

CHARGE OF DARGAI RIDGE.

Richard Mansfield Thrills the Men of
New York With Some Stirring
Lines.

Richard Mansfield, who is playing at the Fifth avenue theatre in New York, the part of an American who sets the British soldier at defiance, evidently appreciates the British soldier at his best, none the less. The following verses written by him concerning the storming of Dargai Ridge on October 20th, appeared in a late issue of the "Tribune":

DARGAI CAP.

Bulldogs, hark! Did your courage fail?
Bulldogs, hark! Did your glory pale?
What of the slander that says "De-
cayed

And gone to the dogs" since the Light
Brigade?

For the blood and bone that humbled
Nap,

T'was there again, boys, in Dargai Cap.
Did ye hear the swish of the flying
shot,

The roll of the drum and the rattle
pot?

The music that rose clear o'er that yell,
And thrilled thro' the ranks and stir-
red up hell?

Come, Highland laddie—head up—and
step forth

A crown of glory—"cock o' the North!"

You cock o' the North, aye, pipe away.
With both stumps gone and you won
the day!

You may lean your back against com-
rades now,

They'll moisten your lips and they'll
kiss your brow;

For they fought like men, and a man
may weep

When he lays a man to his last long
sleep.

Bulldogs, who sleep on the Dargai
Ridge,

Fall in, quick march, and over the
bridge,

The pipers ahead, and the same old air
To pipe you to heaven and veterans
there;

And you'll tell the bullies who humbled
Nap

The glorious story of Dargai Cap.

CARIBOO HYDRAULIC COMPANY.

The Season's Yield Restricted by a
Shortage in the Water Supply.

Advices received from Mr. J. B. Hobson, manager of the Cariboo Hydraulic Mining Company, under date of the 11th inst., state that the season has been suspended for the season, and the final clean-up made. Winter set in very early this year in Cariboo, and the temperature fell rapidly, so that the final clean-up was made hurriedly, in case the flumes should become frozen over. There was also a great scarcity of water this season, in fact, for some time past, the monitors could only work two hours daily, and a comparison of the water records of this and last year shows that the amount of water was only about half that of 1896. The result of this season's operations is thus far short of the estimate given in the last annual report, \$300,000, but is \$12,000 more than obtained in 1896, and considering the scarcity of water, and the much shorter time hydraulic mining was carried on, the result is satisfactory.

The final clean-up amounted to 332 ounces, of the estimated value of \$5,707. The gold brick was shipped from the mine on the 12th inst., and is now en route to San Francisco. The total yield of the season just closed amounted to close on \$139,000.

It is proposed to construct a new ditch—the Moorhead ditch—of a length of 7 3/4 miles, in time for next season's operations, and then no difficulty regarding water will be experienced. A considerable amount of preliminary work in connection with its construction has already been done, and, during the Winter, a force of men will be employed in getting out lumber and doing other work, in preparation for the re-opening of operations next Spring.

The Horsety Hydraulic Company's works were closed down for the season about four or five weeks ago.

THE BRITISH PACIFIC.

The British Pacific Railway scheme is not yet dead as notice appears in last issue of the Canada Gazette that application will be made to the Parliament of Canada, during its next session, for an act to incorporate the British Pacific Railway Company, with power to construct a railway from Victoria, British Columbia, to Winnipeg, Manitoba, via Bute Inlet, Cariboo, Edmonton and Prince Albert, with a branch line running through the Cassiar and Yukon district, and a branch down the valleys of the Canoe, Columbia and Kootenay Rivers to the 49th parallel of latitude, with power to purchase, lease, amalgamate or make running arrangements with existing lines or companies on the line of the proposed railway or connecting therewith. But with the C.P.R. in the field against the scheme and the sturdy opposition of sound financiers almost everywhere, the British Pacific will long remain only a "paper railway."



CARIBOO

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