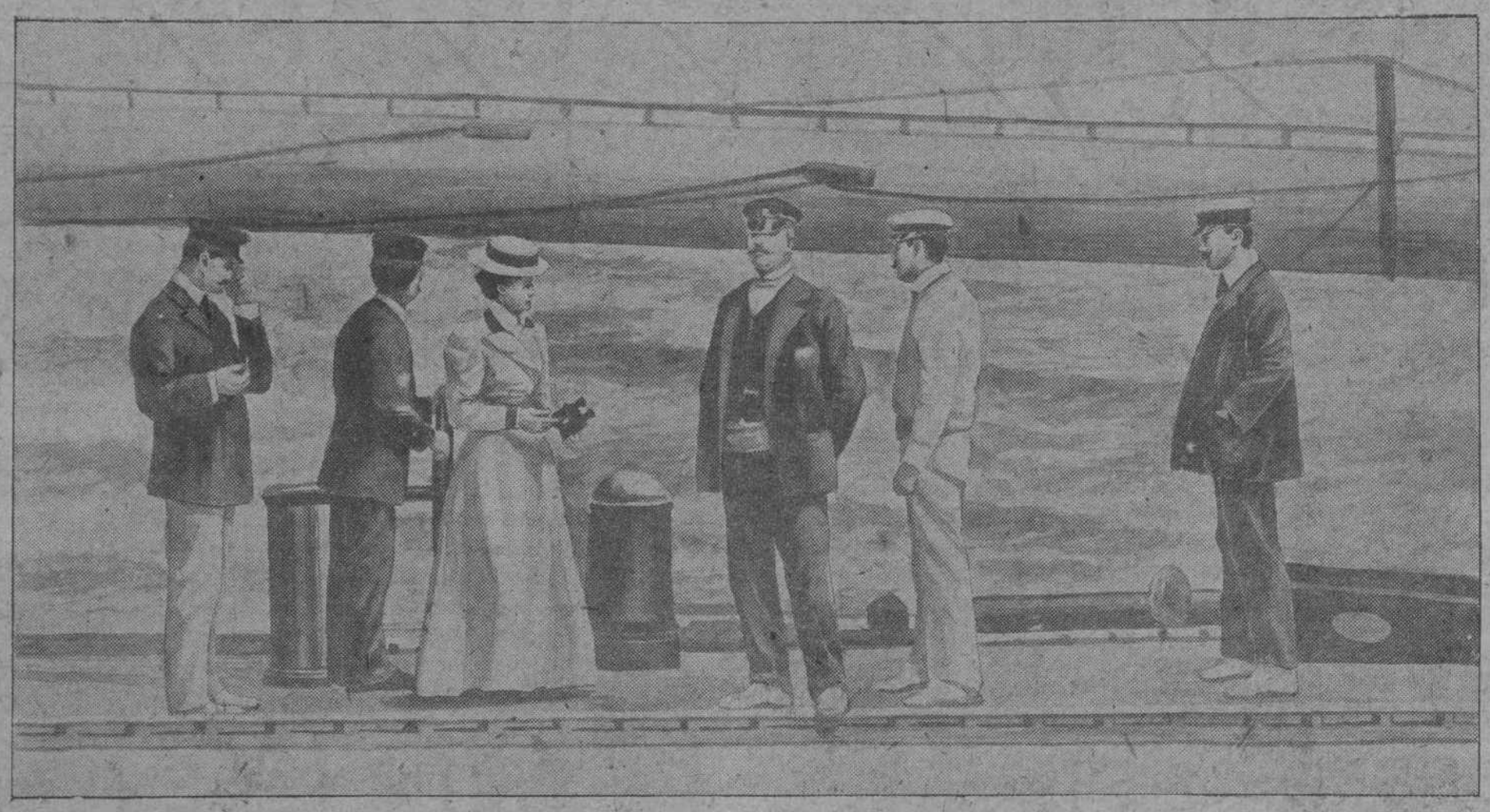
Physicians were sent for and arrived quickly. Restoratives were applied, and one by one, the sick men opened their eyes, and after a while staggered to their feet.

Nothing showed the gameness of the crew more than remarks of the men, once they had returned to consciousness. Each expressed a determination to continue his service with the boat.

The accident is regarded as having nothing to do with the construction of the boat. Had the cock through which the gas escaped been properly stopped nothing would have occurred. No such thing has happened before. The men will be on duty to-day again and the boat will again be ready for business.

The boat will be thoroughly examined.

ISELIN PLEADS "LACK OF SUPPORT."



CAPTAIN BARR. W. BUTLER DUNCAN, JR. MRS. ISELIN. THE HON. HUGH C. KELLY. C. OLIVER ISELIN. WOODBURY KANE.

MR. ISELIN'S "SKIPPERS" AND SHAMROCK'S REPRESENTATIVE ON THE COLUMBIA.

"Give Us, Give the Columbia, the Encouragement Which We Think We Have a Right to Expect, and I Think the Result Will Justify It"—He Says Designer Herreshoff Will Sail the American Boat in All Her Races.

During the last two weeks reporters from the Journal and every newspaper in New York have tried to ask Mr. Iselin some simple questions in regard to the Columbia and her movements, but not in a single instance has he made a reply that could be quoted. Almost his invariable custom was to turn his back on the questioner, or else send word by his steward that he was busy. The newspaper men, in fact, had to board the Erin and trespass on the courtesy of Sir Thomas Lipton to find out anything about the American boat.

The criticisms in the Journal and other newspapers about the manner in which the Columbia is being handled have apparently aroused Mr. Iselin to the fact that the Columbia represents the United States, and that the mismanagement of the American yacht is not a purely personal matter, but one of national interest. Yesterday Mr. Iselin, instead of turning his back on the newspaper representatives, invited them on board the St. Michael's, and in a lengthy interview complained that the newspapers were not giving the American boat proper support.

"Ethics," Says Mr. Iselin.

"One of the matters which has impressed me this year in comparison with other years is the lax support which is being given to the American boat," said Mr. Iselin. "To me the ethics of the case seem very plain indeed. On one side we have an English boat striving for the cup, on the other an American boat trying to defend it. Now to make the proper sport in these contests, both boats should have that backing which goes to make an interesting contest.

"Those of us who have been with the Columbia day in and day out have perfect confidence in her. I think she will prove herself the abler boat in weather, once we have a race. Now that the contest is on, we have made our start in the battle and are to be in it to the end. The hopes of the defence of the cup rests on the Columbia and the American people have given proof time and time again of how highly they regard that silver trophy. Surely if any words are to be said at this time they should be ones of encouragement.

Complains About Critics.

"Now, I will not say that these men have been affected by this talk or what they have read, but yet I can see where it might destroy part of their energy. If it reaches them at all in that way there is a loss of enthusiasm to us.

"This spirit is not to be found on the other side. When boats are racing there they are supported loyally and honestly. Honest criticism is something which no one can object to. There are times, however, when the advisability of criticism on the moment may be questioned.

"Let us sail our races. Win them I think we will, and when it is over, if we have not done all that is proper and sportsmanlike the time is ripe for launching the thunderbolts, and we will be in a position to improve on the just ones which have been uttered, while at the same time all danger of disturbing the spirit of the crew will be removed. Along this line how much have we seen on which to base a criticism? We have had three days of drifting, and any boy can whittle out a model and set a sail on it so it will drift.

His Confidence Unshaken.

"Nothing has been learned, and I for my part regard a test as yet to come. But, strange to say, though a race has yet to be gone through, we find that people have already weighed us and we are found wanting. The whole thing is amazing. It is new, as well, in cup racing. Why, just look back to past cup events. Take the Vigilant-Valkyrie races. On one of those days Valkyrie led the Vigilant twenty minutes on the outer mark. There was a lead which could not be questioned at that time. Yet no downhearted cries were heard, and the support was sincere to the end. That is simply one instance. Give us, give the men, give the boat the encouragement which we think we have a right to expect, and I think the result will justify it."

In response to a question, Mr. Iselin said Designer Herreshoff would sail on the Columbia in all of the cup races, as he had sailed on the trials, and would add his experience and knowledge of the boat to that of Captain Barr.

WEATHER AGAINST A RACE.

The Weather Bureau's predictions for to-day are **cloudy and threatening, rain, with light, southerly winds.**

Wind at Sandy Hook at midnight southwest, light breeze, clear sky and smooth sea.

OH! FOR A PIPING WIND AND A RACE.

For the fifth time the Columbia and Shamrock will try to settle their first race off Sandy Hook to-day. As usual, the yachts will attempt to sail their windward or leeward race of fifteen miles and return, starting off the Lightship at 11 a. m. The frequent postponements caused a big falling off in attendance on Tuesday, and to-day the excursion fleet will probably not number more than ten vessels, though a score or more of private yachts will be out as usual.

The weather indications for to-day are none too favorable and few will be surprised if there is another postponement. According to Weather Forecaster Emery, there will be light to fresh variable winds, which will probably be variable both in direction and velocity. In addition, the weather will be thick and showery.

Many persons are under the impression that the Columbia and Shamrock have broken all records in the matter of postponed races. This is not so, for in 1885 the Puritan and Genesta equalled this record, when no less than four races were postponed for lack of wind or other reasons. The first race between the Puritan and Genesta was to have been sailed on September 7, 1885. At the end of the time limit the yachts were only half way over the course, the Puritan leading by two miles, when the race was declared off. On September 8 the Puritan fouled the Genesta just before the start, which caused another postponement.

The third attempt, which also resulted in failure on account of lack of wind, was made on September 11, and again the Puritan led by two miles when the time limit expired. On September 12 the yachts made their fourth effort to race, and again the contest was spoiled by lack of wind.

COLUMBIA STILL A 10 TO 8 FAVORITE.

Offers of 10 to 8 on the Columbia yesterday found no takers at the Stock Exchange. There was no money backing the Shamrock in the hands of the usual commission brokers.

Columbia money at the New York Yacht Club and other clubs has found no Shamrock takers, and the Yankee boat seems to be the favorite yet with local bettors. One 5 to 4 bet in hundreds was recorded at the Hoffman House, but all the other centres have no reports of mentionable wagers.

DEWEY DELIGHTED TO GREET FRIENDS AT HOME.

He Gets an Enthusiastic Reception at Montpelier and Has a Family Reunion at His Brother's House.

Crowds of Townsfolk at the Railway Station Cheer at the Affectionate Meeting of the Two Brothers.

The Admiral Bespeaks Fine Weather for To-day's Celebration, and Will Be Glad to Have a Rest After It's Over.

Montpelier, Vt., Oct. 11.—Admiral Dewey arrived in Montpelier at 5:20 o'clock this afternoon. From Shelburne to the capital, at all the small towns along the route, crowds turned out to cheer the Admiral as the train whizzed past. As Dewey's car was backed into the depot in Montpelier thousands of people swarmed the tracks. The Admiral stepped out upon the rear platform and lifted his hat in acknowledgment of the welcome at the hands of his townspeople.

"Ah, these are Vermonters!" he said. It plainly showed that the welcome given to him by the people of his own State was dearer to him than that of all of his other countrymen.

Dewey stood looking over the crowd, searching for familiar faces. Suddenly he pointed at a man in the crowd: "There's George Goodwin," he said. "Sure enough, that's Goodwin. There's the old insurance building."

"Hello, here is Edward. Edward, how are you, brother? Say, Edward, you will have to make a speech to these good people. Come, make a few remarks."

Edward Dewey could not make a speech, but he could dance. The crowd was convulsed with laughter as the two brothers shook hands.

"Welcome home, George. You cannot imagine how happy we all are to see you," Edward replied, as the Admiral assisted him up the steps of the platform.

"A speech, a speech," cried a thousand men.

"Gentlemen," said the Admiral, "I am no speechmaker. I could not make a speech."

"That's no joke, Admiral; but you can fight to beat the band," yelled a small boy, Shaking with laughter, Dewey vanished from the platform.

When only a few remained about the train Dewey started down State street toward the home of his brother, Edward, who accompanied him, leading upon his arm for support. The Admiral was preceded by Adjutant-General Peck, of the Vermont National Guard, who cleared a path through gathering throngs with his sword.

"Look over there, George," said Edward Dewey, pointing to the Montpelier pavilion. In great letters of fire were the words "Welcome Dewey."

"It is all grand—magnificent!" Dewey remarked.

"And here is Mr. Fifield and Miss Fifield, too," he exclaimed, turning in at the pretty Fifield residence to greet old friends.

Edward Dewey's home is opposite the State House, and here the Admiral stopped and bowed again to the crowd before he entered. A few minutes later they were joined by George G. Dewey, the Admiral's son; Charles Dewey, another brother of the Admiral, and other members of the Dewey family. Dinner was served at 6:30 o'clock, and no one outside of the family sat at the table.

The Admiral said that he was delighted with his reception in Montpelier and that he hoped the weather would be fine to-morrow. "I will be glad when the celebration is over," he said, "for I am very tired."

In the party that accompanied the Admiral from Shelburne were Dr. W. Seward Webb, Miss Frederica Webb, George D. Dewey, Lieutenant Brumby, General J. G. McCullough, President Callaway, of the New York Central Railroad; G. Creighton Webb, Mr. and Mrs. Hart Lyman, Mr. and Mrs. R. T. McKeever, the two Misses Clement and the two Misses Lyman.

"CROMWELLIAN" BOARD GETS $29,316 JUDGMENT.

After Twenty-Six Years' Effort the Former Aldermen Win Their Suit by Default.

The "Cromwellian" Board of Aldermen, after a quarter of a century of effort, has at last obtained a judgment against the city of New York for money due for services. This latest and thus far only successful suit was brought in the United States Circuit Court by the assignee of the claims of this Board for the year 1898.

The suit was not defended by Corporation Counsel Whalen, upon whom the moving papers were served on August 15. The salaries claim for the year 1898 was $28,000. Judge Lacombe gave a default judgment for $29,316.

The "Cromwellian" Board of Aldermen was legislated out of office twenty-five years ago. They have claimed in their numerous suits that the act of 1873, by which the mode of electing was changed, is unconstitutional, and that their Board is the only Common Council of the city. And so they have each year sent to the Mayor and told him that they were ready for business—which has been ignored as too farcical for serious thought. Only a minority of the Board are still living.

Riverside Y. C.'s Boat.

The Riverside Yacht Club has chartered the steamer Cygnus for the international yacht race on Saturday. The steamer will leave the pier foot of East Thirty-first street at 8:45 a. m. sharp. No trip will be made to-day. Tickets for Saturday will be $2 each and can be secured at the club house.

"Do It and Stick to It."

If you are sick and discouraged with impure blood, catarrh or rheumatism, take Hood's Sarsaparilla faithfully and persistently, and you will soon have a cure. This medicine has cured thousands of others and it will do the same for you Faithfully taken, it never disappoints.

Sores—*"Three dreadful sores broke out on my limb, which swelled so I had to walk with crutches. After taking Hood's Sarsaparilla the sores were cured." Mrs. Kezia Westbrook, Cheboygan, Mich.*

Hood's Sarsaparilla Never Disappoints

Hood's Pills cure liver ills; the non-irritating and only cathartic to take with Hood's Sarsaparilla.

UNCLE SAM MILL ACT AS THE QUEEN'S AGENT.

Continued from First Page.

MONTAGUE WHITE SAYS IT IS WAR.

Transvaal Consul-General Quits London for the Continent.

London, Oct. 11.—Mr. Montague White, Consul-General of the South African Republic in London, closed the Consulate this afternoon and immediately left for the Continent.

Mr. White's departure was not attended by any excitement. Before shaking off the dust of England, he said:

"The expected has happened. I only hope the hellishness of this premeditated crushing out of a hardy republic is now apparent. Let me remind America that the onus of war lies not upon those who fire the first shot, but upon those who compel it to be fired.

"Technically we have temporarily put ourselves in the attitude of an aggressor; but who would not have done so when he believed the existence of his country at stake? I think we must look far ahead to see the consequences of this war.

"Instead of the pacification of South Africa, which is the alleged aim of England, we shall have perpetual unrest. These very people for whom England is now fighting will turn against her in time to come and protest against her rule as bitterly as they are now protesting against ours.

Blames Chamberlain Alone.

"For weeks I had seen England's determination to force a hostile issue, or rather Mr. Chamberlain's. I am sure he is the only member of the Cabinet whose mind was thoroughly made up throughout all the negotiations. What his intentions were is evident from the situation to-day.

"Had the franchise been the chief grievance, our five-year proposition would certainly have been accepted. I have reason to believe that England enters upon her warlike course by no means a unit. Opposition to Mr. Chamberlain's policy exists to a greater extent than is generally conceded."

"Our evident desire to conciliate has been much appreciated, and our refusal to allow our household affairs to be administered by another nation has not excited genuine indignation here or in any quarter of the globe. However, Mr. Chamberlain has accomplished his purpose, and all hope is gone.

"I believe, nevertheless, that a considerable reversal in British opinion would be effected by any serious defeat, for most of those now supporting the Government are doing so with a light heart and on general principles, not stopping to count the cost of war."

Mr. White cited the Isanduia massacre as an instance of such a change in British opinion. He then went on to say:

Seems Hopeless of the Outcome.

"I suppose there can be only one ultimate result of the hostilities. As to the duration of the war I am not able to venture even a guess. It seems to me a matter of the greatest uncertainty. I hear that Great Britain will not begin the wiping out process until December. In the meantime we shall see what we shall see.

"I have received no special instructions or news from the Transvaal during the last forty-eight hours, and I expect none, having long ago received directions as to the course for me to take when matters reached this stage.

"I shall remain on the Continent, and if anything further can be done in the interest of my Government I shall, of course, endeavor to do it, though there seems nothing left but to fight it out to the bitter, unjust end."

Mr. White said the Transvaal Agency in Brussels would be continued as the European headquarters of the Government.

Mr. White's reference to the Isandula massacre relates to the attack made on January 22, 1879, by some fifteen thousand Zulus upon the British camp at Isandula, about ten miles from Rorke's Drift, on the Tugela. Five companies of the Twenty-fourth Regiment, with Colonel Durnford, Lieutenant-Colonel Pulleine and other officers were massacred, the British total loss being about 837. Two thousand Zulus are said to have been killed.

CAPE COLONY FEARS A DUTCH REVOLT.

Cape Town, Oct. 11.—Sir Alfred Milner, Governor of Cape Colony and British High Commissioner in South Africa, has issued a proclamation declaring all persons who abet the enemy in a state of war with Great Britain guilty of high treason.

In time of war the death penalty will probably be enforced.

London, Oct. 11.—The attitude which the Cape Colony Ministry will adopt on the actual outbreak of hostilities is much discussed here.

Dispatches from Cape Town say that the Cabinet will resign, while there are persistent reports in London that Sir Alfred Milner, Governor of Cape Colony, has already dismissed Mr. William P. Schreiner and his colleagues.

An important South African firm in London has just received a dispatch from Cape Town saying that a revolution of the Dutch in Cape Colony is regarded as imminent.

Animal pepsin is not to be compared with the vegetable pepsin in Johnson's Digestive Tablets.

ROSEBERY GIVES WAR HIS APPROVAL.

He Says the Nation Will Be United to Fight the Boers.

London, Oct. 11.—Lord Rosebery, the former Premier and Liberal leader, has finally declared his position relative to the South African question. In a letter, under to-day's date, he says:

"I have maintained silence because I am loath to re-enter politics. To-day, however, I can speak without touching politics, for a situation has been created which is beyond party polemics.

"I think there is much in the last three years of our relations with the Government of the Transvaal to criticize, if not to condemn; but that is all over for the present.

"It is needless to discuss how we could best have attained our simple and reasonable object of rescuing our fellow-countrymen in the Transvaal from intolerable conditions of subjection and injustice, and of securing equal rights for the white races in South Africa; for an ultimatum has been addressed to Great Britain by the South African Republic, which is itself a declaration of war.

"In the face of this attack upon the nation, the people will undoubtedly close their ranks and relegate party controversies to a more convenient season.

"There is one more word to be said. Without attempting to judge the policy which concluded a peace after the reverse at Majuba Hill, I am bound to state my profound conviction that there is no conceivable government in this country which could repeat it."

Lord Rosebery a Kruger Decoy?

A curious story is in circulation regarding Lord Rosebery's silence, unbroken until to-day. It is said that the real object was to lead President Kruger to believe that Lord Rosebery and his followers might come to the assistance of the Transvaal, thus stiffening President Kruger's back to resist British demands.

According to this explanation, Lord Rosebery's fear had been that President Kruger would yield, which, from His Lordship's point of view, would have been fatal, as he is fully convinced that the only road to permanent peace is the defeat of the Boers.

Editor William T. Stead, in the course of an interview, says:

"I maintain that this war is being forced upon the Boers by men who have never forgiven Majuba Hill.

"In my opinion, owing to Great Britain's unpreparedness, hostilities during the next two months will resemble the International yacht race off Sandy Hook. As there cannot be any serious fighting during that period, hostilities will be as dull as yacht races without wind.

"We have plenty of time, therefore, to count the cost and to reckon up the guilt of a contemplated wholesale homicide in the Transvaal. Long before Christmas, I take it, the fool-fury of the Jingoes will have evaporated."

Balfour's War Speech Cheered.

A flood of oratory on the Transvaal situation burst out to-night, A. J. Balfour, First Lord of the Treasury, and Henry Herbert Asquith, former Home Secretary, speaking in different parts of the country.

Mr. Balfour, addressing the Unionists of Haddington, said:

"The crisis in South Africa has now reached the stage where diplomacy is put aside, argument ceases to make further place and appeal is made to arms. Peace and that good will among men which it is our first business to cultivate in all of Great Britain's vast possessions has been wantonly and gratuitously imperilled by the rash policy of the Boer Government. (Cheers.)

"Though at the moment I am speaking war may actually have begun, that war is none of our seeking, none of our desire, but is forced upon us by those who are not men fighting for the freedom of their country, but an oligarchy who fear that the hour of their domination is at an end. (Cheers.)

"Now that the prospects of peace are finally destroyed, now that war with all its consequences, all its loss of life, all its destruction of property, all its inevitable sufferings, is on us, we can say we never asked anything but justice, never desired anything but freedom.

"All we longed for is the equality under the Transvaal Republic toward men of our race and speech which we freely give to men of the Dutch race and speech in the neighboring colonies. The sacrifices we shall be called upon to make are sacrifices in the interests of the rights of men and of civilization." (Prolonged cheers.)

PEOPLE OF NATAL NOTIFIED OF THE WAR.

Newcastle, Natal, Oct. 11.—A telegram received from the Government says that war with the Transvaal will probably begin to-night (Wednesday).

The Premier felt it his duty to warn the people. A public meeting was held, and it was decided to leave the matter in the hands of the corporation.

Ex-Premier Escombe, who is a pro-Boer, spoke reassuringly, stating that there was no immediate danger; that he anticipated no harm from the Boers and no panic, the people leaving at their own discretion.

UNCLE SAM WILL ACT FOR BRITAIN.

Our Agents in South Africa Will Care for British Interests.

Washington, Oct. 11.—"The public might as well be prepared for the official announcement that British interests in the South African Republic will be taken care of by the United States diplomatic officials in that country."

This authoritative statement obtained at the State Department to-day confirms the Journal's exclusive story that after a conference between officials of the State Department and of the British Embassy on Monday it was agreed that Charles Macrum, United States Consul at Pretoria, would assume charge of Great Britain's interests on the close of diplomatic relations between England and the South African Republic.

Neither the State Department nor the British Embassy would make an official announcement of this fact, for the reason that such an announcement would be tantamount to a declaration that war was contemplated by Great Britain.

Mr. Tower, British Charge d'Affaires, has been at the State Department every day this week. It is believed that after the visit of Mr. Tower to-day the United States Government has undertaken to look after British interests in the Transvaal and the Orange Free State.

Instructions identical with those to Macrum will be sent to Emil E. Van Amerigen, Vice-Consul at Pretoria, and J. C. Manion, Consular Agent at Johannesburg. The United States Consular Agent at Bloemfontein, in the Orange Free State, is an Englishman, and, in case of the Orange Free State declaring for the Transvaal, he will undoubtedly be persona non grata. This Government will, in that event, appoint another agent.

The rumor reached here to-night that a deal had been consummated whereby Portugal had ceded Delagoa Bay to England. The State Department officials do not confirm the report.

The unofficial comment on the report is that if true it means also that England has secured the Delagoa-Pretoria Railroad and a sufficient strip of territory up to the Transvaal border. In that event the war, it is said, would be very short.

TELEPHONE Your "Want" Advts. to the Journal. Ask Central for 4001 Cortlandt; Brooklyn call, 1058 Main.