

"I tell you, neighbor, ST. GEORGE'S BAKING POWDER makes fine cake and pastry."

"Of course you said so—but Baking Powder is one of the things that a baker must try for himself."

"That's right! What's the use of buying the best pastry flour, creamery butter and rich milk—and then have one of those alum baking powders ruin the baking."

St. George's Baking Powder

is a pure Cream of Tartar baking powder. I know it by the way the paste rises. You have eaten my Cakes, Pies and Fancy Pastry for years. Have you ever known them to be quite so light and flaky—and taste so good—as they do now? It's all due to ST. GEORGE'S."

"Yes, neighbor, we old fellows have found out about Baking Powders by practical experience. And ST. GEORGE'S is the best baking powder I've ever tried—not only for bakers, but for home cooks as well."

OUR NEW COOK BOOK is a daily help in the kitchen. It tells how to select and prepare meats, vegetables, etc.—and gives a sort of recipes. Sent FREE. National Drug & Chemical Co., Limited, Montreal.

THREE FAMOUS STATESMEN IN THE PRESENT BRITISH GOVERNMENT

Among the statesmen forming the present Liberal administration of Great Britain, three men stand forth pre-eminently by reason of their great ability. These are Right Hon. H. H. Asquith, Mr. John Morley and Sir Edward Grey.

Mr. Asquith is one of the men whose great reputation is due—singularly enough—to rarity of appearance and brevity of words rather than sheer largeness and length and brilliancy of speech. People do not realize it now; but as a matter of fact, Mr. Asquith had delivered just about four speeches when he was a cabinet minister. Rarely, if ever, has a man reached a great position after such a small expenditure of energy or ability. The explanation is that Mr. Asquith has the true parliamentary and oratorical attitude; and that before he is two minutes on his legs, you have the feeling that you are listening to a master of his craft. It is the impression of tremendous intellectual power, which accounts for this success. Since he became Chancellor of the Exchequer, he has been equally sparing of his words. During the first session of the present parliament he was in the house at all; probably he has been more in the room in mastering all the great complex problems of his department. In the session just closed, he has been more in evidence. But again he has not spoken frequently; and he is one of the few Chancellors of the Exchequer in keeping even his budget speech within reasonable limits. I have already, I think, used the phrase "monumental" to describe Mr. Asquith's oratory, by which I mean that there is a sense of massiveness and perfection in his style that made you feel that what he didn't know about his subject was not worth knowing; that he has marshalled all the facts, all the arguments, and that when he sat down there was no more to be said.

THE SECRETARY FOR INDIA.

A young friend of Mr. John Morley said to him that he was keeping himself so much in the background that the majority of the members of the present house of commons would soon not know him even by sight. For months he was never seen in the house except at question time; and the questions to him were not many. But in the present session he has been a good deal in evidence. The disturbances in India have brought him into collision with a certain proportion of his own friends; while on the other hand, many of his political opponents have been startled by what they consider his sense of the imperial issues involved in the government of that great dependency. Mr. Morley has developed a very fine power of answering questions; deliberately and yet promptly; politely and yet firmly; and nobody can claim that he has scored off him even in the severe cross-examination to which he was so frequently subjected. But he remains a detached and almost invisible figure. In the general debates in the house, he has not taken any part. When he is stirred, as he has been stirred during the one or two occasions on which his own department has been under discussion, the old oratorical fire has blazed out; and he has said some memorable things. But it is rather a pity that this great

reserve, and of frigidity which the personality of the man suggests. He is indeed a curious and interesting figure. No man has such ardent friends; but his friends—even his acquaintances—are few. It may be that he has an unusual dose of that paralyzing shyness which affects so many of our statesmen; it may be that he is reserved; but he remains one of the men who are in the House of Commons and yet not of it. Tall, thin, with a long hatch-shaped face, with cold, blue eyes, with an expression of composure that might induce you to take him for a member of the Society of Friends, he moves through the House—even through the crowded division lobby—a solitary and a somewhat mysterious figure. As time has gone on, these tendencies seemed to have increased rather than diminished. The tragic death of his wife—between whom and himself there was one of those intense devotions that make a solitude around two people and separate them from the millions of the world—has necessarily had the effect of making him even a more inviolable spirit. There are certain wounds, so deep, that no man can look the world in the face until they have ceased to hurt.

ALONE WITH NATURE.

I am told that this man, who is today probably the most powerful influence over the destinies of mankind, has a corner where at one time he built a beautiful in soft English fashion, and where solitude is more comprehensive. The narrow river flows in a shallow channel, the rich meadows are here and there interrupted by a knot of trees; and all the soft green tranquility of the landscape is soothed by the lullaby of the pellucid stream—ends appropriately on the skyline in a small hill. The river flows in a small, changeable and persistent rural England—almost daily looking as it might have looked long ago before the Normans invaded the land; and you have, therefore, that sense of the world's immutability of so much of the world's history as one of the transience of the individual and the generation—the immortality of the race and its instincts and its land.

SALUTARY AND SELF-COMMUNING.

To the zinc hut, just within a few feet of the little stream, the Foreign Minister of the mightiest and most widespread of Empires, retires; without a friend, without even a servant; with a few tin boxes of food; and there he spends the hours either fishing in the lazy waters, or lying down in his hut with his despatch boxes beside him. And wine does not pass his lips. It is a weird, sad, lonely existence; but what reserves of strength such a period of unbroken solitude and self-communing gives to a man—especially when he is so rigid in eating and drinking. It is no wonder that when he passes idly through the House, this man of solitude and self-banishment should appear as though his thoughts were far away. This young man will go far.

T. P. O.

MAINE NORTHERN RAILWAY

AUGUSTA, Me., Sept. 23.—The Northern railway of Maine was under a special act passed by the last legislature incorporated to connect with branches of the Bangor and Aroostook railway. The directors and officers are Patrick Thurlatt of Grand Isle, Vincent N. Thurlatt of Port Kent, Matthew S. Mordue, Edson E. Goodrich, treasurer, and Arthur H. Lewis, president, of Waterville.

STABBED IN SHOULDER; MAN MAY NOT LIVE

ANAPOLIS, Md., Sept. 23.—At a meeting of the Annapolis Royal branch of the People's Game and Fish Protective Association a Guards' Association was formed, and it was resolved that a number of rangers should be hired to patrol the woods during the latter part of September to report on anyone violating the game law before the opening of the hunting season. Other matters were discussed. One thing was made apparent, that guides could secure licenses to the best advantage by becoming members of the association.

After brutally beating and assaulting the station agent of the Halifax and Southwestern Railway at Cherryfield, the two alleged assailants were captured by the authorities at Bridgewater and lodged in the Lunenburg county jail to await trial.

J. N. McCready, who gives his birthplace as Buenos Ayres, was remanded by Magistrate Crowe of Truro on Wednesday on a charge of stabbing with a dirk knife and seriously wounding Allan Murry. Complaint was made by a friend Sunday morning. The carriage was returned and he demanded damages in addition to the usual hire, whereupon defendant drew a dirk and made a slash at his breast. The knife caught in his waistcoat at the collar, cut through it and then cut its way into his coat front. He was alone, but the act was observed by his son, who ran and grabbed with McCready. The latter thrust the knife into the boy's shoulder from behind, then three times into his back and once into his side. The man was finally overcome by the aid of two other young men and the knife taken away. The wound in young Murry's shoulder is very serious and may prove fatal.

IRISH PASSENGERS TO CANADA LAST YEAR

Notable Increase in Number Which Came Out

Great Majority, However, Went to the United States—Want System of Registration—Ministers Dined

LONDON, Sept. 22.—A despatch from Paris says that Messrs. Fiedling and Brodeur attended a luncheon given in their honor by the President of the Republican Committee of Commerce and Industry, and the President of the Republican Society of Avenue, De Lopera. M. Doumergue, Minister of Commerce, presided. Mr. Fabre, Canadian agent at Paris, and a number of leading merchants were present.

There was a noticeable increase in the number of Irish passengers to Canada during 1906, though the United States took the huge majority.

At the pleasant Sunday afternoon conference it was stated that in consequence of the growth of the movement to Canada and other colonies it was essential that a system of registration be created so that an emigrating member should not be stranded and friendless in a strange land.

The Aberdeen Daily Press, commenting on the resolution moved by the Associated Chambers of Commerce regarding the removal of the restrictions on the Canadian cable, says a greater power than that of the Chambers of Commerce holds the key to the situation, and that power is the Irish vote in the house of commons. Nothing will come of the resolution.

The Birmingham Post, referring to 91,000 emigrants to Canada, says the number does credit to the immigration department of 1906-7 amounting to 477,445. The net deficit of £2,000,000 of capital was raised by the British Government, the money was secured on the condition that it be paid in fifty annual instalments. When accounts are made up, the Pacific Cable Board has to be debited not merely with expenses and interest, but with loan repayment amounting to 1906-7 amounting to 477,445. So that, apart from this item, the Pacific Cable earned a profit of £2,500. The net deficit of £2,000,000 for 1906-7, as against £24,456 in 1905, is, moreover, an improvement on that for the previous year, being £102,000, as against £24,456 in 1905. Australia's share of the past year's deficit totals about £23,000. It was over £20,000 when the cable completed the first year's operations.

"The deficit is, however, really only a nominal one, as far as the working of the cable is concerned, because, when in 1902, £2,000,000 of capital was raised by the British Government, the money was secured on the condition that it be paid in fifty annual instalments. When accounts are made up, the Pacific Cable Board has to be debited not merely with expenses and interest, but with loan repayment amounting to 1906-7 amounting to 477,445. So that, apart from this item, the Pacific Cable earned a profit of £2,500. The net deficit of £2,000,000 for 1906-7, as against £24,456 in 1905, is, moreover, an improvement on that for the previous year, being £102,000, as against £24,456 in 1905. Australia's share of the past year's deficit totals about £23,000. It was over £20,000 when the cable completed the first year's operations."

WANT NEARLY TWO MILLION DAMAGES

Report of Dominion Iron and Steel Company Directors.

MONTREAL, Sept. 23.—The directors of the Dominion Iron and Steel Co., following their recent meeting in this city today, issued a supplementary report showing the alleged damages they think they have a right to secure from the Dominion Coal Co., and the net earnings for the first quarter of the new fiscal year. The claim for damages thus awarded against the Coal Co., says the report, amounted on 31st August, 1907, to the following sums (sub. to profit): Paid for extra cost of coal purchased from Dominion Coal Co., \$3,347,641; paid for extra cost of coal purchased from others, \$356,143; damage due to short deliveries in August, September and October, 1906, \$13,222.25; damage due to cessation of deliveries in November, 1906, estimated, \$479,000. Total as on 31st August, 1907, \$3,935,912.50. The claim for damages thus awarded against the Coal Co., says the report, amounted on 31st August, 1907, to the following sums (sub. to profit): Paid for extra cost of coal purchased from Dominion Coal Co., \$3,347,641; paid for extra cost of coal purchased from others, \$356,143; damage due to short deliveries in August, September and October, 1906, \$13,222.25; damage due to cessation of deliveries in November, 1906, estimated, \$479,000. Total as on 31st August, 1907, \$3,935,912.50. The claim for damages thus awarded against the Coal Co., says the report, amounted on 31st August, 1907, to the following sums (sub. to profit): Paid for extra cost of coal purchased from Dominion Coal Co., \$3,347,641; paid for extra cost of coal purchased from others, \$356,143; damage due to short deliveries in August, September and October, 1906, \$13,222.25; damage due to cessation of deliveries in November, 1906, estimated, \$479,000. Total as on 31st August, 1907, \$3,935,912.50.

BOSTON MAN GETS MONTREAL CONTRACT

MONTREAL, Sept. 23.—The city council today awarded the contract for a reinforced concrete conduit 1-1/2 feet in diameter and about five miles long, to Patrick McGovern of Boston, the lowest tenderer, whose price was \$84,825. The water committee reported to the council in favor of having the job done by day's work under the supervision of the chief engineer of the water department, but this was voted down by 23 to 7, the council's experience in having work done in this way not having been successful.

HE CANNOT RECOVER

LEWISTON, Me., Sept. 23.—Monsieur T. H. Wallace, who has been critically ill for several weeks, and gradually growing weaker, is in a sinking condition tonight and his respiration was difficult. During the afternoon Bishop Walsh of Portland arrived at Lewiston and went directly to the bedside of Monsieur Wallace. All of Monsieur Wallace's immediate relatives are now with him, some of them coming at noon today.

Draft Croisets

Modelled upon scientific principles a series of curves of grace and elegance is comprised in every pair of D. & A. Croisets.

You can buy a "D. & A." at various intermediate prices ranging from \$1.00 to \$5.00.

Are Fashionable Models.

RAILROADS.

CANADIAN PACIFIC

MONTREAL EXCURSIONS

Via the Canadian Pacific Short Line

GOING	RETURN
Sept. 19, 20, 21	Sept. 30, Oct. 1, 2
Good For Oct. 7.	Good For Oct. 17.
From St. John, N. B., to Montreal and Return, \$11.00	

Excursions to Western States Points.

Good Going Sept. 19, 20 and 21. Good for Return Until Oct. 7.

To Detroit and Return, \$28.00. Chicago and Return, \$28.00. St. Paul and Return, \$45.00. Also Rates to Other Points.

SPECIAL LOW RATES Second Class to British Columbia and Pacific Coast. Points now on sale.

For Full Particulars Apply to W. H. G. MACKAY, St. John, N. B., Or Write to W. B. HOWARD, D. P. A., C. P. R., St. John, N. B.

Train service in suburban territory between St. John and Welsford will be withdrawn after September 28th.

INTERCOLONIAL RAILWAY

ON AND AFTER WEDNESDAY, Sept. 26th, 1907, trains will run daily (Sunday excepted), as follows:

TRAINS LEAVE ST. JOHN.

No. 2—Express for Pt. du Chene, Moncton, Campbellton and Truro.	7.15
No. 4—Express for Moncton, Pt. du Chene.	7.45
No. 25—Express for Point du Chene.	11.00
No. 132—Suburban for Hampton.	12.15
No. 8—Express for Sussex.	12.15
No. 133—Suburban for Hampton.	12.40
No. 134—Express for Quebec and Montreal.	12.40
No. 155—Suburban for Hampton.	12.40
No. 10—Express for Moncton, Sydney, and Halifax and Pictou.	12.45

TRAINS ARRIVE AT ST. JOHN.

No. 9—From Halifax, Sydney and Pictou.	6.25
No. 132—Suburban from Hampton.	6.45
No. 7—Express from Sussex.	9.00
No. 133—Express from Montreal and Quebec.	12.15
No. 137—Suburban from Hampton.	12.30
No. 6—Express from Moncton and Point du Chene.	12.30
No. 25—Express from Halifax, Pictou, Point du Chene and Campbellton.	12.30
No. 133—Suburban from Hampton.	12.30
No. 1—Express from Moncton and Truro.	12.30
No. 81—Express from Sydney, Halifax, Pictou and Moncton (Sunday only).	1.40

The through sleeper on the Maritime Express has been discontinued. All trains run by Atlantic standard time. 24.00 o'clock is midnight. CITY TICKET OFFICE, 3 King Street, St. John, N. B. Telephone 271. Moncton, N. B., Sept. 23, 1907.

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for alterations &c., Military Stores Building, St. John, N. B.," will be received at this office until Tuesday, October 8, 1907, inclusively, for alterations and additions to the Military Stores Building at St. John, N. B., according to plans and specifications to be seen at the office of D. H. Waterbury, Esq., Custom House, St. John, N. B., and at the Department of Public Works, Ottawa. Tenders will not be considered unless made on the printed form supplied, and signed with the actual signatures of tenders.

An accepted cheque on a chartered bank, payable to the order of the Honorable the Minister of Public Works, equal to ten per cent. (10 p. c.) of the amount of the tender must accompany each tender. The cheque will be forfeited if the person tendering declines the contract or fails to complete the work contracted for, and will be returned in case of non-acceptance of tender. The Department does not bind itself to accept the lowest or any tender.

By order,
FRED. GELINAS,
Secretary,
Department of Public Works,
Ottawa, September 18, 1907.

Newspapers will not be paid for this advertisement if they insert it without authority from the Department.

STEAMERS

C.P.R. ATLANTIC STEAMSHIPS

EMPRESES

Montreal, Quebec and Liverpool Service.

LAKE CHAMPLAIN	Sept. 25th
EMPRESE OF IRELAND	Oct. 4th
LAKE ERIE	Oct. 12th
EMPRESE OF BRITAIN	Oct. 15th

R. S. LAKE CHAMPLAIN and LAKE ERIE carry one class of Cabin passengers (2nd Class) to whom is given accommodation situated in best part of steamer, \$40.00.

First Cabin—EMPRESE MANITOBA \$50.00 and upwards. LAKE MANITOBA, \$40.00 and upwards.

Second Cabin—\$35.00 and \$42.50.

Third Cabin—\$27.50 and \$28.75 to Liverpool.

Antwerp Service via London

MONTREAL, Sept. 23.—Sept. 25th
MOUNT TRAPPE, Oct. 20th
LAKE MICHIGAN, Nov. 2nd

Carrying 2nd Class only.
Carrying 3rd Class only, also limited number Second.

TO ANTWERP.
EMPRESES... \$22.75
Other Boats... \$28.50

W. B. HOWARD, District Pass. Agt., St. John, N. B.

EASTERN STEAMSHIP COMPANY

INTERNATIONAL DIVISION

AUTUMN EXCURSIONS TO BOSTON

Tickets on sale September 16th to October 18th. Good to return thirty days from date of issue.

ST. JOHN TO PORTLAND AND RETURN, \$5.00
ST. JOHN TO BOSTON AND RETURN, \$6.50

Steamers "CALVIN AUSTIN," "GOVERNOR COBB" and "CAMDEN"

DIRECT SERVICE

Steamship "CALVIN AUSTIN" leaves St. John Tuesdays and Saturdays at 7.00 p. m., due Boston following day about 10 p. m.

COASTWISE SERVICE

Steamers leave St. John Mondays, Wednesdays and Fridays at 8.00 a. m. for Boston via Portland, Lubec and Portland, due Boston about 4.00 p. m. following day.

All freight, except live stock, is insured against fire and marine risk. W. G. LEE, Agent, St. John, N. B.