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THE EVENING TIMES AND STAR, ST. JOHN, N. B., THURSDAY, AUGUST 24, 1922

The Evening Times and Star

ST. JOHN, N. B., AUGUST 24, 1922.

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KEEP TO THE COURSE

As the danger of a shortage of soft coal recedes, the hope of the New Brunswick Power Company that it could make the shortage an excuse for asking for the Musquash hydro-electric current also begins to fade. The incident of the application is a further evidence that the company never sleeps, even if the people sometimes nod. It is always on the job. What is the city council doing in regard to the contract for the Musquash current? The New Brunswick Electric Power Commission has informed the power company that it must look to the city, but what is the city doing? The people have clearly shown that they want the contract signed and tenders called for a distribution system. It is up to the council, and there is no excuse for delay.

The power company and its friends are increasing their efforts to bedevil the issue and humbug the people. The snip, who keeps himself carefully concealed in the underbrush, is now busy. The people, however, have been living with the power company for many years, and are not to be frightened or deceived. The issue is as clear as it was in April—power at cost and a civic distribution system. There are two things about a civic distribution system that ought to be borne in mind. It would not leak, and it would be owned by the people. There is no desire on the part of the citizens to destroy the power company. They simply refuse to be victimized any longer by that company. If it wants to destroy itself—that is its own affair. The people have now an opportunity to get cheap light and power, and to free themselves from a grinding monopoly. They propose to profit by the opportunity, and would be blind to their own interests if they did otherwise.

A GLOWING TRIBUTE

The Independent, New York, pays a very warm tribute to Britain in connection with Egyptian affairs. After setting forth the conditions under which Egypt has been granted virtual independence, and Lord Allenby's reminder to King Fuad that these conditions are not being fulfilled, and of what failure to fulfill them would entail, the Independent cites some of the unwise acts of the Egyptian monarch and commends the course of the British government in warning him that unless he keeps faith the British will resume their former degree of control. We quote one striking paragraph: "Congratulations, Lord Allenby and Lloyd George! The doctrine of the millennium, but the fact remains that there are certain peoples incapable of self-government, and that it is to the general interest of the planet that these people be supervised, guided, and if necessary disciplined and coerced by other more civilized, competent and decent peoples. Of such incapable peoples are the Egyptians, unless our exhibits lie. Since centuries before the Christian era they have shown no capacity whatever for self-government; their cities today are sinks of the lowest Levantine humanity; their so-called upper classes are the mongrel deposit of wave after wave of conquest. The Egyptians need to be supervised, guided, and (probably, alas!) disciplined and coerced; and the British are the most competent nation for that task. Upon the whole, British imperial power has been exercised beneficently; nowhere more so than in Egypt. With an ever-deepening sense of responsibility and an ever-clearer planetary outlook, that power is sure to be exercised more beneficently and generously in the future than ever before. We hope, of course, that the British will not be constrained to resume their former degree of control in Egypt; but if they are so constrained, we say, God be with them! And we say also, God be with the Egyptians and give them common sense, that so they may recover that unexampled prosperity which they formerly enjoyed under British auspices."

A despatch last night said that four fifths of the unmined soft coal fields in the United States had been covered by an agreement under which mining will be at once resumed and newly-mined coal ready for shipment by Sept. 1. This clears the situation as far as soft coal is concerned. The outlook in Nova Scotia is also brighter, and an early settlement is hoped for by both parties to the dispute. Alberta and British Columbia coal miners will also resume work. The chief trouble in the United States is now the deadlock between railroad companies and the shippers, which shows no sign of being broken.

It has been found that some Canadian grain shipped through elevators at American ports has been mixed with inferior grain, and as a result was not satisfactory to British buyers. If this results, as is suggested, in larger shipments through Canadian ports there ought to be some benefit to the port of St. John. We would prefer to have the change made on national grounds, but if economic necessity should be the cause the benefit will be the same and the policy permanent.

A BRIGHT PROSPECT

The Toronto Globe paints this glowing picture of farming conditions in Ontario: "Ontario farmers were never in a better position, so far as supplies of feed for stock are concerned, than they are in at the present moment. At no time since spring opened have pastures failed, and recent showers have practically assured a continuance of present conditions in this respect until fall comes. Moreover, the recent warm weather, while trying to city residents, has assured a normal yield of corn, the only Ontario crop concerning which fears had been entertained. With bias for of course grains, barns overflowing with hay, and an excellent quality of oat straw, and silos filled with succulent ensilage, cattle will continue during the winter in the thrifty condition in which they will quit the pasture fields in fall. The outlook for next spring is, too, in keeping with the existing situation. A wide area of new seeding of clover made a splendid start, owing to the plentiful supply of moisture, and, with no baking of soil, extensive fall plowing in preparation for next spring's seeding is made possible."

From all points of Canada, including our own province, come like stories of good crops. While prices to be got by the farmers are not likely to rule high, the industry, as the Globe says, is on a thoroughly sound basis. Former obligations can be met, and the next year's operations begun under favorable conditions. This means much to the whole country, since the volume of general trade depends a great deal on the buying capacity of the rural population. It is well, when the outlook in some directions is not as cheering as is desirable, to keep in mind the prosperity of a great basic industry and what that prosperity means to us all.

"THE WORST SINCE 1828"

There is a belief in many quarters in the United States that the tariff bill will not pass this session. The members of the House will undoubtedly fight many of the changes made by the Senate. A great number of amendments were rushed through at the last minute by the latter body. Of one of these the New York Evening Post says: "One of the most important last-minute amendments to the pending measure provides for free zones at our ports. In these zones imported raw materials could be manufactured into goods for export without payment of duty. It is characteristic of the way in which the Fordney-McCumber bill has been constructed that a provision like this, novel and of far-reaching consequences, should be adopted without a roll call. Senators did not stop to inquire into the exact effect of these free zones. They wanted to help the American manufacturer a little more and proceeded to do so at whatever risk might be involved in the particular arrangement adopted. The establishment of free zones might mean a serious dislocation of American industry. Plants capable of manufacturing products out of imported materials would naturally be located in these free zones, to turn out the largest possible volume of manufactured goods for export. Industries now established a thousand miles from the port of New York might well find it to their advantage to remove to a favored free zone, with important results in many directions."

Reviewing the measure as a whole, the Post says: "It is merely the worst tariff bill since the famous 'tariff of abominations' of 1828." The country will be heard from during the fall congressional elections, and there is still a possibility that an agreement will not be reached, but the Fordney bill now in operation is retained until more normal world conditions have been restored. The Fordney act has injured American trade and the McCumber tariff would be still worse for the country at a time when there is great need of foreign trade.

The tributes paid to Michael Collins on both sides of the Atlantic show to what an extent this dauntless leader had won the sympathy and admiration of all who desire peace in Ireland. The cause for which he died will the sooner triumph because of his martyrdom. Compared with him the skulking De Valera is but a miserable imitation of a man.

Any citizen who thinks \$3,909,000 is a modest price for the New Brunswick Power Company's property should ride in the street cars, inspect the road bed, look over the gas plant and get some knowledge of the condition of the whole outfit.

If any friends of the New Brunswick Power Company believe that no business men are signing the petition for the recall of the mayor there is a surprise coming to them. The hats will speak for themselves.

It is intimated that each province will be represented on the new railway board of Canada.

FIFTEEN MINUTES OF RADIO EACH DAY

By Edward N. Davis

Formerly Technical Electrical Expert For U. S. Government

Lesson No. 86.
RADIO DICTIONARY.

WAVE METER.

An instrument using inductance and capacity as a means of measuring the length of the wave emitted by a transmitter or the length of the wave to which a receiving set is tuned.

LOADING COIL.

An inductance coil provided with a means of varying the number of turns, thereby increasing or decreasing the amount of inductance. Loading coils are used for the purpose of adjusting either the primary or secondary circuits, or both, to longer wave lengths.

AUDIO-FREQUENCY OSCILLATIONS.

Arbitrarily defined as oscillations which vibrate at a rate below 10,000 cycles per second as distinguished from those of radio-frequency which vibrate at a rate in excess of 10,000 cycles per second.

RADIO TELEPHONE.

Voice modulated, continuous wave. The continuous wave is modulated or controlled by having super-imposed upon it the wave of the voice.

AERIAL INSULATOR.

A non-conductor, inserted at the ends of the aerial wires to prevent any electrical connection between the wires and the supports.

ELECTRONS.

Small charges of negative electricity such as are given off in a vacuum tube by the filament when heated.

FILAMENT.

One of the three elements of a vacuum tube. A fine metallic wire usually of tungsten. When heated by a battery of low voltage it gives off electrons or small charges of negative electricity.

DIAPHRAGM.

A thin metallic or mica disc used in telephone receivers and microphones. When used in a microphone and vibrated by sound waves it controls the electric current in the microphone circuit. When used in a telephone receiver it converts the pulsation of the electric current, flowing in the receiver, into audible sound.

VARIO-COUPLED.

An inductively coupled tuning coil consisting of a stationary primary coil, the inductance of which may be varied by taps taken off at various portions of the winding and a secondary coil so arranged mechanically as to be rotated with the primary coil.

MICROFARAD.

One-millionth part of a farad. Adopted as the practical unit for measurement of condenser capacity in radio circuits, due to the fact that the farad has too large a value for this purpose.

END TUNING SWITCH.

A rotating switch used in connection with tuning coils for the purpose of dividing the tuning coils into groups and eliminating losses by disconnecting turns which are not in use.

RHEOSTAT.

A variable resistance used for controlling the amount of current in electric circuits. When connected in the filament circuit of a vacuum tube, it limits the strength of the current flowing through the filament and properly regulated, prevents "burning out" of the delicate wire.

Maintaining communication by radio between a moving train and a transmitting station nearly one hundred miles away is believed to have established a record for the use of the radio waves in this form of service.

According to the "Wireless Age" this was accomplished by a train on the Frisco system which was specially equipped with a multiple type antenna attached to the roof of a special car, the remainder of the equipment consisting essentially of four stages of amplification, a loud speaker and a 100 watt transmitter.

The special car made a trip from Oklahoma City to Lawton (Okla.), a distance of 100 miles and maintained communication between station W. K. Y. of the "Daily Oklahoma" at Oklahoma City and the government radio station D. M. 4 at Fort Field.

It is not too much to expect that in the near future train dispatches on our large railroad systems will be able by means of radio to communicate with any train on the system and thus insure the safety of the passengers against disastrous wrecks.

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WEDDING SUIT OF 60 YEARS AGO

Worn by Woodford Purdy at the Anniversary Celebration

Rode on the First Train from Shediac to Moncton—Has Seen Seven Generations—Of Loyalist Descent.

(Amherst News.)

"Get married as soon as you can. But there is just one thing. You must be pretty careful today, that is, if one can believe what they read in the papers," so declared Woodford Purdy, now but a few months short of the ninety mile stone, when asked by the press what advice he had to pass on to the young people of today.

Yesterday this fine old gentleman with his hair white as a bride of sixty years ago celebrated the diamond jubilee of his wedding day.

It was a big day at the Purdy home in Spring street. It was a day that had long been looked forward to. Children, grand children and great grand children united in the joyous occasion. Friends travelled from a distance and neighbors from near at hand all came together and extended their greeting to the grand old couple.

And a grand old couple they appeared. There was the bride, to be sure not as young as she was three score years ago, but just as bright, and so we were told, far less bashful. Mrs. Purdy, who looks forward to celebrating her eighty-fourth birthday next November, might have, apart from its being a diamond celebration, been then observing the fiftieth or at the most the sixtieth anniversary of her birth, rather than her wedding.

She looked comely in a gown of black silk. The only portion of her original wedding attire, a pair of white stockings, not the gauzy kind of today, but a hand knit variety that has stood the ravages of sixty years.

The groom, with an evident eye to the future, or perhaps with less concern over the change in things sartorial, was at home yesterday clad in the garb of a man of today, but after all not so different, the tall silk hat, all combined to make an attire that was pleasing to the eye and rather emphatic to the fact that man's style, like his moods, changes less than does that of the other sex.

Apart from the tall hat, which had a look of yesterday, the groom neither in physique or attire had the look of three generations back.

"That suit," said Mr. Purdy, "was made in Amherst. I recall the day I ordered it. I went into Sam Greenfield's tailor shop and told him I wanted a suit. I said I wanted a good one, be-

cause I was calculating on getting married and might not be able to buy any other one for some time." Starting to reminisce, Mr. Purdy continued, "when we boys there were but three stores in Amherst. I'll tell you where they were. There were R. K. Smith's store, James Page's store and White Bell's store. There was only one hotel. It was run by Hiram Ferguson. I recall how the people used to order their groceries there. It was so much sugar, so much this, that and the other thing and a gallon or half gallon of rum. I had the honor of riding on the first passenger train that ever moved in New Brunswick. It was on a run from Shediac to Moncton. The conductor's name was Lord. He was so proud of that trip that he remarked 'I can do as much as any other lord.'"

Mr. Purdy remarked that from the time of that first ride he has been a Conservative in politics. When mentioning politics our fine old friend became quite enthusiastic. There was no uncertainty in his utterances. When asked what had happened many of his descendants politically our friend had nothing to say.

The grandfather of Mr. Purdy and two brothers came from the United States with the Loyalists. His grandfather, Henry, settled at Fort Lawrence. One brother, Gilbert, went to what is now Westchester, and the other brother settled in what was then known as Ramshack and is now called Malagash. The Purdys had lived at a place in New York state called Westchester. They liked the old home and honored the new home with the same name. Mr. Purdy's father, who was born shortly after the party came to this province, was the first white child born in Westchester.

Woodford Purdy has seen seven generations of Purdys, the little granddaughter of Dr. Purdy of Amherst being the seventh. Yesterday a snapshot was taken at the reception of the old man and the little girl.

Woodford Purdy was born in Fort Lawrence. He lived for a while as a youth at Bathurst. Later he moved to Joliette and later on to Great Glenora, where he bought some land and settled down. Two years ago he sold his farm and moved to Amherst, where he and his wife are now enjoying the sunset of life.

Sixty years ago Rev. George Tuttle, a Methodist minister, united in the holy bonds of matrimony Woodford Purdy and Sarah Wells, the former of Fort Lawrence and the latter of Wallace.

Those who assisted yesterday at the diamond jubilee included Mrs. (Rev.) J. E. Donkin, who assisted in the receiving, and Mrs. George Purdy, Mrs. Frank Purdy, Mrs. John Embree, Mrs. Evelyn Reid, who served.

Those who assisted in the reception and evening. The out-of-town callers included: Mrs. Charles A. Ward, Mrs. George Burton, Mr. and Mrs. Thomas Wignat and son Thomas, Sackville; Joseph Allen, Effie Allen, Agatha Allen, Ford Goodwin, Port Elgin; Mr. and Mrs. Brougham Wells, Baie Verte; Mr. and Mrs. Frank Trueman, Mr. and Mrs. George Trueman, Miss Agnes Trueman, Point de Bute; Mr. and Mrs. F. S. Purdy, St. John; Mrs. Evelyn Reid and son Willard, Boston; Mrs. Gerald and daughter, New York.

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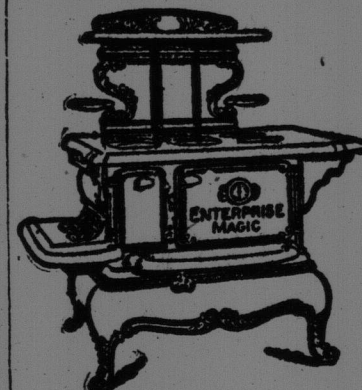
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strolling down the street, when he was greeted by a poor woman. "I expect you are making a good thing out of attending to that rich Smith boy," suggested the lady. "Oh, yes, fairly good."

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