

The Evening Times and Star

ST. JOHN, N. B., OCTOBER 30, 1922.

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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 2, 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.

THE HYDRO CONTRACT.

Why should there be any doubt in any mind concerning the supply of hydro-electric current from Musquash? Who doubts the ability of the province of New Brunswick to fulfill a contract?

The New Brunswick Electric Power Commission is ready to contract to supply St. John with ten to fifteen kilowatt hours. Behind that commission stands the government of the province. Who has the hardihood to assert that the government of the province will not deliver the goods? And for what reason? Let the people ask themselves these questions.

Who has the most reason to try to implant a doubt in the public mind? Who but the New Brunswick Power Company and its advocates? There are no others.

If the people permit themselves to be deceived, and if they re-elect Mr. McEllan, what will happen? He is the candidate supported and aided in every way by those who want the power company to win. If he is elected the city will not get power at cost. For two years there has been incessant delay. What will happen if now Mr. Fisher is defeated and the influence of the power company should be supreme in civic affairs? Is there anything in the past history of the company to suggest that it would give any consideration to the public interest?

The people need have no fear that the government of the province will not fulfill its contract. Their business is to get the contract closed as quickly as possible and get the full benefit of cheap light and power. They will really be making a contract with themselves, since as citizens of New Brunswick are part owners of the Musquash power. They will not be called on to pay a profit to a grasping corporation. The full benefit of the government's hydro-electric policy goes to the people. To reject the opportunity to gain this great advantage and get rid of monopoly for all time would be an act of folly the full significance of which would not be realized until the power company felt itself in a position to put on the screws and squeeze the consumers to the limit. The talk about the benevolent American gentlemen who want to make us all happy as soon as they can get rid of our independence is neither new nor impressive. It is the stock-in-trade of the monopolist who profits most where people are the most gullible. The people of St. John will not write themselves down on Nov. 18 as belonging to that class.

THE OTHER SIDE.

Private corporations like the New Brunswick Power Company, all over the continent, who operate public utilities, are spending enormous sums to discredit public ownership. What has happened in Ontario and in some parts of the United States has alarmed them. The great adventure of the Dominion of Canada in railroad ownership by the people, and the recent showing that it is proving a success, has increased the alarm. Hence we find a great propaganda against public ownership, the purpose of which is to prevent the people from getting the benefit of that policy.

But is public ownership a failure? Consider the case of Glasgow, Scotland, which in 1894 adopted the policy of owning and operating its own street

railway system. It bought out the then existing companies. Today it has a tramway system valued at nearly £10,000,000, entirely free from debt, and which has paid £18,000,000 in rates, £600,000 in income tax, and £1,147,000 to a "common good" fund. Rates have been reduced, working hours lessened and conditions for workmen improved.

Consider now the case of San Francisco. In 1909, after a hard fight against the corporations, a bond issue for a municipally owned railway was voted. The railway corporations tried to block it in the courts but failed, after a year's delay. Since then enormous extensions have been made, and while there are still some private franchises no new ones have been issued, and as soon as each one expires it is taken over for the people. What is the result? Read this from the *Locomotive Engineers' Journal* for October—

"Did you ever hear of a big municipal railway operating on a five-cent fare, paying standard union wages to all of its 1,100 employees, giving those employees generous pension protection and a twelve day vacation each year with pay, providing the citizens with prompt and efficient service, and in addition, during not quite ten years of operation, maintaining its equipment in splendid condition, spending over \$1,300,000 of its income for expansion and betterments to the system, and decreasing its bonded indebtedness by another million? This is a story worth the telling. It did not happen in Germany or Scotland or some other thrifty land where the people have always owned their public utilities. It is all just the order of the day in San Francisco, where citizens are well convinced that a publicly owned and operated street railway system can be an efficient and paying proposition."

After giving a history of the long fight and the final victory of the people the *Journal* says further—

"And now in 1922, if you travel to San Francisco, you will find the people of that city owning and operating 67 consecutive miles of street railways. They are riding in 168 handsome, spacious cars, and have in addition a number of single track cars which they are soon to replace with the most modern equipment. You will also find two large car barns of the very best fireproof construction. Although these barns amply shelter all the present rolling stock, an addition for one of them is now being built to care for the new cars to come. Furthermore, you will find eight motor buses, operated by the city as short terminal extensions for two of the lines. You will hear, too, the officials of the municipal lines discussing their plans with the people for the extension of their present service to stimulate and accommodate the rapid development of the city by the Golden Gate. San Franciscans have invested to date \$5,461,000 in the street car business. The fare has never been more than five cents. When projected developments are completed, it might well be made less. From the profits made they have invested over one and one-half million dollars in the lines, and placed almost two million in a reserve fund. This reserve fund does not go for dividends to insiders, but belongs to the people of the city. Half of it is soon to be used in buying new equipment above referred to and for the addition to the car barn. The rest is for future developments."

Concluding the article, the writer makes these observations which have a very special application to St. John in regard to hydro.

"San Francisco has added just another to the long list of proofs that the people can and should control their own public utilities. It effectively refutes the ancient story echoed by the kept press and the public utility magnates that the 'people haven't the brains to manage big business.' The question has passed the discussion stage when municipalization of street railways gives such undeniable proof of its efficiency, superior service and substantial profits."

Let us set the cases of Glasgow, San Francisco, Toronto, and many other cities over against the arguments of the New Brunswick Power Company and kindred corporations, and ask ourselves if the people of St. John are less intelligent, less able to conduct their own affairs, than those of other places. There is now an opportunity to make the test. Elect Mr. Fisher and pave the way for action.

The organization in Mr. Fisher's behalf should be so strong in every ward as to be able to foil every effort that may be made to defeat the will of the people. To that end the experienced ward workers should be out in force.

Read the story from Kitchener, Ontario, in this issue and then go out and aid to elect Mr. Fisher.

"THE RAINBOW'S END."

"Mother, what's at the rainbow's end?" lisped the child in his mother's ear.

"And may I look, it isn't far; why see it's quite, quite near!"

"Just across the barley field and over the orchard fence."

"Ah, stay with mother, Boy," she said. "Stay with mother, dear."

"But, mother, it's pretty, and can't you see that it's just a little way."

"I'm sure there's something nice at its foot, why do you have me stay?"

"You must let me go," and he sprang from her grasp and over the green fields far.

Ran for the rainbow's end, ran till the skies grew gray.

Till the rainbow vanished, when tired and sore and sick of the fruitless chase, The little boy turned to seek again his mother's gentle face.

Over the fence of the orchard, just across the barley field.

"Why, how did I come so far," he cried.

"It looked so near, just across the field where often I'd run and race."

Bravely he plodded back the way that his childish steps had spurred, But his curly head was drooping low and the little feet were hunched.

The day was gone and the night had come ere he reached the garden-gate.

Slowly crept up the flowered path, whispered: "Mother, Boy's returned."

No gentle voice, no loving smile nor comforting words to cheer; Deserted the house; she has gone away.

"Oh, mother, mother, dear, come to me, I am tired and sore and the rainbow's faded too."

Ah, child, how late you sought the rainbow far, and lost the gold that was near.

MELVYN SWIFT.

LIGHTER VEIN.

Undying Songs

"There are songs" said the musician "that have never never died. They go ringing down the ages."

"That is true, sir," Brown replied.

"For the last six months and upward I have heard my daughter try to kill two or three each evening, but they never, never die."—Tid-Bits, London.

Clear as Mud.

Englishman—"What do you mean by 'giving a man the air'?"

American—"Tying a can to him, putting the skids under him, giving him the gate or churning him out."

Englishman—"Oh, perfectly. But what do all those things mean?"

Brooklyn Eagle.

Still in Harness.

"You are sitting for your portrait?"

"Yes," said Mr. Wadleigh, "but I don't want the impression to get around that this is the last episode in an active if not useful career. I hope I will be some years yet before my friends will be able to gaze at that picture of me and say, 'Well, the old cuss is gone, but he couldn't take his money with him.'"

Our Etiquette Department.

Inquirer—Guests should leave sufficiently early to enable the host and hostess to discuss their failures before retiring.

Vera Nossy—If your hostess enters the room while you are running through an undressed desk, it is proper for you to rise.

Adolphus—If you are company at a house and the tablecloth is a spot on it is placed on the table a second time, take the hint—it's time for you to go.—Boston Transcript.

STYLES IN SHOES TO BE MORE CONSERVATIVE

(The Shoe and Leather Journal.)

On Wednesday, October 11th, the Joint Styles Committee of Retailers, Wholesalers and Manufacturers held a meeting in Montreal. The present situation was considered very carefully, but this was the initial meeting of a body that may be expected to be of prime value to the shoe trade of Canada. It was obviously impossible to more than to start it in motion and meanwhile to cover the situation in a general way.

It was decided that the representatives should report to their respective associations that after careful consideration of the style situation the committee believe that with increased business there will be a general return to more conservative styles in shoes, but that for some time it will be necessary for manufacturers to make and for merchants to purchase novelty goods in moderate volume.

Retailers are advised not to delay too long the purchase of staple lines for spring requirements, but to exercise caution in buying shoes which may become slow sellers on account of style changes.

COST OF BRITISH GENERAL ELECTIONS.

(London Express.)

Everything in government is expensive except speeches. The general election may be a popular amusement and a matter for enthusiasm among the people. Nevertheless it is fortunate that they are relatively infrequent. Not only is there a necessary disturbance of the financial point of view that industry which causes a consequent loss of money to the state and the cost to the candidates, but there is the definite charge borne by the treasury. In 1880, before the Corrupt Practices Act (1883), the total expenses, including returning officers' fees and expenses (which are paid by the state), were £1,786,781. In 1895 there was a reduction of nearly half a million, and by 1900 the charges had dropped to £800,000.

The first election in 1910 cost £1,295,782, and at that of December in the same year the expenditure was £1,786,781. Of these charges the returning officers' fees and expenses amount usually to about £200,000.

There are many checks on expenditure imposed by law, and no candidate may spend more in a county constituency than £1,000 for each voter and £5 for each voter in a borough.

Thus the permissible charges per candidate vary in each constituency according to the number of voters. In the election of January, 1910, which is representative of pre-war conditions, the maximum scale permitted under the Corrupt Practices Act 1883 for the two Conservative candidates for the City of London was £1,830. The two actually expended between them £1,811 11s.

Why Not Rates and Services Like These In Saint John?

The Transformation Wrought by Hydro in Kitchener—Domestic Rates Cut From Eight Cents to 2.6 Cents—Average Family Using All Electrical Conveniences Pays \$3.60 a Month—New Industries Established—Plant Paying For Itself and Further Reductions in Sight.

THE KITCHENER LIGHT COMMISSIONERS GAS AND ELECTRIC LIGHT DEPARTMENT Kitchener, Ont., Oct. 26, 1922.

To the Editors of The Telegraph and The Times, St. John, N. B.: Gentlemen,—I understand that your city is, at present, interested in municipally owned Hydro Power and, in this connection, beg leave to give you a few points regarding service and operation of Hydro in the city of Kitchener.

KITCHENER'S HYDRO HISTORY.

The Ontario Hydro-Electric Power movement originated in Kitchener. The late Mr. E. W. B. Syme, ex-M. P., started the ball rolling in February, 1902, by calling a meeting of the boards of trade of Waterloo and Kitchener. From this meeting a municipal union consisting of fourteen municipalities was formed to take power from Niagara Falls. These municipalities passed by-laws authorizing the issue of debentures for various sums of money to build transmission lines. On October 11, 1910, at Kitchener, the power was first turned on these lines.

Previous to the advent of hydro power in Kitchener, electricity was supplied the consumer from power generated by producers gas engines. The cost of power to the domestic consumer, previous to the advent of hydro power, was eight cents per k.w.h. The average amount of power generated was approximately 500 H. P., serving a total of 738 consumers.

THE FIRST REDUCTION IN RATES.

In 1911, one year after the advent of hydro power, we had 1,141 consumers at an average cost to the domestic consumer of five cents per k.w.h., and to the power consumer of \$24.42 per H. P. per year.

AS WE ADDED NEW ELECTRICAL CONSUMERS AND INCREASED THE AMOUNT OF POWER WE WERE PURCHASING FROM THE HYDRO POWER COMMISSION, OUR RATES WERE LOWERED.

TEN YEARS LATER.

In 1920, ten years after the advent of hydro power, our peak load amounted to 7,063 H. P. We had 3,524 domestic consumers, 611 commercial consumers, and 179 power consumers.

The average net cost to the consumer for electric service in 1920 was as follows:

Domestic, 2.6 cents per k.w.h.; Commercial, 1.7 cents; Power, \$20.19 per H. P. per year.

At present we have a total of 4,845 electric consumers. Our peak load for last month amounted to 8,230 H. P.

HOW HOUSEHOLDERS BENEFIT.

The increased number of customers and the decreased cost of service is due to the very extensive use of electricity for cooking, washing, ironing, lighting, etc.

THE AVERAGE NET MONTHLY BILL FOR AN AVERAGE FAMILY in Kitchener, who have an electric range, electric washing machine, vacuum cleaner, toaster, iron and hot water heater, is \$8.60.

INDUSTRIAL GROWTH.

DUE TO THE CHEAPNESS OF HYDRO POWER FOR MANUFACTURING PURPOSES A GREAT NUMBER OF INDUSTRIES HAVE LOCATED IN THIS CITY. We have, at present, 196 power consumers, which represent approximately ninety per cent. of the manufacturing plants in the city.

All of the large plants, such as Dominion Tire Co., Ames Holden Co., Kaufman Rubber Co., Lang Tanning Co., and Canadian Consolidated Felt Co., depend entirely upon hydro power for their power requirements.

We have fourteen furniture factories in the city which all use hydro power.

STEAM AUXILIARY NOT NECESSARY.

From our experience of twelve years of operation of hydro power, we find that IT IS NOT NECESSARY TO MAINTAIN AN AUXILIARY STEAM PLANT.

While we have had interruptions in service, due to storm storms, etc., these interruptions were not serious and would not cost the expenditure of a large sum of money to keep a steam plant of suitable size in such a condition that steam power could be turned on upon short notice. Through the installation of the Chippewa power plant at Niagara Falls, we are assured of a practically continuous service to meet all our requirements.

MORE THAN PAYS ITS WAY.

Notwithstanding the annual decrease in power rates to the consumers, our Commission has been able to operate for the last eight years and make the necessary extensions required by the growing demands without the issue of debentures, all capital expenditure being taken care of by the amounts written off as depreciation each year and the surplus reserves made each year.

Our total plant value on December 31, 1921, was \$653,621.71. The net debenture liability amounted to only \$193,733.03. We have reserves of \$400,270.61.

You can see by this statement what a valuable asset the city of Kitchener has in its electric department.

WITHIN THE NEXT FEW YEARS THE TOTAL DEBT AGAINST THE PLANT WILL BE WIPED OUT.

WHEN THIS EVENT OCCURS, THE ELECTRICAL RATES IN THE CITY WILL BE DECREASED CONSIDERABLY.

I am enclosing herewith a bulletin gotten out by our Commission in 1919. This bulletin gives you a sheet synopsis of the origin of the hydro-electric power movement and the growth of hydro power since its inception. Trusting this information will be of some small benefit to you, and assuring you that should your city decide to use hydro power and the same is operated under the same plan as we have here, there is no doubt of its success, I am,

Yours very truly,

V. S. McINTYRE, Superintendent.

and the returning officers cost the country about \$200 more. Thus the average total cost per vote polled was 11d.

In the Abercromby Division of Liverpool the maximum scale for each candidate was 500. The loser expended 2611, and the returning officers' charges made the total £705 odd. The average cost per vote polled was thus 8s. 6d. The surplus on a scale allowed is accounted for by personal expenses, etc., which vary according to the distance the candidate lives from his constituency and by other contributory causes.

There is no great difference in an agricultural constituency, though the scale is higher. In the Wirral Division of Cheshire the candidates were allowed to spend £1,910 each, and the total cost came to 1,728 in the case of the victor, or 8s. 4d. a vote polled.

Expensive though elections may still be, they are infinitely less than in the past. In the middle of the eighteenth century, in a contest for the Flint Borough, Sir John Wynne of Llewellyn, spent £26,000 and won, and Sir John Glynn of Hawarden, whose descendant married Mr. Gladstone, spent £20,000 and lost. The cost of each possible voter was in this case £200.

AUTONOMY AND NEUTRALITY FOR ALSACE-LORRAINE

Kolmar, Alsace, Oct. 12.—(A. P. by mail).—Autonomy and neutrality for Alsace-Lorraine is the moving spirit behind preparations which are being made for an international conference to be held here this fall. It is expected that a number of delegates will come from America, especially Alsatians living there. Friends of the movement are also invited also from Switzerland, England, Denmark, Italy, Sweden, Norway, Holland, Spain and other countries.

At a recent meeting in Kolmar of persons interested in the project, it was unanimously decided that the proposition for autonomy and neutrality should be placed before the League of Nations. The consensus was, however, that support should first be secured in such lands as the United States and England, and in countries which

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were neutral during the world war. Speakers at the assembly, particularly those coming from agricultural districts, voiced opposition to the French administration. They cautioned at the

same time against "slighting for the Prussian spiked helmet."

NUMBER OF AMERICANS IN MEXICO GREATLY REDUCED

Mexico City, Oct. 16.—(A. P. by mail).—Spaniards lead in numbers in Mexico City's population with 12,053

as against the French, who are second with 2,652. Americans number 2,382; Germans, 1,223, and 610 British. It is estimated that there are about 8,000 Americans now in Mexico as compared to 25,250 in 1910.

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