

THE WAR-TRAIL!

CHAPTER XXVIII.

RUBE ROASTED ALIVE.

DOOMED beyond doubt — doomed to quick, awful, and certain death was the earless trapper. In five minutes more he must perish. The wall of flame moving faster than charging cavalry, would soon envelop him, and surer than the carbines volley or the keen sabre cut was the death horse forward by that hissing, crackling cohort of fire. Here and there, tall jets, shooting suddenly upward, stalked far in advance of the main line — fiery giants, with red arms stretched forth, as if eager to grasp their victim. Already their hot breath was upon him; another minute and he must perish!

In a sort of stupor we stood, Garey and I, watching the advance of the flames, neither of us uttered a word; painful emotions prevented speech. Both our hearts were beating audibly. Mine was bitterly wrung; but I knew that of my companion was enduring the very acme of anguish. I glanced upwards to his face; his eye was fixed, and he looked steadily in one direction — as though it would pierce the sheet of flame, that rolled further and further from where he stood, and nearer to the fatal spot. The expression of that eye was fearful to behold; it was a look of concentrated agony. A single tear had escaped from it, and was rolling down the rude weather-bronzed cheek, little used to such bedewing. The broad chest was heaving in short quick spasms, and it was evident the man was struggling with his breath. He was listening through all this intensity of gaze — listening for the death-shriek of his old comrade — his bosom friend.

Not long was the suspense; though there was no shriek, no cry of human voice, to indicate the crisis. If any arose, it was not heard by us. It could not have been; it would have been drowned amid the roar of the flames, and the crackling of the hollow culms, whose pent-up gases, set free by the fire, sounded like the continuous rolling of musketry. No death-cry fell upon our ears; but for all that, we were satisfied that the drama had reached its denouement; the unfortunate trapper was roasted alive!

Already the flames had passed over the spot where we had last seen him — far beyond — leaving the ground charred and black behind them. Though the smoke hindered our view of the plain, we knew that the climax had passed; the hapless victim had succumbed; and it remained only to look for his bones among the smouldering ashes.

Up to this moment, Garey had stood in a fixed attitude, silent and rigid as a statue. It was not hope that had held him thus spell-bound; he had entertained no such feeling from the first: It was rather a paralysis produced by despair. Now that the crisis was over, and he felt certain that his comrade had perished, his muscles, so long held in tension, suddenly relaxed — his arms fell loosely to his sides — his head reclined forward, and in a hoarse, husky voice, he exclaimed:

"O! God of mercy, he's rubbed out, rubbed out! We've seen the last of poor Old Rube!"

My sorrow, though perhaps not so keen as that of my companion, was, nevertheless, sufficiently painful. I knew the earless trapper well — had been his associate under strange circumstances — amid scenes of danger that draws men's hearts more closely together than any phrases of flattery or compliment. More than once have I seen him tried in the hour of peril; and I knew that, notwithstanding the wildness and eccentricity of his character — of his crimes, I might add — his heart, ill-directed by early education, ill guided by after-association, was still rife with many virtues. Many proofs of this could I recall; and I confess that a feeling akin to friendship had grown up between myself and this singular man.

Between Garey and Rube the ties were still stronger. Long and inseparable companionship — years of participation in a life of hardships and perils — like thoughts and habits — though perhaps dispositions, age and characters were a good deal unlike — all had combined to unite the two in a firm bond of friendship. To use their own expressive phrase, they "froze" to each other. No wonder then that the look, with which the young trapper regarded that black plain, was one of indescribable anguish.

To his mournful speech, I made no reply. What could I have said? I could not offer consolation. I was weeping as well as he; my silence was but an assent to his sad soliloquy.

After a moment, he continued, his voice still tremulous with sorrow; "Come, comrade! It is no use our crying like a kipple o' squaws." With his large finger he dashed the tears aside, as if ashamed of having shed them. "I am all over now. Let's look arter his bones — that is, if thar's anything left o' em — an' gie 'em Christy burial. Come!"

We caught our horses, and mounting, rode off over the burnt ground. The hoofs of the animals tossed up a smouldering ash, the hot red cinders causing them to prance. The smoke pained our eyes, and prevented us from seeing far ahead; but we guided ourselves, as well as we could, towards the point where we had last seen the trapper, and where we expected to find his remains.

On nearing the point, our eyes fell

upon a dark mass that lay upon the plain; it was much larger than the body of a man. We could not make out what it was, until within a few feet of it, and even then it was difficult to recognize it as the carcass of a buffalo — though such in reality it was. It was the game which the trapper had killed. It rested as it had fallen — as these animals usually fall upon the breast, with legs widely spread, and humped shoulders upward. We could perceive that the unfortunate man had nearly finished skinning it — for the hide, parted along the spine, had been removed from the back and sides, and with the fleshy side turned outward, was hanging to the ground so as to conceal the lower half of the carcass. The whole surface was burnt to the color of charcoal.

But where were the remains of the hunter? They were nowhere to be seen near the spot. The smoke had cleared away sufficiently to enable us to observe the ground for several hundred yards around us. An object of small dimensions could have been distinguished upon the now bare surface; but none was seen. Yes! a mass lay beside the carcass, which drew our attention for a moment; but on riding up to it we perceived that it was the stomach and intestines of the buffalo, black and half broiled.

Where were the bones of Rube? Had he ran away from the spot, and perished elsewhere?

We glanced towards the fire still raging on the distant plain. But no: it was not probable he had gone there. By the last look we had obtained of him, it did not appear he was making any effort to escape, and he could scarcely have gone a hundred yards before the flames swept over the spot. How then? Were his bones entirely consumed — calcined — reduced to ashes? The lean, withered, and dried-up body of the old mountaineer favored such a supposition; and we began seriously to entertain it — for in no other way could we account for the total absence of all remains!

TO BE CONTINUED.



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Chiefly-town, Nov. 21, 1881

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Jan. 7, '81 - eod.

NOTICE.

IT having been brought to the notice of the Directors of the Gas Light Company that there were persons desirous of consuming gas, who were occupying stores and dwellings unprovided with the requisite fittings, the Board have resolved that in such cases the Company will bear the first expense of putting in the necessary pipes &c. Persons desirous of becoming consumers of gas can employ any fitter they choose, and having certified the bill as correct, the Company will pay the same; the consumers reimbursing the Company by twelve equal instalments, payable monthly. That all consumers may participate in the great advantage of using Bray's Patent Burners, which, with the same consumption of gas, will give twenty per cent. more light than other Burners, the Company will supply them at the nominal sum of ten cents each.
Ch'town, Dec. 7, 1881 - 1m eod

METHODIST HYMNS

THE NEW HYMN BOOK, in great variety of styles and binding, just received at HARVEY'S BOOKSTORE,
Aug. 17 - 1f

Prince Edward Island RAILWAY.

TIME TABLE NO. 17.

WINTER ARRANGEMENT.

To take effect on the 1st Dec., 1881.

TRAINS OUTWARD.

STATIONS.	MIXED.	MIXED.	MIXED.
Ch'town	Dep 8.15am	Dep 3.00pm	Dep 2.30pm
Royalty Jc	" 8.38 "	" 3.23 "	" 2.53 "
N Wiltshe	" 9.29 "	" 4.15 "	"
Hunter Rr	" 9.45 "	" 4.30 "	"
Bradalbae	" 10.23 "	" 5.05 "	"
Coty Line	" 10.33 "	" 5.18 "	"
Freetown	" 10.48 "	" 5.33 "	"
Keusingt'n	" 11.19 "	" 5.55 "	"
Sunn'side	Ar 11.45 "	Ar 6.30 "	"
Wellingt'n	Dep 1.45pm	" 2.37 "	"
Port Hill	" 3.22 "	"	"
O'Leary	" 4.44 "	"	"
Bloomfield	" 5.08 "	"	"
Alberton	" 5.48 "	"	"
Tignish	Ar 6.45 "	"	"
Royalty Jc	"	"	Dep 2.53pm
Bedford	"	"	" 3.09 "
Mt. Stew't	"	"	Ar 4.05 "
Cardigan	"	"	Dep 4.15 "
Georget'n	"	"	Ar 6.00 "
Mt. Stew't	"	"	Dep 4.15pm
Morell	"	"	" 4.55 "
St. Peter's	"	"	" 5.25 "
Bear River	"	"	" 6.15 "
Souris	"	"	Ar 7.00 "

TRAINS INWARD.

STATIONS.	MIXED.	MIXED.	MIXED.
Ch'town	Ar 5.30pm	Ar 11.15am	Ar 11.45am
Royalty Jc	Dep 5.07 "	Dep 10.52 "	Dep 11.22 "
N Wiltshe	" 4.15 "	" 10.40 "	"
Hunter Rr	" 4.00 "	" 9.45 "	"
Bradalbae	" 3.24 "	" 9.09 "	"
Coty Line	" 3.14 "	" 8.59 "	"
Freetown	" 2.59 "	" 8.44 "	"
Keusingt'n	" 2.35 "	" 8.20 "	"
Sunn'side	" 2.00 "	" 7.45 "	"
Wellingt'n	Dep 10.38 "	"	"
Port Hill	" 9.53 "	"	"
O'Leary	" 8.31 "	"	"
Bloomfield	" 8.08 "	"	"
Alberton	" 7.25 "	"	"
Tignish	" 6.30 "	"	"
Royalty Jc	"	"	Dep 11.22am
Bedford	"	"	" 11.05 "
Mt. Stew't	"	"	" 10.10 "
Cardigan	"	"	Ar 10.00 "
Georget'n	"	"	Dep 8.40 "
Mt. Stew't	"	"	" 8.15 "
Morell	"	"	Ar 10.00am
St. Peter's	"	"	Dep 9.20 "
Bear River	"	"	" 8.50 "
Souris	"	"	" 8.00 "
	"	"	" 7.15 "

L. B. ARCHIBALD,
Superintendent
Railway Office, Charlottetown, Nov. 29, 1881
[61, wkly]

THE place to get your Printing done is at the EXAMINER PRINTING ROOMS.

TENDERS!

Canadian Pacific Railway.

Bridge Over Fraser River, B. Columbia

TENDERS addressed to the undersigned will be received on or before the 10th day of February, 1882, for furnishing and erecting a Bridge of Steel or Iron over the Fraser River on Contract 61, C. P. R.

Specifications and particulars, together with plan of site, may be seen at the office of the Chief Engineer, at Ottawa, on or after the 10th of January last.

Contractors are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms. An accepted bank cheque for the sum of \$500 must accompany the tender, which sum shall be forfeited if the party tendering declines to enter into contract for the work, at the rates and on the terms stated in the other submitted.

The cheque thus sent in will be returned to the respective parties whose tenders are not accepted.

For the due fulfillment of the contract, satisfactory security will be required by the deposit of money to the amount of five per cent on the bulk sum of the contract, of which the sum sent in with the tender will be considered a part.

This Department does not, however bind itself to accept the lowest or any tender.

By order, (Signed) F. BRAUN, Secretary,
Department of Railways and Canals, Ottawa, January 5, 1882. (1101aw)

Canadian Pacific Railway.

Emory's Bar to Port Moody.

NOTICE TO CONTRACTORS.

Tender for Work in British Columbia

SEALED TENDERS will be received by the undersigned up to noon on WEDNESDAY, the 1st day of February next, in a lump sum, for the construction of that portion of the road between Port Moody and the West-end of Contract 60, near Emory's Bar, a distance of about 5 miles.

Specifications, conditions of contract and forms of tender may be obtained on application at the Canadian Pacific Railway Office in New Westminster, and at the Chief Engineer's Office at Ottawa, after 1st January next, at which time plans and profiles will be open for inspection at the latter office.

This timely notice is given with a view to giving Contractors an opportunity of visiting and examining the ground during the fine season and before the winter sets in.

Mr. Marcie Smith, who is in charge at the office at New Westminster, is instructed to give contractors all the information in his power.

No tender will be entertained unless on one of the printed forms, addressed to F. Braun, Esq., Secretary Department of Railways and Canals, and marked "Tender for C. P. R."

Dept. of Railways and Canals, Ottawa, Oct. 24, 1881. } on 21 121 aw

Vennor's Predictions!

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JOHN INGS.
Ch'town, Sept. 7, 1881

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