

TELEGRAMS.

THE BOER RAID.

CAPTURE OF FERREIRA.

CAPE TOWN, November 17.—
Ferreira and all his followers have been captured.
Later.
Ferreira's capture was effected by Sub-Inspector Adams's force, consisting of 15 Mounted Rifles, a few of the residents of Uptington, and native scouts. (Reuter)

THE BAGDAD RAILWAY.

IMPORTANCE OF INTERNATIONAL SATION.

LONDON, November 17.—
The Paris correspondent of the "Times" urges the importance of the internationalisation of the Bagdad railway, and quotes an article from the well-known writer, Mr. Chamberlain, dwelling on the danger of placing this line under the control of Germany, who might utilise the route, the shortest to India, against Great Britain. The realisation of the German scheme under existing circumstances would mean the extinction of German political and economic influence from Hamburg to the Persian Gulf. (Reuter)

GERMAN SOCIAL REFORM.

THE KAISER URGES LEGISLATION.

BERLIN, November 17.—
The Emperor has issued an Edict urging the continuance of legislation, with a view to bettering the lot of workmen, mainly in the direction of insurance against sickness and accident. He adds that legislation alone cannot accomplish the task of social reform. (Reuter)

SERVIAN AND BULGARIANS.

GREAT BATTLE IN MOUNTAINS.

CONSTANTINOPLE, November 17.—
A great battle has taken place in the mountains of Ostrovo between Servian and Bulgarian bands. There were heavy losses. (Havas)

RUSSIAN GENERAL KILLED.

ST. PETERSBURG, November 18.—
General Polovnikov, commanding at Paltava, was killed in the street by terrorists. (R.)
POLTAVA, November 18.—
Some unknown person has killed General Polovnikov. (Havas)

PRESIDENT ROOSEVELT AT PANAMA.

COLON, November 18.—
President Roosevelt visited the town and inspected the isthmus. He then proceeded to Fomento Rico. (Reuter)

NEWFOUNDLAND FISHERIES.

ST. JOHN'S, November 17.—
Two Newfoundland fishermen have been fined \$500 and three months' imprisonment for having worked on board an American vessel. They have appealed to the Superior Court. (Reuter)

NEW YORK ELECTION EXPENSES.

NEW YORK, November 17.—
Mr. Hearst's election expenses amounted to \$51,000 and those of Mr. Hughes only to \$124. (Enter)

NORTH ARMAGH ELECTION.

LONDON, November 17.—
North Armagh Election. Mr. Moore, Unionist, has been elected by 4,129 votes in place of Colonel Standen. Mr. Crawford, Independent Orangeman, secured 1,433 votes. (Reuter)

BIG FIRE AT NAPLES.

NAPLES, November 17.—
A conflagration has destroyed the bonded warehouse of the harbour. The damage is estimated at three millions (franco). (Havas)

SPRINGBOKS' FIRST DEFEAT.

LONDON, November 17.—
Football. Rugby. Scotland beat South Africa by 6 points to nil. (Reuter)

TELEGRAMS.

BOMB IN ST. PETER'S.

EXPLODES NEAR HIGH ALTAR.

ROME, November 18.—
A tremendous bomb explosion occurred near the high altar of St. Peter's. Nobody was injured. The church was undamaged and a scene of indescribable confusion was witnessed. The Pope ordered the closing of the church. (Reuter)

The bomb contained nails and did little damage beyond blackening a few boards. It was similar to that thrown in the Arango Cafe on 15th instant. (Reuter)

ROME, November 18.—
A bomb exploded within the Basilica of St. Peter's, causing a great panic. There were no victims. (Havas)

AMERICAN TRUST PROSECUTION.

THE STANDARD OIL POSITION.

NEW YORK, November 17.—
The prosecution of the Standard Oil Company is generally approved as betokening that President Roosevelt has resolved to proceed strenuously against the trusts. (Reuter)

NEW YORK, November 18.—
The Standard Oil Company's directors have issued circulars to the stockholders stating that the company's position is legally and morally unassailable, and that they are confident that it will be vindicated during the pending prosecution. (Reuter)

NEW ABYSSINIAN DUES.

Djibouti, Nov. 9.—
All imports and exports from and to Abyssinia passing over the Ethiopian Railway will pay the company, besides freight charges, 10 per cent. ad valorem from November 15. Information to this effect is contained in an official circular issued by the railway head quarters. (Reuter)

The merchants are protesting against the innovation, which they say will ruin the commerce of the world in Abyssinia.

ARMY OF OCCUPATION.

Beef and Mutton.

TENDERS will be received at the Head Quarter Office, Cairo, until 12 o'clock noon on Thursday, the 15th November, 1906, for the supply of Beef and Mutton to the Army of Occupation at Cairo and Alexandria, for 12 months from 1st January 1907.

Forms of Tender and all information may be obtained at the above Offices on application. Tenders containing Tenders should be addressed to "The General Office Commanding, Cairo."

and marked on the outside "Tenders for Meat." The General Office Commanding does not bind himself to accept the lowest or any tender. Cairo, 15 November 1906.

R.R.O. LUDLOW, Lieut. Colonel, Commanding A.S.C. in Egypt. 28884 37-1

ARMY OF OCCUPATION.

EGYPT ROYAL ENGINEER DISTRICT.

Notice to Builders and Contractors.

Separate tenders are required for the contracts enumerated below for the performance of such works and repairs, and the supply of such building materials, as may be ordered for the Department buildings and property in the above district from the 1st day of December, 1906, to the 31st March 1907 inclusive, viz.:

No. 1 Contract, Cairo (including Citadel, Mokattam and Abkhais).

No. 2 Contract, Alexandria (including Ramleh, Abkhais and New Bija Ranga).

Forms of tender with conditions of contract, schedules of prices, and further information can be obtained on application to the Commanding Royal Engineer or Head Quarter Office, Cairo, on any working day between the hours of 10 a.m. and 1 p.m. up to the 25th November 1906, after which no forms will be issued. A payment of £2 will be required of each candidate for the 30th day of prices. This sum will be returned on receipt of the Schedule of prices from the unsuccessful candidates.

Candidates tendering are requested to send in testimonials of competency to perform both jobbing repairs and buildings, also the nature and extent of their workshops plant and staff of mechanics.

Tenders must be delivered at the Head Quarter Office, Cairo, by 12 o'clock noon on the 28th November, 1906, addressed to the "General Office Commanding" and marked on the outside "Tender for Artillery work at Alexandria" &c. Cairo.

The General Office Commanding does not bind himself to accept the lowest or any tender. A.W. BOWEN, Colonel, C.R.E. in Egypt. Cairo, November 15, 1906. 28889 61

TURKEY AND GREAT BRITAIN.

THE NEW RAILWAY TRADE.

(FROM A CORRESPONDENT.)

An railroad enterprise in Asiatic Turkey comes more and more into public view, special interest attaches to the concession just granted to the only British railway company to inquire into the subject. The story of the Smyrna-Aidin Railway is no small degree the history of the last fifty years of British diplomatic influence at Constantinople. Initiated in 1856, just after the close of the Crimean War, and completed to its present mileage in 1886, its owners have had to wait until 1906 for permission to proceed with a long desired extension. Its early story is that of a scheme of British capital at the outset, failure to complete within the time-limit, indulgent delays granted by the Turkish Government—the mileage of the original concession being ultimately opened in 1865—and then much petitioning and piecemeal permissions to extend until the present railroad was reached at their 230 miles north and east of Smyrna. Certainly British influence since the acquisition of the concession has been a factor in the road's progress, and even an apparent revival, is not unsatisfactory. In the other prospect, namely, the rapid opening up of Asiatic Turkey by the civilising Iron Horse, the new concession plays a definite and important part.

The Smyrna-Aidin is largely an agricultural line. It taps the rich fruit and cereal producing valleys of the Oayster and Meander rivers, with their tributaries, water courses, and the fertile plains of the Taurus Minor. Including the chief port of the Ottoman Empire, the district served is a thickly populated area of 250,000 of the Sultan's dominions, but the passenger traffic remains a minor feature of the railway. The goods traffic, however, shows the following respectable figures for the latest annual return: 1,000,000 tons of minerals, 12,000 tons of live stock, 150,000 tons of grain, 100,000 tons of cotton, 100,000 tons of wool, 100,000 tons of sugar, 100,000 tons of oil, 100,000 tons of flour, 100,000 tons of rice, 100,000 tons of other goods. Leaving Smyrna, the line runs south and east a distance of 80 miles to the original terminus, completed in 1886. From Aidin, which is on the north and right bank of the Meander valley, the track continues eastwards up the Meander valley to Seraikei, a further 20 miles, opened in 1882; then, still easterly, it passes the ancient Laodicea and reaches railhead at Dincer, 50 miles from Seraikei, and 230 from Smyrna. The whole journey can be done in six hours. Including branches, notably that up the Cayster valley to Tires, 30 miles long, the whole system covers 321 miles. Apart from the sea yet insignificant mineral traffic the produce of the district consists chiefly of cereals and dried figs. Of the cereals, barley attains the greatest bulk, the Meander valley producing a mellow barley of the highest quality. The dried fig culture has no rival in any part of the world. The special value of this unique industry would appear to be indigenous to a district about 100 miles long east and west between (Atakale and Ayasoluk, and 20 miles wide. Californian and other fig growers have vainly tried to acclimatise the Meander district, but it is apparently after a few years its special qualities are entirely lost on alien soil. It is here that the Smyrna-Aidin has justified the confidence of its promoters, and rendered real benefits to the district—for the line has seen a great increase in the local fig culture. It has served the Ottoman Government, also, the title revenue of the district has increased by some fifty per cent., owing to the facilities for bringing the peasants' produce to the great Smyrna market. And when under pressure from the European Powers, the Porte radically alters its concessions, or almost prohibitive mining laws, there is little doubt that the Smyrna-Aidin Railway will still form their argument for the propriety of the region it traverses. Emory and manganese at present claim the lion's share of the mineral traffic, but lead, platinum, ironstone, granite, and white marble, and the precious metals are in evidence in the district.

The new Imperial Irado sanctions the extension of the line south and east from Dincer to Lake Bolser and Egeirli; it is all 60 miles north from Egeirli to Aidin; the line is about twelve miles long by three wide, and Lake Egeirli, a handsome sheet of water, thirty miles north and south, by ten in its widest part. The line overall course continues along the line of the extension, and well to both north and south of it, the Sultan himself having children, or farms, in the vicinity of Lake Egeirli. The company petitioned for the right to run steamers on Egeirli from railhead at the south-western extremity, in order to tap the rich country around the northern shore of the lake, but the Irado grants only "no third party rights" as between the company and the Ottoman Government. Amongst more ambitious petitions, namely, for an extension up the coast from Egeirli to Adalia, the Gulf of Adalia, a further sixty miles, has also received better response than "no third party rights," and the future alone will disclose whether the company or the Turkish Treasury will emerge the victor in the contest of obtaining a glimpse at the map, will show the position of the Gulf of Adalia with regard to Egeirli and Smyrna, and how we enter upon strategic considerations of great importance.

The Smyrna-Aidin Railway is a line of the world's great railway systems, and its opening up of Adalia with Smyrna by a British-built and British-owned railway. For British enterprise has rivals in this part of the world whose opposition has hitherto been serious and sustained. Our status in the Levant, moreover, could not fail to be affected by a railway port in the Gulf of Adalia.

But whatever opposition the directors of the Smyrna-Aidin Railway have had to en-

counter during the sixteen years in which their petition for extension rights has been ignored has been overcome, at least to the extent of the new Irado, by British diplomatic assistance at Constantinople. I had almost written instance, but for that I have no warrant. It is, however, an open secret that our Ambassador, Sir Nicholas O'Connor, has urged the company's claims with the Sublime Porte. His assistance has been successful in one of the most interesting features of the new concession, for we have heard only too much of diplomatic indifference in supporting the financial enterprises of third subjects in the Turkish Empire. It is, perhaps, to this apathy we owe the fact that the Smyrna-Aidin is to day the only British-owned railway in Asiatic Turkey—three others having lapsed into German hands, and the Ottoman Government have vain efforts on the part of British concessionaires to finance the undertaking. Naturally London capitalists, not immediately interested in Turkey, have continued to look askance at Anglo-Turkish proposals, however risky. Popularly, all British ventures are considered unsafe. Popularly, it is held that no British Government will ever lend strong diplomatic assistance to its nationals. Much less could the British Foreign Office be expected to "demand" a raw concession for a railway, a canal, a bridge, or what not. Therefore, there is no exaggeration in affirming that diplomatic assistance in this long-pending petition of the Smyrna-Aidin Company is eminently cheering. And it has another aspect. The Porte is more likely to grant a concession if thereby political advantages will obviously accrue, and in this case probably the Turkish Government chafe its own moment for showing complacency to the British Ambassador.

Finally, the Smyrna-Aidin extension may be regarded in its relation to German railway activity in Asiatic Turkey. It is no secret that German diplomacy has been largely instrumental in blocking the company's petition. A powerful German financial group, headed by the Deutsche Bank, has been notoriously engaged in engineering the Anatolian railway system and its extensions eastward. The Baghdad Railway, to the Persian Gulf, and has considered it part of its business to crush or control all lines working inland from the Taurus and Taurus littorals. More success, Adams Railway, the Smyrna-Aidin has withstood this German control, and has, so to speak, stolen a valuable prize out of the lion's den at a crucial moment. For the new trade, if it has not granted the whole British claim, successfully blocks German penetration to the Levant coast within 25 miles east of Adalia, and at Adalia there are facilities for the construction of a useful port and harbour, which shall tap the hinterland of the Gulf of Adalia, the Smyrna-Aidin has withstood this German control, and has, so to speak, stolen a valuable prize out of the lion's den at a crucial moment. For the new trade, if it has not granted the whole British claim, successfully blocks German penetration to the Levant coast within 25 miles east of Adalia, and at Adalia there are facilities for the construction of a useful port and harbour, which shall tap the hinterland of the Gulf of Adalia, the Smyrna-Aidin has withstood this German control, and has, so to speak, stolen a valuable prize out of the lion's den at a crucial moment. 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