

# The Mystery of No. 13.

CHAPTER VI.  
"Good mummy," said the boy, as he slipped into her arms and drew her head down to his.

"She closed her eyes that he might not see the tears that came against her cheek pressed against hers with his cheek pressed against hers as she was in heaven, and would have liked to rest there for ever."  
"Daddy, crying 'ome early' said Daddy squeezing his velvet embrace still closer round her neck."  
"Not to-day, lovey," she said, "is a brief spell of joy over." "Daddy is—away just now."  
"Why you not gone too?" said Daddy sitting up, and looking earnestly at his mother.  
"He has gone on—on business, Daffy."  
"O! said Daffy, only half satisfied, but anxious, as usual, not to appear ignorant. After pondering awhile he said:  
"Barry gone away, too?"  
"Yes," said Elizabeth, putting up her hand to her throat as if some-thing choked her.  
"He promised me a new rocking-horse," said Daffy, with grave pleasure. "That like a shabstun pony—with a hairy skin and a real tail—Daddy said he's forgotten it."  
She loved her head on his neck to feel her eyes—she could not answer him.  
"Perhaps he'll come 'ome before I go away," said Daffy, cheerfully. "Ope so—Barry and me use to 'ave verry high jinks—that's what he used to call 'em—used to call it fun."  
"She had forgotten how good Barry had used to be to her boy?" how they had played, and romped together; how, one night, on going up to his nursery, she had found Daffy, with his golden head on his friendly shoulder, saying his prayers, and Barry listening reverently.

CHAPTER VII.  
"She wiled him into a chamber, She wiled him into the third chamber, And that was the worst ava."  
It was curious how often Daffy's shoes wanted mending, and many shinpences were spent in repairs at the cobbler's round the corner.

CHAPTER VIII.  
"Come and see the white mouse," she said, and led her dancing steps down to the dining-room.  
"The 'Pink'un' was glad to see his young master, and did not bite him with his tiny teeth, as he usually did with her forefinger. For awhile she sat and watched Daffy's small person peering in and out of his frills, and playing at hide and seek in his curls—having by no means that horror of mice shared by most people, and simply loving all animals great and small.

CHAPTER IX.  
"Horrible! horrible!" he exclaimed. "What's horrible?" she asked. "Here's a story of a man with five wives," he explained. "I should say it was horrible, she said. "And when he was arraigned in Court all five were there, he went on. "And what did the judge do to him?" she asked. "Abandoned him to his fate, he answered. "He discharged him. Oh, isn't it a horrible?"

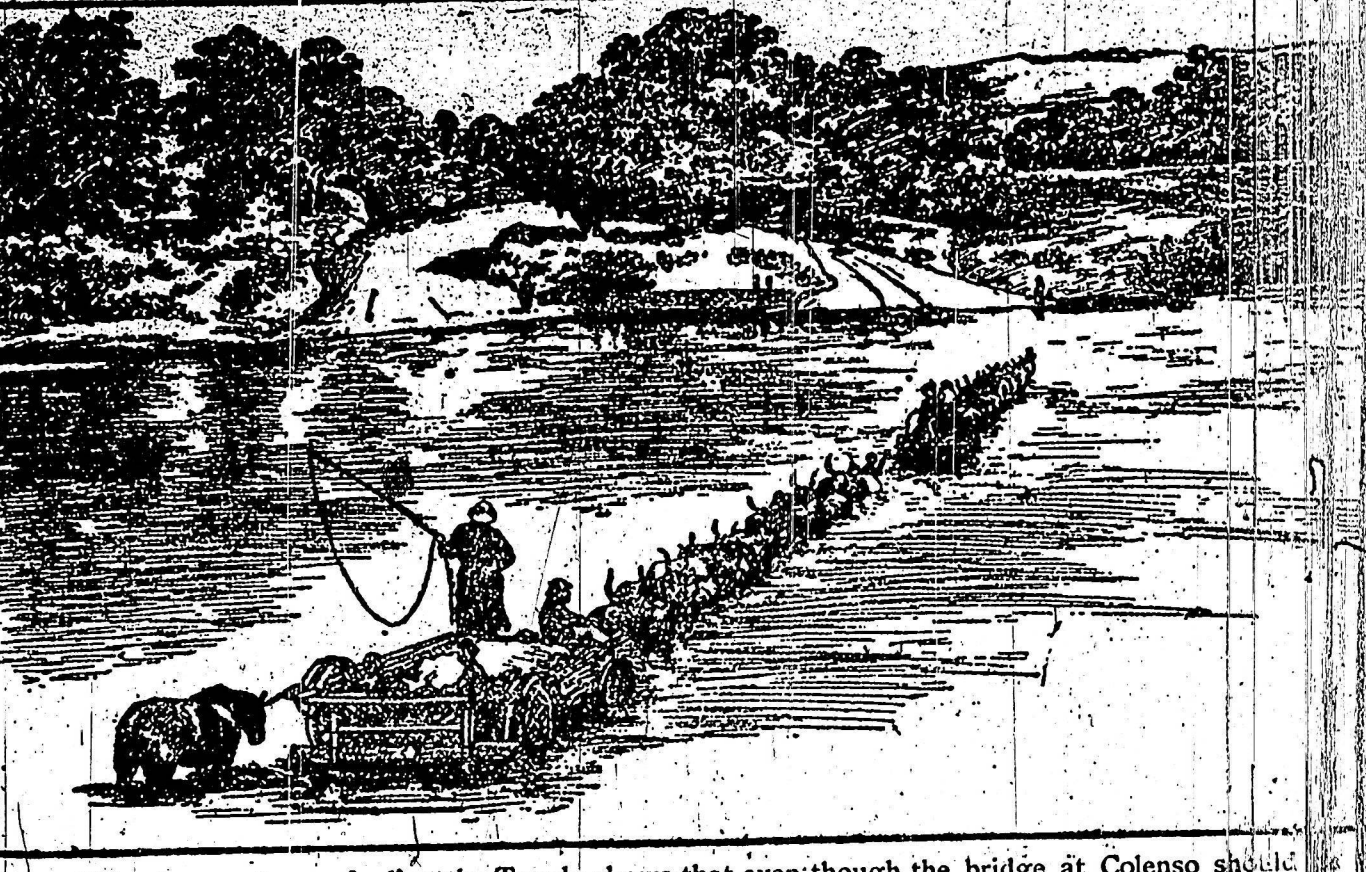
CHAPTER X.  
"The Wicked Man who owned his run to the Devil met that personage one day. You have wrecked my life by your persuasive ways, said the man, roasting. "But some day I will fool you," said the Devil. "You never get ahead of me," said the man. "But the man did. When he died, he had his friends cremate him, thus forestalling the Devil."

CHAPTER XI.  
"That yeastake manufacturer is so religious. Did you see the verses of Scripture he puts on every box?" No. What is it? "By their works ye shall know them."

CHAPTER XII.  
"The present war is one of magnificent distances. Only once before in the world's history has such a large army been so far." A war of magnificent distances—the phrase fits and epitomizes the present conflict in South Africa.

CHAPTER XIII.  
"In his coming invasion of the Free State Buller must have equalled in numbers, and might, the religious fervor that shrouded Cromwell's Roundheads, and the proportion that comes in the heart of his own land. Weeks, rather than months, may measure his progress, when he enters Bloemfontein. When he enters Bloemfontein, he will be in the heart of the Boer capital. The factor of distance is easily the most important one in Sir Redvers Buller's campaign. Practically his entire force must be taken from England, three thousand miles away by sea, an eighteen to twenty day voyage for the average transport. Should he decide to land his military host, as is shrewdly guessed by home experts, at Port Elizabeth, Port Alfred and East London, or even part at Durban, means from one and a half to three days more steaming to port. These are all seaports round the corner, as it were, from Cape Town, the political centre of South Africa."

## THE TUGELA A SHALLOW RIVER.



This picture of oxen fording the Tugela shows that even though the bridge at Colenso should be destroyed, the British troops can easily cross that stream to relieve Ladysmith.

## A HUGE MILITARY TASK.

THE PRESENT WAR IS ONE OF MAGNIFICENT DISTANCES. Only once before in the world's history has such a large army been so far.

A war of magnificent distances—the phrase fits and epitomizes the present conflict in South Africa. Probably only once before in the world's history has such a large army been sent so far on a war or conquest, involving a plunge of several hundred miles into a continent. That was the task of Great Britain in the Indian Mutiny, when she sent about 50,000 men around the Cape of Good Hope to save her empire in the East.

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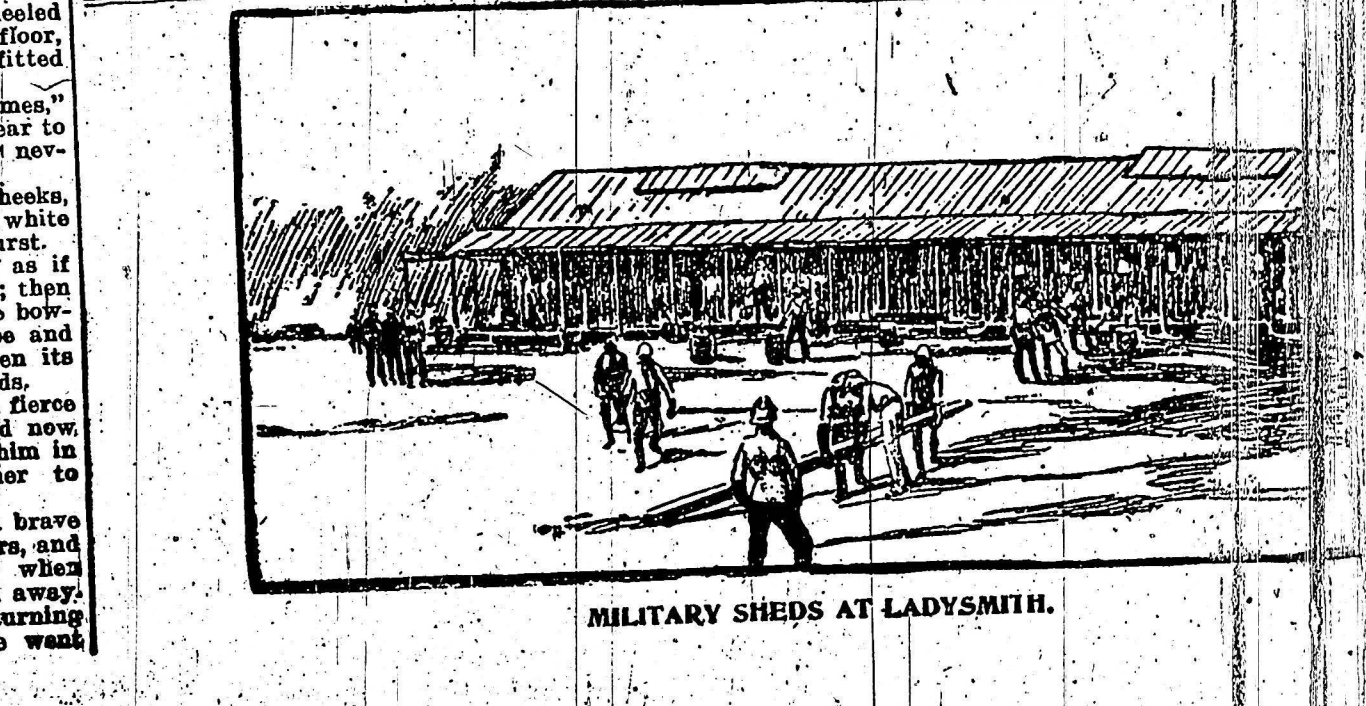
## STORY FROM THE INCIDENT AT LADYSMITH.

A nursing sister in the hospital at Ladysmith sent a letter to an ex-landlord in the Free State. "The landlord says," she writes, "that at what cost, all day the wounded streamed in, and the wounded beds filled, but the wounded could not be put there. Some had been lying on the wet ground, many suffering, and many dying. The landlord says, 'I have seen several wounded men, and gathered together all the horses, artillery, war material and food indispensable for such a host. An army moves 'on its belly.' In Natal, this is the well defined plan of the British commander, according to trustworthy reports, and is not likely to be modified greatly by even the trapping of Sir George White in Ladysmith."

## PORTS FAR APART.

From each of the three Cape Colony ports, Port Elizabeth, Port Alfred and East London, runs a line of railway northwesterly toward the Free State frontier. By no line is the distance to the enemy's coast less than two hundred miles. Whether the troops be forwarded all or part of the way by train, would be consumed in organizing them into columns and gathering together all the horses, artillery, war material and food indispensable for such a host. An army moves 'on its belly.' In Natal, this is the well defined plan of the British commander, according to trustworthy reports, and is not likely to be modified greatly by even the trapping of Sir George White in Ladysmith."

CHAPTER XIV.  
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MILITARY SHEDS AT LADYSMITH.

## MILLIONS WILL BE SPENT

### PLANS FOR DIVERTING GRAIN TO THE CANADIAN ROUTE.

Elevators Costing \$4,500,000 and a Dozen Steamers to be Constructed—Port Colborne Another Buffalo.  
The plans originated by a syndicate of American and Canadian capitalists which provide for the construction of huge grain elevators at Montreal, Quebec and Port Colborne, and the construction of a fleet of steel vessels to transport grain from the upper lakes to the Canadian seaboard, are now practically complete, and in fact well under way. The elevators are to be of steel, and some of them will have a capacity of 3,000,000 bushels. Their construction involves a total outlay of \$4,500,000. Contracts are being awarded for the construction of a fleet of a dozen grain-carriers, and these are to be ready by the fall of 1901, so that they may take part in that season's operations. Each of these vessels will cost from \$150,000 to \$200,000, and in dimensions will be 250 by 43 feet. It is understood that the British Shipbuilding Company of Toronto has received the contract for building six of the dozen new steamers. Of the remainder, some will be built by the Colingwood Shipbuilding Company, some in the shipyards at Three Rivers and the rest on the Clyde. A representative of the syndicate left last week for the Clyde to give the necessary instructions to the contractor there.

### THE FALL OF 1901.

is the outside date for the completion of the vessels. It is hoped, however, to have two or three ready for operations next summer. It is not considered that even a dozen steamers will be sufficient to meet the immense trade which it is hoped to divert to Canadian waterways, and the view of the gentlemen who have engaged in the enterprise is that at the expiration of three or four years their fleet will be at least doubled.

The object of these plans, involving as they do, an immense outlay, is to divert the grain-carrying trade which now goes by the Buffalo and Erie Canal route to New York into Canadian channels. This has been rendered possible by the deepening of the St. Lawrence Canal to a uniform depth of fourteen feet. Although the fact that vessels of large draught cannot pass from the point of transshipment to the upper lakes straight through to Montreal has greatly handicapped the Canadian route, the completion of work on the St. Lawrence canal has removed this drawback, and now it is possible for grain to reach the seaboard through Canadian waterways. But the lack of a sufficient depth of water in the canal is not the only one from which the Canadian route has suffered. The grain elevators at Buffalo for a considerable time past have been in a state of disrepair, and the fact that the Buffalo does to the route via the Erie Canal.

### PORT COLBORNE.

will be the point where grain destined for Montreal or Quebec will be transferred from the upper lakes to the canal freighters. Port Colborne has a harbor well adapted by nature for the anchorage of large vessels, but in order to make it still more accessible and secure the Government have determined to construct a pier and other works. The erection of the big elevator contemplated by the syndicate referred to will complete the facilities needed.

The leading member of the syndicate is Mr. Connors, proprietor of the Buffalo Courier. This gentleman is largely interested in the grain-handling trade at Buffalo, but in common with others in the same business, has suffered considerable loss and had his patience sorely tried by vexatious occurrences, such as a strike of grain-handlers, which paralyzed the movement of grain at Buffalo for a considerable time. Mr. Connors is of the opinion that the construction of a large elevator carrying route for western grain, has given a practical evidence of his views by actively associating himself with the present enterprise. Many of the Buffalo forwarders, while conceding the superiority of the Canadian route, have claimed that it could only be made profitable by the vessels employed bringing return cargoes from the seaboard. This point has not been overlooked in the plans of Mr. Connors and his Canadian associates, and such arrangements are being made as will insure for the fleet of grain-carriers ample trade in commodities intended for the warehouse at Toronto and cheap season of navigation are included in the freight rates from the east during the plans.

### FURTHER EVIDENCE.

There is something, after all, in the idea of a grain being untruly. What new light have you had on it? Young Hankinson has a fine offer. He was wearing it the evening he proposed to Miss Garlinghorn. And she refused him? No. She accepted him.

### FOUNDATIONS FOR ROMANCE.

It will be discovered that the only foundation for the usual talk of a "romance" in a woman's life is that she sits and looks out of the window into the dark night when she should be darning stockings.