

PASSING OF BAEDEKER THE OMNISCIENT

WAR, which is no respecter of persons, is ruthless also with reputations and institutions. The latest stronghold of German efficiency and thoroughness to be attacked by French and English forces is the Baedeker "Handbooks," better known to their numberless users simply as "Baedeker."

As a matter of fact, of course, there was nothing mysterious about the making of a Baedeker guide. The rules were few and simple. Nothing was to be described that had not been seen. The persons who went over the ground were trained observers, with a flare, as the French say, for what was significant and a sure command of condensed description and explanation.

So, in time, Baedeker became an institution; only vaguely German, rather a part of the eternal order of things. And, for a time, it seemed as though the institution would survive the war. Not until the war was more than three years old did the Baedeker guides begin to disappear from the bookshelves in London and Paris, or from hotel news-stalls in Canada.

The enemy is the "Blue Guides," a new series to be published in England by Macmillan & Co., the first volume of which, on London, is just issuing from the press. The series starts under favorable auspices. The editor, Findlay-Muirhead, was for many years the editor of the English editions of Baedeker.

The promoters of the new enterprise have a further advantage. Not only have they taken over the older English series of Murray and Macmillan guides, but they have also entered into an arrangement with the Paris house of Hachette & Co., publishers of the well-known "Guides Bleus," or "Guides Joannes," by which the French and English series will hereafter be issued on similar lines and under a general joint editorship.

The London volume, it is announced, will be a new book from cover to cover. It will have a form a bit more convenient for the pocket than the old Baedeker. The arrangement of matter, while resembling Baedeker in certain well-known features, will be improved by the use of type cast in England, and by the employment of a larger type than was chosen by the German publishers for matter intended to be read in dim light, as in churches or museums.

The maps and plans, one of the most difficult parts of the book to be managed during the war, have been newly drawn, and promise a much-needed clearness. Altogether, the Blue Guides essay to provide a series with all the virtues of the Baedeker Handbooks, and fewer, perhaps none, of their defects. One cannot but hope that the volumes may follow rapidly, in time for the rush of foreign travel that will set in when the last gun has been fired. Now that the war has led a good many Americans to discover their own country and explore the Pacific and South America, the inclusion in the Blue Guides of volumes not found in the Baedeker list would seem to be worth while. An up-to-date guide to Central and South America and the West Indies, for example, on the Baedeker plan, ought to be popular in America, and one

on the Pacific Coast countries would fill a long-felt want. The Baedeker "United States," too, is over-large, and might well be replaced, in the Blue Guides series, by two more handy volumes differently arranged.—The New York Evening Post.

ONLY MOHMANDS REBELS IN INDIA

FREDERIC VILLIERS, English war correspondent and artist now in New York, said yesterday that the Mohmand tribes on the northwestern Indian frontier had caused the British much trouble. "There has been almost constant fighting since the outbreak of the war," he said, "with continual attempts at raiding and frequent punitive expeditions, which, however, have rarely succeeded in catching enough of the natives together to clean them up thoroughly. Most of the regular white troops in the old Indian army have been sent to more active fronts, but have been replaced by drafted men from England, so that there is still a large number of white troops in India. There has been next to no trouble, however, except with the Mohmands. The Germans have been sending propagandists through from Persia, and have done all they could to stir up trouble among the hill tribes, as well as further down in India. Most of these German agents, who certainly deserve credit for their courage in making the trip across from Persia through the hill tribes, come with American passports and represent themselves as American big game hunters. Some of them came through when I was on the frontier last year. They usually get through the lines without serious difficulty, but as it was not usual to find many American big game hunters wandering through those districts before the war suspicion is usually aroused, and the police in the interior of India, warned by the military authorities, have arrested quite a number of these agents.

A FRIENDLY AMIR "No doubt the Germans could have made serious trouble but for the steadfast friendship towards the English displayed by the Amir of Afghanistan. Particularly, after Russia's collapse he was almost unopposed against the Germans towards the Persian side, but, despite this, he has stood by the English, and has exerted a very good influence on the hill tribes. The Mohmands, however, have given trouble."

Mr. Villiers saw some of the fighting with the Mohmands himself last year. After spending the first two years of the war in France, he decided to look over some of the other theatres of war. He has seen about all the wars that have happened since the Serbian fight with Turkey in 1876, which precipitated the Russo-Turkish war, and he let it be seen that, for one who had become used to the sort of wars Kipling and Richard Harding Davis used to immortalize, the present conflict in France was not altogether congenial.

"It isn't like the wars used to be," Mr. Villiers said. "It is more like the management of a big business, this thing of being a general under modern European conditions; the handling of food, supplies, and equipments for the troops is most of the work. Then the country was very badly shot up, nothing but shell holes instead of fields, and clumps of charred sticks where forests used to be. I decided to look at some other fronts, and tried to get to Mesopotamia, but was unsuccessful.

MOHMANDS ARE REPRRESSED "I got to the Indian frontier, however, and saw some of the fighting there. Here it was being done more in the old fashion. Fighting is the Mohmand's national pastime, and I must say he is rather a good sport about it all. However, the exigencies of the situation made it necessary for the British to be rather businesslike, which was not at all appreciated by the Mohmands. It wouldn't do to let the hillmen raid the plains and kill the natives who were entrusted to the protection of the British Empire. So the British commanders made use of modern implements of war, such as armored motor cars and airplanes. They had three or four ordinary armored cars with machine guns, which they called tanks, although they were not tanks, and every now and then they used to take one of these up into the hills and use it to draw the enemy's fire. The Mohmands would get to work at once, sniping from crags and gradually turning loose quite a busy rifle fire, which, of course, never did any damage to the occupants of the car. The object was to get them out where the machine guns could be turned on them, which was occasionally done.

"Then the airplanes were very useful in breaking up concentrations preparatory to a raid. The airmen, scouting over the hills, could easily find it out when a considerable body of Mohmands got together, and they would fly down among them and turn loose their Lewis guns, breaking up the gathering with great rapidity. The Mohmands were much perturbed at this, and they used to send letters to the British commanders protesting against such methods. They said that the British never used to fight this way, coming down from the air at a time when they were not expected, and the Mohmands urged that the British commanders should return to the old style and put up a fight according to time-honored methods. However, our commanders were unhappily compelled to regard it as a matter of business and not of sentiment, and at

last accounts the aviators were still doing a good part of the work of keeping the frontier intact.

PLANE TO END WAR "The development of aviation has made a successful invasion of India through the Khaibar and other passes next to impossible. There are only two or three ways by which an army can get through the mountains to attack the northwestern frontier, and all of these are narrow passes where a few bombing airplanes could entrap and wipe out a whole army. So whatever the Germans do by way of getting through Persia is not likely to endanger India very much."

Mr. Villiers says that the Allies' best chance of an early victory is by the building of enormous fleets of bombing planes to attack German cities. "After the present offensive is stopped," he said, "it is quite likely that the Germans will retire to their old lines, and then we shall have a resumption of the familiar trench warfare. No doubt it would be possible to break these lines, particularly if any large part of the German armies is cut off during the present counter-offensive, but it would be a very costly procedure, and in my mind the work could be done much more cheaply by air raids. The war will never be ended till the Germans have felt it in their own country, and then it will end quickly. They haven't the nerve to hold up under such air raids as the British and French have endured. The raids on cities of Germany proper so far have been small affairs, but even they have caused a great deal of commotion. Once let them have whole fleets of airplanes making really big attacks on the Rhine towns and the Westphalian manufacturing centres and Berlin, and the Germans will be unable to stand the gaff. It may be unpleasant to think of, but it is hard to win a war when you fight only in a few approved ways and the enemy tries everything he can think of."—The New York Evening Post.

THE WEEK'S ANNIVERSARIES

July 27.—Killicrankie, 1689. Talavera, 1808. Portugal made a monarchy, 1139; Legislative Union of England and Scotland, 1706; Thomas Campbell, British poet, born, 1777; Sir George B. Airy, English Astronomer-Royal, born, 1801; British flag hoisted at Natal, South Africa, 1827; Dr. John Galton, English chemist, died, 1844; First Atlantic cable completed, 1866; Hilaire Belloc, ex-M. P., Anglo-French author and philosopher, born, 1870.

July 28.—Abraham Cowley, English poet and essayist, died, 1667; Johann Sebastian Bach, German musical composer, died, 1750; Maximilien Isidore Robespierre, French terrorist, guillotined, 1794; Enactment by British Government of Thelluson Act, regulating accumulation of income, 1800; Buenos Aires taken by the British, 1806; Alexander Dumas fils, French novelist, born, 1824; Joseph Bonaparte, ex-King of Spain, died, 1844; John Walter, the second, publisher of The Times, London, died, 1847; Ballington Booth, founder and head of the Voluntarys of America, born, 1859; The Alabama, Confederate cruiser, sailed from the Mersey, 1862; Dr. H. I. Taylor, M. L. A. for Charlotte County, born, 1862; Signing of the Burlingame Treaty between China and the United States, 1868; Hans Christian Andersen, Danish author, died, 1875; Mortimer Collins, English poet, died, 1876.

July 29.—St. Martha. Dispersal of the Spanish Armada, 1588. Andrew Marvel, English poet, died, 1678; William Wilberforce, English philanthropist, died, 1833; Max Simon Nordau, German author and traveller, born, 1849; Booth Tarkington, American novelist, born, 1869; Samuel Warren, Q. C., English novelist, died, 1877; King Humbert of Italy assassinated, 1900; Eleventh Parliament of Canada dissolved, 1911.

July 30.—Champlain, first French governor of Canada, defeated the Iroquois, 1535; William Penn, founder of Pennsylvania, died, 1718; Samuel Rogers, English banker and poet, born, 1783; Thomas Gray, English poet, died, 1771; Viscount Haldane, former Lord Chancellor of England, born, 1856; Prince Charles Lucien Bonaparte, French naturalist who lived for a time in the United States, died, 1857; Railway opened from St. John, N. B., to Shediac; Henry Ford, American automobile manufacturer, born, 1863; George Borrow, English philologist, traveller, and author, died, 1881; Prince Bismarck, Prussian statesman, died, 1898; Mutsuhito, Emperor of Japan, died, 1912.

July 31.—Ignatius Loyola, founder of the Jesuit Order, died, 1556; Sir Walter Raleigh, English explorer and courtier, committed to the Tower of London, 1592; London Bridge completed, 1831; Earl of Meath, Irish nobleman and Imperialist, born, 1841; Admiral Sir William May, British naval commander, born, 1849; Andrew Johnson, 17th President of the United States, died, 1875; Abbé Franz Liszt, Hungarian pianist and composer, died, 1886; Jean L. Jaures, French socialist, assassinated, 1914.

August 1.—Lammas Day. Minden, 1759. Nile, 1798. Queen Anne of England died, 1714; Admiral Sir John Leake, British naval commander, died, 1720; Richard Savage, English poet, died, 1743; Joseph Priestley, English chemist, discovered oxygen, 1774; Francis Scott Key, American lawyer and poet, author of "The Star-spangled Banner," born, 1779; Last meeting of the Irish Parliament, 1800; Slavery

abolished in all British Dominions, 1843; Robert T. Lincoln, son of President Lincoln, born, 1843; Parcel Post introduced in Great Britain, 1883; Celebration of 600th anniversary of Swiss independence, 1891; King Alexander I of Greece born, 1893; Japan declared war on China, 1894; Sir Edwin Abbey, American artist, naturalized British subject, died, 1911. Germany declared war on Russia, 1914.

August 2.—Blenheim, 1704. The American Declaration of Independence signed by 56 delegates at Philadelphia, 1776; Thomas Gainsborough, English painter, died, 1788; F. Marion Crawford, American novelist, born, 1854; Ex-King Constantine of Greece born, 1868; Rt. Rev. Timothy Casey, Bishop of St. John, appointed Archbishop of Vancouver, B. C., 1912.

This is to certify that fourteen years ago I got the cords of my left wrist nearly severed, and was for about nine months that I had no use of my hand, and tried other Liniments, also doctors, and was receiving no benefit. By a persuation from a friend I got MINARD'S LINIMENT and used one bottle which completely cured me, and have been using MINARD'S LINIMENT in my family ever since and find it the same as when I first used it, and would never be without it. ISAAC E. MANN, Metapedia, P. Q. Aug. 31st, 1908.

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

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.

FOR SALE—Two fields of standing grass. Apply to LADY TILLEY.

FOR SALE—Airedale puppies from registered stock. For particulars write to GEO. E. NEWTON, Chamcook, N. B.

FOR SALE—I have 20 Hardwood Stakes from 38 to 41 feet long, and 15 to 35 feet long Hardwood, on the bank of the River at the head of L'Etang; also 40 Spruce Weir Stakes 35 to 42 feet. CHARLES WOODBURY, St. George, N. B.

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.

FOR SALE—Heavy draft team; weight about 1400 lbs. each. Also 8 h. p. gas or kerosene engine, with good thrashing and wood-cutting outfit. Will sell cheap. For further particulars apply to MARY E. MACFARLANE, Bayside.

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

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 store, seven rooms, and large attic. Easy terms of payment may be arranged. Apply to THOS. R. WREN, St. Andrews, N. B.

FOR SALE—My House on Adolphus Street, recently occupied by Mr. G. W. Babbitt, Manager of Bank of Nova Scotia. Ten rooms and bath-room, large dish cupboards, and plenty of closets throughout the house. Artesian well 250 feet deep; large soft-water cistern. Will include sale two vacant lots adjoining, on Water Street, and a piece of land close to the shore, thus giving unobstructed view of harbor and water, and facilities for bathing houses. Occupation can be given at once. Address MISS E. FRYER, St. Andrews, N. B.

Time of Sittings of Courts in the County of Charlotte—CREDIT COURT: Second Tuesday in May and October. COUNTY COURT: First Tuesday in February and June, and the Fourth Tuesday in October in each year. Judge Carleton

THE FALL TERM OF THE FREDERICTON BUSINESS COLLEGE WILL OPEN ON Monday, August 26, 1918. There is a greater demand for our graduates than ever. Get particulars regarding our courses of study, tuition rates, etc., and prepare to enter on our opening date. Descriptive pamphlet on request. W. J. OSBORNE, Prin. Fredericton, N. B.

SEALD TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, the 30th August 1918, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, 6 times per week on the route Back Bay and St. George, commencing at the pleasure of the Postmaster General.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of St. George and route offices and at the office of the Post Office Inspector, Post Office Inspector's Office, St. John, N. B., July 13th, 1918. H. W. Woods, Post Office Inspector

MINIATURE ALMANAC

Table with columns: Day of Month, Sun Rises, Sun Sets, H. Water a.m., H. Water p.m., L. Water a.m., L. Water p.m.

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The Tide Tables given above are for the Port of St. Andrews. For the following places the time of tides can be found by applying the correction indicated, which is to be subtracted in each case:

Table with columns: Place, H.W., L.W., Grand Harbor, Seal Cove, Fish Head, Welshpool, Eastport, L'Etang Harbor, Lepreau Bay.

PORT OF ST. ANDREWS. CUSTOMS

Thos. R. Wren, Collector. D. C. Rollins, Prev. Officer. D. G. Hanson, Prev. Officer. Office hours, 9 a.m. to 4 p.m. Saturdays, 9 to 1.

INDIAN ISLAND, CHAMCOOK, CAMPOBELLO, NORTH HEAD, LORNB COVE, GRANBY HARBOR, WILSON'S BEACH.

SHIPPING NEWS

The publication of the usual shipping news in this column is suspended for the time being, in patriotic compliance with the request issued to all papers by the Admiralty.

NOTICE TO MARINERS

NOVA SCOTIA (107) Bay of Fundy—Minas basin—Cobequid bay—Highland Village—Light discontinued. Position.—At Highland Village. Lat. N. 45° 23' 30", Long. W. 63° 39' 30". Light discontinued.—The maintenance of Highland Village light has been discontinued.

NOVA SCOTIA (108) Bay of Fundy—Minas basin—Cobequid bay—Little Dyke light discontinued. Position.—On west head at entrance to Folly River. Lat. N. 45° 22' 37", Long. W. 63° 33' 15". Light discontinued.—The maintenance of Little Dyke light has been discontinued.

CHARLOTTE COUNTY REGISTRY OF DEEDS. ST. ANDREWS, N. B. George F. Hibbard, Registrar. Office hours 10 a. m. to 4 p. m., Daily. Sundays and Holidays excepted.

SHERIFF'S OFFICE ST. ANDREWS, N. B. R. A. STUART, HIGH SHERIFF. Time of Sittings of Courts in the County of Charlotte—CREDIT COURT: Second Tuesday in May and October. COUNTY COURT: First Tuesday in February and June, and the Fourth Tuesday in October in each year. Judge Carleton

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Doing Our Bit The most patriotic service we can render is to continue to fit young people to take the places of those who have enlisted. There will therefore be no Summer Vacation this year. One of the principals and other senior teachers always in attendance. Students can enter at any time. Send for Catalogue!

S. Kerr, Principal

TRAVEL



Grand Manan S. S. Company

After June 1, and until further notice, boat of this line will leave Grand Manan, Mon. 7 a. m. for St. John, arriving about 2:30 p. m.; returning Tuesday, 10 a. m., arriving Grand Manan about 5 p. m. Both ways via Wilson's Beach, Campobello, and Eastport. Leave Grand Manan Wednesday, 7 a. m. for St. Stephen, returning Thursday, 7 a. m. Both ways via Campobello, Eastport, Cummings Cove, and St. Andrews. Leave Grand Manan Friday, 6 a. m. for St. John direct, arriving 10:30 a. m., returning leave St. John, 2:30 p. m., arriving 7 p. m. Leave Grand Manan Saturday for St. Andrews, 7 a. m., returning 1:30 p. m. Both ways via Campobello, 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, Black 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 every Sunday, 11 a. m. and 7 p. m. (7:30 p. m. during July and August.) Sunday School, 2:30 p. m. Prayers services Fri. day 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 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, Pastor. 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 office 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 Tax" stamp, 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 Campobello—Daily. Arrives: 11 a. m. Closes: 12:30 p. m. All Matter for Registration must be Posted half an hour previous to the Closing of Ordinary Mail.

Readers who appreciate this paper may give their friends the opportunity of seeing a copy. A specimen number of THE BEACON will be sent to any address in any part of the world on application to the Beacon Press Company, St. Andrews, N. B. Canada.

Minard's Liniment Cures Colds, Etc.