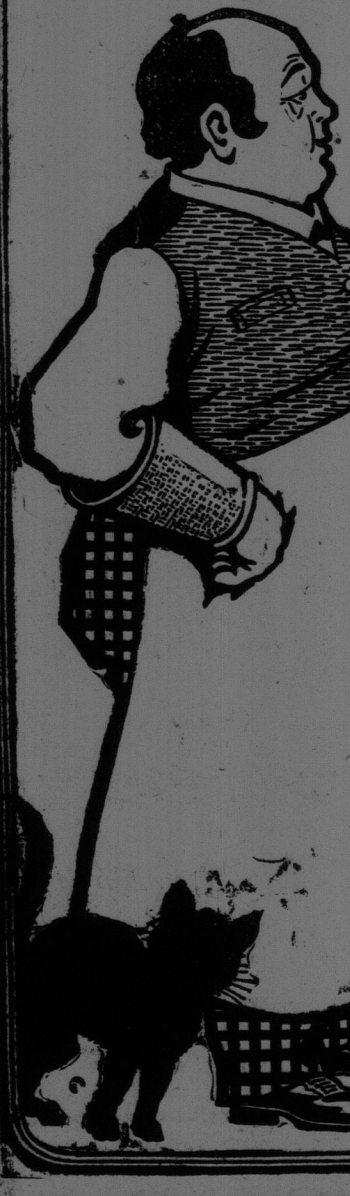


THE STAR, ST. JOHN, N. B. TUESDAY, JUNE 18, 1907.

SLX

St. George's Baking Powder



There, Madam! That's the name of the new Baking-Powder I have been telling you about—and it's a pure Cream of Tartar Baking-Powder.

You may call me a pure-food reformer if you like—but I don't like to ask anybody else to eat what I would not eat myself—and I don't want to eat the adulterations that are put in some Baking-Powders.

St. George's Baking-Powder is manufactured here in Canada, by The National Drug & Chemical Co., Limited—the largest wholesale and manufacturing chemical house in Canada.

There's no duty to pay, and so the makers don't need to adulterate it to reduce the cost. Then, the fact that the makers are right here, where we can reach them, insures their keeping the goods up to the mark.

You know, I keep the best of everything, and St. George's Baking-Powder is what I recommend every time.

Thank you! That one can will make you a permanent customer for St. George's!

COL. STEELE TELLS ABOUT THE S. A. CONSTABULARY

(Montreal Star.)
Colonel S. P. Steele, C. B., M. V. O., who has just returned to Canada from South Africa, in conversation with a Star representative, gave some opinions regarding his experiences in South Africa, and made particular mention of the formation of the South African Constabulary and the part taken in the war by the Constabulary.

Lord Milner, under proclamation, entrusted the formation of the force to Major-General Baden Powell, into four divisions of 2,500 each.

There were sub-divided into 100 men, divisions under captain and lieutenant, all mounted.

There was a desire to make the formation as Imperial as possible, so two divisions were given to British officers and two were entrusted to Colonial leaders.

The latter were Colonel Pilkington, C. B., of Western Australia, who was serving during the war, and Colonel Steele himself, who had command of the Strathcona Horse in South Africa. 1,200 trained Canadians were sent out to serve with them in March, 1900. They were sub-divided into troops of 100 under their own officers. Colonel Steele had none of these, but only people of the old country.

The Canadians were divided among the other divisions from confidence in their handiness as pioneers, scouts and guides.

Few of these Canadians had horses. They took the field on foot and mounted themselves and obtained transport from the enemy by making raids on their detached parties. To such an extent did they gain notoriety for this that the Boer commanders gave orders to their officers on no account to bivouac nearer than 20 miles to such a dangerous neighborhood as the camp of the South African Constabulary.

On the Proclamation of Peace they were reduced to 6,000 men and posted to the magisterial districts of the Orange River Colony and the Transvaal. The Orange River Colony had a division of its own, and others were sent, west and north, Transvaal divisions.

The districts were under the command of a captain who had sub-districts under him officered by lieutenants.

Picked men were selected from the Irish Constabulary, the Metropolitan Police of London, the North-West Mounted Police of the English-speaking colonies of South Africa.

The force was worked up to the highest point of proficiency, through strict examinations of police law and all necessary branches of study, e.g., the thumb-mark system of identification was in regular use among them.

The force was divided into the Boers who had been made prisoners of war, on their farms. They visited their farms every week to see that they were not molested by natives, and that they had, in general, no complaints to make. All complaints made were attended to at once, and the police became at last very friendly with all the Boers.

Major-General Baden Powell it was who organized the force and impressed on them the necessity of a friendly demeanor towards the Boers. This was strictly attended to, with the result that the Transvaal Boers have become quite friendly in every way.

The organization was on the same lines as that of the North-West Mounted Police.

Regarding the reports of British officers not treating Colonials well, it is quite untrue. The British officers were most friendly to all.

KITCHENER'S WORK IN THE INDIAN EMPIRE

By the Year 1911 He Will Have Completed Reorganization of the Entire Army.

Four strenuous years for the Army of India have gone by since the night when Lord Kitchener, then recently arrived from Europe, stood waiting at the Delhi railway station for a cab to take him to the principal unit of the command to which he had been appointed.

That unit had been collected from twenty different centres for manoeuvres connected with the Delhi Durbar. The men knew neither each other nor their leaders. The transport, the guns, and the supplies had been brought together only for the occasion. When the Durbar was over, they returned to the widely separated localities from which they had been drawn. Battalions belonging to the same brigade were distributed among stations a thousand miles apart.

Even the companies of one regiment did not always drill together. The force was approximately two divisions, but it could not have taken the field as such, for it lacked cohesion. It was not a field force, but a collection of badly co-ordinated parts, and it was typical of the stage which had then been reached in the evolution of the Army in India. In fact, India, while owning splendid troops and an immense amount of transport and other material for war, was not in a position to extract the full benefit from these valuable possessions. Modern armament existed, but was distributed about the country, not in accordance with the requirements of the warfare of today, but very much as had happened to be convenient fifty years ago when creaking bullock-carts were the chief means of locomotion, and when the railways that now form a network

THE SECRETS OF THE BRITISH NAVAL DEFENCE

A Criticism of the Policy of Allowing Foreign Naval Experts Access to Shipyards

over the entire country were practically unknown. The whole system belonged to pre-Mutiny days.

NINE SELF-CONTAINED DIVISIONS.

The task which lay before the then new Indian Commander-in-Chief was to build up a force that was not only strong and energetic, but also capable of maintaining its own resources and equipment. At the same time he has brought to bear the driving force that has made him famous upon the more difficult achievement of building up an army, in the modern sense of that term, out of what was before a collection of troops.

The work is proceeding rapidly. Last year his Royal Highness the Prince of Wales saw at maneuvers the four divisions, complete with transport and guns, that could have gone over service without altering a button. Today the entire force of India are in process of consolidation into nine self-contained divisions, each complete as a unit in one area, as far as possible under the officers who will command them in time of war. The Indian Army List already shows these divisions in healthy and suitable localities upon the railways, which are the new lines of communication; but the re-distribution of troops and the reorganization of commands and administration necessarily takes time. The organization of the Indian Army has been found. The Indian and Home Governments have agreed to the main changes that are involved in the new organization, and the reorganization as fast as accommodation can be provided. The reorganization of the Indian Army is already in working order, and if the present rate of progress can be maintained the year 1911 will see the entire reorganization completed.

The total armed forces of India, excluding Reserves and Volunteers, amount to some 250,000 men.

ARMY OFFICER AND FIANCEE INJURED

WASHINGTON, D. C., June 17.—Captain Horace Fairfax Morsey Browne of the British army and his fiancée, Miss Maud Vera Hanna, daughter of the late Joseph Hanna of Chelmsford, were injured in an automobile accident late today. Both were taken to hospital, but later returned to their hotel. Miss Hanna had just returned from abroad. Their marriage is scheduled for tomorrow.

Mrs. Beulah Jacobs of Cleveland, who is Miss Hanna's chaperone in this country, was also in the automobile and tonight is in a very serious condition at a hospital. The machine plunged down a steep embankment while turning a sharp curve in Rock Creek Park, in the suburbs of Washington.

SAUNDERTOWN, N. I., June 16.—The Thomaston, Maine, schooner St. Julian, which passed on from Passamaquoddy for Providence today reports that ten miles south of Cape Hatteras she was struck by a whirlwind and lost masts and all head-sails and tore her foresail. She sustained no other damage, however.

D & A CORSETS

MR. RUEL SAYS HE WAS MISREPRESENTED

Never Said Valley Line Would Cost \$100,000 Per Mile.

Dr. Pugsley Says Mackenzie and Mann Have Report of Engineer Stewart Now Under Consideration.

Hon. William Pugsley, accompanied by Mrs. Pugsley, arrived home from a visit to Ottawa and Montreal yesterday afternoon.

When interviewed last evening by a representative of The Sun, Dr. Pugsley gave some interesting information concerning the proposed extension of the Mackenzie and Mann railway line down the valley of the St. John.

Mr. Ruel, assistant solicitor of the Northern Railway, who, in company with Mr. Stewart, C.E., inspected the valley route a short time since, informed Dr. Pugsley that Engineer Stewart's report on the St. John route had been handed in to Mackenzie and Mann, and was now under consideration.

Mr. Ruel took decided exception to the statement credited to him by the Globe that a railway built down the valley of St. John would cost \$100,000 per mile. Such a statement, Dr. Pugsley characterized as absurd. Mr. Ruel had said nothing of the kind. What he had said was that if the course of the river were followed throughout the entire route, there was a section, and a very large section, where the cost of which owing to numerous rock cuttings, would be about \$100,000 per mile. On every road similar short portions of Mr. Maxwell, a very experienced engineer, continued Dr. Pugsley, carefully gone over the country between Woodstock and Fredericton in the interest of the St. John Valley and Northern Railway Company some years ago. That gentleman had carefully estimated the cost at \$16,000 per mile. If \$5,000 be added for the expense of a section, the cost would be \$21,000 per mile. To cover the increased cost of labor and materials the estimated cost per mile would be \$26,000. The cost of the section would be \$10,000. The total cost would be \$36,000 per mile.

The guarantee of the provincial government for the Mackenzie and Mann road had been made nearly twice as great as that of the International Railway. The reason for this was that certain portions of the route presented considerable difficulties in the way of construction. The assistance would be sufficient to ensure the building of the road. In consequence of this, Dr. Pugsley said that Mr. Ruel had informed him that Mackenzie and Mann would shortly arrive at a decision on the matter.

SIR ROBERT BOND TO HAVE ANOTHER CONFERENCE WITH GREY AND ELGIN

LONDON, June 17.—Sir Robert Bond delays his return to Newfoundland until the 21st in order to have further conference with Sir Edward Grey and Lord Elgin. It appears the negotiations have been attended with considerable difficulty, and the hope expressed by Bond in his last public utterance that the outstanding questions would be settled to the satisfaction of the Imperial and Colonial governments before he left the country, is by no means certain of realization. It was mentioned at the opening of the new church army headquarters that the organization had already sent to Canada 4,000 emigrants at a cost of £23,000.

The Canadian Grain Commission has determined to visit Bristol, Cardiff, Glasgow, Leith, Hull, Manchester, Dublin, Belfast and Exeter in order named.

FIRES AT COBALT.

COBALT, June 17.—Word has been received here that townships of Smythe and James in New Silver region on Montreal river, are burned out. Camps, blankets, etc., in some cases have been consumed.

There is no word yet of any fatalities. Much valuable timber is destroyed, but the results will facilitate prospecting.

J. W. Mahon, barrister of Cobalt, received word that his camp in James, Northeast corner has been burned, men barely escaped with clothes on their backs. Money and watches were left behind.

SOLDIERS STABBED.

NIAGARA-ON-LAKE, June 17.—Private Piggott and J. W. H. Irwin of the 12th York Rangers were the victims in a stabbing affray that occurred last night. The wounds are not serious. The men were trying to get through the guard lines and were challenged by Private Scott Kinross, son-in-law of the late Sir John A. Macdonald. As a result of an altercation Irwin was cut in the face and Piggott's bayonet knife was stuck in Kinross's back. Kinross is in jail awaiting trial before the magistrate.

LUMBER MILL BURNED

FARMINGTON, Me., June 17.—Word reached here today that the steam lumber mill of Coulter & Irish, at Carthage, was burned yesterday. The machinery was destroyed. The mill was erected two years ago and was located about two miles from Berry Mills. The loss which was estimated at about \$15,000 is covered by insurance.

BURGLARS ENTERED D. MCARTHUR'S STORE

Thought to Have Been Frightened Away as No Goods Were Stolen—Police Working on Case.

Burglars broke into D. McArthur's store on King street on Saturday night or Sunday morning. They did not obtain any plunder, having doubtless been scared away.

Mr. McArthur said last evening that when he opened the store yesterday morning three windows in the rear had been broken. He searched the store carefully, but could find nothing missing. On going down into the cellar he noticed things were disarranged and a quantity of coal had been removed from a shelf, showing that some person had slipped from it.

Mr. McArthur says it is now three years since the series of robberies in that vicinity. Since then he has had iron grates placed on the windows and access to the store is not easy.

The intruders broke the windows with large stones and Mr. McArthur thinks they became scared at the noise and disappeared without stealing anything.

Mr. McArthur informed Chief Clark of the occurrence yesterday afternoon, and Detective Killen is now working on the case.

It is thought the culprits are the same as those who broke into Price's pharmacy and into Barker's White Store some time ago, and who have not yet been captured by the police.

RAILROAD ACCOUNTING IN CANADA AND U. S. TO BE IDENTICAL

WASHINGTON, D. C., June 17.—Railroad accounting in the United States and the Dominion of Canada is to be identical, according to an arrangement entered into between the two governments. The initiative in the matter was taken by Canada through its Bureau of Railway Statistics. In a letter to the Interstate Commerce Commission, dated May 31, J. L. Payne, controller of railway statistics of Canada, said:

"We have definitely decided to adopt whatever changes you make in the classifications with respect to operations. I feel that you are in hearty sympathy with our desire to establish and maintain uniformity in respect to railway statistics on this continent."

In response to Mr. Payne's letter the commission wrote him:

"Railroads will be required to follow rules prescribed in their accounting, beginning July first next. The first annual report affected by the new schedules will be for the year ending June 30, 1908."

SHOCKING ACCIDENT AT SYDNEY MINES

SYDNEY MINES, June 17.—Shortly after midnight a shocking accident occurred on the railway of the N. S. and C. Co. at Pond street crossing, resulting in the death of Hugh McDonald, aged 29 years. How the fatality occurred no one seems to know other than he was struck by engine No. 6. The left side of the head and face is badly scratched, a bad wound on the left hip, where the clothing is torn from the body. The left foot was mangled and crushed. A silver watch in the pocket near the region of the heart was stopped at 22 minutes to one o'clock, and it is the opinion of medical men who examined the body that the watch coming in contact with the heart was the cause of death. The casing of the watch had a bad dent in it, which leads to the belief it was struck by the engine.

COLONEL CHIPMAN CONFIRMS THE REPORT

ST. STEPHEN, June 17.—Colonel Chipman confirms the reported organization of the United States Macdonald Metal Co., to take over the United States patents and rights previously held by the Canadian parent company. The output of the Canadian mine has stood all test, and is pronounced the strongest, lightest metal known to science today. The demand for it in the States is steadily increasing and has become so large that the formation of the new company was necessary to meet the demand. The new company is organized under the laws of the State of Maine, but their works will be established in or near the city of New York. The company is capitalized at \$100,000, of which forty per cent. is held by the old company.

MERCHANTS SATISFIED.

NORTH SYDNEY, June 17.—Great satisfaction is felt by the Newfoundland merchants and others at St. John's and all along the line to Port Aux Basques at the idea of the English mails coming by way of North Sydney. The mail which comes here Thursday evening was distributed along the line of the Reid Newfoundland railway 24 hours earlier than heretofore, and at noon today the mails for St. John's will be received which did not previously reach that city until Monday evening.

PROVIDENCE, R. I., June 17.—After giving his father his dinner, which he had carried to the Alice Tubber Mill in Woonsocket today, Jacob Stern, a 13-year-old boy, was struck by a train at the railroad crossing there and killed. The lad had a fractured skull and was badly cut up.

STEAMERS

C.P.R. ATLANTIC STEAMSHIPS
EMPRESS SERVICE

Montreal, Quebec and Liverpool Service.

LAKE MANITOBA, June 22nd
EMPRESS OF BRITAIN, June 28th
LAKE CHAMPLAIN, July 5th
EMPRESS OF IRELAND, July 12th
S. 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. \$42.50 and \$45.00.

First Cabin—EMPRESS Steamer, \$39.00 and upwards. LAKE MANITOBA, \$45.00 and upwards.
Second Cabin—\$40.00, \$45.00 and \$47.50.
Third Cabin—\$35.00 and \$37.50 to Liverpool.

Antwerp Service via London
LAKE MICHIGAN, July 30th
MONTROSE, July 7th
MOUNT TEMPLE, July 28th

"Carrying 2nd Class only. Carrying 3rd Class only. Carrying 4th Class only. Carrying 5th Class only. Carrying 6th Class only. Carrying 7th Class only. Carrying 8th Class only. Carrying 9th Class only. Carrying 10th Class only. Carrying 11th Class only. Carrying 12th Class only. Carrying 13th Class only. Carrying 14th Class only. Carrying 15th Class only. Carrying 16th Class only. Carrying 17th Class only. Carrying 18th Class only. Carrying 19th Class only. Carrying 20th Class only. Carrying 21st Class only. Carrying 22nd Class only. Carrying 23rd Class only. Carrying 24th Class only. Carrying 25th Class only. Carrying 26th Class only. Carrying 27th Class only. Carrying 28th Class only. Carrying 29th Class only. Carrying 30th Class only. Carrying 31st Class only. Carrying 32nd Class only. Carrying 33rd Class only. Carrying 34th Class only. Carrying 35th Class only. Carrying 36th Class only. Carrying 37th Class only. Carrying 38th Class only. Carrying 39th Class only. 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