

FRANCHISE FOR A RIGHT OF WAY

Beginning Made at San Diego on a
New Coast Railroad.

THREE YEARS ARE ALLOWED

In Which to Complete the Line—Now
Looking to Early Construction
Will Soon Be Made.

The city of San Diego, California, has granted to Messrs. U. S. Grant, Jr., George W. Marston, G. H. Ballou and M. A. Luce, representing the San Diego chamber of commerce, a franchise authorizing them to construct, maintain and operate a steam railroad in and through the city. The franchise was secured with a view to furnishing Pacific coast terminal facilities for a new line of railroad to be built from Salt Lake to that city. The ordinance granting right of way was not obtained until last November, so that there has elapsed as yet insufficient time for the project to take proper shape. The ordinance stipulates that the course of the railway and the streets to be occupied by the line shall be designated and mapped and profiled on or before January 1, 1902, and that construction must have been completed on January 1, 1903.

Under those terms two years are allowed in which to perfect plans and three years in which to complete construction, so that while there is sufficient time there is none to spare from active working time. There has been exchanged between Salt Lake and San Diego some correspondence upon the project and the prospect for a successful outcome seems to be very good. The route contemplated from this end will give Deep Creek splendid transportation facilities.

Not only do the industrial conditions existing in the country lying between here and the coast demand improved and increased transportation facilities, but the reported arbitrary action of the lines now controlling shipping between east and west is proving to be very irksome to shippers and promoters of industrial enterprises. The mining development, increase in stock interests and agricultural progress are causing such a swelling of the freight moving business as to make it almost impossible for the existing carriers to properly dispose of it; and at the present rate of expansion in these businesses shipping will have increased to such an extent by the time a new line shall be constructed that the new outlet would prove to be the salvation of many industrial projects and a profitable thing in itself.

San Diego possesses a fine harbor, and one that will be much needed if the trade of the Pacific continues to increase as it gives promise of doing; so that a new feeder to and from the coast is becoming a positive necessity, and its desirability as a check to undue monopoly has long ago been recognized.

THOSE TERRIBLE DIFFERENTIALS.
Passenger Agents Meet in Boston and Journey to New York.

Twenty or more railroad lines, east and west, were represented in the conference of passenger agents in Boston yesterday at the office of the New England Passenger association. Included in the gathering were representatives from the Canadian Pacific, Atchafalaya, Chicago & Northwestern, Chicago, Rock Island & Pacific, Great Northern, Southern Pacific, Union Pacific, Central Pacific and trunk lines.

The long standing troubles over railroad rates was the question which the conference had been called to discuss. For months the so-called standard and differential lines have been cutting rates to the west and points on the Pacific slope. The New England Passenger association has been the one to cut rates.

The cut rates are via Montreal and are \$25.00 from Boston to Colorado common points; \$26.00 from Boston to California common points, and \$33.70 from Boston to Pacific coast points. The contest all day today centered on the refusal of the differential lines out of Boston to abandon the authorized schedule. They held that if the standard lines had allowed the other lines the differential to which they were entitled rates would have been kept up.

The question of tourist car service was also taken up during the forenoon session. The whole afternoon was spent in talk. An eastern and western committee was appointed to investigate and report upon the subject after it had been given full discussion and a 6 p. m. without reaching any practical result, the conference adjourned to meet at 10 a. m. Monday next at the Hotel Waldorf Astoria, New York.

Short Line's Earnings.

Following are the gross earnings of the Oregon Short Line for the months of November and for the first five months of the present fiscal year. Both totals show an increase over the business done in similar periods last year.

Gross earnings, Nov., 1899.....\$784,087.79
Gross earnings, Nov., 1898.....705,969.73

Increase.....\$78,118.06

Gross earnings, Nov. 30, 1899.....\$3,729,650.70
Gross earnings, five months, ending Nov. 30, 1898.....3,316,793.59

Increase.....\$412,857.10

Cotton Goods Undisturbed.

The announcement was made at Omaha yesterday that the Trunk Line association had decided so much of its recent action placing articles formerly given commodity rates into the classified list as was applicable to cotton goods. This was done on account of the vigorous protest of wholesale and retail dry goods firms.

Charles Dyer, superintendent of the Colorado division of the Atchafalaya, Toledo & Santa Fe railroad, has been appointed general superintendent of the Colorado & Southern railroad, succeeding T. F. Dunaway, resigned. The appointment becomes effective February 1st.

IN INTEREST OF HARMONY.

Boston & Maine Line Takes Over Fitchburg Line to Make Railway Peace.

The reported lease of the Fitchburg railroad to the Boston & Maine, says the New York Tribune today, finds belief among some railway men in this city, and as a union of the two companies would result in sharp competition with the Boston & Albany and Vanderbilt interests, efforts on the part of the latter named to secure the Boston & Maine are quite probable. Officials of the Vanderbilt system and railroad men generally credited the report from Boston to the effect that the Boston & Maine railroad would acquire the Fitchburg under a 99 years' lease upon a guarantee of five per cent on the stock. Before the New York Central entered into negotiations to lease

WYON'S

I will guarantee that my Rheumatism Cure will relieve lame backs, sciatica and all rheumatic pains in two or three hours, and cure in a few days.

MUNTON.

At all druggists, 25c. A Vial, Guide Book and Medical Advice Free. 1506 Arch St., Phila.

RHEUMATISM

The Boston & Albany, the acquisition of the Fitchburg was considered as a New England outlet. An offer of a guarantee of four per cent upon the stock was made, but was refused by the Fitchburg interests. This was subsequently raised to 4½ per cent, but nothing was effected. The negotiations were broken off, and the Boston & Albany lease was entered into. Since that time the Fitchburg, which has seen its interests jeopardized by this transaction, has fought the New York Central's absorption of the Boston & Albany, and it is said that the whole fight was directed against the Central with the idea of making that road take over the Fitchburg upon a five per cent basis. The Fitchburg, which is said to be powerful in the state legislature in Massachusetts, is credited with being a sort of dog-in-the-manger property, and the lease of it to the Boston & Maine is said to be a natural development in the interest of harmony in the railroad situation in New England. The Fitchburg's fight against the New York Central would not have been successful, so the officials of that road, because Mr. Vanderbilt was firmly against taking over the property at the price asked. The relations between the Boston & Maine and the New York Central have all along been of a friendly character.

WITHDRAW FROM FEDERATION.
Railroad Trainmen Take Action Seriously Affecting that Organization.

The Brotherhood of Railroad Trainmen has given notice of withdrawal from the Federation of American Railroad employees, says a special to the Chicago Tribune from Cleveland today. The withdrawal of the trainmen, it is said, will disband the federation, as other organizations have grievances which they have been unable to settle with roads because of the failure of the federation to unanimously sanction strikes, as is required by the rules of the order.

It is declared the firemen and telegraphers have grievances in the East, which are serious, and that there may be a general disturbance as a result of the withdrawals, which are effective January 16. The executive officers held a meeting in Chicago Jan. 3, at which this course was made necessary by a disagreement in the American Federation is composed of the following organizations: The Order of Railroad Conductors, the Brotherhood of Locomotive Firemen, the Order of Railroad Telegraphers and the Brotherhood of Railroad Trainmen.

It is stated that another federation will be formed, composed of three of the organizations which have acted in alliance and along progressive lines. It is said the action taken will cause a stir among railroad men throughout America.

RAILROADS PROSPEROUS.
Last Year Was Almost Devoid of Bankruptcies in the Business.

The Railway Age today says: "The best evidence that the year of 1899 was one of general prosperity is found in the fact that it was a year almost without railroad bankruptcies. In only two years since 1875 have the roads for which receivers were appointed been so few, and in only three of those years were the mileage and capital involved so small.

The new Kansas City, Pittsburg & Gulf defaulted in its obligations before it had time to demonstrate its earning capacity and was placed in the charge of receivers early in the year.

"Of the nine others in the list two are short logging roads belonging to private parties. One is an old narrow-gauge road that has never been profitable and is owned by a great railway company, which now proposes to straighten out its title by foreclosure, and the others are short local lines, mostly in the experimental stage. The total, covering all these conditions, represents companies with 1,015 miles of road and a capitalization of a little over \$52,000,000.

The long, dark era of railway bankruptcies which commenced in 1883, when seventy-four companies, with nearly 30,000 miles of lines, were handed over to receivers, has ended, and the new United States, with very few exceptions, in a solvent and hopeful condition.

"In 1876 the 6,662 miles of roads for which receivers were appointed represented over 8½ per cent of the total mileage of the country, then 76,800 miles. The receiverships for 1899 cover only 1.6 per cent, or less than half of 1 per cent of the present mileage. The record for foreclosures also shows a large decrease in the number of lines and mileage over immediate preceding years, indicating that the supply of bankrupt companies is being steadily reduced. Nevertheless, the foreclosures for the year included thirty-two roads, with 4,294 miles of lines and \$267,000,000 of capital, of which \$155,000,000 was represented by bonds.

"While most of these roads are small, there are several very important properties in the list, including Central Vermont, Baltimore & Ohio, Northwestern, Wisconsin Central, Wheeling & Lake Erie, Cleveland, Canton & Southern, Columbus, Rocking Valley & Toledo and Jacksonville, Tampa & Key West. These seven roads have 3,360 miles of line and represent an apparent investment of over \$220,000,000.

"An appalling proportion of our railways has now gone through the test of experience of foreclosure sale. For the past twenty-four years the foreclosures have averaged more than thirty-four a year, the largest number in one year being sixty-five and the smallest fifteen. In the last six years 273 roads have been sold, a yearly average of 45½, not counting a number of insolvent companies that have been reorganized without sale. It is not conceivable that the coming quarter-century will show any such rate of mortality among railroad corporations."

Are Fruit Growers Behind It?

"In connection with the report telegraphed from Chicago to the effect that Warner Miller, of New York, and other capitalists were in this city negotiating for the building of a road from Salt Lake City to Los Angeles, there is a whispered intimation in certain quarters that the leaders of the citrus fruit trade probably know more about the affair than anybody else in Los Angeles," says the Herald of that place. "The work of the Consolidated Forwarding Company and of the exchange in opposing the railroads and car lines has been conducted with so much secrecy that it is impossible to learn whether there is any basis for this rumor, but the idea as advanced is that there is such a large amount of fruit not acting in a shipping unit and practically tied up for a series of years that the shippers are in a position to hold out

inducements to any corporation which will build a new road into this city, and that they are encouraging Warner Miller and others, and have a representative in the east engineering a deal with them."

Searies and Stanford Stock Sold.

The San Francisco Examiner today says that Edward Searies and Mrs. Jane Stanford have sold an oil stock of considerable part of their stock in the Market street railway. The names of the purchasers are withheld. It is known in a general way that Mrs. Abby Parrott is one of them. Mr. Searies has sold an aggregate of 13,000 shares. Mrs. Stanford has parted with about 15,000 shares. Searies has 12,000 shares left in his own name and Mrs. Stanford still retains 10,000. George and Wm. H. Crocker have practically parted with all of their stock. The national changes in the ownership of the stock does not mean any change in the board of directors or the officers of the company. The Market street railway has 179 miles of track. Its issue of stock amounts to \$18,617,000. The bond issue aggregates \$13,752,900.

RAILROAD NOTES.

C. Clifford, general agent at Butte for the Union Pacific, is here.

A fare and one-fifth has been announced by the Rio Grande Western for the meeting of the masonic grand lodge at Ogden.

Vice President Bancroft, of the Oregon Short Line, accompanied by Mrs. Bancroft and Private Secretary W. S. Anderson, leave here tonight for New York.

T. F. James, James Murray and Henry Roberts were sent to jail yesterday to serve fifteen days for burning box car doors at Provo. The men were tramps.

A. P. Tanner, formerly general freight agent for the Colorado Midland, has been appointed superintendent of transportation for the Minneapolis & St. Louis, with headquarters at Minneapolis.

Fred Knickerbocker has been promoted to be private secretary to Superintendent Calvin, of the Oregon Short Line. Mr. Knickerbocker has heretofore held the position of stenographer to Chief Clerk Reeves and takes his new position vice Arthur Morrison removed.

L. L. Nunn, of Telluride, Colorado, has purchased an interest in the Salt Lake & Mercur railroad. It is expected that he will soon be made a director of the road.

hood will go to the presidential chair inasmuch as his holdings in the road's securities exceed those of any present director.

BRITISH PENSIONS.

Elaborate System to Reward Heroes or Their Families.

A British officer who loses a limb or an eye at once receives a sum equivalent to a year's pay and the price of an artificial limb. A year later he may be granted a permanent annual pension, graduated according to his rank. A lieutenant general receives \$2,000; a major general, \$1,750; a colonel, \$1,500; a major, \$1,000; a captain, \$500, and a subaltern, \$350. When an officer is wounded very severely he may receive a gratuity, varying from three to twelve months' pay; and if the injury is likely to be permanent he will receive a pension of one-half that granted to his rank for the loss of a limb or an eye.

These pensions and gratuities, known in gloomy pessimism in the British army as "blood money," are additional to the ordinary pensions to which officers are entitled in the normal course of events. The widows and children of officers are not technically entitled to pensions; they receive them as a matter of grace and not of right. Take the case of the widow and children of a colonel. If he dies from the effects of a campaign, the widow receives \$750 and each child \$100 per year, but if he is killed in action or dies of his wounds she draws \$1,000 and each child \$120 annually. The scale for killed and died of wounds runs thus: A major's widow draws \$700, a captain's \$500, a subaltern's \$400, their children vary from \$125 to \$175.

A BUTTERFLY FARM.

The Only Place of Its Kind in This Country.

In the garden of Jacob Doll, in Brooklyn, there is no ruthless rout of caterpillars, nor are they considered unwelcome guests. On the contrary, their differing and exacting appetites have been carefully considered, and everything is grown with reference to them. "Caterpillars' Paradise" it has been well called. There is no other place of the kind in this country.

Mr. Doll said to me during a recent visit to his home:

"I never could understand why people feed disgust for a caterpillar. They are the neatest animals in the world, and they have the faintest habits. The caterpillars in which they are confined must be brushed out every day, and scrubbed with soap and water, and famigated with sulphur at least twice a week. Some require that it shall be done daily. To neglect them is to allow every insect in the cage to die."

While he was talking he picked from the under side of a leaf a great green worm, from which half the population would turn with a shudder, and laid it on his open palm, regarding it with much the air that a farmer would exhibit for a thoroughbred.

"This fellow, for instance, wants the saffrafin," he continued, "and if it is not forthcoming he dies. He is protected from the heat of the sun by means of organs in the back of his head, from which, when startled, he ejects an unpleasant odor, which makes him undesirable as a morsel of food. Each species has its own habits and tastes, which render its life history different from that of all others. This caterpillar," he said, as he placed it on a leaf, "conceals himself among the foliage by drawing together the edges of the leaf upon which he rests and feeds. His butterfly is the spiny bush swallow tail, which is black, with large, bluish-green spots on the hind wings."—The New Voice.

Badness Can be Cured

Just so long as there is a particle left of life there is hope. The fact that the head is smooth and shining is no positive proof that the roots have been cured.

Deep down beneath the skin, hair roots may yet exist, filled with latent vitality, and all that is required is the proper application of the proper agents.

Seven Sutherland Sisters'

preparations furnish the easiest, surest and quickest way to ascertain if there is or is not latent life in the roots of the hair. Why not try them?

SOLD BY DRUGGISTS.

STOUT HEARTED HOLD BREATH

Suspense in England Over the Anticipated Big Battle.

BULLER'S SUPREME EFFORT.

It is Expected Daily—Boer New Strategy—Fighting at Colenso—Recruiting for Boer Red Cross.

New York, Jan. 5.—A dispatch to the Tribune from London says:

The clubs were crowded last evening until midnight, since there was a general impression that the crisis of the war had come with a battle impending on the Tugela. This feeling of suspense was strengthened by bulletins reciting vigorous shelling of the Boer trenches yesterday morning with lyddite, and the destruction of intrenchments, with minor incidents such as the shifting of the enemy's positions, the stampede of their horses and constant outpost brushes.

In the newspaper offices there was a sheaf of unimportant dispatches relating to the adventures of Thorneycroft's scouts on the Upper Tugela, admissions of Boer deserters, that Gen. Joubert's army was suffering from lack of food, the trial of traction engines, for transport service, the destruction of a large gun at Colenso by a shell from a naval gun, and the escape of six horsemen from Ladysmith during a thunderstorm, two of whom were fantastically reported as Dr. Jameson and Col. Rhodes. These were trifles light as air in comparison with the momentous conflict which was known to be imminent.

General Buller since his defeat has called into Natal every battalion and battery upon which he could lay his hands, and has stiffened his force in every way practicable for a supreme effort to break through the Boer line of defense and relieve Ladysmith.

Even the stoutest hearted Englishman has been constrained to hold his breath until the issue of the battle is known. Public anxiety has not been deeper than the feeling of suspense among military men. They have described the Boer defensive position, six miles in length, with relays of horses behind it by which the forces could be rapidly concentrated at any point that might be strongly attacked, something unique in military history. There never was anything like it, and ordinary tactics and strategy studied by the staff college have provided no expedients for regulating a scientific attack on a swifter river with concealment of the enemy's positions.

Boer occupation of two points on the southern bank and the extension of their line it was hardly practicable to turn it; and the remarkable mobility of the Dutch force, has increased the difficulties of a most formidable enterprise.

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The most thoughtful veterans have added, that, while this new defensive system with long range guns in concealed trenches and thousands of horses under saddle, had been successful when attacked at the point of greatest resistance, it still gave a weak and vulnerable at the point of least resistance. The Boers, adapting themselves to British tactics, had devised a most ingenious scheme of defense. It might prove unexpectedly weak if the British generals in turn could adapt their attack to it, with any degree of flexibility.

While Colenso remains the center of interest, operations have proceeded elsewhere which serve to indicate increased mobility and improved tactics on the British side. The British have made a belated effort to follow up their victory at Stormberg by an advance upon Molteno and Cyphergat, but Gen. Gatacre sent infantry and a battery to relieve the Cape police and the Irish rifles, and accompanied both villages after a brisk artillery fight.

The two Dutch commanders which had skirmished with the outposts and advanced on the British camp, retreated when the shells began to burst around them. Gen. Gatacre's official report shows that the police have retired from Dordrecht and taken a position on the Indwe line, and that a company of mounted infantry had reconnoitered to Prieska. While this skirmishing is on a small scale, there is evidence that Gatacre is more vigilant, and that his scouting work is well done.

Reinforcements have been sent from De Aar to Gen. French, who is still hoarding about Colenso, and apparently maneuvering to cut off the retreat of the Boers to the railway bridge, having already blocked the passage to the road bridge over the Orange river. A heavy artillery fire is reported, but the result of the fighting is indecisive, as Gen. French avoids a frontal attack and is content to hold a strong position and continue to bewilder and harass the enemy without striking heavily with his mounted force.

The imperial yeomanry corps is rapidly mobilizing and the Prince of Wales will review the London contingent. About 11,000 men will be allowed to serve, out of a total force of 26,000 volunteers and yeomanry, and only twelve battalions of militia will go abroad, with fifty held back in reserve.

It is a mistake to suppose that Great Britain will be denuded of battalions when the eighth division is mobilized. There are more battalions on duty in Great Britain at this moment than there were at the outbreak of the war. Notwithstanding all these signs of patriotism for imperial defense, there are misgivings and searching of hearts respecting the origin and justice of the war. Dr. Fairbairn, principal of Mansfield college, Oxford, easily the leading non-conformist minister in the United Kingdom, has written an article in this week's Speaker in which he takes ground that the men responsible for the blunders which have sullied the English name and for the loss of lives which have impoverished the people, lack the competence required to see the thing through.

Rensburg, Cape Colony, Jan. 4, evening.—Colenso has not yet been occupied. The Boers unexpectedly attacked the British left at daybreak this morning, but were repulsed. They occupied hills to the north of the town, but were eventually driven out of their positions after an hour's shelling by our guns. They still hold, however, the hills immediately surrounding the town, preventing the British from advancing along the railway.

The British loss in today's engagement was light, while the Boers are reported to have lost 100, including 20 prisoners who were taken by the mounted infantry about midday.

New York, Jan. 5.—Recruiting for the Boer red cross service goes on daily in New York. Gustav Simon, who is directing the movement and whose headquarters are a cigar stand in a saloon at Mulberry and Houston streets, and that when he advertised for nurses a week ago to enter the Boer service

he received about five hundred applications in one day, and that applications were coming in on an average of fifty a day. Altogether about a thousand men, he said, had gone from New York recently to South Africa. A number came from the city of New York.

Mr. Simon said that all who went were willing to go for red cross work and about 75 had paid their own expenses of \$100 apiece. It was stated by Mr. Simon that he had now about \$50 applications in hand, and that as soon as the red cross committee had been investigated arrangements were made to raise the amount necessary to pay transportation expenses. Among the applicants, he said, were a number of specially trained nurses, who were well recommended, and about five hundred men, recently selected, would go to South Africa in the next three weeks. Some of the money for transportation expenses, he explained, had been raised among wealthy men in New York, a number of whom were members of the South African American club, which has branches in South Africa and New York, and which has contributed needed transportation money which could not be raised by subscription among New Yorkers.

Mr. Simon added that as the number of applications now averaged fifty a day he should not advertise again at present but probably would in about three weeks. He remarked that he did not wish to violate the neutrality laws and he did not desire to say anything about the possibility of the red cross recruits joining the Boer military service, as he had nothing to do with that.

Tammany Favors the Boers.

New York, Jan. 5.—The Tammany Hall organization of the Seventh assembly district last night passed resolutions which declared that the organization "sympathizes with the Boers in their struggle against foreign invasion and oppression, and sincerely cherishes the hope that, notwithstanding the great odds against which they are contending, the God who presides over the destinies of nations will prosper their armies and lead their brave soldiers from victory to victory."

John W. Keller, commissioner of charities, spoke in favor of the resolutions. His speech was a bitter denunciation of the British government. Mr. Keller said that England had made Christians of the blacks by killing them, but in her encounters with the Boers she had discovered that they are brave and better fighters than her trained soldiers. He said he hoped that the republicans of South Africa would drive the English out.

Work of a Forger.

Vancouver, B. C., Jan. 5.—Merchants here have been victimized in wholesale style by a clever forger of small checks drawn upon the Bank of British Columbia, signed "Morrison & Armstrong." Each check was drawn in favor of George Volkmar, who represented himself as a workman in the employ of the firm. The forger has not been arrested. The police have his description.

Moose for New Zealand.

Vancouver, B. C., Jan. 5.—The steamer Aorangi sailed last night for Australia. She had on board 14 moose, in charge of Chief Factor McDonald, of the Hudson Bay Co., and destined to New Zealand for acclimatization there. The moose had to be captured when young and raised by hand. The experiment is being watched with interest. The Hudson Bay Co. captured the moose for the New Zealand government.

GREAT "KILLING MACHINE."

How Lord Methuen's Army Advanced to Defeat.

At De Aar, where I first pitched my tent, I saw—as I described to you in my military city rise as if by magic upon the veldt; iron storehouses filled with all the food, ammunition, clothing, harness and accoutrements needed by an army. Vast corrals for kraals, as they say here, quickly filled with mules and horses, mounds of forage, and a village of one thousand souls, all transport men, drivers, conductors and the like. Day after day I saw the mules harnessed to the wagons and trained, like the men who were to drive them, to the work that lay ahead of us. Next the troops began to come, and they, finding everything in readiness for them, merely had to pitch their tents and begin the fitting of themselves for the new conditions of war in the strange and arid of tropic days and arctic nights. Water was ready in plenty, rations were forthcoming, a medical camp was in being; in a word, they were as well looked after as if they were in barracks in London—here on the veldt where a few sheep had roamed in peace.

The Cape Government railway—beginning of the much-wanted Cape to Cairo line—was in time taken over by the military and became cluttered with business. By day and night immense trains of guns, wagons, horses, troops, and stores of food and forage were swept into De Aar or on to Orange river, completing the wonderful organization by which a modern army is able to move where it wills, taking its supplies and behind it and finding itself at all times equipped, fed, watered and served in every way so completely as to keep its fighting value always at par.

All this I saw, and with it were all the activities of the life of a town. There were wheelwrights, tent-makers, blacksmiths, carpenters, painters, shoemakers, cooks, bakers, clerks, messengers, riding-masters, rough-riders, men of a score of vocations all working like niggers with all their paraphernalia about them and doing their work as if they had settled in the veldt long before and had no intention to leave it.

Suddenly, with no more flourish than had attended any stage of this complex work, an army gathered and moved across the Orange river—an army destined to be the advance column for the relief of Kimberley and commanded by Lieut.-Col. Lord Methuen.

Battalion after battalion moved off from either De Aar or this post, and then followed a supply train which, as I saw it, reaching far across the veldt three days ago, I figured to be five miles long. It was mainly made up of the long skeleton carts to which the people here harness (or inspan, as they say) five teams of mules. From the noses of the leaders to the tailboard of such a cart is a distance of about seventy-five feet, and the persader which is used by the man who sits beside the driver, is a whip whose handle is as long as a long fly-rod with a lash at least thirty feet long at the end of it.

To see miles of these carts raising a yellow bank of dust, to hear the explosive cracks of the whips and the dog-like yelping of the drivers, was to witness as picturesque a blending of the local and military life as I have yet encountered.—Julian Ralph in Collier's Weekly.

PLAYED OUT.

Dull Headache, Pains in various parts of the body, Sinking at the pit of the stomach, Loss of appetite, Feverishness, Pimples or Sores are all positive evidences of impure blood. No matter how it became so it must be purified in order to obtain good health. Acker's Blood Purifier has never failed to cure Scrofulous or Syphilitic poison, or any other blood diseases. It is certainly a wonderful remedy, and we sell every bottle on a positive guarantee. Z. C. M. I. Drug Dept.

THE GREAT COUNTRY

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