



WINGED WARFARE

Winged Warfare: Hunting the Huns in the Air. By MAJOR W. A. BISHOP, V. C. London: Hodder and Stoughton. 6s. net.

MAJOR BISHOP, one of Canada's brilliant aviators, has written a wonderful book about his fighting in the air. A man who last year won the Victoria Cross, having destroyed forty-five enemy aeroplanes and two balloons in less than five months, would presumably know his subject. We are delighted not merely with Major Bishop's courage and good fortune in the air, but also with his literary power. His description of his duels and "dog-fight" is nearly as thrilling as the combats themselves. He tells his readers simply and clearly what happened in those meteoric encounters, which seldom took more than a few minutes, and were often to be measured by seconds. Most aviators, like their comrades in the trenches, cannot or will not recall their experiences in detail, but Major Bishop, a sportsman, born, has the sportsman's excellent memory for every incident in his daily "hunting of the Hun," and sets them down with unfeigned satisfaction. Every boy who reads this book will certainly want to join the Air-Force. Those of us whose youth is past will be grateful to Major Bishop for describing the sensations of an expert in the most exciting form of warfare that man has invented.

"It was the mud, I think, that made me take to flying." The author confesses that his early days in Flanders with the Canadian Cavalry were miserable. He exchanged into the Flying Corps in 1915, served as an observer for a few months, and then, after a spell in hospital, began to learn flying in November, 1916. He gives an amusing account of his first "solo," in which, at forty feet and then at eight feet from the ground, he did everything he had been told to do at two feet from the ground, so that at last the "exasperated old machine" dropped of its own accord. He found his first flight in darkness especially trying. He tells us that there is no greater test of a pilot's skill than his ability to fly at night in formation, "with a lot of machines about you in the dark, their little navigation lights looking for all the world like so many moving stars," while the cold of the higher altitudes is "agonizingly intense." The aviator who is helping to defend London and the night-bombers at the front deserve this indirect tribute to their devotion, as the true nature of this work is little known to the public. The author had no luck in Zeppelin-hunting, but his luck changed when he went to France in March, 1917, and joined the late Captain Albert Ball's squadron of fighting planes. The first time he crossed the enemy lines with his squadron he was nearly hit by a shell from "Archie"; ever after he seemed to bear a charmed life. To illustrate the spirit in which our young aviators approach their task, he says that his patrol leader that day was teased because he had dived at an enemy artillery machine which "was very old, had a very bad pilot and a very poor observer to protect him," and was known as "the flying pig."

"It was a sort of point of honor in the squadron that the decrepit old 'pig' should not actually be shot down. It was considered fair sport, however, to frighten it. Whenever our machines approached, the 'pig' would begin a series of clumsy turns and ludicrous manoeuvres, and would open a frightened fire from ridiculously long ranges. The observer was a very bad shot and never succeeded in hitting any of our machines, so attacking this particular German was always regarded more as a joke than a serious part of warfare. The idea was only to frighten the 'pig,' but our patrol leader had made such a determined dash at him the first day we went over, that he never appeared again. For months the patrol leader was chided for playing such a nasty trick upon a harmless old man."

Major Bishop began his patrolling just before the German retreat from the Somme, and the business of his squadron was to fly low over the enemy's country, drawing his fire, and thus discovering his new positions. On March 25th he had his first fight and first victory. An enemy attacked one of his companions—

"I flew straight at the attacking machine from a position where he could not see me and opened fire. My 'tracer' bullets—bullets that show a spark and a thin little trail of smoke as they speed through the air—began at once to hit the enemy machine. A moment later the Hun turned over on his back and seemed to fall out of control. . . . When my man fell from his upside-down position into a spinning nose-dive, I dived after him. Down he went for a full thousand feet and then regained control. I had forgotten caution and everything else in my wild and overwhelming desire to destroy this thing that for the time being represented all of Germany to me. I could not have been more than forty yards behind the Hun when he flattened out, and again I opened fire. It made my heart leap to see my smoking bullets hitting the machine just where the closely-hooded pilot was sitting. Again the Hun went into a dive

and shot away from me vertically towards the earth. Suspecting another ruse, and still unmindful of what might be happening to my companions in their set-to with the other Huns, I went into a wild dive after my particular opponent with my engine full on. With a machine capable of doing 110 to 120 miles an hour on the level, I must have attained 180 to 200 miles in that wrathful plunge. Meteor-like as was my descent, however, the Hun seemed to be falling faster still and got farther and farther away from me. When I was still about 1,500 feet up, he crashed into the ground below me. For a long time I had heard pilots speaking of 'crashing' enemy machines, but I never fully appreciated the full significance of 'crashed' until now. There is no other word for it."

When the victor regained his presence of mind, he found that his engine, choked with oil during the long dive, had stopped, and that he must land. When he reached the ground at the end of a long glide, he found that by sheer good fortune he was just clear of the enemy outposts, and some of our men crawled out and rescued him. Then it came on to rain, and Major Bishop took nearly three days in conveying his machine back to the aerodrome, fifteen miles away, so thoroughly had the retreating enemy destroyed all the roads. In the early days of April our air patrols were furiously active in preparation for the great offensive of Easter Monday north and east of Arras. The author recalls the concern with which the public learned that in two days the Flying Corps had lost twenty-eight machines and destroyed fifteen enemies. He does well to point out once more that our aviators never report an enemy machine as "brought down" unless it has been seen to "crash," and that as the fights almost always take place over the enemy lines, any slight accident to a British aeroplane, compelling the aviator to descend, means the loss of the machine, whereas the German machines, being "brought down" or "driven down" within the enemy lines, are not counted as "missing" though they may be totally destroyed. This explanation needs to be borne in mind by those who study the daily air reports. At Arras the British air offensive contributed in no small degree to the success of the attack; hundreds of our machines patrolled the sky and the enemy was blinded. The author on Easter Sunday brought down three enemies in a series of fights. He was detailed with others, when the battle began, to fly low over the advancing infantry, firing into the enemy trenches, and dispersing any groups of men behind the lines. One day, as he was hovering above, he noticed that the line was being sadly thinned at one point. Then he discovered five Germans with two machine-guns hidden in a flanking trench. He dived almost vertically at them, and from a height of thirty feet swept them with bullets from his machine-gun. In a few minutes our infantry had resumed their advance and occupied all the ground that they were expected to take. Such tactics, which were new fifteen months ago, are now practised in every action. The author reminds us that the aviator who thus lend direct assistance to the infantry are exposed to the greatest danger from our own rolling barrage as well as from the enemy's fire, and that at Arras some British machines were hit by British shells.

The author soon became an "Ace," having brought down more than five machines, and was accordingly presented by the sergeants with a "nose" for his propeller-head, which he had painted blue. On "Blue Nose" he had a remarkable series of fights in the next few weeks, and soon found himself trying to keep second to Captain Ball! "So I was over the enemy's lines from six to seven hours every day, praying for some easy victim to appear." One day he had a fight nearly four miles above the earth, where the air was so rarefied that he found it difficult to get his breath, while the propeller would not "bite" into the thin atmosphere with very much of a pull. Another day he had nine fights in an hour and three-quarters, and a tenth before tea with the German champion Richt-hofen and three others on scarlet planes. He made up his mind, he tells us, that two things were needed for success in the air—"one was accuracy in shooting, and the second was to use one's head and take no unnecessary risks." Later he was able to boast that in three summer months he had only lost one member of his patrol, and that unlucky man was shot down in the author's absence. In June Major Bishop took to hunting alone whenever he had a day's holiday. One morning early he started alone in his single-seater to attack an enemy aeroplane, and, taking the Germans by surprise, shot down three machines out of seven as they rose in pursuit of him. In a single week he accounted for five enemies. Everything went well with him, even in the most desperate encounters. A fortieth victory gained him the Victoria Cross, and he was ordered home, presumably lest he should exhaust his strength and his good luck. But with characteristic pertinacity, he went on hunting, and on the very last night before leaving France he attacked and destroyed two out of three German planes that came his way. Major Bishop's admirable book will help people at home to realize the full significance of Sir Douglas Haig's brief daily reports of the air-fighting which is helping in so great a measure to gain victory for the Allies.—*The Spectator.*

NEW INDIAN TRIBES FOUND

Philadelphia, Aug. 19.—The University of Pennsylvania expedition to the hitherto-unknown Indian tribes in the mountains between Venezuela and Colombia returned yesterday having accomplished its purposes in a much shorter time than was believed possible. This was due largely to the assistance of the Venezuelan Government according to Theodore De Booy, curator of the University museum, who was in charge of the expedition. No white man had ever entered the mountains.

The many Indian tribes with which he came in contact, Mr. De Booy reported, belong to the Macoa family, but whether they are Carib or Arawak could not be determined until he has made a philological study of the material gathered. The tribes, according to Mr. De Booy, are in constant warfare with each other and keep their trails hidden. They live on the mountain heights in a land of perpetual mist, and although within ten degrees of the equator it is extremely cold, especially at night. Mr. De Booy brought back abundant ethnological records for future study, and collected many rare and valuable specimens.

NEWS OF THE SEA

—Washington, Aug. 20.—The merchant steamer *Proteus*, of 3,000 tons, was sunk Sunday night in collision with another steamer, about 34 miles southwest of Diamond Shoals off Cape Hatteras, N. C., the Navy Department, to-day, was informed. The other vessel, which was not seriously damaged, stood by and rescued the crew of the *Proteus*.

—Gloucester, Mass., Aug. 21.—Captain Wallace Bruce, of the schooner *A. Platt Andreu*, reports in a message to the John Chisholm Corporation, the owners here, to-day, that his vessel was sunk by a German submarine yesterday. The message made no reference to the sinking of the schooner by the trawler *Triumph*.

—Christiana, Norway, Aug. 21.—The Dutch steamer *Gasconier*, operated by the Belgian relief commission and en route from New York to Rotterdam with flour, struck a mine in the North Sea, caught fire and sank. Six lives were lost. A guard ship took the survivor to Hugesund, on the west coast of Norway.

The *Gasconier*, is listed as a Belgian steamer, but was formerly under the Dutch flag and at that time bore the name of the *Fruithandel*. She was built at West Hartlepool, England, in 1906, and was 320 feet long, with a beam of 47 feet and a depth of 22 feet. She was owned by the Lloyd Royal Beige of Antwerp.

—A Canadian Atlantic Port, Aug. 22.—Sixteen of the crew of the fishing schooner *Bula Garde* have landed at Gabarus, C. B., reporting that their vessel was sunk on the banks by a submarine. One of the men is injured. A dory containing three men is missing.

BLACK'S HARBOR, N. B.

Aug. 21
Mr. Roy Stover, and Mr. Calder, of Fair Haven, were visitors to Black's Harbor on Friday.

Mr. Frank Holmes, of Deer Island, with his wife and family, who have been making a tour through Princeton and other places in his automobile, on his return called on friends in this place on Thursday.

A pleasure party from Digdeguash composed of Mr. and Mrs. Austin Parker, Mr. and Mrs. Grant A. Stuart, Mr. Bruce Butler, and the Misses Alice Lord and Flossie Barker motored to Black's Harbor on Wednesday and spent the afternoon with friends here.

A number of young folk from this place enjoyed a grand picnic at L'Etang, on Tuesday afternoon.

Mr. Frank Connors with his wife and children, are welcome visitors to this town after an absence of 15 years.

Mr. Stanley Budd, traveller from St. Stephen, and other travellers gave the merchants of this place a call on Tuesday.

Mr. Merrill Hooper, of Back Bay and Miss Levenia Martin, of this place form-

erly from Letite, were made man and wife in St. George on Monday afternoon.

The stork arrived at the home of Mr. and Mrs. L. Theriault, Aug. 21, and left a bouncing baby boy.

Mr. V. Calder, Miss V. Barker, and Charlie Barker were visitors to their homes in Lord's Cove on Sunday.

Minard's Liniment Co., Limited.
Gentlemen,—I have used MINARD'S LINIMENT on my vessel and in my family for years, and for the every-day ills and accidents of life I consider it has no equal, if it cost a dollar a bottle.

CAPT. F. R. DESJARDIN.
Schr. Storke, St. Andre, Kamouraska.

**LAKE UTOPIA
Camps to Let**

Bryn Derwyn furnished cottages to let by the day, week or month. Ideal location on Beautiful shore near trout brook bridge. Good trout fishing. For terms apply to
JOSEPH W. BRINE,
R. R. 2 Utopia, N. B.
3-2m

**Caretaker and Matron
Wanted**

Tenders addressed to the undersigned will be received until September 15th, 1918, for Caretaker and Matron for St. Andrews Town Home, to take charge of home October 1st, 1918.

G. B. FINIGAN,
Chairman Poor Committee
St. Andrews, N. B.

MINIATURE ALMANAC

ATLANTIC DAYLIGHT TIME

PHASES OF THE MOON
August
New Moon, 6th 5h. 30m. p.m.
First Quarter, 14th 8h. 16m. p.m.
Full Moon, 22nd 2h. 2m. a.m.
Last Quarter, 28th 4h. 27m. a.m.

Day of Month	Day of Week	Sun. Rises	Sun. Sets	H. Water a.m.	H. Water p.m.	L. Water a.m.	L. Water p.m.
24 Sat	6:45	8:16	1:40	2:07	8:12	8:35	
25 Sun	6:46	8:15	2:26	2:54	8:59	9:24	
26 Mon	6:47	8:13	3:16	3:44	9:49	10:17	
27 Tue	6:48	8:11	4:10	4:39	10:42	11:12	
28 Wed	6:49	8:09	5:09	5:40	11:40	12:10	
29 Thur	6:50	8:07	6:16	6:47	12:43	1:16	
30 Fri	6:52	8:05	7:26	7:56	1:48	1:51	

WANTED—Second Class Female Teacher. Apply, stating salary, to H. H. BARTLETT, R. R. 1, St. Andrews, N. B.

\$5.00 Reward. Lost, Black and Grey Silk Handbag. Finder please return to Mrs. Henry Joseph at the Algonquin Hotel and receive the above Reward. 5-tf

LOST—A Small Brown Purse containing money and a Registration Card signed: Mary Walker. Finder please notify BEACON Office.

LOST—A top off an ice-cream freezer, between McKay's Lane and Town. Finder please leave at Mr. William J. McQuoid's residence. 6-tf

WANTED—Second Class Female Teacher. Apply, stating salary, to H. H. BARTLETT, R. R. 1, St. Andrews, N. B. 2-tf

ST. ANDREWS, N. B. Attractive cottage to let for the summer months. Completely furnished. Eight rooms and bath. Hot and cold water. Address MISS MORRIS, St. Andrews, N. B. 50-tf

FOR SALE—'Katy's' Cove Farm, an ideal spot for a summer home. 30 acres. For particulars apply to G. E. CHASE, St. Andrews, N. B. 2-tf

FOR SALE—1 Driving Horse; 2 Work Horses; 1 Double Sloven, crank axle; 1 Cushion-tire two-seated Top Surrey; 1 Brass-mounted Double Driving Harness; 2 sets Single Driving Harness. Apply to W. J. McQUOID, St. Andrews, N. B., Phone 29. 49-tf

FOR SALE—Desirable property, known as the Bradford property, situated on the harbour side of Water St., St. Andrews, consisting of house, ell, and barn. House contains seven rooms, and large attic. Easy terms of payment may be arranged. Apply to THOS R. WREN, St. Andrews, N. B. 44-tf



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Stevenson Block
Next Door to Custom House

TRAVEL

Grand Manan S. S. Company
After June 1, and until further notice, boat of this line will leave Grand Manan, Monday, 7 a. m. for St. John, arriving about 2:30 p. m.; returning Wed. 10 a. m., arriving Grand Manan about 5 p. m. Both ways via Wilson's Beach, Campbellello, and Eastport.
Leave Grand Manan Thursday, 7 a. m. for St. Stephen, returning Friday, 7 a. m. Both ways via Campbellello, Eastport, Cummings' Cove, and St. Andrews.
Leave Grand Manan Saturday for St. Andrews, 7 a. m., returning 1:30 p. m. Both ways via Campbellello, Eastport, and Cummings' Cove.
Atlantic Daylight Time.
SCOTT D. GUPTILL,
Manager.

MARITIME STEAMSHIP CO., LTD.

TIME TABLE
On and after June 1st, 1918, a steamer of this company leaves St. John, every Saturday, 7:30 a. m. for Black's Harbor, calling at Dipper Harbor and Beaver Harbor.
Leaves Black's Harbor Monday, two hours of high water, for St. Andrews, calling at Lord's Cove, Richardson, Letite or Back Bay.
Leaves St. Andrews Monday evening or Tuesday morning, according to the tide, for St. George, Back Bay, and Black's Harbor.
Leaves Black's Harbor Wednesday on the tide for Dipper Harbor, calling at Beaver Harbor.
Leaves Dipper Harbor for St. John, 8 a. m., Thursday.
Agent—Thorne Wharf and Warehousing Co., Ltd., Phone, 2581. Mgr. Lewis Connors.
This company will not be responsible for any debts contracted after this date without a written order from the company or captain of the steamer.

CHURCH SERVICES

PRESBYTERIAN CHURCH—Rev. W. M. Fraser, B. Sc., Pastor. Services Sunday, 11 a. m. and 7 p. m. (7:30 p. m. during July and August.) Sunday School, 2:30 p. m. Prayer services Friday evening at 7:30.

METHODIST CHURCH—Rev. Thomas Hicks, Pastor. Services on Sunday at 11 a. m. and 7 p. m. Sunday School 12:00 p. m. Prayer service, Friday evening at 7:30.

ST. ANDREW CHURCH—Rev. Father O'Keefe, Pastor. Services Sunday at 10:30 a. m. and 7:30 p. m.

ALL SAINTS CHURCH—Rev. Geo. H. Elliott, B. A., Rector. Services Holy Communion Sundays 8:00 a. m. 1st Sunday at 11 a. m. Morning Prayer and Sermon on Sundays 11 a. m. Evenings—Prayer and Sermon on Sundays at 7:00 p. m. Fridays, Evening Prayer Service 7:30.

BAPTIST CHURCH—Rev. William Amos, of Charlotte. Services on Sunday at 11 a. m. and 7 p. m. Sunday School after the morning service. Prayer Service, Wednesday evening at 7:30. Service at Bayside every Sunday afternoon at 3 o'clock except the last Sunday in the month when it is held at 7 in the evening.

The Parish Library in All Saints' Sunday school room open every Wednesday and Saturday afternoon from 3 to 4. Subscription rates to residents 25 cents for two books for three months. Non-residents \$1.00 for four books for the summer season or 50 cents for four books for one month or a shorter period. Books may be changed weekly.

ST. ANDREWS POSTAL GUIDE.
ALBERT THOMPSON, Postmaster
Office Hours from 8 a.m. to 8 p.m.
Money Orders and Savings Bank Business transacted during open hours.
Letters within the Dominion and to the United States and Mexico, Great Britain, Egypt and all parts of the British Empire, 2 cents per ounce or fraction thereof. In addition to the postage necessary, each such letter must have affixed a one-cent "War Tax" stamp. To other countries, 5 cents for the first ounce, and 3 cents for each additional ounce. Letters to which the 5-cent rate applies do not require the "War Tax" stamp.
Post Cards one cent each to any address in Canada, United States and Mexico. One cent post cards must have a one-cent "War Stamp" affixed, or a two-cent card can be used. Post cards two cents each to other countries. The two-cent cards do not require the "War Tax" stamp.
Newspapers and periodicals, to any address in Canada, United States and Mexico, one cent per four ounces.
Arrives: 11:55 a.m.; 10:55 p.m.
Closes: 6:25 a.m.; 5:40 p.m.
Mails for Deer Island, Indian Island, and Campbellello—Daily
Arrives: 11 a.m.
Closes: 12:30 p.m.

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