

THE EVENING TIMES AND STAR, ST. JOHN, N. B., WEDNESDAY, OCTOBER 25, 1922

# The Evening Times and Star

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## G. FRED FISHER'S PLATFORM

- 1.—(a) The completion and signing of the contract with the New Brunswick Electric Power Commission for Musquash Power.
- (b) The appointment of an independent Civic Hydro Electric Commission to construct a Civic Distribution System and operate same.
- 2.—Completion of Plans and Specifications for a Civic Distribution System.
- 3.—That an offer be made by the city to purchase the entire property of The New Brunswick Electric Power Company, at the sum named by the Supreme Court of New Brunswick, March 7, 1920, \$2,577,655.56. This sum to be the maximum, and the offer to remain open for ten days only.
- 4.—In the event of the offer not being accepted by the Power Company, in the time specified, the city to proceed immediately with the construction of its own distribution system.

### AN EXAMPLE FOR ST. JOHN

The Toronto hydro-electric system has saved that city \$28,000,000 since 1911 by the reduction in rates from those prevailing under previous monopoly conditions.

The authority for this statement is Mr. George H. Ross, Toronto's finance commissioner. What better evidence do the people of St. John need to convince them that they should get the full benefit of hydro at the earliest possible date, freeing themselves for all time from the grip of monopoly and making possible a great industrial expansion.

But Mr. Ross said much more than is above quoted. Somebody had written to Canadian Finance of Winnipeg questioning the wisdom of Toronto's heavy municipal expenditure. It was pointed out that the city's gross debt per capita in 1917 was \$211, and had risen to \$249 at the end of 1921. Mr. Ross wrote to Canadian Finance, and said:

"A moment's thought will show that a comparison of gross debt figures does not give a true picture of the situation. The whole of the recent increase in the debt is due to the city's heavy investment in self-supporting utilities. The net general debt, i.e., the net burden of debt on the taxpayers, in 1917 was \$90.62. Today it is \$86.81. That should satisfy the most critical. Toronto is a firm believer in public ownership and has pledged her credit to the extent of \$69,000,000, in this connection. The waterworks system—representing an investment of nearly \$17,000,000—not only pays all its charges, but produces an annual surplus—\$400,000 in 1921—that goes to reduce the tax rate. The Toronto Hydro-Electric System, with a capital cost of \$11,000,000, has saved its customers \$28,000,000 since 1911 by the reduction in rates from those prevailing under previous monopoly conditions."

Mr. Ross next took up the street railway question, and said:

"The city has spent millions, and will spend more, on its transportation system. The property of the Toronto Railway Company was in wretched condition when the franchise expired in 1921. Tracks and rolling stock had so far deteriorated that adequate service was an impossibility. In the short space of one year the Transportation Commission has rebuilt the whole system, extended the lines, and installed new cars and equipment. They are now giving service far superior to anything the city has ever had before."

After pointing out that the expenditure on Toronto harbor front will be more than repaid by the industrial land created and the shipping facilities provided, Mr. Ross goes on to say that the city's credit is first class, and concludes as follows:

"The real acid test of a municipality's credit is the price its bonds bring in the open market. The development of public ownership in Toronto has never endangered the city's credit. On the contrary the city is always able to borrow on terms at least as advantageous as the provincial governments."

If St. John should eventually secure ownership of all its public utilities at a fair price it would have the same experience as Toronto. In order to make itself safe in any negotiations

that may come, it must elect Mr. G. Fred Fisher as mayor, and give notice once more to the New Brunswick Power Company that it means business.

### THE BUSINESS OUTLOOK

A western journal chides those merchants and others who say that business is not as good as it should be, and asks if business is ever as good as we think it should be. To inspire those who complain with a more optimistic feeling it says:

"Will business improve? Cold facts provide the answer. Western Canada has produced this year 372,000,000 bushels of wheat; 419,500,000 bushels of oats; 61,000,000 bushels of barley; 34,000,000 bushels of rye; 8,000,000 bushels of flax and a few other things beside. Now we can talk of debts, taxes and everything else as long as we like, but we must admit—so many of us do not seem to like admitting anything optimistic—yet we must admit that that crop means new money or money's worth which we would not have had if the crop had not been produced. But it takes a little time to get it circulated."

The new money that will help the west will also help the east, for a great deal of it will be sent east to purchase goods, and this will benefit the manufacturers, importers and transportation lines. The general trade outlook in Canada has been steadily improving for some time past, and the outlook still grows brighter. There will be unemployment in the winter season, but less than there was last winter, and the spring will see the country squared away for still greater progress.

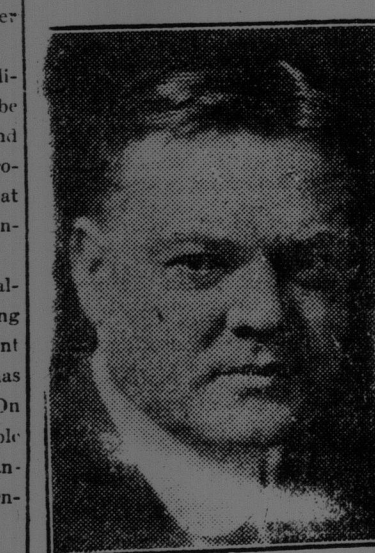
Toronto Globe: There is no ground of objection to a stronger maritime representation on the C. N. B. board, provided that the new representative is a real friend of public ownership, and that he will take a broad Canadian view of the National Railway System, and will not unduly stress local interests. It would not do to have a board composed of men of narrow local views, continually fighting for local advantages, as aldermen used to seek the favor of their constituents by clamoring for sidewalks and other local improvements for their own wards. The board must be national in the broadest sense. But, this being assured, there must be justice to all parts of Canada and fair consideration for local opinion.

The independent Liberals in England are as bitter as the independent Conservatives against coalition. This is made clear in the Asquith manifesto. Premier Bonar Law has announced the names of the principal members of his ministry. Mr. Lloyd George may issue a message today. The Labor party is extremely confident regarding its chances in the campaign, and other parties recognize that Labor has gained strength in the last few years. The line-up of parties is not yet clear, but should be by the end of the week.

The conference in Halifax has endorsed the principle of college federation, for the establishment of one great university for the maritime provinces and Newfoundland. Such a university would be a great factor in promoting real maritime unity, and would overcome the necessity for sending students abroad to get what education they have not been able to get at home.

The Chatham Union presents this week's clerical joke: "How is it," said a brother clergyman to Rev. Geo. M. Young, "that you, the son of a Presbyterian clergyman, after being trained from early youth in the good old Presbyterian creed, became a Methodist minister?" And Mr. Young solemnly replied, "It was foreordained."

### H. H. HOOVER.



United States Secretary of Commerce, whose pronouncements upon war debts have aroused derision in France and suspicion in Britain. He is accused of playing politics for the benefit of U. S. manufacturers.

### LIGHTER VEIN.

His Calling.  
A good old lady said to her nephew, a poor preacher—  
"James, why did you enter the ministry?"  
"Because, aunt, I was called," he answered.  
"James," said the old lady anxiously, "are you sure it wasn't some other noise you heard?"

Long Spaces.  
"What do you work at, my poor man?"  
"At intervals, lady."

Good as Goose With Golden Eggs.  
A Connecticut country newspaper contained the following advertisement:  
"Full blooded coveys for sale, giving milk, three tons of hay, a lot of chickens and several stoves."

Question and Answer.  
The youthful naval cadet candidates were appearing before the board of examiners and were being questioned to test their knowledge.

Admiral—"How did you come here, my boy?"  
Candidate—"In a taxi, sir."  
Admiral—"And what was the number of the taxi?"  
Candidate—"3848, sir."

Admiral—"Good; you'll do."  
That evening the admiral told the story to a friend, who said, "What a very observant lad! But how did you know he was telling the truth?"  
"Truly," he suggested, "the admiral, 'it was devilish smart of the boy to give me any number without the slightest hesitation.'"

### LEAVING IT TO GEORGE.

(Toronto Star.)  
Two Canadians of United States birth have written expressing their regret that the Star published an editorial recently reflecting upon the United States.

Of what do they complain? In that article we said:  
"It is rather touching to observe how confidently the United States leaves its foreign entanglements on the doorstep of John Bull expecting him to keep things straight."

Is anyone unaware that this is precisely what is happening? The United States is one of the great nations of the world, yet it declines to allow itself to be involved in the troubles and responsibilities of cleaning up the wreckage left from the war—a war in which the United States was an unwilling but important participant.

Woodrow Wilson, as president of the United States, sat at the council table of the Allies, assisted in framing the Treaty of Versailles, and was chief advocate of the formation of the League of Nations. Then he went home, and left the world to be cleaned up by his country. But if the people of the United States forget, the people of other countries do not, that all that world which the president of the United States helped to plan, other nations were left to perform.

It was not the Star but the Philadelphia Ledger which said that the United States is almost in the League of Nations, but keeping officially out of it by refusing to sign anything which would involve substantial responsibility. However, when the United States experts meet to confer on any united course of action, the American expert is present unofficially, sharing in the discussion, helping to shape the decision, but signing nothing, assuming no responsibility on behalf of his great but aloof nation.

Why should any Canadian of United States birth feel that it is an insult to the Republic to speak of it as we have done? Isn't the aloofness of the United States, her avoidance of European entanglements a matter of self policy? But isn't it a policy which an honest man, number of the foremost Americans are daily declaring to be a policy impossible of continuance?

**COST OF GREAT WAR WAS OVER \$23,000,000,000**  
Authentic figures as to the actual cost of the great war were given by Henry Higgin, C. B., famous financial expert of Great Britain, to an audience which almost entirely filled the Physics Building at Toronto University the other night.

"Europe," he said, "is impoverished by the great war. The total cost of the war, as closely as it can be estimated, is two hundred and forty-six billions of dollars; twenty-three billions of dollars, representing interest on the debt, must be subtracted from this, or else it would be counted twice, once in the country from which it was spent. The total cost is divided as follows: one hundred and thirty billions among the Allied nations, and eighty-three billions among the Central Powers; from the 1918 statistics, the total cost of the war is eighty-three billions of dollars. In other words, one-half of the cost of the pre-war wealth was spent in the war."

### AFTER IMMIGRANTS.

(Canadian Finance.)  
The Canada Colonization Association is at work. It has the support of far-sighted Canadians. No details have been given out regarding its progress since the movement was launched some weeks ago. This is not an unsatisfactory condition for good machines make little noise.

The officers of the Association have their coats off. During the next few months much must be done. The coordination of the immigration campaigns of the Federal Government, the railways and the Association must be completed. The Association's machinery in Europe and the United States must be built up, so that the spring of 1923 will see one of the most efficient nation-building machines yet devised working at capacity.

### USE OF EAR LOBES.

(Indianapolis News.)

What we commonly call the ear—that is, the external part—is little more than a "telephone receiver," as it were, to the inner, or true ear, with which all hearing is done. Of this "receiver," the lobes form an essential and necessary part. In nature's wonderful way they are made to serve a very important purpose in keeping the drum of the ear properly stretched. Many waves of sound would be lost to the real ear were it not for the lobe. The lobes of hunted animals, such as the hare or stag, point backward, and of hunting animals, such as a dog, forward. Originally, it is believed, human lobes were movable, but as the advance of civilization man had to depend less and less upon his sense of hearing for protection against danger, the muscles connected with the lobes fell into disuse and a fixed part of the hearing machine.

## THEN AND NOW

The following is reproduced from The Telegraph's report of a public meeting held on the night of March 27, 1922:

H. R. McLellan said:  
"I am in favor of municipal control and municipal distribution, and my slogan is: 'No truck or trade with the Power Company.'"

Continuing, he said, the citizens could no longer go on permitting the Power Company to maintain its position of privilege and monopoly.

On the assumption that he actually meant what he said, the citizens, by a great majority, made him Mayor.

And what is he saying, and doing, now?

### SOME STRIKING FIGURES ABOUT NEW YORK

(New York Evening Mail.)  
The statistics which follow are yet it takes five billions to represent the value of one year's product of New York city's factories. Of largest monetary amount are the apparel industries, with a product valued for 1919 at \$1,920,087,190. The product required the labor and services of 266,406 persons in 1922 establishments.

Three-quarters of the women's clothing manufactured in the United States comes from New York city factories. Forty-one per cent of the men's clothing is manufactured in New York city.

Three-quarters of the fur goods, 80 per cent of the tobacco pipes, 95 per cent of the paper patterns, 94 per cent of the pens, 48 per cent of the millinery and lace goods, 46 per cent of men's furnishings goods, 49 per cent of the shirts, 92 per cent of the jewelry, 29 per cent of the pianos, 32 per cent of the mirrors, 20 per cent of the men's hats and caps, 23 per cent of the printing and publishing, 18 per cent of the candy, and ice cream are produced in New York city.

The value of manufactured food products in New York city amounts to more than \$600,000,000. New York city employs 113,021 in metal manufacturing, while Pittsburgh, called the city of iron and steel, employs only 102,577. Brooklyn makes more boots and shoes than Boston and New York produces more shirts than Troy.

One year's manufactures in New York city would pay all the expenses of the government of the United States, including all the interest on the Liberty and Victory bonds, all the cost of the army and navy and all the pensions—everything.

### THE DEBATE ON TIPPING.

(Halifax Herald.)  
There has been quite a current of discussion in recent times in regard to tipping. Many complaints are made about it as an alleged evil. But the thing that appears to be certain in the matter is that tipping will continue. We have seen no suggestion as to how or when or where it might be either wiped out of existence or lessened.

There is nothing to indicate that the recipients of tips are combining for the purpose of bringing about abolition of the system. Those who practice the custom of tipping are quite willing to take all the risks of being reduced in moral stature by acceptance of the donations. The employers of the persons who hold out their hands or have tips thrust upon them give no sign that they are opposed to the practice, or have any idea as to how they could bring about universal concord for abolition of tipping.

Under these circumstances, while it may be very entertaining to deliberate on the evils of tipping and pray earnestly for its abolition, the system, there appears to be very little ground indeed for hope of relief.

### HOURS OF WORK.

(Toronto Globe.)  
That it is necessary for men to work twelve hours a day in manufacturing industries is the substance of a report made by the Committee on Work Periods of the Federated American Engineering Society to the Executive Board of the American Engineering Council.

The report is the result of two years' careful investigation of industrial and economic conditions in all parts of the United States. In all manufacturing except iron and steel the number of employees working twelve hours, but if iron and steel were included the majority of employees work twelve hours. The United States Steel Corporation, with its 150,000 employees, presents the most notorious case of long hours, but the report declares that a change from twelve hours to eight hours would be practicable, both economically and technically.

The engineers by their investigation and report confirm the arguments of social workers in favor of abolishing the twelve-hour working day.

### BRITISH FIRMS SUDAN CONTRACT

(London Times.)  
A contract for new irrigation works in the Sudan, the amount of which is approximately £4,000,000, has been secured by Messrs. S. Pearson & Son.

Mr. Humphreys, of Messrs. Pearson & Son, yesterday informed a news broker that the scheme includes the building of a dam across the Blue Nile, extending nearly two miles in length, and also some 650 miles of canal and drainage. The scheme, when complete, will irrigate between three and four thousand acres of land, which are to be laid out as cotton gardens.

"We have secured the contract," Mr. Humphreys stated, "in competition with the leading firms of the country. Our contracts will be placed without delay, and will include the manufacture of a considerable amount of steel and engineering material. Unskilled labor will be employed at the outset, and for this we shall utilize local and native labor, but all skilled labor will be obtained from this country. When in full swing we shall have 7,500 hands on the scheme."

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## BAD FOR BURGLARS.

(London Daily Chronicle.)  
The latest German invention is an ingenious instrument for compelling a burglar to ring an alarm bell that shall betray his presence. It is based on the curious property of selenium to become a conductor of electricity as soon as light falls on it. A small but very sensitive selenium cell enclosed in a box about six inches square comprises the essential part of the apparatus. It is light to be used without operating this ingenious burglar detector.

lay and no current passes through it while it is in the dark. But as soon as the burglar switches on his electric torch and the rays strike the selenium the current flows and the bells ring. And it will be useless to cut the conducting wires, presuming they were suspected, for that very act will start the alarm. The apparatus may be put anywhere, several in a room, so that it would be almost impossible for a burglar to be used without operating this ingenious burglar detector.

A gold film thin enough to be transparent has been produced.

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When Kipling wrote "The tumult and the shouting dies, the captains and the kings depart" he did not mean the shouting dies, and the captains and kings are back at their regular work. Have we learnt the lesson they sought to teach us. As a commencement a Fire Prevention Week is good but until we have Fire Prevention Years which commence January 1st and end on December 31st, we shall not have done all that we should.