

FOUR

THE STAR, ST JOHN, N. B. TUESDAY, JUNE 11, 1907

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ST. JOHN STAR.

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THE BOISE TRIAL.

The sensational charges made by Harry Orchard in his murder trial now in progress in Idaho have been read with something like horror by all, yet too hasty judgments should not be formed. It must be remembered that Orchard is a self-confessed murderer and is probably a liar as well, and that while there may be a certain amount of truth in what he says his story may easily be so distorted as to place the prisoner in an entirely false position. It should be noted as well that Orchard's conviction or acquittal will not depend upon the sworn statements made by Orchard or by Adams his companion, but upon the corroborative evidence. That is the law.

There are peculiar features in connection with this trial, some of which are merely interesting while they tend to further discredit the already somewhat ludicrous administration of justice—or law—in the United States. Boise City, Idaho, in which the trial is being held, furnishes neither the victim, the prisoner, the witnesses nor the counsel. It contributes nothing excepting the jury and has evidently found difficulty in doing this. There is no excitement in Boise. That is found in all the rest of America where labor unions of every description are contributing towards the fund for the defense of the officers of the Western Federation, are carrying on a bitter campaign against the supreme court, and are engaged in holding mass meetings, parades and other demonstrations in favor of the accused.

Following the murder of ex-Governor Fluesberg at his home in Caldwell a close watch was kept on all persons in the town and Harry Orchard and Steve Adams, who could not give satisfactory accounts of themselves, were arrested. A third man, their associate in a long series of murders, who is unknown to the police, escaped and has never been taken. For six months Orchard was kept in solitary confinement, no person being allowed to see or speak with him. This course was ordered by James McPartland, a skilful detective who assumed charge of the prosecution for the police. When Orchard had become almost insane through loneliness, McPartland one day surprised him with the query "What would your poor old mother say, if she knew of this escape?"

Orchard broke down and the confession he then made is the story he is now telling on the witness stand. As the result of his confession which, it will be noted, was made in Idaho, and describing crimes committed in that state, it was deemed advisable to arrest three officers of the Western Federation, of Miners, Haywood, Moyer and Pettibone, all residents of Denver, Colorado. Under interstate extradition, persons may be arrested who are fugitives from justice which these men were not, as they were living in their own homes, and immediately upon arrest must be given the opportunity to seek relief under habeas corpus proceedings. The police went to Denver on a Tuesday but took no action until late on the following Saturday night. Then they secretly arrested the three men, placed them in prison, and early on Sunday morning, having secured a special train, had them quietly conveyed to Idaho. Some days later, or as soon as they were permitted by the police to do so, the three prisoners began proceeding to fight extradition. Their contention that the Idaho police committed a criminal act in abducting them has been admitted in every court, but because of technical irregularities the case has always gone against them. The United States Supreme court has thus contented the crime of kidnapping, and for this decision is being made the object of socialistic attack.

Another incident which has added to the interest in this case was the publication of Roosevelt's letter in which he denounced the prisoners, Eugene V. Debs and E. H. Harrison as undesirable citizens. This expression of opinion from the president must necessarily prove prejudicial to the accused men, and Roosevelt cannot be said to have acted with good judgment. These circumstances have added to the excitement aroused by the story of the crime, and the legal battle which is now being waged in the little Idaho town promises to be one of the most bitterly dramatic in the history of United States justice.

This discussion at the fire investigation about putting protectors on the hose, is really not at all important. The main object in having a fire department is to protect property by promptly extinguishing fires which occur, not to look after the hose. Any delays such as might take place by this excess of zeal may have serious results. But in the matter of respirators, the men might easily be given those, for they should really be regarded as belonging to the departmental equipment.

Alexander Warden denies that his father invested Knox College funds without the knowledge and consent of the board of governors. It makes no difference who did it. Money contributed for purposes of the church ought not to be sunk in speculation. It is given for the promotion of education and religion, and the temptation to secure large dividends which seems to have led to the shortage reported, is the same temptation that makes possible the existence of racket shops.

The board of school trustees have wisely decided not to stray with twelfth grade. This class is not by

any means too advanced for public requirements and its abolition would be a step in the wrong direction. What should be done now, is to bring the remainder of the grades to an equal standard of efficiency. Those boys and girls who are to devote their lives to business or trades should, during the limited period they remain at school, be permitted to acquire as much practical knowledge as those whose future lies among the professions are able to acquire scholarship. Subjects of practical value must be introduced; manual training is coming and a business course is next in order.

According to reports from the Presbyterian General Assembly, the church union movement is coming along nicely. But there are indications that it would progress much more satisfactorily if the Lord in His goodness should see fit to call home some of those who fear it will never be a success. A man who feels that a divided church can do more effective work than a united one deserves a long rest.

Thomas McParlane who passed away so suddenly last evening, was a man who gave the greater part of his life to the service of Canada. He has been a faithful servant, and in the position of chief analyst has done much valuable work.

THE CAGED SOUL.

O! to escape for one swift pulsing day, This weary grubbing in the listless earth, This passionless expanse of brown and gray,

This empty dreaming by a voiceless hearth! In the tense noon beneath some other sky, To hear the warning drum, the battle-cry,

Across the smoke-palled field; in stemless flight— To sweep the legions up the belching height;

And feel the hellish whip of shock and scar In the mad rush of crimson-steaming war! Or, wrapped in midnight, front the stinging lash,

Of briny winds, amid the vibrant crash Of frantic timbers battling with the host.

Of armored fangs upon an iron coast; Of heedless heaven leered above the grave In the fierce sweeps of the tumultuous wave!

Then in the long, long days, when tasks are done, And down the west has trailed the unvarying sun,

In the blue dusk that veils the furrowed plain To see those valiant moments lived again!

Or, when in foamy billows round us flow, Hemming our island hot, the tides of snow,

And the rude blast tears boisterously by, To huddle by the fire, my dog and I, With half-closed eyes, and picture in the light

The flaming hill, the black, insensate night, The wild battalions in the flying charge, The mangled wreckage on the murdering marge!

And though the impressive years exact their toll, One burning hour should free the caged soul.

P. I. T.

Mr. Sharp—if there were no women the men would laugh at them.

Mrs. Sharp—if there were no women the men wouldn't want anything to laugh at; they wouldn't feel like laughing.

Two men were talking together and the question of Rockefeller's wealth came up. One of them said, to show the enormous income of the man: "Say, do you know whenever that clock pointing to a grandfather's clock in the room goes tick, Rockefeller makes a thousand dollars?"

"Is that so?" "That's a fact."

"Then stop the clock."

Whenever little Johnny fell down, bumped his head, or had the smallest sort of a mishap he would cry. One day his mother was passing the window and saw him fall on the pavement. He got up and rubbed his face, but didn't cry. An hour later he came in and she said: "Why, Johnny, you fell down, didn't you?"

"Yes, I did." "Didn't it hurt you?" "Yes."

"Well, why didn't you cry?" "Johnnie, beginning to sob, said: "There wasn't anybody to cry to."

Bobby had gone to Canada to visit his English aunt, and was trying to be on his best behavior all the time, but at luncheon, when his aunt asked him if he would like some curried chicken he was speechless with surprise.

"What is the matter, Bobby?" asked his aunt. "Don't you like curried chicken?"

"I don't know," answered Bobby. "We don't curry ours; we pick them."

The baseball has the golden wings. The masked ball has the flame, The highball has no wings at all, But it gets there just the same.

AUTOS ON THE BATTLEFIELD.

(By S. F. Edge.) That the automobile will play a very important part in the next great European war, I, in common with all who have watched its steady progress along the path to perfection, have not the slightest doubt. The subject has long engaged the close attention of military experts and heads of armies and there is no room for speculation in the matter. Indeed, the only doubtful element in the whole question of motor-car employment in time of war is the exact limit to be assigned to the possibilities mapped out for the car by sanguine enthusiasts.

Personally, I could name off-hand at least half a dozen important uses to which the car might be put in time of war, and I could, of course, considerably extend my list if I took into consideration the many subsidiary services for which the motor is peculiarly adapted.

TRIALS IN FRANCE. In the first place, for the quick and safe transport of food and munitions, and for the transport of the light and heavy type would score tremendously over the slow and cumbersome horse-drawn vehicle. On humanitarian grounds alone, the general introduction of these motor-wagons by the Army Service Corps would seem to be a most welcome thing, such as this I prefer to place utility before sentiment, and so I beg to read to direct his attention chiefly to the question of relative working expenses. He will, I think, observe at once the vast economy in space and weight which petrol possesses over hay and oats.

Recently there has been in progress an exhaustive trial of motor transport wagons in France. The trial was organized at the instigation of the Minister for War, whose interest in all that pertains to the vast military machine which he controls might well be limited in Britain.

The test took the form of a run from Paris to Marseilles and back, a distance of nearly 1,100 miles, and the results were more than impressive. But it is in the transport of troops from one part of the field to another that the automobile will achieve its greatest purpose. The type of vehicle best adapted for this work is the long-bodied car on the chassis-bar type, each carrying from thirty to forty men. For rapid transport of infantry along a widely-extended front, such a car is, in fact, a sort of miniature travelling fort, with deadly possibilities.

In half an hour or less, from five to ten thousand men could be brought from a distance of even twenty miles. Without the motor-car such a feat each day would be impossible without recourse to the railway, and railways could give nothing like the same service, for it is an independent unit, able to run almost everywhere. The service could thus be maintained, and the men could be brought back and forth as communications cut.

Then there is the question of the armored car, which makes the latest development of military automobilism. Vehicles of this kind have already been adopted extensively by the German, Austrian and Russian armies, and to a lesser extent, by the British army.

The ideal war car is completely armored, and carries a quick-firing machine gun mounted in a revolving turret. Equipped with powerful engines, it is geared to travel over broken ground and to tackle even the steepest hills. It is, in fact, a sort of miniature travelling fort, with deadly possibilities.

PROOF AGAINST RIFLE FIRE. In France, where everything pertaining to the art of motoring is carried to such perfection, the latest type of war-car is fitted with a sort of telescopic bridge, which can, at a moment's notice, be brought into use to enable the car to cross a ditch or small stream.

It is, of course, proof against rifle fire, and it provides one of the most effective means of transport for troops in the most difficult terrain. It is, in fact, a sort of miniature travelling fort, with deadly possibilities.

For use against cavalry, I firmly believe in the efficacy of the war-car. Of considerable weight, it is not easily overturned, and would very soon throw mounted troops into disorder. In adopting it we are reverting to the chariot, which has in days gone by among the Roman invaders of our island.

There are, of course, many other uses to which self-propelled vehicles may be effectively employed when the "doses of war" are abroad. I have said nothing about the potential values of the smaller and lighter types of vehicles, which, however, though in a somewhat humble way, are anything but negligible quantities in time of war.

FOR DESPATCH BEARERS. In conveying despatches from one

quarter to another the motor-bicycle can do yeoman service, while for reconnoitering purposes a low-power automobile would be of immense profit. A single motor-car could be usually employed for both these purposes, and would be invaluable for conveying officers at lightning speed from point to point of the field. This would put within the power of the commander a far greater scope for carrying out strategic movements, for he could keep in perfect touch with the constantly varying issues of battle, disposing his troops to the best advantage and taking such precautions as would be impossible without the facilities afforded by the motor-car.

Mobility is, of course, of supreme importance in modern warfare, and commanders cannot afford to neglect the facilities for enabling them to sweep up and down the tremendous stretches of country which form the distinguishing feature of the twentieth century battlefield. For this purpose the high-speed motor-car, in the hands of an expert driver, possesses a value which is almost incalculable.

Of the other uses to which the motor may be put, I think the most important are as ambulance wagons, and as searchlight wagons. In fact, there is no military service in which horse-drawn vehicles are at present employed which could not be better and more quickly performed by a motor vehicle of some kind.

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WOOD—When you are best quality, good weight, and factory direct, lowest price. We have a five hundred ton schooner on the way from mines with guaranteed best quality Honey-brook Lehigh American hard coal. "Phone 1604."

City Fuel Co., City Road.

Why Not Eat? WHITE CLOVER BREAD.

Monumental Works. SAMUEL FOX, Manufacturer and Dealer in Red, Grey and Black Granites. 109 Rodney St. (West), St. John, N. B. Lettering and Repairing Strictly attended to.

PORTLAND TEACHERS WANT HIGHER SALARY. PORTLAND, Me., June 10.—At a meeting of the Portland School Committee today, teachers for the several schools were generally re-elected for the ensuing year. The matter of electing teachers for the high school was postponed until tomorrow afternoon, owing to the fact that the teachers ask for an advance of from \$100 to \$200 per year. The school committee have no available funds to guarantee the increase and will confer with the city government on the matter. Several of the teachers have offers from Massachusetts schools and threaten to resign if the increase is not granted.

DEATHS. BYRNE—In this city on June 11th, Mary, widow of the late Felix Byrne, aged 73 years. Funeral Thursday at 2.30 o'clock from her late residence, 230 Union street. Phone 12.

Store Closes at 9 p. m. Tuesday, June 11, 1907. GENTLEMEN'S VICI KID OXFORD, The Greatest Wear Giver. Made at the Price, \$2.50. Very Dressy, Very Comfortable, Double Extension Sole, New Heel. See This Oxford.

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AMBULANCE CORPS INSPECTED LAST NIGHT

Several Privates Raised to Rank of Corporals. Osborns were raised to the rank corporals. The unit will meet again for drill Thursday evening.

ST. HYACINTH FACTORY TIED UP BY A STRIKE

MONTREAL, June 11.—The Pent Mfg. Co.'s factory at St. Hyacinth likely to be closed as a result of strike of their employees. The man posted a notice giving the men Wednesday to return. If not the will be closed for three months, 3 time ago four chief officers of the ton were dismissed. The manager claiming they spent their time on ton business and not on their work. This caused trouble and a month. The increase was by a demand higher wages varying from 5 per cent to 25 per cent. The management granted a partial increase but the employees demanded more and hence the strike. Manager Peddie says he will concede the increase granted. Any who do come back at the old rate may be dismissed. Six hundred employees are out there is little work in the town, stress is feared.

No. VIII Field Ambulance was inspected last evening by Lt-Col. G. Hunter Ogilvie, R. C. H. A., D. S. A. The men of the ambulance unit met at the armory at eight o'clock. Shortly after that hour the unit fell in on Hazen Avenue. Sgt. Major Atkinson of the unit put the company through some movements. Col. Ogilvie afterwards took command. At the conclusion the inspecting officer briefly addressed the unit complimenting the men on their work but also pointing out room for improvement. The recently appointed P. M. O., Lt. Col. M. McLaren was present. Major T. D. Walker commanding the ambulance unit, was also present.

At the conclusion of the inspection the examinations for promotion were held in the armory. Privates Watson, Ellison, Markey, Wilson, Thompson and