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V. V. MACKINNON, Managing Editor. ALFRED B. MOGILNAT, Editor.
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ST. JOHN, N. B., THURSDAY, APRIL 19, 1917.

"We are fighting for a worthy purpose, and we shall not lay down our arms until that purpose has been fully achieved."—H. M. The King.
TO THE PEOPLE OF THE EMPIRE—Every fighting unit we can send to the front means one step nearer peace.

DAYLIGHT SAVING.
The daylight savings measure is one which will affect in some way practically every citizen of St. John. When it was established last summer it was as an experiment; the people who worked for it got what they wanted and were pleased with the result. Because they were satisfied, however, it does not follow that there were no citizens who were not inconvenienced, or whose business did not suffer by the new time system. These are opposed to it this year, and are asking that before it is adopted their case shall receive consideration. It is no more than fair that the city council should carefully consider all phases of the question and give attention to those who oppose the plan as well as those who were benefited by it. It is admitted that, for people who can enjoy it, the added hour of daylight in the evening, after working hours, is a considerable benefit but it is equally as true that there are others, and they are many, for whom the change means considerable inconvenience.
If it were made even province-wide the situation would be improved and the remedy for that phase of the matter is in the hands of Mr. Foster and his associates. There is on the statute books of the province a measure covering the daylight time question which is in readiness to be brought into effect upon proclamation. If Mr. Foster and his colleagues in the government are convinced that the change is desirable they can do a great deal to help bring it about. The process is very simple. All that is necessary is to put into effect the existing legislation. Then the new time system will be province-wide, and officially sanctioned by the government. It is surprising that such Heaven-born statesmen as the premier-designate and his associates have not already taken this step—that is if they really desire to help the scheme along.

THE ALLIES' FOOD SUPPLY.
Two eminent organizers have been engaged by the United States to assist in securing an adequate food supply for the Allies and mobilizing the stock of provisions at home. Mr. Hoover, who has devoted his time and strength for the last two years to feeding and clothing the Belgians, is now undertaking to see that the Allies are supplied with food. He has begun by a European investigation of the stock on hand and the sources of further supply. With all the surplus of this continent and the United States treasury behind him, he knows that this is mainly a question of organization and transportation. In the United States General Goethal, who superintended the digging of the Panama Canal is taking some oversight of food transportation and other questions of supplies at home. It is hoped that panic prices, the cornering of supplies, and great waste of commodities may be partly prevented. An attempt will be made to avoid congestion of freight by traffic blockades, while war transportation goes on. No doubt there will be a production campaign in the United States as in Canada. It is not to be expected that the capable men who have been employed in these affairs will escape detraction and slander, but they are willing to accept the penalty.

SWATTING THE CHURCH.
"Some people think they can't run a church without oyster soup. The more soup there is the faster the church is going to the devil. The average church pays more attention to the kitchen than to the Holy Spirit. Some of you women will sweat your backs out straight in the social room with a smile on your face, but put you in a prayer-meeting and you're still as you can get."
The biggest show on earth, is at present in full swing in Gotham, in which metropolis the Reverend Billy Sunday is paying his respects to the world, the church and the devil with words which would burst the binding of the strongest leather-bound Webster that was ever manufactured. This noted religious spell-binder makes a home-run every time that he belabors the church member with his "up-to-date salvation bat." Like every other evangelist he roundly scores delinquent church members and the curious thing is that they all like it and pay him thousands upon thousands of dollars for his clever diagnosis of their souls.
What has particularly stirred up his wrath against the Gotham churches and their members is the "Oyster habit" of which he declares that "the

CHEERFUL EXPLANATIONS.
The German newspaper explanation of victory of Arras says:
"German headquarters reckoned on this battle. It was not avoided and therefore not feared, and perhaps it is not too bold to say that it lay direct in the plans of the German chief of command."
This seems to mean that Germany was willing to lose the Vimy Ridge and the other positions. Evidently Germany had no more use for those thousands of Bavarians and other troops who are now prisoners, or for the very many guns, the trench mortars and the machine guns. If it is part of a "plan of the German chief of command" to give up men and munitions in this generous fashion how much more has he to offer?

THE REAL COUNT ZEPPELIN
By Alexandre Livyental
(Mr. Livyental worked with the late Count Zeppelin on the construction of airships from 1889 to 1905.)
Zeppelin was a very remarkable man. He was an aristocrat by his finger-tips, and, allowing for his German upbringing he was a gentleman. He was intensely German in his patriotism and in his soldierly code of honor.
The count believed in his invention, and he believed that his use in warfare would be confined entirely to legitimate attacks on military positions. From what I know of him it is my belief that he was broken-hearted at the discovery that the Zeppelin was too unreliable an instrument to be anything but a promiscuous slaughterer.
I was associated with Count Zeppelin in all his early experiments. The idea of the navigable balloon came to him during the siege of Paris in 1871, when he saw one balloon after another drifting away from the beleaguered capital, and he was curious to know the commercial aspect of dirigibles which most impressed him at the outset.
A Mystery Ship
"Why should we not send mails at great speed through the air by balloons?" he asked himself. It was eighteen years before he could start on his experiments. It was nearly thirty years later that he made his first successful flight. That was in July 1900. In October of the same year he showed that a balloon could be steered, but he was brought up against the problem which handicaps nearly every inventor—the provision of capital.
A few friends helped him for the moment, and he built a second airship which has always been a great mystery. It went up for some trials before a jury of eminent German professors, but in those days we did not know so much about air currents as we learned afterwards. The airship encountered a very strong head wind a few hundred feet up, and at a time when Count Zeppelin thought he was pushing along at a fine rate the mathematical instruments of the professors on the ground, in a calm atmosphere, showed him to be standing absolutely still.
They reported adversely. Zeppelin believed them. He ordered us to destroy the airship and he shut himself in his room for three days. He took no food; he had no sleep. He was only moment in all the years I was associated with him that I knew him to lose faith in himself. At the end of the third day I managed to get him to listen to me. I pointed out the possibility of air currents. He took heart again, and we started on a fresh series of experiments.
In Germany, however, the damage was done. He was discarded. He had been invited to lecture at Kiel to the Institute of Architects and Engineers. The door was slammed in his face. His difficulties in a financial sense became acute. He told me once the peasant, knowing how hard up he was, offered him a side of bacon and two bags of potatoes to keep him from starving. Many long and dreary months there came the disaster to his new machine, which was blown by the wind into a forest. That disaster made his crucial stroke of fate, and the Kaiser, who had hitherto cold-shouldered the count, found himself compelled suddenly to take the inventor under his protection if he was to retain his popularity.
That was a triumph for the man who is the real enemy of England, Prince Henry of Prussia. He is the man who has been behind Count Zeppelin from the first, because, as a seaman, he realized the immense advantage to the German fleet of the possession of such eyes as the success of Zeppelin would provide. It was the man who looked to an aerial invasion to strike terror into the heart of the British public while transports were

landing the invading hordes of German troops.
It has sometimes been suggested that Count Zeppelin personally came over with one of the raiding air squadrons during this war. I do not know whether that is so or not, though I think it doubtful, but I know that he has flown over England. In 1912, it may be remembered, a question was asked in the House of Commons about reports of a mysterious airship which had visited certain parts of England by night. The Government admitted that an airship, which was not of British construction, had flown over here. In that airship was Zeppelin himself. I met him a few months later, but the only thing he would say about it was, "I hope I have given a bit of a shaking up to the British."

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By LEE PAPE.
Me and Skinny Martin and Sid Hunt went going anywhere in particular, and who came along but Sam Cross going home from the market with a big fish rapped up in brown paper, with he undid the brown paper and showed it to us, being a hole fish with its tale and everything just the way it was born, and Skinny Martin pulled a piece of string out of his pants pocket, saying, Herry, look at all the wattle in the guttur, lets go fishing.
Which the wattle was running down the guttur felt like a little river, not being very clean looking wattle on account of the soap suds and things in it, and we tied the string around the fishes tale and throo the fish in the guttur and the wattle took it down till it got to the end of the string, and then we took turns pulling it up and perending we catch had cawt a fish, Sam Cross pulling it up first on account of it belonging to his family, yelling, Herry, I cawt a shark, I cawt a shark. Herry, herry, we all yelled. And Sam throo the fish back in the guttur and Skinny Martin pulled it up, yelling, A porpise, a porpise, I cawt a porpise.
Herry, herry, we all yelled. And then me and Sid Hunt catch puled it up quick on account of not being much wattle left, being more mud than anything else, me catching a sordfish and Sid catching a wale, with jest wile he was perending to be having a fearsome time, pulling it up, sam so Cheese it, cheese it, hear comes my father. And he quick grabbed the fish and put it back in the paper and ran home, and in a minnit Mr. Cross came past, saying, Hele, boys, having a in-joyabll time
He ar, sed me and Sid and Skinny. And after supper wen Sam Cross came out I sed, Did you get the mud off all rite, Sam? Sure, I put it under the hydrant in the yard, sed Sam. How did it taste wen it was cooked? I sed. Fine, sed Sam. Proving you never know by the taste of a thing wat kind of a life it has led.

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