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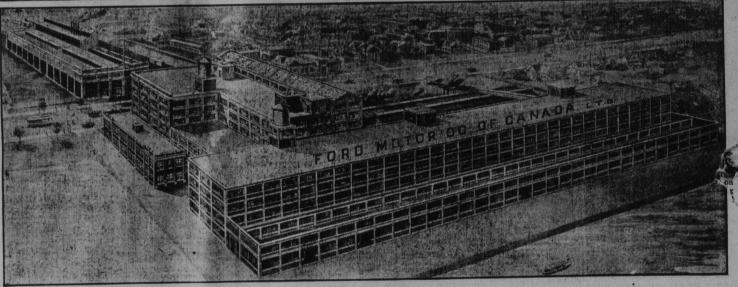
Notes From Near and Far.

The Maritime Baptiat of last week, gives a deserved promining the late in the late of the management of

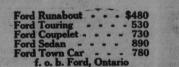
of session.

Calvin and St. John Presbyterian churches, St. John, secured the decture and lantern slides on "Dr. John Geddre and the New Hebrides Mission" having some of the great historical components of feet of the control of the





The Wagon Shop That Became the Largest A PAIN IN The BACK CONTROLLE VIEWER TO BY 18 A. Millers patient of the part of the part of the part of the patient of the pa Automobile Factory in the British Empire







Toiling Up 7

Motley Pagentry of the Baby-Ionian Waterway-The Difficult Task of Feeding the British Army in Mesopo-

(By Edmund Candler, special correspondent with the Expeditionary Forces in Mesopotamia.)

The first line of transports, as everybody knows, carries the ammunition and tools sufficient for the day to the army in the field. The second line carries the day's rations, kit and blankets. The third line is the general reserves, from which the daily issues proceed; it does not as a rule come under the enemy's fire. With a line of communication 400 miles long the army is hard put to it which cannot depend on river'or rail.

In Mesopotamia the Tigris serves as the third line for British and Turk alike. We, with our access to the seacan increase and replenish our river transport indefinitely, whereas the Turk must carry on with his present fieet. He has five large rivers morth of Kut-el-Amara, but these can only carry so far as his base at Shumran, live miles north of General Townshend's position, which commands the river and cuts his lines of communication south. From Shumran supplies are conveyed to the troops on either bank of the river by camels and donkeys. As regards rations, the country is nearly, if not quite, self-supporting.

The Desert Gap.

To supplement his river transport the enemy has his railway running morth of Bagdad ninety miles to Samarah, beyond which there is the gap of some 360 miles across the desert to the railhead at Rasel-And. Until this line is complete and the tunnels driven through the Tauru and Amarthus mountains—that is, for an indefinite length of time—the advantage in the transport of troops and equipment must be with us.

The carrying capacity of the Tigris with its present fleet is not equal to that of a single line of railway with an average supply of rolling stock, but it is increasing in proportion to the development of the campaign. The river, with sufficient craft and the traffic well regulated, would have certain advantages over a railway, offering fewer vulnerable points and demanding a aninimum of troops for guard duty; but the siding difficulties of the permanent way would have their parallel at low water in the narrows, especially between Gurnah-examara, where it is difficult for ships in a certain draught; above their parallel at low water in the narrows, especially between Gurnah-examara, where it is difficult for ships in a certain draught; above their parallel at low water in the narrows, especially between Gurnah-examara, where it is difficult for ships in a certain draught; above their parallel at low water in the narrows, especially between Gurnah-examara, where it is difficult for ships in a certain draught; above their parallel at low water in the narrows, especially between Gurnah-examara, where it is difficult for ships in a certain draught; above their parallel at low water in the narrows, especially between Gurnah-examara, where it is difficult for ships in the development of the certain draught.



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