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hearts beat high, it bliss to die, ny's car, st. death-pang's pow'r,

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s beneath thy sacred sculptured tomb

eir doom, eir name. of thine ms, O blessed Palur hearts beat high, ross banner fly the strife res eternal life OLD TOWN.

nmercial.) t affairs of the kind i." That is what was mes about the five as in Forester hall nder the auspices of panion court of Court Order of Foresters.

a special meeting of eld and received with burn and Mr. Camp-odge, the high stand-sitors from the Bangor he special session was as addressed by Judge R.

ready in the ban-adjourned and the was one of beauty, yes was one of beauty, reflection as well as n. The tables were arof the Maltese cross, rder. The decorations, white and blue, even with dainty bits of piece of the tables corated and bearing the F. B. C. ng waiters stood ready ts of all, Misses Flor-Farrell, Amy Madden

t. Mrs. Charles E. asisted by Mrs. A. F. toast master. The was responded to by or the supreme court; R., for the high court, I. C., of Oakland, for s. After tea a short pent in the large half made to city hall for MEETING.

filled by an audience en 700 and 800. Clarand the orator of the idge Wedderburn, who nearly an hour, and arers follow him that us the continue longer speech to a close. In u of Hon. Judge Wedce was favored by ity of Maine orchestra nental music, readings. the two days' se Town and vicinity is eat boom. The court a spacious new court a spacious new court day by the P. S. C. oom, expensively furthall adjoining. On teampment of Royal



everywhere for vour. Superior ghry Nutritive pecially gratebelled JAMES ... Homospat-London, Eng.

SUPPER COCOA

nd Queens Counties nce late fire at corner streets a drug store, the urgent requests of omers, have opened a ge street (south side, b). Both stores have carrying on business rescriptions carefully riety patent med r patronage solicite ttended to. ery respectfully, E. J. MAHONY.

THOMAS COSGROVE

Says It is Good to Be a British Soldier.

erisk of losing volume in the sine

A St. John Pensioner of the Old 15th Regiment Talks to the Sun.

He Resents Any Suggestion That Tommy Atkins Has a Hard Lot - Connemara to the Rescue.

"I want to tell you something about the pay of a British soldier," said Thomas Cosgrove to the Sun on Wedesday.

Mr. Cosgrove was a member of the light company of the 15th Regiment. that came to St. John at the time of the Trent affair-in 1862. When the regiment left St. John he retired on a pension of a shilling a day, and remained with his family in St. John. He spent twenty-two years in the regiment, having joined it in Ireland in

"I want to tell you," said Mr. Cosgrove, "what pay a man born in a Connemara bog got as a private soldier in the British army years agoand the conditions are very much better now in every way. I want to show that Tommy Atkins' lot is not a hard one, and that the army offers good inducements to young men from Can-

Mr. Cosgrove then proceeded to figure up the pay he received some thirty or more years ago. He got 13d. per day, and 2d. added. He had four good conduct hadges, each good for 1d. per day. As barber for his company he got 1d. per month from each of about one hundred men. He vas the best shot of his company—not always—but when he held that distinction it meant 2d. per day for the year. He also got ten shillings per month for taking care of the arms chest. For his wife and family he got 800 lbs. of bread and 800 lbs. of beef per year, also light and fuel. If living outside of barracks there was a lodging allowance of 4d. per day. All his clothes were supplied, except now and then a shirt. He got two pairs of boots each year, and three pairs of pants every two years. The captain of the company always bought flannels and sometimes extra fuel for the married soldiers' families in winter, and gave each man a pair skates; and at Christmas and Easter there were always prizes for the children, paid for by the officers out of their own pockets. The profits of the canteen fund went for the soldren was free, with trained teachers from an English college. Books and paper and ink were supplied. Mr. Cosgrove was a skilful chiral Cosgrove was a skilful shirt maker, and derived something from this source, making shirts for officers, Any man who is a good workman at any trade can always get chances in the army to turn his skill to account.

Altogether, Mr. Cosgrove figures it out that his pay and allowances at the time he left the army was equal to at least fifteen dollars a week. And he was only a private. He had been pretty well round the world, had al-ways enjoyed life, and was never called into active warfare. His regiment came here expecting to fight, and had before that been ordered to the Crimea, but in the one case there was no war, and in the other case when the Russians heard that twelve hundred wild Irishmen, including the man from Connemara, were about to be let loose at them-they quit. "The Fifteenth," said Mr. Cosgrove, "were

Pointing out some of the advantages offered by the army, which are much greater today than in his time, Mr. Cosgrove said that except in time of war the life was not hard. If a man wanted a week's furlough to go shoot-

a beautiful country. "If anyone doubts what I say in praise of army life," he said, "let them ask Sergt. Nixon, or Sergt. Major Hughes, or Sergt. Lamb. There are many young men in St. John doing little or nothing, or wearing themselves out behind counters, who would have far better chances of making their

mark if they went into the army." Major General Dashwood and Lt. Col. Mannsell were officers in the 15th in Ireland in Mr. Cosgrove's time. Speaking of the regiment's exploits here, he says their most desperate deed was plundering the city of its fairest daughters. No less than seventeen of-ficers took wives from St. John, and one of them, Capt. Cooper, of the company to which Mr. Cosgrove belonged, captured "the fairest of the fair" in

the person of Miss Kinnear, famed for

To sum up Mr. Cosgrove's views, I was in his opinion and experience a good thing to be a British soldier over thirty years ago, and the conditions are far better now than then. Therefore the service offers advantages which he thinks young Canadians might well take into serious consideration.

TECHNICAL EDUCATION. Representatives of the N. B. and N. S. Governments Will Meet Next Month to Discuss the Matter.

Premier Emmerson and Provincial Secretary Tweedie have just returned from Halifax, where they have been consulting with Premier Murray and Attorney General Longley of Nova Scotia on the subject of technical education.

A proposition has been made that the governments of the three maritime provinces should unite in establishing a first class school of technology, including agriculture, horticulture, mining mechanical arts and manual training, situate in some central place, to be mutually agreed upon. So far as can be learned the proposition after discussion was favorably regarded by the members of both governments present, and it was decided to communicate with the government of P. E. Island with a view of having a meeting at a later date of representatives of the giving more definite consideration to

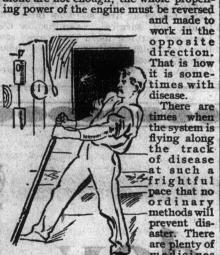
the whole subject. The next meeting between representatives of the governments of the three provinces will be held at Fredericton or Halifax about the middle of

A Sun reporter had a talk with Provincial Secretary Tweedie at the Royal last night relative to the matter. Mr. Tweedie is of the opinion that the people will look with favor upon the proposition, which he says is one in the interests of the people. Mr. Tweedle expressed the hope that the press would discuss the question, so as to bring out public opinion generally.

Smith—See Jones over there, laughing so heartily? Somebody must have told him a funny story. Brown—More likely Jones told it himself.

"DOWN BRAKES, AND REVERSE!"

When a train is discovered rushing on to a frightful collision, it is a thrilling instant as the engineer whistles "Down brakes!" and reverse his lever. Brakes alone are not enough; the whole propellations of the engine must be reversed.



but that isn't enough. What is needed is a medicine that will instantly reverse the entire wasting, degenerating process. When people are losing flesh, strength and vitality, they need Dr. Pierce's Golden Medical Discovery, which acts directly upon the vital forces, completely transforming the entire nutritive organism and totally reversing the wasting, debilitating process which is at the root of all diseases.

It enables the digestive and bloods It enables the digestive and blood-making organs to supply the circulation with an abundance of pure, healthy, red blood. It stops the wasting of tissue, builds up solid, muscular flesh and healthy nerve-force.

war the life was not hard. If a man wanted a week's furlough to go shooting or fishing or to wisti friends he could get it—provided he were a soldler of good conduct. There was no uppishness on the part of the officers in his time. They were always doing some kindness for the men. Barrack life was pleasant and harmony prevalled. There were books and papers to read, and any man who wanted to learn would always find someone able and willing to teach him. For the intelligent, clucated young man, the chances of securing a commission were excellent, and his pay would then be more and his fabors less. Mr. Cosgroves said he never knew a man who left the army before he was entitled to a pension but regretted it.

As to Britain's treatment of her volunteers, every volunteer at the time of the Crimean war was given ten sovereigns and a week's leave to see his friends. After ten years, if they staid in the service, they got another ten sovereigns and a week's leave to see his friends. After ten years, if they staid in the service, they got another ten sovereigns and a week's leave to see his friends. After ten years, if they staid in the service, they got another ten sovereigns and a week's leave to see his friends. After ten years, if they staid in the service, they got another ten sovereigns and a week's leave to see his friends. After ten years, if they staid in the service, they got another ten sovereigns and a new kit. When the 15th came to St. John the families left behind were looked after by the government and by a patriotic fund privately subscribed Later, when those families came out on a transport to him the slightest want of care on the way out. And those families were cared for with the greatest consideration.

"It is something," said Mr. Cosgrove, "if a man goes into active service, to feel and know that his family will be looked after."

Mr. Cosgrove was in Cape Town fifty years ago. South Africa, he says, is a beautiful country.

"It anyone doubts what I say in present the second bottle was empty I had no healthy nerve-force.

Dr. Pierce may be consulted by letter, free of cost, by addressing him at No. 663
Main Street, Buffalo, N. V. One copy of a good, practical, medical work is worth more in a home than a thousand works of fiction. Dr. Pierce's Common Sense Medical Adviser is the best home medical book extant. It contains a configuration of these hundred illustrations. best home medical book extant. It contains 1,008 pages and three hundred illustrations and is written in plain, everyday language that any one may understand. Over a million homes own copies of it and 680,000 of them paid \$1.50 each for their copies. A new and large edition will be given away absolutely FREE. If

IN PERRIOR STORM

Experience of Squadron C of the 9th Lancers,

Off the East Coast of Africa on Voyage the Cape.

The Northern Whig publishes the following letter from Lord Frederick Blackwood to his father, Lord Dufferin, giving a vivid and interesting account of the experiences passed through during a terrific storm en countered on Oct. 10, off the East Coast of Africa, by Squadron C of the 9th Lancers in transport:

"STEAMSHIP WARDHA. "Oct. 12, 1899.

"My Dear Father-I do not really know where to begin this letter, such exciting and horrible things have happened since last I wrote to you. got to Durban all safe and as happy as larks, on Oct. 9, expecting to disembark and go up to the front lmmediately. To our disgust, however, we were told not to land, but to go off at once to the Cape. Accordingly, at five p. m. that night we started off later date of representatives of the again. Next morning the sea seemed three governments for the purpose of fairly calm, and we were all laughing and joking at the way we were rolling about, You must understand that our troop of horses were in wooden stalls on the upper deck. This was my troop, consisting of thirty-eight troop horses together with my own chargers, and twelve mules. All the other troops and their horses were down below be tween decks. 'Stables' were at eleven p. m., when it had begun to get rather rough. However, we still smiled, but the rolling got worse and worse, and my horses on the upper deck hegan to fall down, and we smiled no more. Every man was told to hang on to his horse, so as to keep its chest away from the front board when the animal was thrown forward by the roll. At last the rolling became terrific and the seas enormous. All my troop were drenched over and over again; man, a corporal, got washed off his feet, and was thrown four times with great violence up and down the deck. The extraordinary thing was that he did not break anything. At last the wooden framework of the stabling began to crack, and I expected every minute to see the whole thing collapse and all my men killed. I then went to Lund (a captain in the 9th Lancers), and told him that I thought it was getting dangerous for my men to stay on any longer, and he gave the order for No. 1 troop of horses to be abandoned. Five minutes after that one entire side of the woodwork gave way. Two of my chargers and four others were immediately washed overboard. Now came

THE MOST HORRIBLE SCENE track I have ever witnessed. The deck was of disease at such a houses and mules, mixed up with the broken woodwork of the stables, the whole being hurled first to one side of the deck and then to the other-all horribly wounded, most with broken legs and some with eyes torn out. My aster. There are plenty of medicines which act merely as breaks to "slow up" the disease and put off disaster for a little while; but that isn't enough. What is needed fered the torments of hell like the others. To make a lorg story short, out of fifty horses and mules on my deck, only three were saved, two herses, whose stalls had remained intact, and one mule, which had a most miraculous escape, having been washed down the hatchway into the hold below, and being absolutely unhurt. Things were hardly better between decks below. On one deck a huge water-tank broke loose and went hurling about, killing two horses. On this account this deck had to be abandoned by the men. It was a horrible thing having to jump this way and that to avoid horses that kept hurling up and down, kicking and screaming. The arms rack gave way, and I was sent to try and collect the carbines. We had managed to stack most decks below. On one deck a huge water-tank broke loose and went hurlsent to try and collect the car-bines. We had managed to stack most of them when an enormous roll came. and down they went, rushing from one side to the other. Luckily we were all able to jump on tables, except one man, who fell among the wreckage, cutting his head open and laying him out. All the men down below remained with the horses till six p. m., when they were ordered up, and they all huddled in the passages and on the top of the engine room, shivering and chattering all night with the cold. All my men had been long since drenched to the skin, and not a man got a bite of food except what we could give them in the way of a few biscuits. I wish you could have seen the way the men behaved. IT WAS REALLY MAGNIFICENT.

> They never thought of letting go of their horses until they were absolutely ordered to, though they did not know when the wooden frame might give way. All this time, as the captain told us, the ship was not under control, and would not steer. He thought at the time it was because they had taken out a lot of her cargo at Durban, and so lightened her; but the next morning, when the sea went down, and she still would not answer her helm, he had the rudder examined and found it was broken and useless. It was not very pleasant when the dear old skipper came down, and informed us that we were rudierless, and if an easterly gale sprung up we would go ashore. I did my best, but I could not eat much breakfast that morning. However, things turned out better than we expected, and we are now going five knots an hour with a jury rudder, and are getting in the track of ships again, when we hope to get towed in some where. We are nearing Durban again Last night we saw a ship, and sent up five rockets, but the brute took no notice. If we go ashore that ship will have a lot to answer for. Night is now coming on, and if we get through that ve shall be all right. We are about six miles from land, and so the danger is over unless the jury rudder breaks, and we get washed ashore. It is quite impossible to get moody about it with all the men in such good spirits. The day of the 10th was not pleasant, and we had to hoist all the dead horses up

and shove them overboard. A good many were still alive, but of the squadron of 150 horses we have lost ninety horses and eleven mul.s. Is it not appalling? When we have got over this a bit, it will be time enough to think of what they will do with us. Surely they will not send us back to Bombay. That would be too cruel. We hope to remain at Durban until the reserve of horses arrive, when they will moun us and send us to the Cane to join the other two sauadrons. The cantain, who has been over thirty years at sea, says he never saw such huge waves. I have an extract from his log which may interest you. I cannot write more All I can say is that Oct. 10, 1899, wil never be forgotten by the C squadron, 9th Lancers; not if we live to be Methuselahs,—Yours affectionately,

ST. STEPHEN.

"FREDERICK BLACKWOOD."

Mr. Ganong's Trip to the Pacific Coast.

And Mr. Chipman's Inspection of Mining Properties in Colorado and

ST. STEPHEN, N. B., Nov. 22.—J. Edwig Ganons, manager of the St. Croix Soap Manufacturing Co., returned last week from a business trip to the Pacific coast. At Brandon he visited the government experimental farm and was greatly impressed with the results of practical farming there manifested. The wheat fields of Manitobe and the great cattle ranches of Alberta afford wonderful evidence of the great national resources of Canada. His visit to Vancouver was made specially pleasant by meeting with several eastern people. Harold C. Clarke is a member of the firm of Stewart & Clarke, who carry on a large stationery business, with two stores in Vancouver and one in New Westminster. They are on Hastings street, Vancouver, for which they are to pay a rental of \$225 per month. Raiph S. Daggett is to have charge of what is now their principal store. Elwell DeWolfe has a fine position in a large hardware store. Edward Smith is employed with the telephone company, and Albert Smith is clarking. G. Clayton Leonard is conducting Wolfe has a fine position in a large hardware store. Edward Smith is employed with the telephone company, and Albert Smith is clerking. G. Clayton Leonard is conducting a large restaurant business. Mr. Newton of Grand Manan is proprietor of another large restaurant. Wm. Vaughan has a good rosition, and Aubrey Vaughan an excellent one with a wholesale grocery house. At New Westminster Mr. Ganong met Fred Maxwell. who is employed with Gilley Bros., and Roland Benson of Grand Manan, who is conducting a successful grocery and fish business.

At Victoria, Mr. Ganong spent two days and visited Esquimault, where five British warships were lying. Nelson and Rossland, with their great mining enterprises, impressed him very strongly. At Winnipeghe had the pleasure of listening to a three hours' address by Sir Charles Tupper. Mr. Ganong reports an active demand all through the west for his soap and confectionery.

Capt. J. D. Chipman returned on Saturday

through the west for his soap and confec-tioners.

Capt. J. D. Chipman returned on Saturday from a tour of inspection of mining prop-erties for Colorado and California, and with all of them he is greatly pleased. In San Juan county, Colorado, he inspected the Gold King, American and Anglo-Saxon group. At the Gold King a forty stamp mill is running and a crusher with a canneity of group. At the Gold King a forty stamp millie running and a crusher with a capacity of 260 tons per day. Here the ore is brought down over a tramway, 5,600 feet long in huckets, which earry 700 pounds locked on the cable 125 feet apart. It takes 20 minutes to make the ascent. The towers on the opposite mountains are 2,000 feet apart, and the cable is 300 feet above the bottom of the gorge. Mr. Chipman made the trip across this cable in one of the iron buckets. Seventy-five tons of ore are being crushed daily at this mine and the concentrates Seventy-five tons of ore are being crushed delify at this mine and the concentrates shipped to the smelter at Derango. The Gold King paid a dividend last month of 1½ per cent, and it is expected soon to go to two per cent. This famous mine was acquired in 1894 by Davis & Soule of Waterville and Boston. It was first thoroughly developed, and in September, 1897, paid its first dividend of one per cent. Dividends have been paid monthly since, excepting one month, when a strike was in progress. From a ten-stamp mill it has grown to one of forty, and orders are now being placed for twenty more. In September last the proprietors purchased the Sampson mine alongside, which has produced as high as \$200,000 in a year. The prospects are excellent, and there is ore in sight sufficient to keep the mills running for years to come. The American mine is in the same mountain, and is now being developed. The tunnel is in 750 feet, and they have crossed four large veins of paying ore, one being 14 feet wide. It will be on a dividend paying basis by next spring. Sufficient ore is already opened up, in the tunnels and drifts, to keep the mill running for months.

The Anglo-Saxon group is located six

The location is one of the best in Colorado, the tunnel being within 1500 feet of the railroad.

These mines are conducted on sound business principles, all being fully developed before mills were crected. The American and Gold King mines have just started to run a 6,000 foot tunnel at a great depth for opening other large bodies of ore which are known to exist. When all are on a productive basis the company will be one of the largest corporations in Colorado.

At the Anglo-Saxon a large quantity of tungsten is being produced for which there is great demand. It is used in the production of armor plates and is very valuable.

St. John people are very largely interested in these mines and a considerable amount of stock is owned in St. Stephen and Calais. The investment is a very fortunate one for the holders. The stock in the Gold King was first offered to the public at fifty cents per share and some was bought at a lower figure. It is now selling at \$2.50 and will soon go to \$2.75.

Capt. Chipman also visited the Jackson Sabe View mine at Sundy, Mono county, California. This mine is owned principally by Calais and St. Stephen people, the late Hon. F. A. Pike and the late Freeman H. Todd being the first to take hold of it. It has been in operation for eighteen years, but has not been so successful as the properties in Colorado. The company has just built a cyanide plant with a capacity of 100 tons per day for the purpose of working up the tailings and have a ten stamp mill running.

It is a very valuable mine, and, with an increase in the stamp capacity and other improvements, is expected to be put on a large deposit of ore, some of which runs as high as \$100 per ton.

TO CURE A COLD IN ONE DAY Take Laxative Bromo Quinine Tablets, All druggists retund the money if it fails to cure. 25c. E. W. Grove's signature is on each box.

SHOT HIS FATHER. Elijah Moore Confesses to Killing Rev Jesse Moore.

DEXTER, Mo., Nov. 21.—Elijah Moore, aged 19, who has been held under suspicion for the assassination of his father, the Rev. Jesse Moore, made a full confession Monday, in which he implicated his 15-year-old sister, Mary. Later, he amended his confession by exonerating the girl. Later in the day the boy was indicted by the grand jury Young Moore says he planned the assas-slaation two weeks previous to its commis-sion. His father, he says, was cruel to his family and allowed his children no pleas-The boy got up at 3 o'clock in the morning, shot his father by moonlight, hung the gun up in a rack on the front porch and went back to bed.

Children Cry for CASTORIA WAR THOUGHTS

By G. W. Steevens, Corresponden of the London Mail.

The Second Letter from South Africa, Dated Stomberg Junction, October 10th.

wind screams down from the naked hills on to the little junction sta-A platform with dining room and telegraph office, a few corrugated iron sheds, the station master's cor-rugated iron bungalow—and there is nothing else of Stormberg but veldt and kopje, wind and sky. Only these last days there has sprung up a little patch of white tents a quarter of a mile from the station, and about them move nen in putties and khaki. Signal flags blink from the rises, pickets with fixed bayonets dot the mounted men in couples patrol plain and dip and slope. Four combanies of the Berkshire Regiment and the mounted infantry section in all they may count 400 men. Fifty miles north is the Orange River, and beyond it, maybe by now this side of it, thou-sands of armed and mounted burghers

I wonder if it is all real ? By the clock forty hours in South Africa, but it might just as well be a minute or a lifetime. It is a minute of experience prolonged to a lifetime. South Africa s a dream—one of these dreams in which you live years in the instant of

waking-A DREAM OF DISTANCE. Departing from Capetown by night, awoke in the Karroo. Between nine and six in the morning we had made less than a hundred and eighty miles. Now we were climbing the vast desert of the Karroo, the dusty stairway that leads on to the highlands of South Africa. Once you have seen one desert, all the others are like it; and yet once you have loved the desert, each is loveable in a new way. In the Karroo you seem to be going up a winding ascent, like the ramps that lead to an Indian fortress. You are ever pulling up an incline between nills, making for a corner round one of the ranges. You feel that when you get round that corner you will at last see something; you arrive and only see another incline, two more ranges and another corner—surely this time with something to arrive at beyond You arrive and arrive, and once more you arrive-and before you once more you see the same vast nothing you are oming from.

Believe it or not, this is the very charm of a desert - the unfenced emptiness, the space, the freedom, the unbroken arch of the sky. It is for ever fooling you, and yet you for ever pursue it. And then it is only to the eye that cannot do without green that the Karroo is unbeautiful. other colour meets others in harmony—tawny sand, silver-grey scrub, crimson-tufted flowers like heather, black ribs of rock, puce shoots of screes, vioblue fairy battlements guarding the horizon. And above all broods the intense purity of the South African the Franchise act. When at azure—not a colored thing, like the plants and the hills, but sheer color

EXISTING BY AND FOR ITSELF. It is sheer witching desert for five hundred miles, and for aught I know five hundred miles after that. At the rare stations you see perhaps one corthe stink of that beastly train. Of and patched trousers, loafing hands in pocket, lazy pipe in mouth. The last man in the world—yet what he meant and nothing else. On the line from Cape Town-that single track through five hundred miles of desert—hang Kimberley and Mafeking and Rhode-sia; it runs through Dutch country, and the black man was there to watch

War-and war sure enough it was. A telegram at a tea bar, a whisper, a gathering rush, an electric vibration and the very niggers on the dunghill outside knew it. War—war at last! Everybody had predicted it—and now everybody gasped with amazement. One man broke off in a joke about killing Dutchmen, and could only say, "My God-my God-my God!"

Cape Colony has neither. It could not have. If you look at the

map you will see that the Transvaal advantage the Boers possess against Natal, and that is why Sir George White has abandoned Laing's Nek and Newcastle, and holds the line of the Biggarsberg; even so the Boers might conceivably get between him and his base. The same advantage we should possess on this western side of the theatre of war, except that we are so heavily out-numbered, and have adopted no heroic plan of abandoning the indefensible. We have an irregular force of mounted infantry at Mafeking, the Loyal North Lancashire Re-giment at Kimberley, the Munster Fusiliers at De Aar, half the Yorkshire Light Imfantry at De Aar, half the Yorkshire Regiment at Naauwpoort—do not try to pronounce it—and the other half here at Stormberg. The Northumberlands—the famous Fighting Fifth—came crawling up behind

poort or De Aar. Total: say, 4,100 infantry, of whom some 600 mounted; no cavalry, no field guns. The Boer force available again: these isolated positions might be very reasonably put at 12,000 mounted infantry, with

PERHAPS A SCORE OF GUNS.

Mafeking and Kimberley are fairly well garrisoned, with auxiliary volun-teers, and may hold their own; at any rate, I have not been there and can say nothing about them. But along the southern border of the Free Statethe three railway junctions of De Aar, Naauwpoort, and Stormberg—our posi-tion is very dangerous indeed. I say it freely, by the time the admis reaches England at may be needed to explain failure, or pleasant to add lustre to success. If the Army Corps were in Africa which is still in England this position would be a splendid one for it—three lines of supply from Cape Town, Port Edzabeth, and East London, and three converging lines of advance by Norval's Pont Bethudie, and Aliwal North. But with tiny forces of half a battalion in front and no sup-port behind—nothing but long lines of railway with ungarrisoned ports hundreds of miles at the far end of them —it is very daugerous. There are at this moment no supports nearer than England. Let the Free Staters bring down two thousand good shots and resolute men tomorrow morning—it is only lifty miles, with two lines of railway have been travelling something over and what will happen to that little patch of white tents by the station? The loss of any one means the loss of land connection between western and eastern provinces, a line open into the heart of Cape Colony, and nothing to esist an invader short of the sea.

It is dangerous—and yet nobody cares. There is nothing to do but wait -for the Army Corps that has not yet left England. Even today—a day's ride from the frontier—the war seems hardly real. All will be done that man can do. In the meantime the good lady of the refreshment room says "Dinner" There's been twenty-one today and dinner got ready for fifteen; but you're welcome to it, such as it is. We must take things as they come in war-time."
Her children play with their cats in the passage. The railway man busies himself about the new triangles and sidings that are to be laid down against the beginning of December for the Army Corps that has not yet left Eng-G. W. STEEVENS

FRANCHISE ACT.

Sir Wilfrid and His Ministers Heartly Sick of the Mess They Are In-

Ever Since the Present Act Has Been in Existance, It Has Been a Source of Worry and Annoyance.

OTTAWA, Nov. 22.-If there be one plank in the liberal convention's platform adopted at Ottawa in 1893, of are heartily sick, it is that relating to the Franchise act. When at Ottawa A G. Jones presented his resolution in favor of a reversion to the provincia franchise, he had much to say about the heavy expenditure which the federal franchise act entailed both to the treasury and to the political parties. He pointed out that it had been the means of preventing young voters from rare stations you see perhaps one corrugated-iron store, perhaps a score of little stone houses with a couple of churches. The land carries little enough stock—here a dozen goats browsing on the withered sticks goats love, there a dozen ostriches, high-stepping, supercilious heads in air, wheeling like a troop of cavalry and trotting out of The young men would get on the voters' lists, and the expense to politimen, nothing—only here at the bridge cal parties would be practically nil. a couple of tents, there at the culvett But have the sanguine hopes of the a black man, grotesque in sombrero and patched trousers, loafing hands in Ever since the present act has been in existence it has been a source of worry and annoyance. The time of the clerk and annoyance. The time of the clerk of the crown in chancery is taken up largely these days in writing beseching letters to municipal authorities in Ontario asking them to hurry up with the lists. Not ten per cent. of the lists from the premier province have yet been received here, and the prospect of getting them seems to be remote. Were parliament, through adventitious circumstances, to be dissolved tomorrow, there would be nothing left for the remove. there would be nothing left for the government than to buy copies of the lists from the municipal authorities, or else farm out the printing of them to coun-try printers. But this is by no means the worst feature of the situation. In the province of Ontario, and presum-"My God—my God—my God!" ably in other provinces where manhood I too was lost, and lost I remain. suffrage prevails, there is special ma-Where was I to go? What was I to chinery for enrolling the manhood sufdo? My small experience has been confined to wars you could put your fingers on; for this war I have been looking ever since, and have not found it. I have been accustomed to WARS WITH A HEADQUARTERS, at any rate to wars with a main body and a concerted plan; but this war in Cane Colony has neither. four years, there will be no general enrollment of manhood suffrage voters except at the end of each quadrennial and Orange Free State are all but period. Supposing, therefore, a fed-lapped in the red of British territory. eral election takes place, say two or That would be to our advantage were our fighting force superior or equal or even not much inferior to that of the enemy. In a general way it is an advantage to have your frontier in the court of five. Either the Laurier government would have to create machinform of a re-entrant angle; for then you can strike on your enemy's flank voters, at an enormous expense, or else it would have to let thousands of the communications. That young men go unregistered. It is this dilemma which confronts the government. They know they have to accept either one horn or the other. They do not like either, but they cannot escape from the inevitable. It is the difficulty ahead which makes ministers wish they

CREW OF THE CLEDDU BELLE.

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BOSTON, Nov. 24.—The crew of the British brigaptine Cleddu Belle, who were rescued from their vessel in mid-ocean by the Dominion line steamer Turcoman, and landed here Thursday, will leave tomorrow on the steamer Halifax for Halifax, from which port they will embark on a steamer for St. Johns, N. F. Transportation has been furnished them by British consul general, who has also provided the ship-wreckel mariners with clothing, and attended to their wants while here