

A RECORD IN TRANSPORT.

Facts and Figures of British Activity During the Boer War in South Africa Which Have Surprised the World.

Among the torrents of abuse with which Continental press critics, with one or two exceptions, have deluged the British since the beginning of the war, there has been discernible one element of involuntary admiration—grudging and deprecatory, perhaps, but still admiration.

It is not our fighting qualities that have attracted this faint praise; not the bravery of our troops, nor the brilliant tactics of any of our generals. The fact that has commended itself with most force to our neighbors on the Continent is that since October last we have transported to South Africa, with scarcely the loss of a single life, 200,000 men, thousands of horses and mules, hundreds of guns and many thousands of tons of munitions, and all this without putting ourselves very much out of the way, without any undue pressure on our transport service or dangerous drain on our supplies, and with comparatively few hitches.

This is what has most impressed the foreigner who is sufficiently versed in the subject to have even a rough idea of what has been done—and few foreigners have more. After all, the foreigner can hardly be blamed if his knowledge extends no further than a rough idea, for even Englishmen, interested heart and soul in every detail of the war, find it difficult to learn much of the actual facts connected with the tremendous task of landing and supplying an army of 200,000 men in a country 7000 miles distant from our shores.

THE OFFICIAL FIGURES.

The following figures and information derived from official sources, will serve to show the magnitude of the task with which our transport and commissariat departments have to cope. First of all—we give the totals of men, horses, guns and wagons sent from England since the despatch of the first detachment of the army corps on Oct. 20 last.

Month.	No. Ships	Officers and Men.	Horses.	Guns.	Wagons and Carts.
1899—					
October..	32	28,679	3,680	76	390
November..	38	29,178	5,559	100	522
December..	23	19,463	3,275	61	335
1900—					
January..	34	27,750	6,023	117	448
February..	30	33,604	5,506	28	117
March.....	35	28,428	4,367	23	137
April.....	19	11,492	4,340	2	32
May.....	11	7,300	2,623	2	0
June (1 wk)	3	2,348	840	0	0
Total	234	188,141	36,333	400	1951

Many of the transports have, of course, made several journeys now.

This table shows that in the 227 days since Oct. 20 (including Sundays) 234 transports have left England for South Africa—roughly speaking, one per day—each carrying on an average about 800 troops and 150 horses, besides guns and vehicles.

FROM GREATER BRITAIN.

In addition to this great army, troops have been sent from Australia, Canada, India and small contingents from other colonies, and reliefs from Malta, Crete, Egypt, etc.—in all a total of about 20,000, which makes the grand total of fighting men landed in South Africa well over 200,000.

To the total of 36,000 horses sent from England must be added other 34,000 remounts from Australia, Argentina and New Orleans, and about 10,000 which went with the colonial contingents. Of mules over 75,000 have been despatched from New Orleans, and Mediterranean, India and other ports. Thus we arrive at a total of over 150,000 animals.

The average cost of these horses and mules (i. e., of those bought abroad for remounts) is estimated at £15 and £12 apiece respectively. As to cost of transporting the men from England to South Africa, no exact figures are obtainable, but it may be stated that one of the transports received £7000 for its charter, and is 6d per head per day for all the troops it carried. On this basis an approximate total sum may be easily arrived at—viz., £14,000,000 sterling.

FOR A Holiday.

If you are going pic-nicing there is nothing nicer to take along with you than some of our Cooked Corned Beef. We will slice it up for you and it makes fine Sandwiches.

We have also Libby's Chicken Loaf, Cottage Loaf, Devilled Ham, Potted Ham, Tongue and Chicken, Lunch Tongue, Baked Beans in Tomato Sauce, etc.

Also all kinds of Fruits, Syrups, Pickles, Confectionery, etc. at

Beer & Goff's

An Editors' Holiday Trip.

The esteemed Editor of the Pioneer returned Friday evening from his holiday trip to Ottawa and other places—came home to die—to use his own expressive words on landing at Railway Wharf.

Judging from its earlier stages that the trip was going to be an eventful one, this column immediately arranged with the International Intelligence Institute for a complete history of his movements between the dates of departure and return. The veracity of the history will be apparent to readers when they are informed that the I. I. Institute is the source from which the esteemed Editor of the Pioneer and other distinguished Journalists obtain their material for fish stories.

Passing hurriedly over the few unimportant eccentricities that revealed themselves to only a few of his immediate friends during his preparations for the journey, he lands at Pt. du Cheuq at ten minutes before one o'clock Saturday, June 23rd. The train for Moncton was due to leave at twenty minutes past one. Thirty minutes to take in all the sights at the Point. The magnificent sheet of water—smooth as a mill-pond and odorous with the breath of the ocean,—that stretched for miles into the heart of the New Brunswick forest, fringed at the harbour's mouth with a most tempting line of foam-crested breakers, took hold of his aquatic instincts that had laid dormant through a whole weary winter, and he impulsively determined to have a swim. In thirty minutes he could swim across the harbor, return and dress in time to catch the train.

No sooner had the suggestion presented itself than it was acted upon. A quiet nook on the shady side of the wharf, and the garments of civilization were hurriedly exchanged for the primitive but more picturesque garb of the Greek Slave. In an instant the buoyant figure of the Editor was disporting itself in the water. It was the first plunge of the season, and it was glorious. Everything else was forgotten. Home, friends, the Pioneer itself were not worthy of a passing thought. At one moment standing erect as if sustained by invisible hands, the next, gathering shells on the bottom, which on return to the surface were thrown into the air with a wild delirious shout of boyish glee. But he must hurry to the opposite side of the harbor. Suddenly the screech of a locomotive recalls his ecstatic soul to earth. Intuitively his hand sought his watch-pocket, or where it should have been; but his watch was ashore, and for the first time since he left home, a slight shade of fear dimmed the smile that had now grown into a veritable halo around his face. Had he stayed too long in the water? He must go ashore at once! A few strokes, more prosaically executed than the flowery, serpentine evolutions that had won the plaudits of the small boys on the wharf, and he landed and began to dress. The train was in full view. The bell began to ring; the train began to move, so did the half-dressed editor. Barefooted, but hampered by an armful of garments, suspenders and sundry fag-ends of clothing standing out behind like the tail of a comet, he put on a burst of speed that soon brought him to the steps of the rear car of the now fast moving train. In attempting to get hold of the step rail, he dropped one of his boots. That settled it. He could not go to Ottawa with only one boot. With a look of speechless profanity at the train, he sat down by the roadside and wiped the perspiration off his classic brow, and the sand, from his feet, after which he proceeded to dress and sum up the situation.

It was a bad fix, there was no denying it; and worst of all, the boys at home would find it out, and he would never hear the last of it. However, it was not the first, and accustomed as he was, to making up his mind quickly, he determined then and there to take the evening train to Moncton, stop off there over Sunday, and see the great Tidal Bore of the Bay of Fundy. He could at least get material for an article in the next Pioneer, and perhaps finish his swim that had been so rudely interrupted. At seven o'clock that evening he arrived in Moncton.

(To be Continued)

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is a symptom of Kidney Disease. A well-known doctor has said, "I never yet made a post-mortem examination in a case of death from Heart Disease without finding the kidneys were at fault." The Kidney medicine which was first on the market, most successful for Heart Disease and all Kidney Troubles, and most widely imitated is

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