

## INDIAN DHOOLIE BEARERS.

Are Doing Yeoman-Service in South Africa.

They Are Not Fighters, But Good in Caring for Sick, Wounded and Dead.

Some of the hardest worked men in the British army are the members of the field ambulance corps. This is owing to the terrible execution done by the Boer sharpshooters. After such battles as that at Stormberg, Magersfontein or Modder river, where the British casualties ran up into the hundreds, scores of wounded soldiers were left on the yeldt. It was the duty of the ambulance corps to go out and gather these in, and whenever this has been possible it has been done.

There is nothing inspiring about this aspect of war. It is a dreadful part of the business. Of course the ambulance bearers become accustomed and hardened to the sight of blood and wounded men, but they do not go about their work with the enthusiasm and dash of the men who do the killing.

Men seldom enlist for this work. When they join as recruits, they expect to carry rifles and help win victories. They do not anticipate clearing a field of the traces of a bloody fray. But it is a business of necessity, so a certain number of men from each regiment is detailed for ambulance duty.

These men are trained in the simple principles of first aid to the wounded and are taught how to improvise stretchers, bandages and crutches. They learn how to make a tourniquet out of a stick and a handkerchief—a tourniquet that will stop the flow of lifeblood—and they learn how to take a helpless man back to the field surgeon's tent.

The field ambulance corps of the British army is exceptionally well drilled. The men learned the theory of the business at Aldershot. Since they have been fighting the Boers they have had many opportunities of putting those theories into practice.

But the most picturesque and interesting branch of this corps is the body of Indian dhoolie bearers, which was sent from Bombay at the beginning of the war. A dhoolie is an Indian ambulance. It is really a big basket slung in the middle of a long bamboo pole. These baskets are about 6 feet long and 2 feet deep. A man can stretch out in one quite comfortably. Over the basket is a light framework on which can be stretched a covering to keep off the sun or rain.

The dhoolie bearers are mild-eyed, meek, patient, strong-limbed natives of India. They are not fighting men, but they are willing to go on the field of battle and remove wounded sufferers under the flag of the Red Cross—and for a price. They are the finest ambulance carriers in the world. They are gentle as women and know how to handle a wounded man so as to give him the least possible pain.

When they have loaded him into the dhoolie and dropped the curtains, they put the poles across their shoulders and trot away with an easy step which gives only a gentle swing to the basket. An uninjured man who rides in a dhoolie drops off into peaceful slumber and dreams he is a sea gull riding on the waves. The wounded man almost forgets his pain.

These Indian dhoolie bearers are brave, too. During some of the recent battles in South Africa they have repeatedly gone on the field under a hot fire to bring in wounded men. Many of them have been shot, but this seems to have made no difference to the rest. They are like immortal Gunga Din, the Indian water carrier whom Kipling has described. You remember how Tommy Atkins appreciated the services of Gunga Din:

Though I've cursed you and I've flayed you,  
By the living God that made you,  
You're a better man than I am, Gunga Din.

**Little, but Spunky.**  
A Gilbert avenue car was slowly gliding down Walnut street to Fifth one rainy evening last week. It was wet and soggy on the rear platform, where several men stood, as usual, thinking more of their cigars than the comfort of being inside the vehicle, and every man looked as irritable as he felt. Every few paces a wet umbrella would be swung around the guard, to be immediately followed by its owner, who, being a regular patron of the Gilbert avenue line, knew that if he got standing room on the car he must needs get in ahead of the crowd at Fifth and Walnut. Half way down the block one

of those arrogant, authoritative individuals so often met with jabbed his umbrella against a little man just in front of him and rudely bumped him as he scrambled up on the platform, growling about people being so slow and asking the little man, with fine sarcasm, if he was paralyzed.

"No, I ain't," said the small fellow, who was well dressed and apparently a gentleman, "but some one else will be in about a minute." He was getting red in the face as his indignation swelled and glared savagely at the lordly one. "Don't go jabbing me with your cheap umbrella, you big stiff, or I'll smash your face. I got out of your way as quick as I could."

The lordly one was plainly surprised as well as bluffed and hastily asked the other's pardon, not perhaps for his rudeness, but for underestimating the small man's spirit.

"Yes," said the little man, still glaring threateningly, "pardon—pardon. You're one of those big bluffers who insult people and then when you're called you sneak behind excuses."

No more was said, but everybody looked admiringly at the little man and smiled contemptuously at the lordly one, whose arrogance had been transformed into two spot humility.—Cincinnati Enquirer.

### Sizes in Shoes.

"Very few shoe wearers probably know that a size in shoes is only one-third of an inch in length," explained a shoe dealer to the writer recently. "This doesn't seem much, and yet to many women it is a momentous affair. Two inches in a waist or bust measurement are not as apparent as one-third of an inch in the foot, for in the latter it is direct or lineal increase.

"The distaste for increasing the size of our shoes becomes more pronounced as we ascend the scale of the size stick. A woman who has habitually worn a No. 3 shoe, when necessity demands can don a 3½ without great sacrifice. She will retain the integral number 3, which in some measure compensates her for the added fraction, but a new integer, No. 4, is distasteful by reason of its formidable sound.

"If shoes, like hats, could be graded by eighths of an inch, she could take refuge in a 3 7/8 shoe and yet be comparatively happy. From No. 4½ to No. 5 is still a greater trial to feminine nerves, and in the realm of 6's—well, few women speak of that size to any one else but the dealer."—Washington Star.

### Boer Women Help.

New York, April 6.—The World correspondent at Pretoria, Howard Hillegas, has sent a long letter in which he gives an interesting and thrilling story of the way in which the Boer women are helping their husbands, sons and brothers in the war: "The world knows no finer example of heroism than that exhibited by 14 women on one of the five days' fighting around Spionkop," he says. "A strictly family party of Boers, 14 men and their wives, were entrenched in one position and held it with amazing bravery against a small force of British. For a long time the men fought incessantly and kept their wives busy reloading their rifles. Finally 50 British soldiers with fixed bayonets charged on the entrenchment. As they came closer, the Boer men crept over the earthworks, while the women began shooting to hammer back the British soldiers. Before their wives' eyes every one of the 14 Boers was killed, bayoneted or shot. The 14 women, so quickly widowed, never thought of surrender, but fought most valiantly and coolly for half an hour, until the British surrounded them. Scores of women have been in every commando's laager. They have visited only one that has been within her rifles and bandoliers—Mrs. Joubert, wife of the commander-general of the Transvaal forces. Try to imagine a bride and groom going to war on their honeymoon. When I left Pretoria for the front a friend introduced me to a young Boer couple, who were going on the same train and who had been married but a week. I thought my friend was joking when he said they were going to fight the British, although both Boer man and wife, had Mauser rifles and each wore three bandoliers, two over their shoulders and one around the waist. When the train reached the end of the line, a short distance north of Ladysmith, Mme. Boer alighted with her husband, assisted in taking two horses from the last car of the train and rode away toward one of the laagers in the distance. The presence of the women puts spirit into the men and keeps them from becoming homesick and despondent. These warrior women are the first to insist that the Transvaal should resist England, now they are sharing the burden."

Two bits for joy at Rochester Bar.

Chewing tobacco \$1 per pound. Royal Grocery, Second ave.

## WHEN WILL THE RIVER OPEN?

Much Speculation Volunteered as to Exact Date.

Four Hundred Dollars Say Not Before May 15th—Many Smaller Wagers Made.

Many conjectures are being ventured as to the time when the ice will leave the Yukon river. Different opinions are entertained respecting the matter; but the consensus appears to be that the river will open this spring much earlier than it did in 1899.

There is great dissimilarity between the past two winter seasons. The winter of 1898 and '99 was remarkable for its mild weather; the temperature did not fall to 50 degrees below zero, nor were protracted cold spells experienced at any time during the entire season. Yet, after such a favorable winter, the ice in the Yukon river did not commence to run until May 17th. During the winter which has just ended, excessive cold weather prevailed almost continuously. No doubt the ice on the river now is much thicker than it was a year ago; but despite this fact, the people have generally concluded that the Yukon will break earlier this spring than it did in 1899.

There seems to be no sure indication of when the ice in the river will move. In 1896, the Yukon broke on May 17th; in 1897, the event occurred on May 14th; in 1898, the ice moved on May 8th; last spring, the annual incident happened on the same day as in 1896.

A number of wagers have been made as to the time when the river will be clear of ice this season. Louis Golden has bet \$400 to \$200 with Tom Chisholm that the river will open before May 15th. Charles Dellone has placed \$350 even that he will be able to walk across the Yukon on May 11th. Ed Goggins has bet \$200 to \$150 with Harry Woolrich, that the ice will not move till after May 8th. Billy McCrea is willing to wager all or any part of \$1000, at odds of three to two, that no one can foretell by 24 hours the time when the river will break.

As a rule, the Yukon ice commences to run within a week after the breaking of the Klondike. Word was received in the city yesterday to the effect that the little steamboat Florence S. had left the mouth of the Hootalinqua river on a trip up the Thirtymite to lower Lebarge.

In any event, the opening of navigation cannot be deferred much longer; and the arrival of fresh food stuffs from the outside will be appreciated by the people of Dawson.

**Railways in Philippines.**  
The fact that the entire railway system of the Philippine islands at present consists of a single line of antiquated pattern, having a length of less than 125 miles, gives some idea of the neglect of this economic form of travel and transportation under the long Spanish regime. The road intersects the rich peninsula northwest of Manila, and connects that city with Dagupan, a town on the east coast of the island of Luzon, which will eventually become an important one. To be exact, the length of the line is 122 miles. The gauge is three feet six inches, and the ties are of the finest hard wood, obtained from the forests along the line. On the entire length there are 60 iron bridges. As compared with the fairly substantial character of the roadbed, the rolling stock is very light. In speed and capacity the locomotives are insignificant, being of less than ten tons' burden. The usual speed varied from 15 to 20 miles an hour, and when the American troops took possession their railroading astonished the natives, the speeds being frequently doubled. Compartment coaches are used, and these are divided into three classes or apartments; each apartment seating eight passengers. The few first-class coaches are provided with comfortable cane chairs, while the second-class apartments have rough wooden benches, and the third-class are bare and are usually crowded with natives carrying baskets and bundles of all kinds. An ordinary train is made up of eight or ten, carriages, most of them third-class, and the fare ranges from two to five cents, Mexican, per mile. The bulk of the freight now carried is made up of rice, sugar, hemp and building material, and the rates on all classes of traffic are considerable.

Chloride of lime. Pioneer drug store.

Private dining rooms at the Holborn.

Same old price, 25 cents, for drinks at the Regina.

**Boats For Sale.**  
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