

POOR DOCUMENT

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ST. JOHN STAR.

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LITTLE DANGER FROM ALOFT.

Hudson Maxim, the noted American inventor, has recently assured an anxious public that the dangers of aerial bombardments in future wars is not as great as the fancy of some writers has pictured it. Visions of the sudden destruction of whole fleets and of large cities by airplanes which would shower high explosives on their enemies below had begun to alarm those who are always prepared for the worst. Such a danger, says Mr. Maxim, is largely imaginary and he proceeds to demonstrate it in scientific fashion. First he points out the general misconception of the power of modern explosives and indicates how difficult it would be to carry aloft a sufficient supply to do any serious damage. The effect of the explosion of fifty pounds of dynamite dropped from the clouds even in a city street would be little more than the shattering of a lot of window glass and the destruction of perhaps a few persons who might be standing where the explosive struck. It would take a lot of such bombing to destroy a modern city.

With regard to aerial attacks directed against a battleship, the inventor claims that they would be even less effective. During experiments made at Sandy Hook in 1901 large aerial bombs containing five hundred pounds of gun cotton were thrown at high velocity against twelve inch Krupp armor plate. The result was only a smudge on its surface. On the other hand a twelve inch shell containing twenty-three pounds of maxinite penetrated the same kind of plate and broke it in all directions. It will be readily seen, however, that the guns to throw such projectiles could hardly be mounted on an aircraft and they would be ineffective if simply dropped overboard. Airships will undoubtedly have a place in the wars of the future for scouting operations, but Mr. Maxim is not at all convinced that they will ever be a serious menace to their enemies below.

BOOMING BOSTON.

A hundred business men of Boston are at the present time touring the New England States in an effort to boom their city. They are members of what is known as the Boston Business Men's Association and part of the campaign which has been planned by them is to induce manufacturers and shippers in the New England States to use the Boston rather than New York as their shipping port. This campaign also includes the promotion of industrial activity. Manufacturers everywhere are being urged to seek new markets, to increase their output, to employ larger staffs, and generally to adopt a more progressive policy than has been noticeable in the past. This is being done in the hope that such expansion may ultimately benefit Boston in increasing the traffic through that port, and not because of a desire for greater activity in outside places. When New England has received its share of attention, Canada is to be visited by these promoters.

Already the newspapers, and the literature printed by this organization, are full of misleading arguments, intended to convince Canadian shippers that Canadian ports are not the most satisfactory. Great stress has been laid on the fact that a number of steamers have recently encountered ice off the Newfoundland coast, and from this it is argued that shipping and mercantile are unnecessarily exposed to dangers which might be avoided if all Canadian traffic were diverted to United States ports.

To Canadians, the weakness of these statements will be apparent, yet it is to be feared that such an aggressive campaign as is now being conducted will have at least some effect. Canadian shippers as a rule are sufficiently patriotic to give the preference to ports of their own country, but frequently conditions arise in business which render success possible only when full use is made of every advantage offering, and it may be that the Boston promoters will be able by their campaign of publicity to influence some who now naturally favor Canadian ports. The principal and perhaps the only really important reason for uneasiness is that such energy is apparent on the part of the Boston merchants, while the Canadian cities which are more in need of whatever additional traffic they can secure, are doing nothing for themselves. Montreal and St. John are content to let things drift and this being the case we will have no one but ourselves to blame, if other and more energetic cities step in and capture a share of our business.

A FLIGHTY POEM.

How oft we've seen that bird so sweet,
Sitting upon a seaside seat,
That ducky has lurked another bird,
The fairest creature one could meet—
A duck!

With saucy looks, without a word,
Of which I'm sure you must have heard—
A jay!

He talks of wealth he hasn't got,
Of fairy tales she tells a lot,
Both swallow all these lies, Oh what a swallow!

She sweetly calls him "darling," yet
Beneath her breath "a gull," you bet;
He calls her his own "birdie pet,"
The poor man prays it with spite!

The question's popped, three years have sped,
And like old Time, he had half died,
And calls all that he did and said,
A jay!

But down the aisle he's had to go,
And one plus one makes one, you know,
And now he knows he is (quite so!)
A goose!

BESIDE THE OLD ROAD.

There were two voices in the listening air,
Beside the old, old road;
But of no touch, no motion, was I ware,
And no form showed.

The first voice said: "O bleeding, bruised one,
Beside the old, old road!
O ungrateful love, by brutish hands undone,
That heaped thy load!

"O royal slave, O scourged and dying slave,
Beside the old, old road!
Beneath this straw, a rifted thatch above—
Such thine abode!

"I, in a yearning palace, splendid,
Beside the old, old road,
On three all rare delights thou hast not known,
Would have bestowed!"

Then obliquely the second voice arose
Beside the old, old road:
"Not ever once again the sweet flower blows,
Its leaves once strowed.

"But could it spring again from out this dust,
Beside the old, old road,
Still not to thee my service and my trust
Were given or owed.

"But even to that one who me hath slain,
Beside the old, old road,
Would I return to serve, to bear again
The load and goad.

"Thou palace dweller, lone and fair and just,
Beside the old, old road,
Hear thou the law; I go where I must,
Not self-bestowed!"

Love's loveless lover-love, unloved—
Beside the old, old road;
Two ways that human hearts can break,
To me they showed.

THE WAY OF THE AUTOMOBILE.

It's up in the hills, then down with a swoosh,
And over the plain like a bird;
It's scorching and skidding around every curve,
Till instincts most reckless are stirred!

It's a race with the wind, to challenge its speed,
A rush through vast spaces of air,
Long distances of rare ozone, a lifting of hearts,
A flutter of wayward loose hair!

It's skimming of thank-yous quick as a saab,
Going higher and higher and higher,
Till just as we're reaching the top of the world,
It's a buzz-it-and-a punctured tire!

A HEAD-ON COLLISION.

If a bonnet meet a bonnet
Coming through the door,
Each with fowl and forest on it,
Three yards round and more—

If each hat, not measured double,
Grazes either side,
What mere man can gauge the trouble
When these two collide?

SATURDAY SERMONTEE

"GIVE US THIS DAY OUR DAILY BREAD"

There is not a church in the city that does not pray that prayer. There is not a home that does not pray it, in it in one form or another.

They pray it out on the wide wheat fields of the Northwest. The seed sowers chant it, the steam threshers sing it, the wheat mills of the prairie join in the prayer. So do the granaries of the world.

The elevators on our sea boards and in the great railway centres lift their hands heavenward and cry out, "Give us our daily bread."

They shout it, those hatless, coatless, frenzied men in the stock exchanges of Wall Street and London. The poor man prays it with spade and pick and shovel as he goes to his work in the dawn of the morning.

White faced hungry looking women pray it in the poisoned air of the sweat shop.

The great army of shop girls pray it with their paid-to-keep virtue wages. Tired music teachers pray it until they grow whiter and thinner through the hard winter months.

And so every one of us with spade and pen or needle as praying, "Give us this day our daily bread."

And the clouds say I will answer that prayer and the sunshine says I will answer that prayer, and the dew says, "although I cannot send down such showers as the clouds can, I will send down what moisture I can on the thirsty wheat fields that the hungry may have bread."

But while the church and the benevolent are doing what they can to answer the prayer for bread, the speculator in what says, "Wait until I have taken my toll," and so he starts the machine that will not answer that prayer, and that the frosts have said "we will stop that prayer from being answered."

And the good goes forth: "Automobiles have gone up," "living is getting more expensive all the time," "four must go up."

And the very poor must help to pay for our luxuries.

And so four goes up 25 cents per barrel and bread goes up one cent per loaf.

Good arithmetic that. How many loaves of bread in a barrel of flour? I would like to get rich in dry goods and oil and in many other things, but I draw the line on making money out of people who are in a barrel of flour, and can only buy a loaf at a time.

THE HANSOME CAB

LONDON, May 21.—The rapidly approaching extinction of the hansom cab before the all-conquering taxicab was generally recognized some time ago. Little thought was given to the cabby himself. People were heard now and then to remark that the competition of the taxi had improved his material, and that he was more grateful for a 50 per cent. over rate than he used to be, and on occasions would come to his rescue.

Then Lord Roseberry wrote a short letter to the Daily Mail drawing attention to the fact that the hansom cabby was practically starving, calling him a good fellow and asking the public to come to his rescue.

Wherever it is possible the broken cabby is being supported while he learns to drive a motor. But where the limit is at, and the medical test is severe. Something, however, is being done to help every broken cabby, but he is a hard man to find work for.

Every day scores of cases of extreme destitution are reported. Men who have owned their own estates are now making sometimes as little as 4 or 5 shillings a week.

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CURTAIN IS RUNG DOWN; THE FRENCH STRIKE HAS FIZZLED OUT

Leaders are Angry --- Try to Throw Responsibility for Failure Upon Each Other.



PARIS, May 21.—The curtain was rung down today upon the general strike amid recriminations by the leaders who tried to throw the responsibility for the failure upon each other and the defeated postal employees. The end came when a few hundred laborers voted to resume work. The General Federation of Labor then threw up the sponge and issued a manifesto for night, in which they seek to cover up their retreat, explaining that the postal employees were over-confident of the success of their second strike. "Which everything shows was prepared and instigated by the government, which was a demonstration of an opportunity for the strikers to show their strength against the first strike."

The statement adds that the strike of the excavators and other workers having sufficiently demonstrated the solidarity of the proletariat and the position there was no reason to call out other unions, notably the electricians, who had expressed their readiness to enter the fight.

With the surrender of the General Federation of Labor, the strike of the postmen, which already had practically ended, collapsed entirely and the few who were still on strike decided to return to their offices and try to secure their old positions. The postmen and a few of the other unions are not to construct a model boat three feet in length. Its machinery was constructed of brass, and it was fitted with side wheels. It is believed to be still in existence.

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WANTS OCEAN BATH; DISROBES ON BEACH Philadelphian Shocks Boardwalk Promenaders at Atlantic City

ATLANTIC CITY, N. J., May 21.—Women screamed and men rushed wildly to summon the police when Peter Condeals, a Philadelphia, disrobed on the beach and indulged his fancy for an ocean bath without wearing the customary costume, while thousands were parading the boardwalk under the electric lights last night.

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COURT ST. JOHN, No. 470-Orange Hall, Gormain street, 1st Friday in month.
COURT UNION JACK, No. 545-Orange Hall, Gormain street, 4th Wednesday.
COURT NORTH END, No. 567-Union Hall, Main street, last Tuesday each month.
COURT YUKON, No. 728-Orange Hall, Simonds street, Third Wednesday.
COURT HIAWATHA, No. 738-Temperance Hall, Market Building, 1st Wednesday.
Offices of the order
PALMER'S CHAMBERS,
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District Deputy.
D. R. KENNEDY,
District Organizer.

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SCHOOL MARMs REFUSE

TO PARADE, SO THERE Measured by Footwork
DANVILLE Teachers Say Patriotism is Not Measured by Footwork

DANVILLE, Pa., May 21.—While Danville patriots loudly lament the "shameful indifference" that has caused the schoolmarm of their town to refuse to march in the forthcoming Memorial Day parade, the teachers remain steadfast to their position and refuse to take part in the demonstration because last year they felt "foolish and out of place" as they tramped along the sidewalks. They also insist that patriotism should not be judged simply by footwork.

The teachers announced their stand following a request made by the school board at a previous meeting that they with their pupils, participate in the parade and ceremonies incident to the unveiling of the recently erected monument to the soldiers and sailors of Montour county, which will occur here on Memorial Day. The members of the school board are highly indignant at what they style a "lamentable lack of patriotism."

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