

THE MAZABELE CAMPAIGN.

Incidents Described by an Active Participant.

How Work for the Soldiers in a Difficult Country.

Mr. Gerald Paget who has just returned to England from the Cape, supplies the following interesting account of some incidents of the campaign:

We found that news had been heard of the Victoria column, and after breakfast we went to meet their scouts, from whom we learned that the column itself was only five miles off. It was soon evident that we were at last in touch with the Matabele. Large scattered parties of them began to appear among the hills on our right, and it was here that poor Captain Campbell fell in the very first skirmish. We were chasing a party of Matabele among some rocks, and one of them ran off to the right, Campbell rode out to the left, with the idea of cutting him off. The native instead of running round the rock as he had expected, ran in among them, and ensconced himself on the top of the highest. From this point of vantage he took aim at Campbell who fell with a terrible wound in the thigh close to the groin. Gourley got him on his horse and took him back about four miles to camp, where Dr. Jameson himself amputated the leg at the hip; but he gradually sank, and died early the next day.

After this skirmish we joined the Victoria scouts under Captain White, and for the next three days we scouted in touch with each other some five miles ahead of the column. The Matabele kept at a safe distance; we occasionally came in sight of them, and once nearly surprised a small party which had come down on a Mashona village and left the usual ghastly evidence of their visit behind them.

IN MUTILATED BODIES, but they invariably bolted before we could bring them to close quarters. On the evening of the 18th of October we rejoined the column and received orders for the future to come back to camp every night.

The two columns by this time had effected a junction at Ironstone Mountain, as had been originally planned, and a description of the order of marching which was then adopted may be of interest. Each column consisted of about sixteen wagons, and marched in a double line of two wagons abreast. The Salisbury column kept on the right of the march, the Victoria column keeping its position abreast at a distance of 150 yards. Scrupulous care was taken to preserve this order, and if a single wagon in either column was delayed by a hot axle or a refractory ox, the whole force halted or slackened speed so as to keep its formation unbroken. Between the two double lines of wagons the native contingent of 500 Mashonas which came up with the Victoria column marched on foot, together with any dismounted burghers from either of the forces. There was an advance guard of 40 men a mile ahead, a rear guard of the same number the same distance in the rear, and flanking parties of 40 men thrown out about a mile on each side of the line of march, the Salisbury column supplying the troop on the right, the Victoria column that on the left. The scouts of both columns were sent on some five miles ahead.

When a halt was called, either by day or by night, the whole force immediately went into laager.

This was effected by each of the two leading wagons on both double lines turning in towards each other, the two rearmost wagons of each column making the same movement. The intervening wagons in each column then widened out right and left so as to form the double line of wagons, into an oval. The machine guns were at once placed in position between the wagons on the outer face of each oval, and the horses of each column tied to three or four parallel lines of cord running the long way of the oval. The oxen were taken between the two ovals and tethered to iron tent pegs in parallel lines together with the gun mules; and at each halt the natives at once cut branches of prickly pear and formed a thick abatis connecting the narrow ends of the two ovals both in front and rear. When halted at night pickets were thrown out all around at a distance of 200 yards, with orders to run back to camp at the sound of the first shot fired. The continual practice on the march enabled the laagering to be done in an incredibly short space of time, and the operation was completed as a rule in less than six minutes.

On the 23rd of October the scouts received orders to look for kraals on the Shangani River, and we accordingly started in a thick fog, taking with us a heliographer. We had the usual instructions to gain what information we could from the natives and to avoid fighting if possible. The fog cleared as the day wore on; we communicated by heliograph with Major Forbes as to our whereabouts, and in the afternoon reached the kraals among the hills on the west side of the river. We found ostensibly peaceful natives in the first two kraals, who said they were Makalafas, but, as we found also a Matabele shield and spear for each man, I have my doubts on the point still. The natives explained the presence of the weapons

BY A COCK-AND-BULL STORY

about some Matabele having gone away a day before and left them there. However, we met with no resistance, and moved on to a kraal higher up the hill side. We dismounted at the gate, left our horses outside, and went in. Burnett took the hut nearest on the left, and I crawled into that on the right of the gate. I had just got inside when I heard a shot, and scrambling out as quickly as I could I saw poor Burnett rolling on the ground in agony. At the same moment a Matabele came out of the hut and took up Burnett's rifle, which he had left leaning against the wall outside. We all rushed to our rifles and fired at the native, but missed him. In the meantime he fired two more shots from Burnett's rifle, one grazing Swinburne's left side. He was then killed. It appears he was the only Matabele in the village, all the other natives we found being women. We put poor Burnett on his horse, but it was evident that he could not live long, as the ball had gone through his lungs and out of his back, making a ghastly wound. Gifford rode off to camp for a stretcher, but Burnett died on his horse within an hour, and was taken into camp wrapped in his own blanket and buried the same evening.

On October 24 the columns had trekked to the Shangani river without meeting any resistance from the enemy, and we were beginning to wonder when the long-expected stand would be made. Since Burnett's death orders were given to burn kraals on the line of march, and in scouting ahead on this day across the river to look for a good camping place, we saw Borrow a good distance on our left setting fire to several groups of huts and driving in large numbers of cattle. The cattle were going in the wrong direction, so Swinburne and myself rode across to help to drive them, and we succeeded in getting 800 head into camp late at night, Major Forbes

HAVING SENT UP ROCKETS

to let us know the spot we were to make for.

The scouts had had a hard day, and I for one slept soundly. I was awakened by the Maxim. It was pitch dark, but I did not take long to realize that the Matabele were on us at last, for the bullets were whistling over us like hail. I jumped up to the top of the staff wagon to which I had been told off, and although nothing could be seen of the enemy except the flash of their rifles they were around us in great force, and were rapidly closing with their peculiar war cry, a low buzzing sound which can be heard from some distance. There was nothing for it but to fire where we saw a flash, and wait for daylight.

The camp was on the alert after the first shot of the pickets had been heard, and the firing from the beginning was general, after the pickets had reached the camp. Although little could be seen of the enemy, the machine-gun fire at once began to tell, and the attack was perceptibly steadied.

Suddenly we saw a huge black mass moving straight down on the laager, and recognized the great herd of cattle which we had driven in the previous day. We thought this was a ruse of the enemy, and that they were driving the beasts on the laager with the hope of breaking it up and coming in behind the cattle. Fortunately this was a mistake. It seems the Matabele could not bear to see their cattle drop under our fire and were trying to lead them away. The attack had by this time first slackened, and then ceased. It was now getting light, and we saw masses of blacks coming down the hill at a steady trot and heading straight for the camp. Major Forbes gave the order to sound cease firing, and I heard him call out "Don't fire, they are friendly!" so we sat and watched them, and smoked. They came nearer and nearer until within a couple of hundred yards of the wagons, when they suddenly squatted down and opened fire at us. "Friendlies be d—d" was growled out all along the line, and before the trumpeter had time to sound "begin firing" the Maxims and every rifle in the column were playing on the Matabele. It was getting light by this time, and we could see to aim well enough. The natives stood our fire bravely for a bit, but they soon wavered, and finally retreated.

NEWFOUNDLAND FISHERIES.

Last Season's Catch Discouragingly Small.

A St. John's, Nfld., special says:—The past month witnessed the winding up of the year's fishery business and to the major portion of our people the next four or five months represent a period of enforced idleness, which no ingenuity or enterprise on our part can overcome. The St. John's Chamber of Commerce has recently presented its annual report, summing up results of the year's operations. The report is not a very encouraging one, but the naturally hopeful disposition of our people will require more than one bad year to dispirit them. It opens with a reference to the seal fishery of last spring which was the worst ever experienced since the introduction of steamers into the industry. Last year all the steamers sailed from a port 150 miles north of St. John's, and missed the great body of seals. As a consequence the total catch was only 129,160 seals against 348,000 the year before. In addition to this the price of oil and skins was very low and the poor catch was rendered doubly unproductive on this account.

The Labrador cod fishery was the only one really productive. The catch was very good and the cure equally so, with the exception of a small quantity taken at the latter part of the season and which unfavorable weather prevented being properly dried. The shore fishery was only fairly productive and the bank fishery was very poor, so much so indeed, that the Chamber fears its early extinguishment, for the return is not by any means commensurate with the capital invested. The catch of pickled fish is indifferent and unsatisfactory, the take of salmon is only fair, and the herring fishery is also poor, especially frozen herring, the unusually mild weather experienced last winter preventing that industry being entered into with the usual vigor. The chamber puts itself on record as emphatically as ever in support of the Bait Act, or the policy of preventing the French from obtaining bait fishes along our coasts. Everyone is more or less familiar with our

VEXED BAIT QUESTIONS.

Our great rivals in the sale of codfish in the Mediterranean are the French, who undersell us by means of a large bounty given by the Government on every quintal of fish exported, the object being to make their fishing fleet on the Grand Banks, a nursery for seamen to recruit their navy. These fishing vessels are, however, dependent on our people for the bait they supply. The Thorburn Government (1885-89) passed an act prohibiting the sale of bait fishes to the French. Several steamers were hired to enforce it and the result was the crippling of the French fishery. But the people on our southern coast, whose chief business was the supplying of this bait, raised an outcry at being deprived of this income, and the Whiteway party in 1889 made the repeal of the bait act one of its most vigorous party cries. All its candidates in the districts affected were triumphantly elected, but the bait act was not repealed. For three years the Whiteway Government enforced it, and last year, though being compelled by the impending election to make a change, only suspended its operation, holding it over the heads of the French for use when required. The Chamber of commerce protests against its non-enforcement, believing it would greatly benefit the colony and materially assist the Colonial Office in the solution of a difficult problem. The Chamber supplies legislation in favor of restricting and regulating the methods of lobster fishing and hopes for a successful trade next year.

THE CENSUS OF INDIA.

How It Was Taken.

Commenting on a report just issued on the Indian census, the "Times of India" says that the census was taken by moonlight on the 26th of the month, and 287 millions of people were enumerated within four hours. The home authorities, with that knowledge of the conditions of Oriental life which has always characterized them, were anxious that the census should be taken synchronously with that of the Mother Country early in April. But moonlight was one of the primary conditions of success, and a particular kind of moonlight at that,—namely,—of the third night after the fulling of the moon, when the chanda feast are over, and pilgrims and worshippers at the shrines and temples, and bathing places have got back to their homes. How vast was the task of enumerating the individual units in this extraordinary congeries of nations one begins to realize, albeit at first dimly, in the light of the report; and that the percentage of possible error should be so slight is one of the most remarkable circumstances connected with it. The absence of anything like cohesive element generally, understood cohesive element generally, no doubt constitutes one of the most formidable difficulties in the way of an Indian census. We hear a good deal of somewhat turgid talk at home from time to time about the "Indian nation," but if there are still any otherwise well-informed people who believe such a body exists, a very cursory glance at the report will serve to dissipate the illusion. The most characteristic influence peculiar to the country is altogether adverse even to the sentiment of nationality. The tendency of the caste spirit is in the direction of individualism—or perhaps rather in that of detachment. Subtle and all pervading, no social institution has been able to completely withstand it. It is "an excessive devotion to heredity and custom, manifested in the inclination to exalt the small over the great, and to exaggerate the importance of minor considerations and thus obscure that of the more vital." Thus the crystallization of rank and occupation into hereditary attributes makes incessantly for the formation of self-centered and mutually repellent groups, cramping to the sympathies and to the capacity for thought and action, originality and intention, and absolutely fatal to the possibility of any homogeneity of structure. Plainly, out of these incongruous and antagonistic elements speaking "many hundreds" of tongues, on "nation" can ever grow.

The Sun's Distance.

An extensive series of observations was made in 1889 upon the planet Victoria (asteroid No. 12) for the purpose of ascertaining the distance of the sun, and incidentally also the mass of the moon—quantities which to the uninitiated would seem to bear no obvious relation to the motions of the little asteroid, though, in fact, the connection is close and positive.

The work was very thoroughgoing, involving the co-operation of no less than twenty-one different observatories in determining with their meridian-circles the places of the stars which were used as reference points along the planet's track. Then all through the summer the position of the planet itself, with reference to these stars was assiduously observed by Gill and Auwers at the Cape of Good Hope; by Ekin and Hall at New Haven, and in Germany by Hartwig at Göttingen, and by Schur at Bamberg. The instruments employed in their observations were heliometers of the most perfect construction, and measurements made with them rank among the most accurate and refined known in astronomy. Although, between June 15 and August 27, while the planet was near its opposition and for a time at a distance from the earth less than four-fifths the distance of the sun, over 800 complete sets of measures were secured, and only six nights were wholly missed.

The reduction of this mass of material has occupied nearly three years, and the result has only been published. Dr. Gill, who originated the campaign and has reduced the observations, finds for the parallax of the sun 8".80, corresponding to a distance of 92,800,000 miles; and he further finds that the hitherto accepted mass of the moon must be reduced somewhat more than 1 per cent. to satisfy the observations; in other words, the earth's monthly swing due to her motion around the common center of gravity of earth and moon, was found to be about 1 per cent. less than had been assumed. It is interesting to note that this newest value of the solar parallax agrees to the very last decimal with that deduced two years ago by Prof. Harkness in his elaborate "least-square" discussion of all the then available data relating to the constants of the solar system; the still outstanding error in our knowledge of the astronomical unit can hardly be as great as one part in a thousand.

NEW WHITE STAR STEAMSHIPS.

One of Them, the "Cevic," Said to be the Largest Freight Vessel Afloat.

A New York despatch says:—H. Maitland Kersey, agent of the White Star Steamship Line, who arrived in this city on the steamship "Tentonic," described the two new steamships the "Cevic" and the "Gothic," the former to sail on Thursday from Liverpool for this port, and the latter having sailed on December 23 for New Zealand. The "Gothic" is to circumnavigate the globe and end her voyage at this port.

The "Cevic's" dimensions are five hundred feet in length, 60 feet beam and thirty-four feet depth of hold. She was made by the Harlan & Wolff Company in Belfast, Ireland, and is 8560 tons gross. It is claimed that she is the largest freight steamship afloat. She has twin screws.

The "Gothic" is a passenger and freight steamship of 7500 tons burden. She has a capacity of several thousand barrels of dairy products and 75,000 carcasses of mutton in her refrigerating chamber. Her course is to be eastward around the Cape of Good Hope to New Zealand, and she will return by way of Cape Horn with New Zealand products. Altogether the "Gothic" will sail about twenty-five thousand miles before reaching this port.

Mrs. Weilde—"So you are to be married?" Miss Unwedge—"Yes and I want you to tell me which is the luckiest month to be married in." Mrs. W.—"The thirteenth, my dear."

TRUTH IS MIGHTY

But It Won't Always Go in the Smoking Car.

As the train emerged from a deep and rocky cut it glided out upon a long and high trestlework which carried the tracks over two ravines and a swamp. The man whom we all took to be a drummer for a sarsaparilla factory looked out and down and shuddered. Then he drew three or four whiffs on his cigar and shuddered some more.

"A little nervous, eh?" queried one of the crowd.

"Yes, and I have cause to be," was the reply.

"Then you've been over this place before?"

"Yes, two years ago. I feel as weak as a woman. Gentlemen, excuse me while I take a nip of brandy."

"Did the train break through?" asked one of the group, after he had "nipped" and restored the bottle.

"No. Ah! thank heaven, we are over at last! All of you please take notice of that house among the trees, and also remember the little town we passed through about a mile back. My uncle Reuben lives there in that house. I was here on a visit to him and went over to the postoffice after my mail. I took the highway in going, but to make a short cut I took the track on my return. I hesitated some time at the trestle, but finally started to cross. Just wait a minute. I have it all down here in my note-book. When I tell a thing for a fact I like to have the proofs. The trestle is eighty-eight feet high in the center. I had just reached the center when—"

"When you saw a train?"

"Yes; I had reached the centre of the trestle when I heard the whistle of a locomotive, and a moment later caught sight of freight train rounding the curve; there was just one possible way of escape."

"It was a terrible situation."

"It was. I find I have it down here in my book as 'T.S.', which stands for terrible situation. Thank you sir for your appreciation."

"You did not leap to the ground below?"

"No, sir. If I had it would have been jotted down here, which it isn't. I did not lose my presence of mind. Dropping down between the cross pieces, I swung with my feet and hung on with my hands. You can judge of a man's feelings with almost a hundred feet of space between his feet and a great mass of jagged rock."

"Great spoons! but you must have suffered a thousand deaths."

"Let me see. No, I did not. I have it down here, and I only suffered 750 deaths. I don't want to lay claim to 250 deaths to which I have no legal right. When I tell a story, I tell it exactly as things happened. I hung there swaying to and fro."

"And the train passed over you?"

"Well, no it didn't. I should have made a note of it if such had been the case. I hung there for seventeen long minutes—minutes which seemed never-ending to me."

"You lived a month in those few minutes."

"Not quite a month. I have it down that I lived only twenty-six days, and I don't want anything that doesn't belong to me."

"But did it take the train seventeen minutes to pass over you?" persisted the inquirer.

"Oh, no."

"Then how was it?"

"Why, the train side-tracked at the other side, you see, and I hung on until one of the brakemen walked out to me and said if I wasn't in the circus business to stay, I'd better get out of that."

"But I don't exactly see."

"Oh, there is nothing to see. I got off the bridge all right, with three hours to spare before another train came along. I was very much obliged to the brakemen—very much. I might have hung there all day, you know—yes, I have it down here in my book that I was V. M. O., which means very much obliged. I am not a nervous man by nature, but can you wonder that I shudder and grow weak in the knees whenever I pass over this trestle?"

No one said a word for a long minute. Then the questioner softly queried:

"That was a true story, wasn't it?"

"As true as truth itself," was the solemn reply.

"Well, it was a mighty poor story, and this crowd doesn't want any more like it. If you can't tell a lie, get out of here and give your room to a man who can."

Origin of Grain and Fruits.

The origin of the grains and fruits which are used by man as food is an interesting study. Of course they all first existed in a wild state, and as they became improved they were distributed in different countries according to their utility. The first gradual change from a wild to a cultivated state took place in warm countries. For example, the grape grew on this continent, in a wild state, long before the days of Columbus, but it was first put to practical use in Egypt and Central Asia.

Nearly all the grains now in use are of unknown antiquity. Wheat and barley were used everywhere in the most ancient times. Indian corn was known in India and China centuries before the discovery of America. Cotton was used for making garments in India at a most remote date, and the use of flax for making clothing, is nearly as ancient as that of cotton.

The orange is thought to have been first known in Burnah, and the peach is accredited to Persia. The pear and the plum, it is believed, were improved from wild shrubs growing in the west of France. The cherry is of Persian descent. The apple has been known from time immemorial. It likes the cold, and loses its fineness of taste as it approaches the equator.

It could not be expected that America, with its late civilization, should have been able to furnish the world with products that could not be perfectly developed except after thousands of years of care and culture. But it gave the potato to the Old World.

It has long been claimed that Raleigh and Hawkins took the potato to Ireland and England in the seventeenth century, but it was found in Chile and Peru, and the seeds were sent to Spain and Italy, nearly a hundred years before Hawkins and Raleigh crossed the Atlantic.

Humboldt asserts, further, that it had been cultivated all over South, and in a considerable part of North America, centuries before the voyages of Columbus.

Of 15,000 persons one arrives at the age of 100 years, of 500 one attains the age of 90, and one in 100 lives to the age of 60.

THE WEEK'S NEWS

CANADIAN.

A 10 per cent. reduction in the wages of the G.T.R. trackmen west of Toronto has gone into effect.

It is reported that a company is being organized in Vancouver, B.C., to enter the service of Queen Liliuokalani of Hawaii.

The Caledonian Society of Montreal has decided to admit ladies who are Scotch or of Scotch descent as associate members.

There is a great deal of diphtheria in Quebec, and the Provincial Board of Health is taking steps to prevent the spread of the disease.

Two small boys, the youngest sons of Mr. Robert Stevenson and Mr. Joseph Chambers, of Port Robinson, Ont., were drowned in the Welland river at that place.

The Canadian Exhibition car has started on a three-months' tour in the United States.

Ex-Mayor Beaupre has been asked to represent the French element in the electoral contest for the Mayor's chair.

A local branch of the National Council of the Women of Canada has been formed in Ottawa, and Lady Ritchie was elected president.

Monday Mr. W. McLaughlin, of Norval Ont., while sawing a tree which had lodged between two others, was struck on the temple by it springing back, and was instantly killed.

The local Christian Endeavour Union of Kingston held an enthusiastic meeting on Monday night. After electing officers, preparations were made to give the provincial convention this year a hearty reception.

Adolphe Martin, one of the best known and wealthiest farmers in Essex county, was arrested at his home at Maidstone, on the charge of being implicated in setting fire to his barns in order to secure the insurance.

Seven hundred yards of new carpeting are being laid down in Parliament building, and the chamber of the House of Commons is being put in readiness for the session, although it is not expected that the House will be called before eight or nine weeks.

The wholesale woolen men of Montreal have a grievance owing to the flooding of the market with imitation melton overcoats, which are really made of felt. Mr. N. Clarke Wallace, the Controller of Customs, has been requested to increase the duty on felt.

BRITISH.

The Princess of Wales is recovering from her recent severe illness, but she is still very weak.

The Queen has made a formal grant of Clarence house to the Duke and Duchess of Connaught.

It is announced that, experience having taught the Irish National League in London to be suspicious, they intend eliciting pledges in writing from the candidates of the House of Commons for whom they will vote.

At a meeting of the Imperial Institute on Monday evening the Marquis of Lorne pointed out the importance of an independent telegraph service between England and her colonies.

It is stated that the naval programme to be submitted to the British Parliament next session will involve an expenditure of seven million pounds more than the usual outlay.

UNITED STATES.

Eleven cases of smallpox have been reported in Chicago within 24 hours.

A remarkable strike of gold and silver is reported in the East Argentine district of Clear Creek Col.

Three thousand employees of the Sanford carpet mills, Amsterdam, N.Y., who had been idle for six months, have resumed work.

Harry J. Wooley, engine-driver, of the Grand Trunk railway, who disobeyed orders at Battle Creek, Mich., causing the death of more than a score of persons, and who was arrested on a charge of manslaughter, has been discharged by the judge.

Another big exodus of negroes from the Southern States to Africa is in progress. The majority are from Arkansas.

Cuban cigar leaf tobacco is now being successfully grown in the southern and southeastern portions of Kansas.

Train robbers made an unsuccessful attempt to wreck a Baltimore & Ohio train near Bremen, Ind. The engineer managed to stop the train in time.

As an engine of the North Pacific Coast Railroad was crossing Austin Creek near Cazadero, Cal., the bridge gave way and the engine rolled into the stream below, a distance of 40 feet, drowning seven men.

GENERAL.

The Shah of Persia is very ill with influenza.

Emperor William has invited the Duke of York to visit Berlin to attend the annual banquet of the Knights of the Black Eagle.

It is reported that the Brazil insurgents have abandoned the siege of Bage and have suffered a severe defeat.

Camels Drawing Plows in Russia.

Oxen drawing plows is a sight familiar enough on our Sussex downs, says the London Daily News, but camels employed in this way would be decidedly a novelty. The experiment, however, is being tried in southern Russia, and, it is said, with remarkable success. Vice Consul Smith states that the bad harvests of the last two years, together with the low prices of grain, having forced most agriculturists to look into the question of reducing expenses, and one great difficulty being to obtain animal power which would cost less for feeding than horses and yet be able to do the varying work of a farm, camels have been introduced upon an estate not far from Kieff.

At present eighteen camels are at work and their keep is found to cost much less than that of horses, owing to oats being dispensed with in their feeding. The price runs between £6 and £7 per head, inclusive of transport from the government of Orenburg to Kieff.

"Is it true that a woman always has the last word in a quarrel?" "My wife always has it; but then there is nothing mean about her. She is always willing to give it to me."