

at night, and were informed that we would Which makes 'twix us twain, though un have to walk a distance of about two and a half miles if we wanted to get to the signed by hand, A bond strong as lovers' troth. Cape side of the Orange river; so we took all our goods and chattels on our backs and tramped through one of the worst So'ware what you do, for, if you strike, you will strike not one, but both." roads in the world (there must have been six inches of dust on it), and finally after a trot of an hour and a half crossed the Then they fretted and chafed; for, though shod in steel, Their war tread stops at the shore. bridge and found outselves in British territory, and a British train waiting to take us to Capetown, or at least to the next station. From the Orange River station While the Old Land's breath is the breath of the gale, And its music the wave-wind's roar. (Norvals Pont) we wont on to Nauport Junction, where we had to change; thence to De Aar Junction, where we had to change again. From there to another sta-Then they hated the Young Land's youth and strength, but they hated the Old and strength, Land more. stion, where we changed for the fifth time, but this time we managed to get into what Now the Old Land, in turn, for Freedom' cause Speeds her sons to the Southern zone, the Cape government railway called "carriages." the Lord knows what they really They snarl, "Let us clip the Lion's claws The Lion that stands alone; were; and so we got to Capetown without And harry her lair, and spear her cubs, and further change of trucks or 'carriages. "The whole trip lasted four days, where as the usual time for the journey is 52 hours. During this time we were exposed sit on the Lion's throne.' And the Young Land laughs: "With her foam-steeds fleet, I guess she's a match for you all: to the scorching rays of a South African sun; and in the night we froze-for the Af-rican karroo (prairie) is bitterly cold at She hath saddled the sea, and more firm night, no matter how hot it may have been her seat Than yours, that would ride for a fall, in the daytime. And to make matters worse for myself, I had no blanket. If I had had a blanket it would have been lost: my box occupied all my attention to pre-vent it being lost every time we changed (u weighed about 70 pounds). I am now in Oapetown as a refugee, "living on my in-But if ever, hemmed in by a world of Her sinews were sorely tried. come.' When that is gone I suppose I shall have to apply to the Rand relief com-mittee for a job on the breakwater or some By the self-same blood in our veins that flows, You would find me at her side, which her sons and my sons have A Symptom of Gatarrh Permanently Gured thing of that sort. But before that time comes I hope to get a billet in my own line, viz., shorthand writer, so I do not

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THE WAR EAGLE SUES. Would Recover Three Hundred Thousand Paid for Electric Machinery

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Installed.
Rossland, Dec, 14.—The War Eagle Consolidated Gold Mining Company, through their attorney here, A. C. Galt, today issued a writ against the Can-adian General Electric Co., for \$116,198, and the West Kootenay Power and Light Co. for \$75,000, making the total claim-ed \$310,899, to which must be added interest and costs.
Speaking generally the claims are for a return of money paid on account of the big electric hoist and compressor plant erected , for the War Eagle company about a year ago and for damages incur-red for breach of contract. The com-pany claim to have suffered greatly on ac-count of the machinery not working satInstruction of 1860 I joined the Col-the gold diggings, whence news of the solution of the machinery not working satInsterpoint of 1860 I joined the Col-the gold diggings, whence news of the solution of the machinery not working satInsterpoint of 1860 I joined the Col-the gold diggings, whence news of the solution of the machinery not working satInsterpoint of the machinery not working satisfactorily.

pany claim to have suffered greatly on ac-count of the machinery not working sat-isfactorily. It was thought that an arrangement would be reached without a lawsuit. As it is, the whole question will now be fought in the British Columbia courts. would be reached without a lawsuit. As it is, the whole question will now be fought in the British Columbia courts. comers poured in, and in September there was a stampede fifteen miles east to Boun-dary creek, where \$50 a day per man was The War Eagle company has put in ad-If you put all your fighting force afield and charged at her watery wall! X. either the War E. "c or Cettre Star.

casily creek, where \$50 a day per man was easily realized. In the summer of the fol-lowing year the mining population along both streams, which then began to give out, exceeded eight thousand. Two thous-and pack animals were employed in haul-ing in supplies from the coast. Living of course was very expensive. A good-sized city now in ruing sprane no et the month Droppings in the Throat city, now in rulns, sprang up at the mouth of Rock creek, near the site of Midway. There were saloons, gambling dens, and dance houses. Two enterprising whiskey

the former activity that prevailed. Mr. Stevenson participated in all this excito-ment. He has in his possession a beautiful medal on which is inscribed his name, and dy. There is one phenomenon more pic-turesque, the reversible tidal falls at St. John, N. B., but none so dramatic or more in keeping with what the climax of a great tidal rise should be. In height, velocity and roar the "bore" fulfills all these words: "Pioneer of B.C., May, 1859. B. C. Pioneer Society." "In the spring of 1860 I joined the Col-lins expedition at Walla Walla, bound for

A fine line of Cutters, Bob-Sleighs, JUST RECEIPTION of a great tidal rise should be. In height, it is neared a thonorow the tide reaches its moth, there cannot the tide reaches its moth, the tide from the citifs and muruing fainly against the tide streams up the bag.
A fine line of Cutters, Bob-Sleighs, Buggies, Road and Farm Wagons (Interpretent the stream the waters upon which the trougning snape of Fundy has a comulative effect as the tide streams up the bay. It is interesting to follow the tide from its beginning to its elimax at Moncton. It affects not only the landscape of the bay, but also the industries which are followed there. For instance, dry docks hardly are needed in the Bay of Fundy. If a vessel is anchored in deep water at flood tide, she will probably be high and dry before half the ebb, and there will

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