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MY NEED.

Just for today, dear Edie! To-morrow it may be that I feel guilty about you, but to-day I shall not need any help but your own. Just for today, dear Edie! To-morrow it may be that I shall not need any help but your own. Just for today, dear Edie! To-morrow it may be that I shall not need any help but your own.

DICK HADLOW'S RIDE

A South African War Story.

On the last day of October, 1899, Dick Hadlow made his final preparations for leaving Mafeking, in British Bechuanaland, where the English under Col. Baden-Powell were beleaguered by the Boers. Dick was a young colonel of the 2nd Dragoon Regiment of the South African Corps. He was a young, strong, self-reliant, enterprising, well used to field life; just now, for more reasons than one, he was burning for the approach of nightfall and the beginning of an adventurous ride which lay before him.

Dick, who had knocked about in various parts of South Africa in quest of adventure, dollars and experiences ever since the age of 18, had, three years back, made a little money in Johannesburg, and for the last two years had been farming just outside of Mafeking. When the Boers broke out, with other Englishmen in that district, came into the town for reasons of safety, and had taken his part in that vigorous defense which the successful Boer-Boer was now opposing to the strong force of Boers gathered around.

Hadlow, after volunteering his services, had been selected to carry dispatches from Mafeking down to the Orange River. The telegraph wires had long since been cut, the rails torn up, and the only way of holding communication with the north was by means of bold and well-mounted riders, who knew the wild veldt through Bechuanaland and Griqualand West, and were content to take their lives in their hands. Dick was chosen to carry some dispatches. Second, for the reason that two prominent storekeepers had offered a handsome premium for any one succeeding in carrying very important business letters of theirs down to the railroad at Orange River.

To these two commissions were added the dispatch of cables and letters from various newspaper correspondents. These matters alone were worth a couple of hundred pounds to him if he succeeded. Fourthly, the enterprise jumped exactly with his keen and adventurous spirit, and he was exceedingly anxious to see and get news of Edie Janson, a girl for whom he had a very tender admiration. The afternoon wore on slowly. Mafeking was somewhat under the heat. Commandant Cronje's bombardment had ceased for some time; the men under arms were mostly gone, and the colonel was anxious to get his horse all his plans, seen Col. Baden-Powell for the last time, and was now waiting impatiently for darkness and the close of the long day.

At sunset Edie Janson arrived at Strydom's house. She was carrying a basket in each hand, and was dressed in a simple but attractive dress. Dick, who had just returned from his ride, was standing in the doorway, looking at her with a look of surprise. "Good-night, Edie," he said, "and good-bye to all the folks here." "Good-night, Dick," returned his friend. "Take care of yourself and a lucky journey to you."

They parted with a strong friendly grip, and Dick rode off quietly for the Molopo, no great way beyond. Crossing the river, he struck into the veldt, and after being challenged by one of the garrison outposts and giving the password, he rode on to enter her house on the business of the night. Suddenly from out of the vast distance there came, some 300 yards away, a man on a horse, riding in the direction of the veldt. Three riders were discharged in his direction, but the bullets cut the air idly many safe yards behind him. He heard hurried voices in the distance, and he knew that shots were fired, and then the third of galloping horses came toward him. He pressed on. Hark! From behind him came the concussion of fall. That was surely a horse down, and a sharp smothered exclamation from the rider confirmed his surmise. One pursuer the less. At last the shelter of some friendly hills appeared before him in the still darkness.

All that night, setting his course by a steady pace, sometimes walking when the bush was troublesome, soon centering where glades of open country permitted. Twice he offered before the dawn came. Just as the light began to thicken in the eastern sky he also some breakfast, gave his good nag a feed of mangel, drank some cold coffee from his water bottle—he was afraid to light a fire—and as the wonderful colors of the sunrise began to intonation the heavens, his pipe climbed into the saddle and rode on again. At 1 o'clock Dick rode up the last shallow valley and halted before a single-storied, little, white-washed farm house. As he climbed stiffly down a girl ran out to the stoep.

"Dick!" she exclaimed, with a pretty flush upon her smooth cheek and a warm sparkle in her brown eyes, "where in the world have you sprung from?"

"Why, from Mafeking, of course, Edie. I've been there for the last month in laager."

Pickered hooks, flaps and tip-ups at Wallace's.

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ERIE RAILROAD TIME TABLE

Corrected to Date. Solid Pullman trains to Buffalo, Niagara Falls, Chautauque Lake, Cleveland, Chicago and Cincinnati. Tickets on sale at Port Jervis at lower rates than via any other first-class line.

EASTWARD	
No. 10, Daily Express	3:24 A. M.
No. 10, Daily Express	5:59 "
No. 10, Daily Express	8:24 "
No. 10, Daily Express	10:49 "
No. 10, Daily Express	13:14 P. M.
No. 10, Daily Express	15:39 "
No. 10, Daily Express	18:04 "
No. 10, Daily Express	20:29 "
No. 10, Daily Express	22:54 "
No. 10, Daily Express	1:19 A. M.

WESTWARD	
No. 7, Daily Express	12:00 A. M.
No. 7, Daily Express	1:25 "
No. 7, Daily Express	3:00 "
No. 7, Daily Express	4:25 "
No. 7, Daily Express	6:00 "
No. 7, Daily Express	7:25 "
No. 7, Daily Express	9:00 "
No. 7, Daily Express	10:25 "
No. 7, Daily Express	12:00 "
No. 7, Daily Express	1:25 P. M.
No. 7, Daily Express	3:00 "
No. 7, Daily Express	4:25 "
No. 7, Daily Express	6:00 "
No. 7, Daily Express	7:25 "

Trains leave Chambers street, New York for Port Jervis on week days at 4:00, 7:40, 9:40, 11:30 A. M., 1:00, 3:00, 3:30, 5:30, 7:30, 9:15 P. M. On Sunday, 4:00, 7:30, 9:00, 9:15 a. m., 11:30, 3:00, 7:30 and 9:15 p. m.

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