

# The Evening Times and Star

ST. JOHN, N. B., SEPTEMBER 7, 1922.

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## WARNING VOICES.

At the Maritime Board of Trade banquet last evening Mr. E. M. Macdonald of Pictou said that after a four-years absence from parliament he had returned to find a local Canadianism taking the place of the truly national spirit. There were some who thought Canada began at the Ottawa river and ended at Port Arthur, and some who thought it began at Port Arthur and ended at the Rockies. The maritime provinces were not in the reckoning of either of these types of Canadianism. Hon. Dr. Baxter declared that in parliament last winter Mr. H. J. Logan could not get an attentive hearing when he laid before the house the case for these provinces. Other speakers at the banquet were not less forcible in proclaiming western indifference to eastern rights, and Premier Foster dealt particularly with the case of Portland, Maine, as against St. John and Halifax in the matter of Canadian trade. Only last week Lieut. Gov. Pugsley asserted that if the people's money is to be spent to build up the trade of foreign ports there will inevitably follow a severance of relations between the east and the west.

Surely this plain speech by men of all parties in these provinces will have some effect. If not the breach will be widened and the dream of Canadian unity shattered. The west grows and grows, and as it does it becomes more indifferent to the rights of those without whom the Dominion of Canada would have been impossible. Ontario has always regarded this eastern field as a good market for its protected manufactures, but not as a vital factor in Canadian transportation. If no promises have been made, if the maritime provinces have not given up a good market for their goods, if the people have not been given up assurances of growth and prosperity, their voice might now be regarded as merely that of a groundless discontent, but they see growth in other provinces while their own industrial expansion is prevented by traffic walls and transportation rates. What Pugsley, Macdonald, Baxter, Foster, Roberts and others in high positions of responsibility are saying so forcibly today is sinking into the enlightened consciousness of a people who have been denied a square deal, and if those in authority do not pay any heed there will very soon be an agitation not good for the much lauded cause of Canadian unity.

## ANTHRACITE PRICES.

Although the consumer will suffer somewhat from the inconvenience caused by the shortage of coal, some cause for gratification is to be found in the fact that the terms arranged for the settlement of the anthracite strike afford no excuse for increased prices. In view of the situation, the Montreal Gazette points out that the terms of settlement should not mean a higher retail price for anthracite, when it again appears in the Canadian market. "Freight rates are lower than they were a year ago and the Canadian dollar is now worth one hundred cents in the United States, two factors which," the Gazette says, "in the ordinary course should lighten the burden to the Canadian consumer."

This is good so far as it goes, but it does not go far enough to satisfy the Gazette, which is of the opinion that the public is entitled to lower prices and has little cause for contentment with coal prices which merely remain stationary. The Gazette's argument on this point is as follows:

"The terms upon which the long suspension in the anthracite industry has been terminated are more onerous from the standpoint of the consumer than general economic conditions warrant. There has been, within recent weeks, a slight upward turn in living costs in the United States, but the figure is very far below that which prevailed when the anthracite scale was fixed by a Government commission in 1920. The 1920 award was criticised upon the ground that it established an increased scale for too long a period, having regard to the downward movement of values which was then in progress and which subsequently became more marked. That scale, however, is to be continued for another year, without taking into account the period of inactivity since March 31 last. The consumer will, of course, continue to pay a high price for his hard coal as a consequence of this condition, but, what is perhaps of more importance to him just now, he will get coal. On the other hand, had the miners been successful in their original demand for a twenty per cent. increase, matters would have been still worse."

While we may be thankful to get coal even at a higher price than economic conditions may warrant, and still more thankful that the settlement did not afford cause for still higher prices, the Gazette takes the stand that there should be no toleration of any attempt to take advantage of the shortage by the inflation of prices and declares vigorously that "any attempt to raise prices above a level which increases the normal margin of profit will be a fit matter for investigation and a sufficient ground for intervention."

## ST. JOHN AND OTHERS.

The editors of newspapers published in two or three of the smaller towns of New Brunswick have been somewhat harsh in recent criticisms of St. John. The Times is reluctant to believe that the citizens of those towns share the views of these writers, or that the writers take themselves too seriously. St. John is charged with a selfish disregard of the rights and claims of other localities. Where is the evidence? What have the town councils of St. Stephen, Newcastle or Chatham, for example, or their boards of trade, asked St. John to do, that it could fairly be expected to do, and been refused? Generalities are not sufficient, and when we sit down and try to discover any benefit St. John could derive by doing injury to other towns the task is certainly not easy. There is not a newspaper in St. John that does not chronicle with satisfaction the rapid growth of any other town in the province, and in all sincerity it does so. When Moncton, for example, shows a greater value in building permits issued than the larger city of St. John, the Times set the fact down to the great credit of Moncton, as a growing city of which New Brunswick should be proud. The like has been true of the treatment by the St. John press of Campbellton, Bathurst, Edmundston and other towns showing rapid growth. That growth is good for New Brunswick, and good for St. John. This city is not envious of its neighbors or indifferent to their welfare. It has its own problems, and they are by no means of a trifling nature. Perhaps it does not solve them as well as they would be solved by the alert citizens of other places, and certainly it lays no claim to great superiority in citizenship, public spirit or co-operative enterprise. It is prone to regret some of its deficiencies rather than assume an arrogant spirit. Its people are not, however, unmindful of the fact that there have been times when they were fighting not only their own but the battles of other communities against corporate greed, and when the aid of the representatives of their parts of the province in the legislature would have been a great public service. It has not been given them. That was their misfortune, but they have harbored no ill-will. It would be in the public interest if responsible citizens in the various centres would endeavor to encourage the co-operative spirit and a feeling of mutual respect and good-will as between all communities. Constant pin-pricks have an irritating effect that serves no useful purpose.

Outside visitors to the exhibition are well pleased, and citizens are so well pleased that they go again and again. That is a good augury for a continuance of the annual fair.

## THE OLD MAN DREAMS.

O for one hour of youthful joy!  
Give me back my twentieth spring!  
I'd rather laugh a bright-eyed boy  
Than reign a greybeard king!

Off with the wrinkled spoils of age!  
Away with the faded crown!  
Tear out life's wisdom-written page  
And dash its trophies down!

One moment let my life-blood stream  
From boyhood's fount of fame!  
Give me one giddy, reeling dream  
Of life all love and flame!

—My listening angel heard the prayer,  
And calmly smiling, said,  
"If I but knew thy silvered hair,  
Thy hasty wish hath sped."

"But is there nothing in thy track  
To bid thee fondly stay?  
While the swift season hurries back  
To find the wished-for day?"

—Ah, truest soul of womanhood!  
Without thee, what were life?  
One bliss I cannot leave behind:  
I'll take—my—precious—wife!

—The angel took a sapphire pen  
And wrote in rainbow dew,  
"The man would be a boy again,  
And be a husband, too!"

—And is there nothing yet unsaid  
Before the change appears?  
Remember, all their gifts have fled  
With those dissolving years!

Why, yes, for memory would recall  
My fond parental joys:  
I could not bear to leave them all;  
I'll take—my—girl—and boys!

The smiling angel dropped his pen—  
"Why, this will never do;  
The man would be a boy again,  
And be a father, too!"

—And so I laughed—my laughter woke  
The household with its noise—  
And wrote my dream, when morning  
To please the gray-haired boys.

—Oliver Wendell Holmes.

Modesty.

"I consider Wombat one of the greatest golf players in the world."  
"You do?"  
"Yes, he almost beat me once."—*Kansas Journal.*

# FIFTEEN MINUTES OF RADIO EACH DAY

By Edward N. Davis

Formerly Technical Electrical Expert For U. S. Government

Lesson No. 97.

## THE TEST BUZZER AND ITS USES.

The ordinary test buzzer employed in radio stations for various purposes consists of two small coils of wire wound upon the two sides of a "U" shaped iron core, across the open end of the core, a vibrator is mounted which serves to interrupt the circuit at a frequency dependent on the weight of the vibrator and the tension of the spring which supports it. The current to operate the buzzer is usually supplied by a single dry cell or several dry cells in series. A switch or push button is usually provided for controlling the buzzer.

The test buzzer usually has a very light vibrator so that a high tone similar to the tone of radio signal from a 500 cycle spark transmitter may be obtained. In commercial receiving sets the test buzzer is often incorporated in the set itself and is usually mounted on the panel with the switches.

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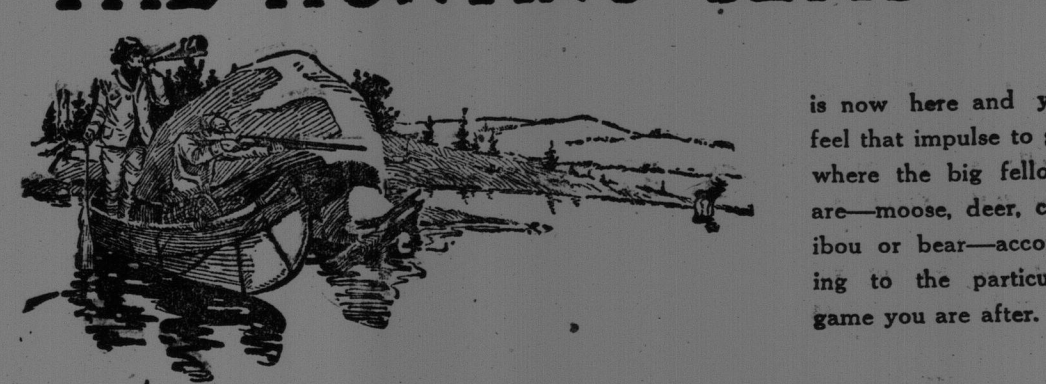
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port and that ninety-nine per cent. of Portland's export traffic was Canadian. There were many other passages along the same line. This question, said the premier, had been thoroughly threshed out and several elections had been contested on this ground. The policy enunciated by the late Sir Wilfrid Laurier and approved by Sir Robert Borden in his Halifax speech, was not being carried out. He would say, adversely, that no government at Ottawa could command the respect and support of the east, in provinces it did not do all possible to direct Canadian traffic over Canadian routes to Canadian ports. (Applause.)

This same report tabled statistics, which were very illuminating, said the premier. For the season from September 1, 1919, to August 31, 1920, a total of 12,151,000 bushels had been shipped out of St. John, while 40,639,000 bushels had been handled at Montreal. The Canadian Pacific had handled practically all this. If the Canadian Pacific could do this, he declared that the C. N. R. could do as well. "It is feasible and possible," said the premier.

He agreed with Mr. MacDonald that there was not the same feeling existing as formerly. The maritime provinces were not playing the part they should play in the making of Canada. This was mainly due to the fact that there were four original partners in confederation. Confederation must continue but fair play was also necessary, he urged. His respected leader, Premier Macdonald, King, had been reported as saying recently that the provincial government were trying to impose additional responsibilities on the federal government. As far as New Brunswick went, the premier declared that this was not the case with it. Rather, it wanted a re-adjustment of vitally important matters. Unity, however, was essential. He concluded by expressing the wish that the Maritime Board of Trade would prosper and success be given sustained applause when he sat down.

Hon. Fred Magee, minister without portfolio, declared he had listened with great interest to the speeches of the evening. He believed that the destinies of the lower provinces were in the hands at the present time. Speaking on the matter of Canadian trade, he advised that a collective attempt be made to obtain the view of the British importer in this matter. This, according to him, was a factor often overlooked.

Other speakers included J. LeRoy Holman, president of the Maritime Board of Trade; E. W. Slairs, president of the Halifax Board of Trade; Captain J. E. Masters of Moncton, and Commander Stewart of Chatham. Mr. Slairs extended a formal invitation to the board to hold next year's meeting at Halifax. The gathering was favored with two excellent solos from C. Girvan and DeWitt Cairns during the course of the evening and the singing of the national anthem brought the banquet to a close.

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