

WAR THE SCHOOLMASTER.

In the absence of any definite news from the seat of war the opportunity is good for a few thoughts upon some of the peculiarities of the present campaign. Britain is learning in these weeks of anxiety and pain the stern truth that when a nation has not the genius of a Napoleon Bonaparte, an Arthur Wellesley or a von Moltke to depend upon, the way to final victory must be won step by step through grim and bloody experience, at cost of lives most precious to the nation and of treasure almost beyond computation.

We are finding, unhappily, that "Britain's little wars" have not nourished the supreme genius who could cast his eye upon the dark problem in South Africa as Napoleon did upon Toulon, seize at one eagle glance the weak spot in the defence of the enemy, and conceive the sure unfailing stroke that would achieve the end at the lowest outlay of men and time (which is money in war quite as much as in business) and without faltering strike, and strike home, with all the pith of his power.

The telegraphic dispatches tell us today that the London Times laments the splitting up of the British force into divisions, which though formidable enough for their size, violate in every step they take forward into the enemy's ground a fundamental principle of all warfare, a principle as old as Hannibal, Scipio and Alexander, and yet as fresh in its modern application as Napoleon and von Moltke, to wit, the absolute certainty of connection with the base; the preservation of the line of communication thereto. This is a maxim of war so plain, so consonant with all the dictates of common sense that the comfortable bourgeois who sleeps at home at ease all his nights would pick it out as the main chance in the great war game. Now, what have our generals been doing?

Methuen attempted to leap into Kimberley and was tripped—if not actually trapped—in mid flight. He is now, if we may credit even the most favorable messages, actually penned up on the banks of the Modder, facing a military position which the demon energy and trained skill of the Boer leaders have already transformed into an infinitely stronger position than it was when Methuen with all his gallant cavalry shattered his battalions against it. But worse than all his lines are cut; he is isolated. We indulge no vain forebodings or half-hearted hopes, but a strong hope regarding him, but reason compels us to ask how is this leader going to extricate his embattled force from that desperate corner? Without reinforcements he cannot even think of attacking the Boer lines north of him; it may be he dare not make any decided or large movement south to restore his lines for fear of a swoop of the entrenched enemy upon his exposed rear. On the veldt, up and down the Modder, the Boers are no doubt in heavy patrol.

Methuen's position most graphically illustrates Napoleon's well-known maxim: "Flying columns must not attempt to strike at long distance, unless the support is immediately behind and the line of operations can be completely protected."

A fatal parallel was Marshal Grouchy's case, detached by Napoleon's own order early on the morning of Waterloo, with strict injunctions to keep the Prussians occupied, if possible, at the south, until summoned, but on no account to permit an interception. General Grouchy, however, was not so obedient. He allowed himself to be intercepted, not only by the Prussian cavalry but also by an entire infantry brigade, thrown out by Blucher for the purpose. Methuen has apparently got too far from his base, left his lines too thin, and immensely increased the difficulty of pushing up supports to his relief. If he cannot effect his escape by some brilliant tour de force he must surrender. What is worst for him is the greatly increased disaffection of the district in which he is operating.

Let us turn for a moment to the force under General Gatacre. The unexplained false step made by this leader has done two things. First, it has shaken the confidence of his troops in their general; second, it has ended the hesitation of some thousands of lukewarm Dutch farmers who have, say the cable messages, now thrown in their lot with their kindred. But there is a third thing that disastrous wandering through the night and finding death and disgrace at dawn has done; it has given fresh proof of the folly of dividing a force into portions so small that when blows of this kind descend upon it the power of retaliation is paralyzed and the task of recuperation must be accomplished far from the enemy's line, and after an exhausting retreat. Reading the most favorable accounts of Gatacre's manoeuvre, the student of military history and tactics can scarcely find a case with which to compare it, either in ancient or modern times.

It stuns one to try to realize that with all Great Britain has at stake a general officer should do this amazing thing—lead four thousand brave, trusting soldiers, in heavy marching order, all night, up and down, round and about a country absolutely unknown to himself, and yet at the same time be fully aware that a fierce, active, intelligent, powerful enemy has descended somewhere out there amongst those stony heights and shaggy glens. Indeed, it is no wonder the Boer

commander exclaimed, like an ancient leader of Israel, as he beheld moving slowly forward before his astonished gaze as the gray dawn broke over the veldt: "It is God's hand!"

Last we come to the terrible affair at the fords of the Tugela, where, under the commander-in-chief of the British forces in South Africa, our gallant men had once more to taste the bitterness of a severe check. One is impelled to ask if it is not incredible that a general of Buller's experience, with the disasters in the west fresh upon his mind, would allow himself to be taken by surprise? Yet, unfortunately, there is no other solution to this maddening puzzle. The cables tell us the leaders of the force "were surprised to find the enemy in unexpected strength"—at a place where there was every human probability they would be found in great strength, unless they were the most consummate block-heads or utterly ignorant of the principles of war. If one is going to force a passage across a river, in face of the enemy, and one is compelled to take the only two available means of making the passage, namely, the fords, would it not strike one as very probable that the enemy, who have the great advantage of knowing the country thoroughly, and who are perfectly well aware that it is by those fords the passage must be made, would mass their artillery and rifle fire so as to make those fords the special targets during the battle? Yet what do the dispatches tell us our generals did? They attempted to force those fords and were "surprised to find the enemy in strength commanding the passage." In consequence of this we had eleven hundred men laid down by death or wounds or capture, and we had to abandon eleven guns, one destroyed by shell fire.

This is costly schooling, surely. Why the Boers did not attempt either to destroy the guns left on batteries by means of shells, or try to take them away under cover of night is a mystery. Since that fatal morning the cables have been all but silent, and we can only conjecture what is taking place.

May the next news be such as will restore British prestige and shed glory over the arms and the flag of our Empire.

TWO MARKETS.

What is the secret of the failure of the Victoria city market? Strangers as well as citizens often ask why it is that that fine building lies empty and neglected, when from the very nature of things in this community one would expect it to be crowded with smiling, fresh-faced country folk spreading out their toothsome wares for the inspection of an appreciative public, and a brisk traffic being done from early morning until high noon. It would be rather a difficult task to explain the matter in all its details, but one potent cause for the Victoria city market having turned out a huge white elephant on the citizens' hands is entirely the fault of the citizens themselves.

Some time ago we drew attention to the extreme difficulty experienced by white market-gardeners in selling their products in Victoria owing to the almost universal support given by Madame Victoria to the Chinese truck peddler. We cannot say definitely whether any of those white market gardeners have ever made the experiment of house-to-house visitation with their goods, but it is pretty well-known that nothing of the kind is attempted at the present time. Consequently the Chinaman who is a born trader and a "business" by nature has the field entirely to himself. While John goes to the back doors the white man waits in vain in the fine city market, then drives home with his wagon as full as when he drove to town. That is one good reason why the Victoria city market is a white elephant; the blame is twofold. Madame Victoria will prefer the ready Chinaman who comes to the doorstep, to the morning shopping excursion to the city market to buy from the white gardeners; second, the white dealers' refusal to put themselves in competition with the Chinese hawkers.

In the city of New Westminster this order of things is exactly reversed. Everybody there goes to the market, and it is one of the brightest, pleasantest periods of the day that in which the farmers from Burnaby, Surrey, Lulu Island and the North Arm meet their fair customers and transact an amount of business the aggregate figures of which might surprise anyone not acquainted with the possibilities of this trade. There the Chinese vegetable peddler does not flourish, but the white market gardeners and farmers near Westminster are all doing well.

The contrast between the conditions in the two cities is complete, but why should the contrast be so much to the disadvantage of the capital? These are things governed by the special peculiarities of communities, and they cannot be altered by argument, the urgings of boards of trade or the appeals of political economists. Victoria, then, is a kind of paradise for John Chinaman, while the Westminster people want none of his questionable garden stuff and accord cordial support to the men of their own race.

Victoria city market will remain a monument to the unassailable, unimprovable qualities of the citizens and a reproach to them for their want of public and fraternal spirit until such

time as they shall resolve to alter conditions and imitate the excellent example of the ancient capital of British Columbia, by the banks of the Fraser River.

A GREAT CANADIAN CANAL.

Competent engineers say that the early years of the twentieth century should see the completion of the magnificent project now being promoted by Mr. McLeod Stewart—the Montreal, Ottawa and Georgian Bay Canal. It is a moderate estimate of the probable effect of that great work that it will revolutionize the commerce of Canada. The total distance is 430 miles, of which 308 miles along the Ottawa river from Montreal to the mouth of the Mattawa is now navigable, and requiring only slight deepening and improvement. The remainder of the way, 122 miles, consists of the Mattawa and French river and Nipissing lake and the construction of nearly 20 miles of canal. The cost of the work is estimated at \$17,000,000. The Dominion government has guaranteed interest at two per cent. upon this amount for twenty years.

The chief advantages possessed by this canal over the other great water routes from the heart of the continent to the sea are that it is the shortest practicable route from Chicago or any point on Lake Superior, being 307 miles shorter to Montreal than by the Welland and St. Lawrence route, and 435 miles shorter to Montreal than to New York by the Erie canal and Hudson river. From Chicago to Montreal, via the St. Lawrence is 1,287 miles; from Chicago to New York, via the Erie route, 1,415 miles; from Chicago to Montreal via Ottawa, 980 miles. Then the distances from Chicago to Liverpool are worth comparing: Via Erie canal 4,505 miles; Welland canal and St. Lawrence, 4,087 miles; Ottawa, 3,780, or 700 miles in favor of the Ottawa route over the Erie canal route. This would mean the saving of from two to three days. We need not stop to remind our readers of the prodigious growth of the lake commerce in recent years. Suffice it to say, that from 28,000,000 tons to 30,000,000 tons of freight pass Detroit annually, and about 28,000,000 tons a year through the Sault Ste Marie canal. It is calculated that the Ottawa route would have a traffic of 5,000,000 tons at the start, and also that wheat can be laid down in Montreal by the Ottawa route at a cost for transportation from Chicago of three cents a bushel.

Then, vessels carrying grain east can get lumber cargoes going west, for they will pass through the most richly timbered areas in Eastern America. In fact, the importance of this short route to the lumber industry is enormous. It is pointed out that vast quantities of useful material now left in the woods owing to cost of transportation will become available for export and swell the traffic without interfering seriously with supply. As for the importance of this canal to the mining industry we had better quote from the prospectus of the company: "Millions of acres of fertile lands in Northern Ontario now covered with timber will pass through the advent of cheap transportation all up with settlers; and in Algoma, Timiskaming and Nipissing districts many thousands of people will make homes. Lands now worthless, or held at a nominal figure only, owing to lack of transportation facilities, will at once acquire value approaching equality to that of lands in the well-settled portions of the province. Mining and smelting operations, the requirements of manufacturing, and of the population will give rise to an ever-increasing demand for coal; and an important feature of the traffic in the near future will be the carriage of coal from Lake Erie points to points on the system and to French River as a coaling station for vessels engaged in the grain trade, with return traffic of lumber and ores from the rich timber and mineral regions along the route, and probably also the carriage, as a return cargo, of Nova Scotia coal from Montreal to points along the route. Mining is yet in its infancy in the Ottawa country, but researches made up to the present time have shown it to be possessed of inexhaustible stores of mineral wealth. Within a few miles of the city of Ottawa are immense quantities of iron ore of great richness. The nickel and copper deposits of the Sudbury region are already famous. Several years ago experts examined the deposits for the United States Navy Department estimated the ore then in sight at 650,000,000 tons, constituting the largest known supply. At many points the Huronian gneiss, which extends over areas of thousands of square miles, has been found to abound in minerals. Gold, silver-bearing galena, zinc, platinum, tin, molybdenum, graphite, apatite, mica and iron are found, and to some extent already mined. Fine granites, sandstones, roofing slates, serpentine and dolomite marbles, etc., are among the non-metallic mineral resources of commercial importance awaiting development; and the cargoes of ore, building-stones, marbles, granites, etc., must in a short time afford the source of considerable revenue to the canals. The four items already mentioned—viz., grain, lumber, coal and ores—constitute almost 90 per cent. of the commerce of the great lakes, and the bulk of the traffic of the Ottawa route will no doubt be derived from the same sources."

A GENERAL EDUCATION.

Probably there is no question in the whole range of human experience so fraught with anxious study for the state as well as for the parent as that which deals with how best to educate the sons of the family. The diversity of human character, with its subtle variations of strength and weakness; its sympathies, antipathies and apathies; its lights and shades, is the science which no mind ever masters, and probably no mind ever will. The co-operative study of the sub-

ject by two or three generations of acute intellects in different countries, and a comparison of notes by their successors in this generation, have given us at last some tolerably clear light upon the perplexing problem. We now know that there are certain laws which have a general beneficial application to all cases.

The wonderful results achieved by the kindergarten system are well-known and appreciated by all intelligent people nowadays. That is recognized as the most sensible method of preparing the human mind for the greater lessons of life. Then comes the period when parents must decide whether it shall be the public or the private school for their boy. Both have advantages and disadvantages peculiar to themselves; both have splendid records; it remains with the parents to choose. Then follows the great question: How long shall the boy be allowed to remain at school? This, in reality, is a question of the utmost importance. Many a fine lad has been wrongly started by being taken from school at fourteen and set to some unbecoming calling. Round this question of length of stay at school controversy has warmly raged for years. Some hold that a boy is grievously wronged by being taken from school training at the very time when his brain is recovering from the dull spell which sets in from ten until close upon fourteen, and that if he were allowed to go on for two or three years more he would receive the inestimable advantage of a thorough training instead of being pitchedforked upon the world with his half-learned lessons and his undigested scraps of useless knowledge.

Others hold that the youngster cannot meet the world too soon after his twelfth year, and that a boy who has had schooling from six up to fourteen is well-enough equipped. Who shall decide when doctors disagree?

We find a timely article in Cassier's Magazine for December on this interesting subject, and parents will gather from the appended extract we make some hints that may be useful to them:

"In my judgment the age at which a boy should seriously begin any special studies, with a view to fit him technically for the profession he may have decided to follow, should not be earlier than seventeen or eighteen. And in any discussion as to the age at which a boy should leave school, the great incidental advantage that he gains from a reasonable prolongation of his school days must never be lost sight of. A stricter discipline, a wiser supervision, a more authoritative yet systematic advice as to conduct are more possible at school than can ever be the case in after life, and a more constant and generous association with his equals rubs off angularities and leads to amenity of disposition. It is seldom, indeed, that one cannot trace the difference between a lad who has had a full public-school training and another who has been less fortunate. Speaking as an employer of labor, I should say that we find a peculiar speech and manner, act in dealing with others, and some power of organization of the utmost value, and it is precisely those qualities which a boy acquires, or ought to acquire, in his later years at a public school. Without such qualities even the highest scientific attainments will never make a captain of industry, and in selecting candidates for appointments the man of business distinctly prefers a youth who has had the benefit of some years at a good school. So much for the necessity of grounding technical studies on the basis of a sound general education."

When Dr. Leyds was appointed secretary to the South African Republic, he had anything but a favorable opinion of old man Kruger. In a letter written to a friend in Holland Dr. Leyds described Oom Paul as an "ignorant, narrow-minded, pig-headed old Boer, whom (with Generals Joubert and Smut thrown in), he could play with and twist around his fingers as he chose." The generals demanded the instant dismissal of the "conceited young popinjay," who had thus dared to "criticize his masters," but the President said "he was a capable young fellow and would know better in course of time." The "young popinjay" has now a very different opinion of Mr. Kruger.

Lord Reay presided the other day at a distribution of prizes to a London shorthand school and paid every public man in the country owed a debt of gratitude to the newspaper reporter, for every public man depended to a large extent upon the skill and intelligence of the reporter. He looked forward to a time when the reporter would present the public with reports of those speeches best worthy of attention from their matter and expression rather than speeches because delivered by prominent men. The public would often gain by this—and if we may supplement his lordship's very just reflections, so would many "prominent public men."

Mr. Hermann Vezin, in a letter to the London Times, draws attention to a very remarkable coincidence in connection with the fortieth anniversary of the commencement of the Suez Canal, November 17th, 1859. Over 300 years ago a young Englishman, Kit Marlowe, wrote, before he was 23, a tragedy, "Tamburlaine the Great," in the second part of which will be found, Act V., Sc. III., these lines:

"And here, not far from Alexandria, Where the Terrene and the Red Sea meet, Being distant less than full a hundred leagues,

I meant to cut a channel to them both, That men might quickly sail to India."

Already the British, Cape and Natal

governments are preparing particulars of tenders to be called for soon for the rebuilding of the railway bridges and other works destroyed in the war in South Africa. A nose for the Cape government are: Modder River bridge, Norval's Pont, Orange River, Fourteen Streams, Vaal River. By the Natal government: Frere bridge, Cosenso bridge, Tugela; Newcastle bridge and Insoego bridge. By the British government: Viljoen's Drift, Vaal River. American firms will be keen competitors of British houses for those contracts.

Some idea of the mammoth proportions of the British commissariat in South Africa may be gained from learning that no less than 400,000 pounds of salt is one of the items going to the front. Twelve million pounds of preserved meat and the same amount of biscuit, with 400,000 pounds of coffee and 200,000 pounds of tea; 2,200,000 pounds of sugar, 800,000 pounds of compressed vegetables, 1,450,000 pounds of jam and 300,000 tins of condensed milk are some of the staples upon which Thomas Atkins will sustain his strength.

It will interest those who are following the war to learn that what is called shrapnel is named after General Shrapnel, one of Wellington's officers who went through the Peninsular war. Colonel Hope, V.C., is the inventor of the rifled shrapnel used by all modern armies. The old shrapnel in bursting all flew forward, thus being practically harmless against entrenched positions or men in cover. The kind used to-day strikes to every point of circumference, and when well-timed is most deadly.

When the rush takes place to Johannesburg next year all the heavy losses the Cape railways are suffering now will be more than made good. The war is circulating millions of hard money and the farming and provision trades are thriving briskly. Since the outbreak of war the British government has bought from American packers 300,000 cases of tinned meats, or 7,000,000 tins; thousands of horses and mules and baled hay.

French army authorities had themselves forced to contemplate a still further lowering of the minimum standard for recruits to the line regiments. It is at present five feet and a fraction of an inch. It is proposed to reduce it to four feet eleven inches. Year by year the number of conscripts who escape military service owing to the height standard is increasing, to the alarm of the war office.

Elihu Root, American war secretary, estimates the cost of the cable which he strongly recommends should be laid between San Francisco and Manila at \$8,500,000. This cable would be of much political and military importance, as it would touch at Hawaii, Wake Island and Guam.

A facetious correspondent comments in this fashion upon the approaching mayoralty election: "If there are no other candidates for the office of mayor than the two gentlemen whose names have been announced, it will be practically a contest between Time and Eternity."

Lady Symons, widow of the late Lieutenant-General Sir William Penn Symons, is to receive the highest rate of pension permissible under the Royal Warrant, in consideration of the distinguished services rendered to the country by her husband.

If the proposed short line between Paris and Geneva be built it will be possible to breakfast in the French capital and dine the same day by the shores of blue Lake Lemano. The scheme involves the tunnelling of the Jura mountains.

REPLY TO COL. PRIOR.

To Lieut.-Col. Prior, M. P.:

Sir—I have read your letter in this morning's Colonist, and I am surprised that you are getting annoyed or excited over the alleged utterances of the Hon. J. L. Tarte. Your quotation from Tennyson's "And the Free Speech That Makes a Nation Known," is no doubt being exercised by Mr. Tarte and it is quite probable the views expressed by him are consistent with the law of the Dominion. It appears to me that the Canadians care very little for the red tape of the constitution when they deem it necessary to send military forces to the aid of the Mother Country. Such a feeling is the sign of the Imperialist.

You want the Liberals of Canada to show their loyalty in not merely lip service, by insisting on the cabinet being purged of such a man as Mr. Tarte. I suggest that you had better advise the use of bricks if you doubt the loyalty of Canadian Liberals. What more proof do you want than the fact that Canadians (English and French) have gone forward to give their lives and blood for their Queen and country? No, Col. Prior, it is not necessary to debate Mr. Tarte or any other man from giving utterance to his thoughts on any subject so long as he is prepared to take the consequences. I think Englishmen should admire Mr. Tarte, for only one thing, namely, his courage to express an opinion that he knew did not and would not meet with the approval of the majority of Canadians. Be a true Imperialist, fight and advocate fair play for all, do not create any race feeling. The high water mark of race feeling was reached years ago in Canada, and the grievances of the people are all of the past.

The news from South Africa has been sad, but the conduct of our men has been brilliant. It is therefore our duty not to be too sensitive of the criticism or sneers of our enemies, but to take things philosophically, and continue to sling "That Britons never shall be slaves, etc."

S. PERRY MILLS.

AFTER A COLD DRIVE a teaspoonful of Pain-Killer mixed with a glass of hot water and sugar will be found a better stimulant than whiskey. Avoid substitutes there is but one Pain-Killer, Perry Davis', 25c and 50c.

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"A living mind in a dead body" is the way paralysis is sometimes described. What can be more horrible than to lose all control of the body and feel death gradually claiming you for its own? Sleeplessness, nervousness, headache, loss of energy and vitality, gloomy forebodings, easy fatigue and weakness of the body are symptoms of the nerve exhaustion which will finally end in paralysis, nervous prostration or insanity.

Whether overwork, worry or irregular habits were the cause, restoration can be most effectively brought about by a few months' treatment with Dr. Chase's Nerve Food, the great restorative in pill form.

Dr. Chase's Nerve Food instills vital energy into the body, stops the wasting process and gradually but surely builds up the system, creates new nerve force and permanently cures all nervous disorders and weaknesses of men, women and children.

As a restorative its efficacy is unrivaled by any preparation known to science. It restores color to the cheeks, rounds out the body, gives elasticity to every movement of the body. 50 cents a box. At all dealers, or Edmondson, Bates & Co., Toronto. Book free.

FIFTY MILLIONS OF GERMANS.

Last Census of the Empire Places the Population at That Figure.

The results of the professional and social census of the German empire taken in 1895 have just been published by the government. The book is one of the most important statistical works that have been brought out by any government. A similar, but less complete, census was taken in Germany in 1882, and most other governments have at various times, either in conjunction with the ordinary census or separately, made some effort to inquire into the classification of the population by its occupation and social status. But no other country has entered on an investigation of this kind with anything even approximating the thoroughness and method that characterized the German statistical office, both in the drawing up of the census and its subsequent elaboration for statistical purposes. To give only an instance the census officials had the strictest instructions not to take the word of a householder as to the occupation and earnings of the members of his household, but to make a personal inquiry of every single member, even including small children. The whole enormous work of collecting this census was done at a cost of not more than \$180,000.

According to this census, the total population of Germany on June 14, 1895, amounted to 51,770,254, of whom 25,409,151 were males and 26,361,123 were females. The similar census of 1882 gave a total of 45,222,113, of whom 22,150,740 were males and 23,071,374 females. The population had thus increased by 14.48 per cent. in the 13 years—an increase, it is interesting to note, larger in the case of the males, who increased at the rate of 14.71 per cent., as against an increase of only 13.26 per cent. in the case of females. The decrease of German emigration since the growth of modern German prosperity may possibly have had something to do with this fact. How rapid the increase of the German population is may be gathered from the fact that the ordinary quinquennial census, taken in December, 1895, gave a population of 2,279,901, or an increase of 500,617 souls in six months. The increase between 1882 and 1895 was greatest in the towns and districts already peopled; thus, for example, in the government district of Berlin it was 39.84 per cent. in Düsseldorf, 32.97; Dresden, 29.13; Leipzig, 29.98, etc. The town population of Germany in 1895 amounted to 49.83 per cent. of the total population, as against 45.5 per cent. in 1882. It had increased by 36.4 per cent. over the town population of 1882, whereas the country population had decreased by 1.31 per cent. The populations of towns with over 100,000 inhabitants increased in the same period by 111.29 per cent. and amounted to 7,030,530 persons.—London Times.

Promotions in Russian military service are exceedingly slow. It takes from six to seven years for a captain to become a lieutenant-colonel, and four for a lieutenant-colonel to become a colonel.

Diary of a Dispatch to the dated Petersburg. One of the war correspondents at Ladysmit the Boer lines last 8 the following towns: 1.—Trompsburg, 2.—Mafeking, 3.—Maseru, 4.—Maseru, 5.—Maseru, 6.—Maseru, 7.—Maseru, 8.—Maseru, 9.—Maseru, 10.—Maseru, 11.—Maseru, 12.—Maseru.

Nov. 2.—Commenced shelling from every little damage. Office killed.

Nov. 3.—Break sh morning. Late in the White writes to G regarding the safety and the firing on the Boers.

Nov. 4.—Joubert re townspeople to proceed arranged; meeting of Nov. 5.—Armistice combatants leave.

Nov. 6.—Removal wounded and of no time.

Nov. 7.—Boers sh down to sunset; the B men of the Leicesters.

Nov. 8.—Enemy attack naval guns without success by naval gunnery fire from Pretoria, 9 and nine wounded men.

Nov. 9.—Prince of observed. Determine Boers from four six with heavy loss. In shell fire was fast and rifles engaged at close charge by the Johann howitzer and Hotchkiss a warm time.

Nov. 10.—A peace sent in for medicines.

Nov. 11.—A few of the Powerful women.

Nov. 12.—Quiet day.

A Day

How Time Beles

Night Alarm Daily Th Stee

Mr. G. W. S. pondent of the writing from L. The following siege of Ladysmit I awake at m "Sons of Satan" The Boers are the Light Horse my veranda at hanging shells, among the ne "Clean through" With each bar on the wall of the A score of round is touched. The and the troops

Converse for an hour I sleep till half again awakened. "Turn out, you hour the men lo again.

All the flies are a buzz in the nose. I put it but the flies are

It is daylight in the sultry air of Lombard's K nant mist.

I ride out and sun and scramble the hilltop where putting the finish danger. Active B sandbags, cutting it together for a

I descend the through great, b tie, watched by the neutral ground enemy.

A few spots are points where the night. They

Falling Back the crack of whos in the fireless air

I return with sentry steadfastly to the hills beyond blanket couches we

past the smoking are getting break Breakfast over, of the town begin

ing, rattling "Puff swishing, rushing the popping, puff know them all by

Once in a dozen bark of our Nava One intender of the hill where the work. Some are out of the rabbit sleeping in dark, y by hatchway st

Brigadier-General i face, can-a-floored ber. Outside

A Rare Shot of is answered by our only of six good shot

Boers at 2,050 y Presently with howitzer shell Bess tens below. Then

Mausier brief start cream butterfly, an fizzes through the and burst changing

The firing falls noon, when sharp c prelude the usual blue-black with clo down over the hills

fall with ratt of spurt of rain; and sunset of flame-col of rose.

"Good night," say to bed.

My trip this by a the riggle of Ladysmit

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Small Pill. Small Dose. Small Price.