

THE EVENING TIMES AND STAR, ST. JOHN, N. B., SATURDAY, JULY 22, 1922

THRILLING RESCUE FROM SHIP AFIRE

Crew, Forced to Leap Into the Sea, were Picked Up by Naval Aviators.

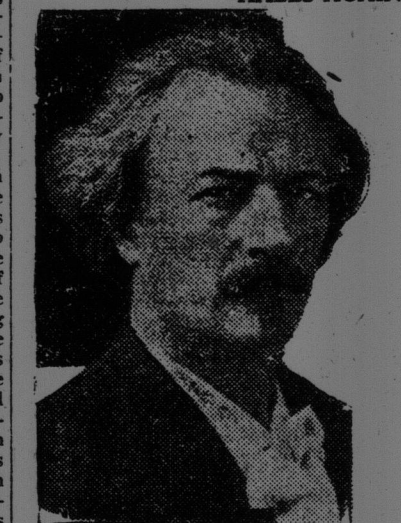
Washington, July 22—A thrilling rescue of the crew of a burning ship by a navy seaplane, in which two naval aviators, Lieutenant H. T. Stanley and Lieutenant R. L. Fuller, and aviation mechanics played the part of heroes, was made known through an official report received by the Bureau of Aeronautics. Five members of the crew of the ship Nishin were picked up from the ocean after they had been forced to leap overboard from their burning vessel, ten miles off San Diego, Cal., on July 9th.

Lieutenant Stanley was engaged in a practice flight in a combat airplane and was circling about above the waters when his attention was attracted to the unfortunate ship. The flames were bursting from her and the members of her crew could be seen rushing here and there for safety, and finally jumping into the sea. The lieutenant was unable to land upon the water, as his plane was made for land operations only, but he opened his throttle to its limit and rushed through the air to the naval station. When he arrived at his hangars on North Island, all available seaplanes were moored fast in their sheds, but in spite of this not ten minutes elapsed before a big F-5-L scouting plane was dashing away to the aid of the shipwrecked seamen.

Upon arrival at the scene, the pilot, Lieut. Fuller, had great difficulty in maneuvering to pick up the crew of the Nishin. The sailors were floating on bits of wreckage close to the doomed vessel and it seemed almost impossible for a time to attempt to rescue them without setting fire to the seaplane. The ship was a mass of flames and, in addition, an explosion appeared imminent.

The exhausted crew were holding fast to the wreckage, but were nearly spent when the plane arrived. Two of the men were so badly burned that they were almost unconscious and had to be supported in the water by their comrades. Members of the crew of the seaplane jumped overboard with lines, swam to the suffering men, and brought them back to the plane, where they were placed on board and first aid rendered by the pilot. The plane was then headed to shore and landed at North Island twenty minutes after its departure. A waiting ambulance from the naval air station dispensary removed the men to the station hospital for treatment. The Nishin was a coasting and fishing vessel ranging the California coast.

TO APPEAR IN CONCERT
HALLS AGAIN



Ignace Paderewski will return to the piano next fall, touring the United States and Canada. This announcement was made when he sailed for Lake Geneva from New York.

AMERICANS ARE NOTIFIED OF
SHIPPING OF BRITISH YACHTS
Oyster Bay, L. I., July 22—The committee of the Seawanhaka Corinthian Yacht Club, which has in charge the



arrangements for the international team races of six-meter racing yachts for the British-American Cup off this port this fall, has been informed by the English yachtsmen that two of their craft will be shipped August 12 and two August 19. The Englishmen did not give the names of the yachts to be shipped on a given date, but it is known that the four yachts which will make up the British team are the following: Jean, designed last year by Nicholson and owned by Sir John Ward; Rose, a new Nicholson boat, owned by the Royal Thames Yacht Club; Coila III, designed by Stephens, and which will be sailed by the designer of his son, and a Fife boat not yet named.

Two Sides To It.
Bride-to-be—"I hope, dear, we won't get any duplicate wedding presents."
Groom-to-be—"Oh, I don't know, Dad's promised me a \$5,000 check and I wouldn't mind getting a duplicate from your father."

HYDRO DOING WELL IN RURAL CENTRES

Ontario Figures Show That It Can Beat All Comers.

(Ottawa Journal)
A village of about 500 population, and ninety-eight miles from Niagara Falls, is supplying standard, twenty-four hour electric service at slightly more than six cents per kilowatt-hour. This is the average price, including the service charge. On that schedule an ordinary eight-room house can be lighted for about \$1.50 a month.

Here is a sample of what the Hydro-Electric system of co-operation municipal ownership is accomplishing for the people of Ontario. In districts where the electrical distribution business is in the control of private corporations, villages of this size as a rule are not served at all, because of the expense of the installation, the high rates that will be necessary, and the sparse number of probable customers.

A recent investigation of the comparative rates in small villages shows that for six classes of service the advantage is materially in favor of the Hydro-Electric system as against the private corporations in Canada and the United States. The monthly bills show the following averages:

	Hydro-Electric.	Private Ownership.
Small lighting—20 kilowatt hours . . .	\$ 1.26	\$ 2.57
Average lighting 30 kilowatt hours . . .	1.79	3.73
Light and domestic appliances—70 k. w. h.	2.96	8.39
Light and cooking—180 k. w. h.	5.74	16.21
Commercial light—100 k. w. h.	8.94	11.94
Power, 5 h. p.—500 k. w. h.	17.24	38.89

Any one with a taste for figures can work out the percentages. On the mere matter of lighting and cooking the average consumer in a Hydro village is being supplied for \$6.88 a year, while his brother in a non-Hydro village pays \$194.52.

The secret is: No dividends. The private company must make money for shareholders. The Hydro-Electric system is organized and operated to make money for the consumers, by reducing the rates to a cost-basis. The cost-basis is not loosely calculated. The rates must be sufficient to pay interest, sinking fund, renewals, contingencies, operation, maintenance and administration on the local distributing system on the transmission lines and transforming plant, and on the generating plant. Whatever surplus may be realized goes back into the business to apply towards the reduction of rates.

Despite this procession of charges the rates are still so low that private corporations cannot compete. The natural resource in falling water is developed and conserved for the natural owners, the working people and all others who need modern, efficient electrical service of all kinds.

SACKVILLE GIRL HONORED
Sackville Tribune:—Miss Ada Ford, daughter of Mr. and Mrs. Alex Ford, recently graduated with honors from the Pratt Institute of Fine Arts and Design, New York, and is now taking a course in engraving at Lancaster, Pa. Miss Ford was given a scholarship by the Carnegie Trust Corporation in connection with life-saving at Cape Tormentine a few years ago, and on account of her exceptional abilities she was given a second year at the Pratt Institute. Miss Ford graduated from the Fine Arts Dept. of Mt. Allison Ladies' College in 1915.

OUR CONEY ISLAND.
Sussex Record:—Pt. du Chene is now known as the Coney Island of New Brunswick. It is rapidly growing in favor as a summer resort and a large number of new cottages are in evidence there this season. A handsome pavilion has been erected at a cost of \$15,000, and many bathing houses have been built. Several families from Sussex have cottages at the Point.

ASPHALTIC OIL IS BEING TRIED UPON PROVINCIAL ROADS

(Fredericton Gleaner)
The Highways Branch of the Provincial Department of Public Works is commencing some experiments with asphaltic oil as a combined dust layer and binder on the trunk line highways in New Brunswick.

One of the stretches of highway selected for the tests extends from the western limit of the city of Fredericton on the Woodstock road up as far as a mile above Springville and already a stretch of five miles on the road leading out of St. Stephen towards St. Andrews has had the oil applied to it.

The first test was made on the St. Stephen-St. Andrews road where the traffic is especially heavy and where the road was well rolled in. The highway west of Fredericton is not so well rolled but nevertheless it is expected that the application will work satisfactorily and that it will provide a fair test. If it is found to work as satisfactory as expected asphaltic oil will be applied to a considerable mileage of the trunk highways where the traffic is heaviest.

Burton M. Hill, chief highway engineer, said this morning that he believed that in addition to laying the dust, which would prove a great boon to motorists as well as others, he believed the application of the asphaltic oil would give satisfactory results as a binder. The cost of application he said was estimated at from \$400 to \$500 a mile depending upon the extent of penetration. Mr. Hill said that it was always advisable, when possible, to divert traffic from the portion of the road being oiled for a few days, but this had been found impossible west of this city and that was why signs had been put out advising motorists not to exceed 8 miles an hour. "If they won't go slow, it won't hurt the road," said Mr. Hill, "but it will plaster their cars with oil during the first few days."

BORING FOR COAL.

Sussex Record:—The provincial government's diamond drill has been loaned to the Alma Coal Company and is now

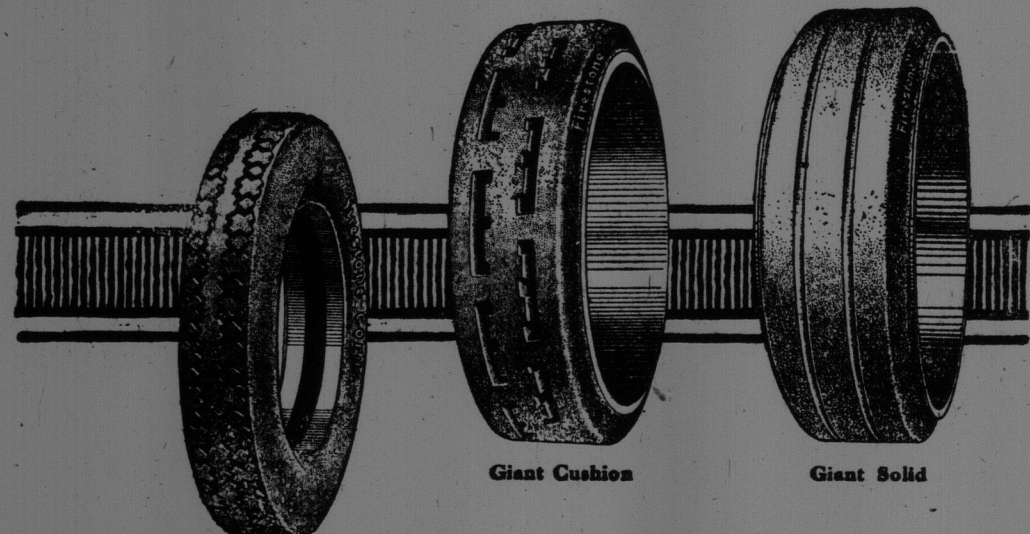


being operated at the Rossiter place on the brook at Alma. The promoters of the Alma Coal Company are mostly local men, and that they have faith in their venture is evident from the fact that they are going ahead and spending money in prospecting.

Fraternal Congress to Meet in Montreal in August.
Milwaukee, Wis., July 22—The National Fraternal Congress of America, comprising ninety-six societies, with a combined membership of more than 9,000,000, will hold its annual convention in Montreal, August 29-31. Montreal is the home of the president of the body, Henry Roy.

The congress reported that nearly 900,000 members have been added to its rolls recently. The officers and the actual, press, and medical sections of the congress will meet on August 28.

SEA SLED COMPANY FINANCED.
Montreal, Que., July 22—The Sea Sled Company has completed its financing in the London market, according to private cable advices. The company's main American plant is at Mystic, Conn., which is producing five boats a day, while Canadian Vickers, the Canadian manufacturers and sellers, has completed its initial models of the larger types of boats. The stock of the company will shortly be admitted to the open market pending listing on the Montreal Stock Exchange.



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MUTT AND JEFF—JEFF MIGHT AS WELL INVENT A JUICELESS ORANGE

By "BUD" FISHER

