

# POOL DOCUMENT NO. 2234

THE STAR, ST. JOHN, N. B., THURSDAY, SEPTEMBER 23 1909

FIVE

## A Walk Over

THE Bridge or out to Rockwood will be doubly pleasant if your feet are comfortable

### Coady's \$3 Shoes

FOR MEN

Are genuine Goodyear Welts made of Box Calf or Vici Kid, Good Heavy Soles, Seamless Quarters, Black, Stitched Edges, Blucher or Regal Patterns. These shoes are Dear shoes at Cheap Prices

## Coady & Co.

61 Charlotte Street

### Another Lot of P. C. Corsets.

If you want a Corset for 50c pair ask for the Dora or Trilxie, or more stylish Corset, the Pearl, 75c. pair.

Wetmore's White Aprons, Hamburg Trimmed. 59 Garden St

### Give Your Overcoat Money a Chance to Do Its Best.

GOODS RIGHT PRICES RIGHT  
W. J. HIGGINS & CO., 182 Union Street

## PINE WANTED

WANTED—Dry inch and a half planer, or smooth shipper pine. Any quantity up to one hundred thousand.

## HAMILTON & GAY,

WOOD WORKERS ST. JOHN N. B.

### Cheap Material and Labor

Cannot turn out a good job. That is why we sell and work for the discriminating. In our electric wiring, we specialize on quality first and our prices the lowest possible.

## ST. JOHN AUER LIGHT CO.

Market Square, Opposite W. H. Thorne's Telephone 873

## EDDY'S Fibreware

Is the WARE that will WEAR Everywhere. It will not shrink, swell, leak, water-soak or rust, and will not stain liquids. It is NEAT, CLEAN, SWEET.

SCHOFIELD PAPER CO. LTD., Selling Agents, St. John, N. B.

# PIANO Bargains

We have a few slightly used PIANOS and ORGANS that we are clearing out at great bargains for cash or easy terms.

—Call or Write QUICK—

## The W. H. Johnson Co., Ltd.,

7 Market Square, St. John, N. B.

### SUICIDES HAVE FAVORITE DAYS

BERLIN, Sept. 21.—Curious official statistics are published indicating the favorite seasons for committing suicide in Prussia. May, June and July are the "popular" months. Most prefer July, while women favor May. The fewest suicides take place in February. Thirty per cent. of the male and 25 per cent. of the female suicides occur in the springtime, and the next most in the summer, autumn and winter, in the order named. Berlin registers an average of twenty suicides weekly in June. Youthful persons prefer the night-time for suicide.

## THE WIRELESS MAN IS A GREAT JOKER

So His Visitors Find the Marvels They Seek

Hertzian Waves Accounted For—A Long Distance Message—The Amateur Inventors and a Curious Bore.

Ever since Jack Dims sent that Q. D. cry for help through the night from the wounded Republic the wireless operator on board ships has been a personage. Before that he was simply a person. People passed his cubbyhole of a stateroom unheeding, save to pause as their eye caught the posted tariff of aerograms. Now all that is changed and the man of the big key has become a man of mark, although the wireless man themselves assume not to believe it. "The day is," they say, "when we are no longer paid to do our work." Accordingly they remain in the presence of all persons as place and the purple pools at the foot of Parnassus.

Which, by the way, is not all metaphor, as they must surely have drunk of the pools or else seized upon Pegasus in order to stimulate their imagination as well as that of their visitors upon the subject of wireless telegraphy, in extension whereof it may be said that their temptation is very great.

After a dozen or so voyages technical explanations of the instruments in words of one syllable begin to weigh heavily on the mind of the average operator and he suddenly discovers creative power. Being by this time a fair judge of human nature he is discriminating in exercising this talent and to the present time there has been no recorded instance of his unexpected meeting the other Greek among his questioners.

These last, especially on the coastwise steamers, usually begin to cluster around his little office by the time the vessel passes Sandy Hook. After the usual "Oh" and "Ah" and "How perfectly wonderful!" from the more impressionable element, a hard featured Yankee school man wants to know exactly how messages can be sent without wires. He is told that it is accomplished by means of electricity, waves discharged from the ship's masthead and travelling through the air to receiving stations on shore.

"But if another ship is between you and the station on shore will it hear what you say?"

"Yes, ma'am," it will.

"Then," pursues the lady, "how does the station on shore hear?"

Life is short and answers must be given. The station on shore hears, explains the operator, because the messages are sent by means of a great many times. He tells her therefore that only a few of the waves that travel through the air are used, and the rest divide, roll over and go around. Apropos of nothing he adds impressively that they called Hertzian waves, which causes the lady to nod comprehendingly, although this fully accounted for their remarkable feat. She is the daughter of one of her father's clerks, with one or two companions, for a little further inquiry.

"O Mr. Operator, do you get the messages through that funny looking telephone thing? And why are they called Hertzian waves?"

"Yes, ma'am," replies the operator, "the messages reach me through the telephone. They come in a faint buzzing sound which cannot be heard unless the phones are over both ears. They are called Hertzian waves because it was discovered that their motions were remarkably like those of the electric waves conducted at the Metropolitan Opera House."

"How perfectly wonderful! Oh, please let me listen to one of these messages. Is one sending another message?"

"With pleasure. Just allow me to adjust the telephone over your head," says the operator, who has never been known to shirk this stage of the proceedings. "Can you hear the purring sound? That is Colon, Panama, sending to Vera Cruz."

It is really only an old mill miles away, whose captain runs his own wireless outfit and is painfully spelling out his distance report to the operator at Manhattan Beach; but it is ever so much more interesting to listen to Colon, as attested by the girl's giggle. Of course all the girls listen to the isthmus, and the operator lets them, one after another. The attention of those who are not listening is next attracted to the receiving box, or tuner, with its multiplicity of small switches.

"What are those little disks in the middle for?" asks one, pointing to the potentiometer, a switch which moves over a dozen steel pegs, by which the resistance to the local battery is raised or lowered.

"That is the switch we use to connect this ship with different stations," replies Munchausen II. "It corresponds in principle to a telephone switchboard. For instance one of those little pegs is New York, the next Atlantic City, this is Cape Hatteras, and so on down the coast. The switch is now set at Colon, but he must be nearly through."

He then takes the phones, and finding the redoubtable tugboat captain still struggling with his reports moves the switch to the next peg.

"Ah, there's Vera Cruz answering now," he says, replacing the headpiece over the faint one's ears.

feverishly for a cigarette and enjoys a brief relaxation.

After the dinner hour another group appears. A young couple in the lead step into the operator's stateroom with that easy air of proprietorship which distinguishes all novices at ocean travel.

"Now tell me," exclaims the lady, who has evidently been arguing the matter with her companion, "is it possible for you to hear what another ship says without having those telephones on your head?"

"No, ma'am," replies the operator, removing the telephones, "the sounds are too faint to be heard unless the phones are over my ears."

"Oh! but suppose there was a wreck somewhere and they were sending out that X Y Z signal, or whatever it is, how would you hear it?"

"Well, suppose some one were calling you now, you couldn't hear him, could you?"

"No, ma'am," replies the operator, "the sounds are over my ears."

"There, George!" turning to the man at her side, "what did I tell you? Now then, Mr. Operator, could the man at the station who wished to communicate with here you if you didn't have 'em on?"

The operator admits that this is likewise impossible.

"Well, suppose some one were calling you now, you couldn't hear him, could you?"

"No, ma'am," replies the operator, "the sounds are over my ears."

Again the operator acknowledges the truth of her deductions.

"Oh! but suppose there was a wreck somewhere and they were sending out that X Y Z signal, or whatever it is, how would you hear it?"

"Well, you see, madam, it's this way. I wouldn't hear him for a minute or two, but then I listen in every five minutes. If a vessel were sending out a distress signal I would have been notified by the shore station before now. There are three men on duty in those stations, and one of 'em has the 'phones on his head all the time. You see the weather is fine and there is no chance of a wreck tonight anyway. Of course in case of stormy weather I never remove the telephones. My meals are sent here and I eat without removing the headpiece."

With unobtrusive countenance the placid wireless man lets them swallow that tidbit and digest it.

"Why not a buzzer fastened to the head of your bunk?"

"Or why not reproduce the sound through a big horn, like they do with phonographs?"

"Why not have the signals come in in electric flashes, the way they do on cables?"

The operator never loses his sangfroid under the most trying conditions, and mindful of his traditions and the company's conciliatory policy toward his visitors, pulls his chair up to the desk and returns manfully to the issue.

"Yes, sir," he says, addressing the right idiot, "that's a splendid idea. You haven't have upon the very thing which the company is trying to perfect. The mechanical application of the idea offers a few obstacles, but our department of invention has a corps of eminent scientists at present busily engaged in overcoming them. All of which evokes a knowing grin from the perspicacious one, who in parting remarks that they had better hurry up or some outsider will steal the idea and patent it."

## AUSTRIAN "SOLVES" CRETAN QUESTION

Suggests That Island Be Ceded to England and Cyprus to Turkey.

MARLBOROUGH, Sept. 21.—Count Adalbert Sternberg, member of the Austrian parliament, has today made a proposal for the solution of the Cretan problem.

The count suggests that Crete should be ceded to Great Britain and that Cyprus should be restored to Turkey by way of compensation.

The count suggests that Crete should be ceded to Great Britain and that Cyprus should be restored to Turkey by way of compensation.

Count Sternberg has published an elaborate argument in favor of his scheme, pointing out that Turkey cannot hope to retain Crete, so that the restoration of Cyprus, apart from saving the prestige of the Ottoman empire, would be in the long run more favorable to Turkish interests.

Great Britain would gain, because Crete possesses the best naval base in the Mediterranean in Suda Bay. Count Sternberg thinks that the European powers ought to be glad to solve the Cretan difficulty so easily.

He pays a notable tribute to British rule in saying: "There can be no doubt that Crete would greatly prosper and would be perfectly happy under British rule. A handful of Tommy Atkins suffices to bestow the blessings of peace and order on the most savage people in the world."

When a man or woman finds sickness coming on, such as indigestion, weak eyes, kidney trouble, etc., it is time some attention is given to the subject of food and drink.

In practically all such cases where coffee or tea is the drink, one can obtain relief by quitting the coffee or tea and taking Postum, for he leaves off a drink that is an active producer of disease and takes in its place a powerful liquid food that contains elements for rebuilding the nerve centres which have heretofore been torn down.

"There's a Reason"

## THE LAND OF OPPORTUNITY; ENGLAND'S LOST GROUND

Study of Trade Conditions Shows That Great Britain is Neglecting Her Vast Opportunities and Losing What Trade She Had—A Searching Review.

The London Daily Mail has just sent a commissioner to Canada to look into present conditions throughout the Dominion. The first report of the visitor, Mr. F. A. McKenzie, is published under the heading, "England's Lost Ground in Canada," and is as follows:

Some months ago Earl Grey, Governor-General of Canada, announced that the directors of the Canadian National Exhibition, being desirous of helping to promote closer trade relations between Great Britain and the Dominion, would grant free space in their forthcoming display to a limited number of British manufacturers.

The offer was kindly rebuffed and generous. The outcome is remarkable. Only one British firm accepted in time, and the like. By the time they had made up their minds all the space in the exhibition was finally parcelled out among the host of clamoring Canadian and American applicants.

The incident is typical of British trading methods in Canada. The National Exhibition is the most important annual event of its kind on the American continent. Last year it was attended by three-quarters of a million visitors, and this year the numbers passing through the turnstiles will probably total a million in the fortnight.

It is open. American manufacturers, needing no free offers, bring them in. They are strongly and adequately represented. English life, apart from trade, will be well in evidence. Lord Bessborough will act as sponsor. Leading English sportsmen are crossing the ocean to help in judging the live stock. One of the Guard's bands would have been present but for the unaccountable action of the Colonial Office. British trade will be shown by blotting paper.

## "OUT OF THE RUNNING."

Incidents like this—and they are many—have made more than one observer inclined to despair of the future of British trade in the Dominion. Within a generation we have allowed the import trade of Canada largely to slip from our grasp.

As everyone who reads this is no more than a child, it is not surprising that the manufacturer has long since realized, now it is too late, that the direct steamship route was poor, and the trans-Pacific railway route was still incomplete. We were, and we were content.

Today, as everyone but the manufacturer has long since realized, now it is too late, that the direct steamship route was poor, and the trans-Pacific railway route was still incomplete. We were, and we were content.

Today, as everyone but the manufacturer has long since realized, now it is too late, that the direct steamship route was poor, and the trans-Pacific railway route was still incomplete. We were, and we were content.

Today, as everyone but the manufacturer has long since realized, now it is too late, that the direct steamship route was poor, and the trans-Pacific railway route was still incomplete. We were, and we were content.

Today, as everyone but the manufacturer has long since realized, now it is too late, that the direct steamship route was poor, and the trans-Pacific railway route was still incomplete. We were, and we were content.

Today, as everyone but the manufacturer has long since realized, now it is too late, that the direct steamship route was poor, and the trans-Pacific railway route was still incomplete. We were, and we were content.

Today, as everyone but the manufacturer has long since realized, now it is too late, that the direct steamship route was poor, and the trans-Pacific railway route was still incomplete. We were, and we were content.

Today, as everyone but the manufacturer has long since realized, now it is too late, that the direct steamship route was poor, and the trans-Pacific railway route was still incomplete. We were, and we were content.

Today, as everyone but the manufacturer has long since realized, now it is too late, that the direct steamship route was poor, and the trans-Pacific railway route was still incomplete. We were, and we were content.

Today, as everyone but the manufacturer has long since realized, now it is too late, that the direct steamship route was poor, and the trans-Pacific railway route was still incomplete. We were, and we were content.

Today, as everyone but the manufacturer has long since realized, now it is too late, that the direct steamship route was poor, and the trans-Pacific railway route was still incomplete. We were, and we were content.

## OMAHA STRIKERS IN DESPERATE BATTLE

Plot to Blow Up Presidents Taft and Diaz.

50,000 Viewed Body of Gov. Johnson—Scottish Rite Masons—Shoemakers Back Down—Auto Accidents.

OMAHA, Neb., Sept. 22.—John Petriek, a bystander, was shot through the hip and seriously injured, two motormen were hit with bricks, one of them being perhaps fatally wounded, and a third man was less seriously injured in riots which occurred after dark tonight in connection with the street car strike. Eight cars were partly demolished.

EL PASO, Tex., Sept. 22.—A bomb was found tonight in the rear of the customs house at Juarez, Mex., a few feet from the platform, which has been erected for the meeting between President Taft and President Diaz on October 15. More than thirty arrests were made. Juarez is across the Mexican border.

ST. PAUL, Minn., Sept. 22.—More than 50,000 people, it is estimated, viewed the body of Governor Johnson as it lay in state in the rotunda of the state capitol nearly all of today and part of the evening.

The building was closed between six and seven p. m. to everyone but Mrs. Johnson and a few friends. Mrs. Johnson remained in the building a full hour taking her last farewell.

BOSTON, Mass., Sept. 22.—Forty-nine new members were elected to honorary membership in the 3rd degree body at the close of the 5th annual meeting today of the Supreme Council of the Scottish Rite Masons of the northern jurisdiction. None of those elected was from Massachusetts.

BROCKTON, Mass., Sept. 22.—Former employees of the shoe factories of W. L. Douglas & Company in this city have voted by an overwhelming majority in favor of an overwhelming demand for back pay under an old wage contract and as a result, merchants here are strongly hopeful that Douglas business which has been removed almost wholly from Brockton within the past year, will be returned here, at least in part. The announcement of the action of the old employees was made tonight at a meeting of the Brockton John Shoe Council.

AUGUSTA, Me., Sept. 22.—Mrs. G. R. Campbell, W. Johnson, W. H. Harris, G. A. Coombs and A. H. Sturtevant were injured in an automobile accident on the Belgrade Road, six miles from here today. Dr. Johnson was the most seriously injured, his left arm being broken in two places above the elbow.

William J. Skehan was injured in an automobile falling over an embankment, Mr. Skehan crashing his left shoulder so that it is thought that amputation will be necessary.

## Don't Wear a Truss

After Thirty Years Experience I Have Produced An Appliance for Men, Women and Children That Cures Rupture

I SEND IT ON TRIAL

If you have tried most everything else, come to me. Where others fail, I succeed. I have my greatest success. Send attached coupon today and I will send you free my illustrated book on

The above is C. E. Brooks, of Marshall, Mich., who has been curing for over 25 years. If Rupture or Hernia troubles you, write him today.

Rupture and its cure, showing my Appliance and giving you prices and names of many people who have tried it and were cured. It is instant relief to all who suffer from it. Remember I use no salves, no harness, no lies.

I send on trial to prove what I say is true. You are the judge and once having seen my illustrated book and read it you will be as enthusiastic as my hundreds of patients whose letters you can also read. Fill out free coupon below and mail today. It's well worth your time whether you try my Appliance or not.

FREE INFORMATION COUPON

C. E. Brooks, 47 Brooks Bldg., Marshall, Mich.

Please send me by mail in plain wrapper your illustrated book and full information about your Appliance for the cure of rupture.

Name .....

Address .....

City .....

EXERCISE AND EATING.

There can be no exercise without eating. Neither can there be any eating without exercise—Good Health.