

The Evening Times and Star

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WASTE NO MORE TIME.

Should the city make the New Brunswick Power Company an offer for its plant? This question has been discussed by those who have a feeling that a second distribution system should be avoided if reasonably possible. In the first place the company has made the city an offer which would give its property a value of almost \$4,000,000, with the certainty that the city would have to spend about half a million more, and then would not own the property; for it is only a quibble to say the city would own the plant before the \$4,000,000 of securities were cleared up. Commissioner Frink put it straight when he said the city under the Bodell scheme would merely be a tenant of the company.

The company wants its run-down plant given a valuation of \$4,000,000. The people have been told this is its final offer. Why then should the city make an offer? It has refused to consider \$4,000,000, just as it would refuse to consider a very much smaller sum. Having the company's final offer, and rejecting it, why bother about making a counter offer which we are assured the company would turn down? If the company wants to do business it knows how low it is willing to make its price. When it has come to that point the city will give a prompt reply, but in the meantime must get ahead with its own programme on the assumption that the company will make no offer which would be accepted until it has had a taste of real competition. The city would have to spend a lot of money, even if it took over the company's lousy distribution system. The thing to do is to complete the contract and call for tenders, and let the company go on making the offers. The situation must be faced with courage and with a determination to get for the people the best benefit of the Musquash development. Offers and counter-offers would be a waste of valuable time. We must get down to business at once.

THE IMPROVING ROADS.

The recent statement by Hon. Mr. Veniot that more than one hundred miles of highway will be improved this year under the federal aid system shows how well the province is progressing along this line. The missing links are being attended to on routes that would give continuous good roads from the Quebec and Maine borders through the province to the Nova Scotia border, and when the work is completed there will be a rapid increase in motor tourist traffic. All that is needed is to have the fact known that the roads are good and the people will come, as they have come in growing numbers in the last two seasons. Nor are the branch roads overlooked. Mr. Veniot says he has been told frequently that our branch roads are better than those in Quebec, Ontario or Maine. The minister also announces that he hopes next year to have 1,600 miles of main trunk roads under the patrol system. This is greatly needed, and is the only guarantee that roads made good will be kept in good condition. The lack of a proper patrol on the Westfield road has been a striking example of how an excellent piece of work may run down through lack of care. A proper patrol system would be a money saver for the province. One of the depressing facts the department has to face is the utter indifference of people to the condition of the road in front of their own farms. They might in half an hour save a bit of road from being ruined, but shrug their shoulders and say it is up to the government.

The Times quotes today the provisions of the law relating to the taking over for hydro-electric development purposes of the property of land-owners at Musquash. It gives the lie direct to those who in the interests of the New Brunswick Power Company have sought to convey the impression that it would be to the land-owners' interest to have the contract for hydro signed by St. John. That signing has nothing whatever to do with the case. The land-owners will get what the courts decide, as the Times has on several occasions pointed out, and they will get it entirely regardless of whether St. John takes the power or lets it go elsewhere.

A good many more than a third of the names necessary to recall the mayor are already fixed to the petitions. They include the names of business and professional men and men of all classes, and the women voters are also represented. There is no mistaking public sentiment in regard to the recall.

It is rumored that American manufacturers are looking into the matter of establishing a hardwood manufacturing industry in this province. There is an abundance of this wood in York, Carleton and other northern counties and only capital and skill are required to make it the basis of a profitable industry.

The coal situation shows signs of clearing up, both in Nova Scotia and the United States. Today may end the strike in the anthracite regions.

THE YOUNG TURKS.

Enver Pasha is dead. His turbulent life ended in battle. Kemal Pasha and Talaat Pasha had died before him, victims of the vengeance of Armenians after they had fled from Constantinople. These three had led Turkey into the war on the side of Germany, and they more than any others were responsible for the Armenian massacres. Talaat Pasha, the first to fall, declared at the outset of the war that the only way to settle the Armenian question was to destroy the race, and he acted on the theory, to the peril of the end at the hands of an Armenian student in Berlin. Little more than a month has passed since Kemal Pasha was shot by Turkish Armenians in Tiflis, and now Enver Pasha has met his fate in Eastern Bokhara, where he was fighting against Soviet troops of that territory. It is said he was attired in a British uniform when found stabbed to death by knife wounds. Daring, ambitious, unscrupulous and cruel, Enver Pasha was a great source of worry to the Allies in the war and after. A sketch of his career, in the New York Times, says—

"Enver Pasha was one of the most romantic and adventurous figures in Islam. He began his career as an agitator for the Young Turks, and was one of the triumvirate which made a successful coup d'état and deposed Sultan Abdul Hamid. He became chief of staff of the Turkish army in January, 1918. In a British government White Paper he was named for Turkey's entrance into the war on the side of Germany. He held several conferences during the war with the German high command and with Emperor William himself. He had unbounded confidence in the impetuosity of the Dardanelles. In 1917 he became minister of war. After peace was concluded he was forced to flee from Turkey, where he was accused of war profiteering and kindred activities. He then was reported to have engaged in a conspiracy with the Bolsheviks to facilitate their invasion of Egypt, India and Afghanistan. He made frequent trips to Moscow, and was often found in conference with Premier Lenin. Through his offices a treaty of peace was signed between the government of Bokhara and the Soviets. At the beginning of this year, he was accused by the Soviets of betraying them. A like charge was made against him by the Turks, and both sought his arrest, but he always managed to elude his pursuers. He has carried on a campaign in recent months against the Bolsheviks. His last effort was an attempt to become the Emir of Turkistan."

The three leaders of the Young Turks, who led them with such disastrous results, and who are now dead, had all fled from Istanbul when the Allied troops entered Constantinople, and later a Turkish court-martial condemned them to death. They were never apprehended, but one after another Death found them, and there will be few to mourn. The Young Turks have ceased to be a force in the affairs of their country or of the Near East. However patriotic their desires may have been at the outset, they fell victims to the leadership of reckless adventurers.

St. John is not compelled to take over the plant of the New Brunswick Power Company. Therefore it has nothing to arbitrate. If the company wants to sell, let it name its price. It has already named one so high as to provoke derision. When it gets ready let it name another. Meanwhile the city must get the Musquash current and be ready to go ahead with its preparations for distribution. Delay in what the power company is playing for. It wants to wear out the patience of the people and get them into a frame of mind where they would let it have its own way to end the matter. In that scheme it must fail. The people must go resolutely forward. They have the whip hand.

The Irish rebels have been getting funds from the United States. The courts have now tied up \$2,800,000 held in American banks, and it will not be handed over to De Valera and his friends. Without the "sinews of war" the rebels will not remain long in the field.

CHEAP MARKS BRING CROWDS TO BUY IN THE RHINELAND

Coblenz, Aug. 22.—This Rhineland town, headquarters of the American army of occupation, has become the mecca for many American and other tourists, as prices here are cheaper than in other parts of Germany because of the regulations governing the occupied zone. The depreciation of the mark, accompanied by frenzied buying on the part of the tourists, has led local merchants as well as merchants in the other sections of the occupied area, to request the Rhineland Commission to prohibit these "Auslanders," or foreigners, from buying goods and limit sales to members of the allied forces.

The continued influx of visitors is working much hardship on the population who are unable to meet the competition from those whose marks have come cheap. Visitors are filling up hotels and boarding houses to such an extent that the American authorities are unable to provide the billets needed.

FIFTEEN MINUTES OF RADIO EACH DAY

By Edward N. Davis.
Formerly Technical Electrical Expert For U. S. Government

THE STORAGE BATTERY IN RADIO CIRCUITS.

The secondary or storage-battery is a very important item of equipment in radio receiving circuits employing the vacuum tube as a detector, amplifier or oscillator. It should be noted that a storage battery consists of two or more storage cells, a cell being a single unit consisting of positive and negative plates immersed in a chemical solution.

The storage battery used to supply current to the filament of a vacuum tube is commonly known as the "A" battery. This battery has a potential of approximately six volts and may consist of cells of either the lead-acid or the nickel-iron-alkaline type. A battery having a capacity of 60 ampere hours is a very practical size for use with vacuum tubes. The capacity is determined by the amount of active material in the cells, that is, the size of the plates and the number of them. The vacuum tube in receiving circuits requires for its proper operation a potential of 5 volts and a current ranging from 0.4 of an ampere to 1.2 amperes, the correct value of current for the tube being recorded on the container in which the tube is purchased.

If a battery of the lead-acid type is used and the charging is done by the operator rather than at a service station the following simple but important precautions should be taken. The temperature should not be allowed to exceed 110 degrees Fahrenheit when charging is taking place. The usual type of battery gives the greatest efficiency on an eight hour basis although some special types of battery are rated on a four hour basis. It is necessary to put from 15 to 20 per cent. more energy into a battery than is taken out, therefore, a battery having a capacity of 60 ampere hours should be charged at a rate of 10 amperes for 8 hours. When fully charged the specific gravity of a lead-acid cell is approximately 1.280 and when discharged about 1.160.

If facilities are at hand for charging the battery, the best service will be obtained if the specific gravity is not allowed to fall below 1.200 before being put on charge. If it is necessary to have the battery charged at a service station more of the energy can be used before charging but in no case should it be fully discharged. The fully charged voltage of a lead-acid cell on open circuit is approximately 2.1 volts while the voltage when discharged is about 1.8 volts.

A battery of the nickel-iron-alkaline type is used the voltage of a completely charged cell should be 1.2 volts, while the voltage when discharged is 0.9 volts. Chemically pure water should always be used to replace the amount dissipated by evaporation and the level of the solution should be maintained from one-half to three-quarters of an inch above the top of the plates. In misusing the electrolyte for lead-acid cells always pour the acid into the water a few drops at a time—NEVER pour the water into the acid. If a form of rectifier is used which operated from the house lighting circuit—NEVER take hold of the terminals of the rectifier when it is connected to the lighting circuit as the half wave pulsations, if allowed to flow through the body, may cause serious injury. The top of the battery should be kept dry and when charging the lead-acid type the caps on the cells should be removed.

Repper charging and reasonable care of a battery will result in good service and a life of approximately four to five years.

The broadcasting radio service of the large Westinghouse station W. J. Z. located at Newark (N. J.), was recently used to transmit throughout the state of New Jersey and bordering states a complete description of three criminals who had escaped from the Monmouth county jail at Freehold (N. J.).

This rapid and efficient means of distributing information is a valuable asset to agencies employed in the detection and suppression of crime.

Of the three escaped prisoners, one was being held on the charge of murder and during the period they were at large they constituted a serious menace to the community.

The thousands of radio enthusiasts who "listened in" on the description of these fugitives from justice, were enabled to watch so that within a radius of several hundred miles from the broadcasting station the wireless waves had spread a net from which it was impossible for the criminals to remain long untraced.

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INSIDIOUS ATTEMPT TO CONFUSE ISSUE

Explanation by Chief Engineer of N. B. Electric Power Commission, Exposes Desperate Tactics of Friends and Agents of Power Company Regarding Land Claims at Musquash.

In view of the insidious attempt by friends and agents of the New Brunswick Power Company to create the impression that certain holders of Musquash land are anxious to see the hydro policy carried out because it will mean greater profit for them, The Telegraph yesterday asked C. O. Foss, Chief Engineer of the New Brunswick Electric Power Commission, just what the procedure is in regard to the taking over of the land necessary for the water power development. Mr. Foss produced the New Brunswick Electric Power act, which is clear and specific, and which says—

The Lieutenant-Governor-in-council, upon the report of the commission recommending the same, may authorize the commission to enter upon, take, and use, without the consent of the owner thereof, any land upon which any water power or privilege is situated, or any lake, river, stream or other body of water, which in the opinion of the commission is capable of improvement or development for the purpose of providing water power, and to construct such dams, sluices, canals, raceways, and other works, and to do all such acts, matters and things as may be deemed proper or expedient for the purpose of providing water power, and to do all such acts, matters and things as may be deemed necessary for the purpose of providing storage of the water, or for any other purpose in connection with such works.

If the amount of damages mentioned in the said certificate exceeds Five Hundred Dollars (\$500), the said commission shall apply to a judge of the supreme court.

If the amount of damages mentioned in the said certificate does not exceed Five Hundred Dollars (\$500), the said commission shall apply to the county court judge for the county in which the land or works lie or said matter or thing is situated.

TO A CLAM

Inglorious friend! most confident I am Thy life is one of very little ease; All men mock thee with their smiles And prate of being "happy as a clam!" What then, O shell protects thy fragile head From the sharp buffets of the briny sea? Thy valves are sure, no safety-valves to thee While racks are free to desecrate thy bed.

And bear thee off—as foemen take their spoil— Far from thy friends and family to roam; Forced, like a Hessian, from the native home To meet destruction in a foreign broil! Though thou art tender, yet thy humble shell Declares, O clam! thy case is shocking hard!

—John Godfrey Saxe.

IN LIGHTER VEIN.

There Are Limits. "Well, do you eat a meal badly enough to work for it?" "I'm just hungry, mum, not desperate."—Life.

Moving Along.

"Niggaah, has yo' jined dis hear Ku Klux yet?" "Naw, but dis heah Ku Klux has been tryin' to line me to de las' 'fo' miles an' a half."—Nashville Tennessean.

Starting.

An east end matron got the shock of her life over the telephone the other day. The lady in question is extremely dignified, and conducts her whole life in keeping with a calm stateliness that is increasing with the whitening of her hair. In her quiet, slow, perfectly self-possessed manner and tone of voice she called the Pennsylvania Station, requesting "information," and from the person

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WIEZEL BROS SUPERIOR FOOTWEAR

at the other end of the wire inquired concerning trains to a certain town. Imagine her emotions when said voice flippantly replied: "What time of the day do you want to go, girlie?"—Pittsburg Chronicle-Telegraph.

No Traveller. First Yoke!—They say that professor chap wot lives atop o' the hill yonder has written a book about Mars. Second Yoke!—Mars? Wot's he know about Mars? Whoy, to my knowledge he ain't been out o' this neighborhood for ten years.—Boston Transcript.

Safe Enough. "Don't be afraid," said an aviator to a timid passenger. "All you have to do is sit quiet." "I know all about that," retorted the passenger. "But suppose something happens and we begin to fall?" "Oh, in that case," the aviator reassured him, "you are to grasp the first solid thing we pass and hold tight."—The American Legion Weekly.

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