

The Evening Times-Star

PAGES NINE TO SIXTEEN

ST. JOHN, N. B., MONDAY, JUNE 5, 1922

SIXTEEN PAGES

STEERING GEAR OUT OF CONTROL

Mr. Bosworth Announces the Cause of the Grounding of S. S. Montcalm.

Montreal, June 5.—A statement was issued this morning by G. M. Bosworth, chairman of the Canadian Pacific Steamships Limited, to the effect that the grounding of the Montcalm near Three Rivers during the night of June 2 was due to the steering apparatus getting out of control.

The Montcalm arrived at Quebec yesterday morning under her own steam and gave no appearance whatever of having met with an accident.

The Montcalm had on board 830 cabin and 318 third-class passengers. Prominent among the passengers were Rev. Dennis Cooper of London, England, returning after a special trip to Washington in connection with the Rotarian Conference to be held in Los Angeles; Archdeacon J. Paterson-Smyth, director of St. George's church, Montreal, accompanied by Mrs. Paterson-Smyth and Geoffrey Paterson-Smyth, who are going to Dublin, which place Archdeacon Paterson-Smyth has not visited since he left there in 1907 for Canada; H. E. Myhre, harbor master of Shanghai; Capt. J. Laframboise and Mrs. Laframboise; Professor E. D. Montclair, Ithaca, N. Y.; Lady C. M. Candy and Sister Mary Candy of London, England; Mrs. A. L. Robinson of Yokohama, and Miss Alice Adams of Sherbrooke, Que.

Miss Mary's Scots Guards' Band, Pipers and Dancers, numbering forty persons, under the direction of Musician Director Lieut. F. M. Wood, which arrived at Quebec from Liverpool on the Empress of Scotland in April, were also on the Montcalm. The band had just completed a very successful series of military concerts throughout the Dominion for the benefit of the G. W. V. from Quebec to Vancouver and Victoria.

COMPLETE FLIGHT ACROSS THE ATLANTIC

Perambuco, June 5.—The Portuguese naval aviators, Captains Sacadura and Coutinho, arrived here shortly after noon today, having flown in their hydro plane from Fernando Noonha, thus completing their trans-Atlantic flight from Lisbon.

NOTICES OF BIRTHS, MARRIAGES AND DEATHS, 50 CENTS.

BIRTHS

ELLIS—At 26 Murray St., June 1, 1922, to Mr. and Mrs. Arthur M. Ellis, a daughter.

HARRINGTON—To Mr. and Mrs. Everett Harrington, 41 Brittain street, on June 4, 1922, a son.

DEATHS

MARTON—A his parents' residence, 46 Midland street, West End, Kenneth, infant son of Mr. and Mrs. Ernest Marton.

Funeral Tuesday afternoon at two o'clock.

PRAZER—At Sandy Point, St. John, on June 2, Mrs. W. Prazer, aged eighty years and six months, leaving her wife, two daughters and three grandchildren. Burial Sunday at Upper Springfield, Kings Co.

HAMPTON—At Milford, on June 2, 1922, after a short illness, Mrs. George Hampton, leaving her husband, three small children, mother and one sister, Robert, to mourn their sad loss.

Funeral this Monday afternoon, 2:30 from her residence, Milford. Interment in Cedar Hill.

BRADSHAW—In this city, on June 3, 1922, after a lengthy illness, Adella T. Bradshaw, wife of A. H. Bradshaw, of St. Martin's, N. B., leaving three sons and one daughter to mourn.

Funeral at St. Martin's, N. B. STRINGER—On June 4, 1922, at 143 Germain street, Mrs. Sarah Elizabeth Stringer, mother of Mrs. H. L. Spangler.

No funeral service in St. John.

McLAREN—In this city on June 2, John D. McLaren, aged forty-two years, leaving one brother and two sisters. (Moncton papers please copy.)

Funeral service held at the home of his brother, Guilford street, west, Sunday, June 4th, at 2:30 o'clock. Interment Good St. and cemetery.

THIBADEAU—On June 2, 1922, at Arlington, Mass., U. S. A., Mrs. Charles Thibadeau, leaving her husband, three sons, three daughters, three brothers and three sisters.

Burial took place at Arlington, Mass. McPHERSON—At Boston, Mass., on June 8, 1922, Terence McPheron, widow of Thomas McPheron, leaving one son to mourn.

Funeral on Monday at 2:30 o'clock in the afternoon from Brennan's Undertaking rooms, 715 Main street. Interment at Fernhill.

IN MEMORIAM

MESSER—In loving memory of our dear mother, Margaret Agnes Messer, who departed this life June 5, 1921.

MRS. FRED CLIFFORD.

GOOD THINGS COMING TO THE THEATRES OF ST. JOHN

TWO SHOWS AT IMPERIAL TONIGHT

There will be two shows as usual at the Imperial tonight, starting at 7 and 8:30. The Women's Council concert in aid of the soldiers' fund will begin at 10 o'clock. The Imperial's bill with Rich and Barthelme in "Tollable David," is a splendid one, the big First National feature being of exceptional merit.

LOCAL NEWS

CITY PAY DAY.

The semi-monthly payment of officials and others at city hall was carried out today, as follows:—Police, \$8,420.64 and salvage corps, \$2,639.22; ferry, \$1,402.80; market, \$292.45; sundry, \$1,283.49; official, \$2,227.02.

A CHALLENGE.

A. Mousley of Montreal, who arrived in the city on Saturday, this morning issued a challenge on behalf of Jack (Kid) Thomas of Montreal to meet the winner of the bout between Tom Barrett of St. John and Johnny McIntyre of Sydney, N. S., scheduled to take place here. Any date is suitable to the challenger, the bout to take place in St. John. Mr. Mousley is at the Royal.

JOHN B. McLAREN.

The death of John B. McLaren of McLaren's Beach, occurred on Friday afternoon after a lengthy illness. He was a son of the late James and Margaret McLaren. He is survived by two sisters, Mrs. Frank L. Curry and Mrs. Clarence Power of West St. John, and one brother, A. Morton McLaren, also of West St. John. The funeral took place on Saturday from 42 Guilford street to the Church of the Good Shepherd, burying ground, Manawagash Road. Service was conducted by Rev. W. P. Dunham.

FUNERALS.

The funeral of Hugh Kelly took place this morning from the residence of his sister, 88 Sewell street, to the Cathedral for high mass of requiem by Rev. A. P. Allen. The casket was in the new Catholic cemetery.

The funeral of Florence O'Regan was held on Saturday from O'Regan's undertaking parlors to Holy Trinity church for service by Rev. F. Cronin. Interment in the new Catholic cemetery.

Relatives acted as pall-bearers. The funeral of Mrs. Teressa McPherson was held this afternoon from Brennan's undertaking parlors to Fernhill. The funeral of Mrs. George Hampton was held this afternoon from her late residence, Milford, to Cedar Hill. Rev. W. P. Dunham conducted service.

PATROL AS TRANSPORT FOR SICK.

The patrol seems to have a variety of uses outside its regular routine of rounding up drunks, especially since the work has gone around that it is a very efficient car. More and more it is being coming in with the people asking if the patrol wagon will be sent, some of them even seeming to prefer it to the ambulance, according to reports.

Yesterday it was called when the ambulance was out to get a man from Fernhill. The field and brought him to the hospital in good time. This morning, at the corner of Sydney and Union streets, an aged gentleman was seized with a faint spell and again the patrol wagon was brought into play, taking him to his home in Queen street.

McLAUGHLIN-McLAULIFFE.

A pretty wedding took place in Holy Trinity church at 7:15 o'clock this morning when Right Rev. J. J. Walsh, V. G., united in marriage, with nuptial mass, John Francis Edwin, son of Mr. and Mrs. John F. McLaughlin, of 41 Elliott row, to Roseanna, daughter of Mr. and Mrs. Jane McLaughlin and the late John C. McLaughlin. The bride, who was given away by her brother, John, looked charming in a suit of lawn gardenia with hat and shoes to match, with an armful of the gifts of the groom, and carrying a bouquet of Opium roses.

Miss Mary McLaughlin, sister of the groom, was bridesmaid. She wore a tan dress of georgette dress, with nuptial shoes to match and carried a bouquet of mauve sweet peas. William McLaughlin, brother of the bride, acted as best man. W. A. Bridge and L. H. Cullinan acted as ushers. After the ceremony a dainty wedding breakfast was served at the home of the bride, to a large number of relatives and friends.

The bride received many beautiful and useful gifts of cut glass, silver and furniture, including a china dinner set from the staff of the C. P. R. telegraph, of which the groom is a popular official, and a substantial check from W. B. Nugent, uncle of the bride. Mr. and Mrs. McLaughlin will leave tonight on a honeymoon trip to Montreal, Toronto and Buffalo and on their return will reside at Grand Bay for the summer.

PERSONALS

Mrs. M. E. Campbell, 82 Leinster street, left on Saturday night for Boston and Providence to visit friends.

W. Moseley McLaughlin and Thomas McKinnay were passengers on the Governor Dingley on Saturday night. They will spend two weeks in New York and Boston.

Dr. G. G. Melvin, chief medical health officer, arrived in the city at noon today from Fredericton.

L. R. Ross, C. N. R. terminal agent, arrived home today from Montreal where he was on a visit to his son Arthur.

H. E. Kane, port agent of the C. G. M. H. here, will leave tonight for New Castle, on business in connection with the accident to the steamer Canadian Squatter there yesterday.

Beitler, June 5.—The floating debt of Germany on May 31 was 289,246,068,000 marks. These figures show an increase of \$360,000 marks from May 21 to 31.

SWISS SAY NO TO THE SOVIETS

Refuse Genoa Delegates Permission to Make Short Stay in Their Country.

Geneva, June 5.—The Swiss government has refused permission to members of the Soviet delegation who attended the recent economic conference at Geneva to make a short stay in Switzerland to "attend to private business."

An exception was made in the case of M. Krasin, to whom permission was given to remain in Zurich twenty-four hours under police supervision, the Swiss government desiring to negotiate for the recovery of one billion francs alleged to have been confiscated by the Bolsheviks from Swiss private citizens in Russia, for no indemnity was given.

SHIPPING

ALMANAC FOR ST. JOHN, JUNE 5.

A.M. High Tide.... 7.45 Low Tide.... 1.51

PORT OF ST. JOHN.

Arrives, 1922, Saturday.

Str. Tine, 1275, Amundsen, from San Diego.

Sailed Saturday.

Str. Governor Dingley, 2586, Ingalls, for Boston.

Arrived Yesterday.

Str. Sangstad, 1489, from New York.

Sailed Yesterday.

Schr. Esther Adelaide, 426, Knowlton, for St. George.

Arrived Today.

Str. Chaleur, 2930, Hill, from Bermuda and the West Indies.

Cleared Today.

Coastwise—Str. Empress, 612, MacDonald, for Digby; Connors Bros, 64, Warnock, for Chance Harbor.

MARINE NOTES.

S. S. Manchester Civilian is due in port from Manchester the last of the week.

The Manchester Exchange is due to sail from Manchester for St. John on June 10.

The Times arrived in port on Saturday night from Cuba with a cargo of raw sugar for the refinery.

The Sailing arrived in port last night from New York and docked at the refinery to load a part cargo of sugar for the United Kingdom.

The Tuna arrived in port from Santa Domingo on Saturday morning with a full cargo of tuna for the refinery.

The Karmoy arrived yesterday afternoon to load a cargo of lumber.

The West was due to arrive tomorrow from Baltimore to port last night. The schooner Esther Adelaide sailed Saturday for St. George to load lumber.

The schooner Harry A. McLellan arrived in port yesterday from New York with a cargo of coal for Starr's. She is discharging at the coal pocket.

The steamer sailed from Southampton on Friday, via Montreal for Montreal, with 95 cabin and 184 stowage passengers.

The steamer sailed at Montreal on Saturday night from Liverpool.

The new Cunard liner Laconia arrived in New York from Liverpool yesterday morning, on her maiden voyage. She is a sister ship of the Scotia and is the third of the new Cunard one-funnel ships to enter the North Atlantic service. Reports received here this morning announced that the new vessel's oil-burning machinery had been perfectly.

The new liner is nearly 624 feet long, 75 feet beam and is of 20,000 gross tonnage, with a speed of sixteen knots. She has a accommodation for nearly 2,600 passengers.

IN WALL STREET.

New York, June 5.—(10:30).—Although developments over the week-end were mainly favorable to the bull account, prices at the opening of today's stock market were extremely irregular. Issues prominent in the three-company merger were under further pressure.

Republic Iron and Steel soon declining 1-1/2 points, with a fractional reaction for Midvale Steel. Domestic oils advanced generally to last week's gains, but Mexican and European oils were hesitant.

Dupont was again the sensational feature among specialties, its initial quotation adding 9-8/10 points to last week's gain of almost twenty-five points. National Biscuit and United States Rubber were responsive to favorable statements of earnings. In the foreign exchange market early quotations for demand bills on London rose to the new high record of \$4.48 1-2.

Noon Report.

New York, June 5 (noon).—Movement of oil, prominent Industrials and rails became more conflicting during the morning. Leaders of these issues registered mixed gains and losses of one to three points. Tobacco and merchandising shares were equally unsettled. Rubber, textiles, and food specialties improved on pool operations. Irregularity was included among the heavy stocks, with an extension of the early setback in Midvale and Dupont cancelled the greater part of its gain. Lake Erie and Western Common and Preferred again represented the stronger rails with Canadian Pacific and Delaware and Hudson, but transportation as a class were lower.

FIFTEEN MINUTES OF RADIO EACH DAY

Formerly Technical Electrical Expert For U. S. Government

Lesson No. 17. THE CONDENSER.

An important function of the condenser, in the circuit of the radio transmitter, is to store up energy in the form of an electrostatic field and then to release this energy by discharging across the spark gap and setting up oscillations of high frequency.

In its simplest form a condenser consists of two conducting surfaces separated by an insulator, known as a dielectric. For high voltage condensers this dielectric may be air, glass, or mica and for low voltage condensers thin sheets of hard rubber or oiled paper.

If two conducting surfaces are so placed that there is a thin layer of air between them and the surfaces are connected to a supply of direct or alternating current, and electrostatic field will be created which sets up electrostatic lines of force in the air between the surfaces. If the supply of current is now removed and the surfaces connected, through the external circuit, the electrostatic field will discharge and cause an electric current to flow through the external circuit.

The Leyden Jar condenser and the mica condenser are two types commonly used under no conditions of high voltage where the potential across the condenser may be several thousand volts. The Leyden Jar condenser is in general use in marine installations and consists of a copper plated glass jar, with walls approximately one-eighth of an inch thick. Connections are made to the inside and outside coatings of the jar and the jars are usually mounted in a battery of six, connected in parallel. The maximum voltage to which Leyden jars may be subjected is 15,000 volts.

Several Leyden jars are shown connected in the following diagram. When connected in parallel, the outer coatings are connected to the one side of the circuit and the inner coatings to the other side of the circuit. When connected in series, the inner coating of one jar is connected to the inner coating of the next and the outer coating of this jar is connected to the outer coating of the next, as shown.

The Leyden Jar Condensers in Parallel

The Leyden Jar Condensers in Series

Another type of condenser used for high voltages is constructed of glass plates and sheets of tin foil. On each plate of a glass plate in glass sheet tin foil of such size as to leave considerable margin between the edge of the tin foil and the edge of the glass plate. The plate and tin foil sheets receive a coating of shellac or paraffin and after drying are bound together in groups and the groups submerged in oil. By means of projecting portions of each tin foil sheet the alternate layers of tin foil are connected to common terminals.

The limiting voltage of this type of condenser is approximately 15,000 volts. Glass or mica may be used as the dielectric in high potential condensers due to their ability to withstand high voltages without being punctured. For low voltage condensers, 500 volts or less, oiled or waxed paper with alternate layers of tin foil may be used.

Both Hoover and Belyea have declared that they would not go to England for the Diamond sculls race if they were defeated in the challenge cup race here. Hoover and Belyea, as well as Paul V. Costello and W. E. Garrett, will meet their opponents in today's race, rowed over the mile and a quarter course yesterday.

ing the contest is that rowing conditions would be favorable to the Times.

Both Hoover and Belyea have declared that they would not go to England for the Diamond sculls race if they were defeated in the challenge cup race here. Hoover and Belyea, as well as Paul V. Costello and W. E. Garrett, will meet their opponents in today's race, rowed over the mile and a quarter course yesterday.

ing the contest is that rowing conditions would be favorable to the Times.

Both Hoover and Belyea have declared that they would not go to England for the Diamond sculls race if they were defeated in the challenge cup race here. Hoover and Belyea, as well as Paul V. Costello and W. E. Garrett, will meet their opponents in today's race, rowed over the mile and a quarter course yesterday.

ing the contest is that rowing conditions would be favorable to the Times.

Both Hoover and Belyea have declared that they would not go to England for the Diamond sculls race if they were defeated in the challenge cup race here. Hoover and Belyea, as well as Paul V. Costello and W. E. Garrett, will meet their opponents in today's race, rowed over the mile and a quarter course yesterday.

ing the contest is that rowing conditions would be favorable to the Times.

Both Hoover and Belyea have declared that they would not go to England for the Diamond sculls race if they were defeated in the challenge cup race here. Hoover and Belyea, as well as Paul V. Costello and W. E. Garrett, will meet their opponents in today's race, rowed over the mile and a quarter course yesterday.

ing the contest is that rowing conditions would be favorable to the Times.

Both Hoover and Belyea have declared that they would not go to England for the Diamond sculls race if they were defeated in the challenge cup race here. Hoover and Belyea, as well as Paul V. Costello and W. E. Garrett, will meet their opponents in today's race, rowed over the mile and a quarter course yesterday.

ing the contest is that rowing conditions would be favorable to the Times.

Both Hoover and Belyea have declared that they would not go to England for the Diamond sculls race if they were defeated in the challenge cup race here. Hoover and Belyea, as well as Paul V. Costello and W. E. Garrett, will meet their opponents in today's race, rowed over the mile and a quarter course yesterday.

ing the contest is that rowing conditions would be favorable to the Times.

Both Hoover and Belyea have declared that they would not go to England for the Diamond sculls race if they were defeated in the challenge cup race here. Hoover and Belyea, as well as Paul V. Costello and W. E. Garrett, will meet their opponents in today's race, rowed over the mile and a quarter course yesterday.

ing the contest is that rowing conditions would be favorable to the Times.

Both Hoover and Belyea have declared that they would not go to England for the Diamond sculls race if they were defeated in the challenge cup race here. Hoover and Belyea, as well as Paul V. Costello and W. E. Garrett, will meet their opponents in today's race, rowed over the mile and a quarter course yesterday.

ing the contest is that rowing conditions would be favorable to the Times.

Both Hoover and Belyea have declared that they would not go to England for the Diamond sculls race if they were defeated in the challenge cup race here. Hoover and Belyea, as well as Paul V. Costello and W. E. Garrett, will meet their opponents in today's race, rowed over the mile and a quarter course yesterday.

ing the contest is that rowing conditions would be favorable to the Times.

Both Hoover and Belyea have declared that they would not go to England for the Diamond sculls race if they were defeated in the challenge cup race here. Hoover and Belyea, as well as Paul V. Costello and W. E. Garrett, will meet their opponents in today's race, rowed over the mile and a quarter course yesterday.

ing the contest is that rowing conditions would be favorable to the Times.

Both Hoover and Belyea have declared that they would not go to England for the Diamond sculls race if they were defeated in the challenge cup race here. Hoover and Belyea, as well as Paul V. Costello and W. E. Garrett, will meet their opponents in today's race, rowed over the mile and a quarter course yesterday.

ing the contest is that rowing conditions would be favorable to the Times.

Both Hoover and Belyea have declared that they would not go to England for the Diamond sculls race if they were defeated in the challenge cup race here. Hoover and Belyea, as well as Paul V. Costello and W. E. Garrett, will meet their opponents in today's race, rowed over the mile and a quarter course yesterday.

ing the contest is that rowing conditions would be favorable to the Times.

GENERAL RILEY AND HIS ARMY ON PARLIAMENT HILL

Ottawa, June 5.—(Canadian Press).—For about twenty minutes this morning "General Riley's army" of unemployed veterans, which had marched from Toronto, sat in silent siege of the parliament buildings, then marched back to barracks.

Promised every consideration and sympathetic treatment by the premier and by Hon. H. S. Beland, minister of soldiers' civil re-establishment, at an interview between the "army" executive and the government, "General" Riley returned to his men, and, in an impassioned speech, declared that they would remain in front of the buildings until a specific answer was received. The men sat patiently while General Riley appeared to be holding hurried consultations with individuals in the crowd surrounding the "army." He again called his men to order.

"Men," he said, "the premier of Canada has neither consented nor refused to come out and address you. I consider that the government has been very evasive. I think that the best thing to do is to march back to billets."

It appears from Mr. Shepherd's statement, that he commenced his operations along the length were expected and did develop. None of these were of a serious nature and the bottom staves became saturated and the swollen leaks rapidly diminished.

At 8 p.m. it was decided to cease operations for the day and a member of Mr. Shepherd's staff was sent to the intake to close the filled gates for the night. This man returned and reported that the western filler gate had been closed but that he was unable to completely close the intake one which was of a few inches of water along the penstock during the night would be beneficial.

On this report Mr. Shepherd opened the bye pass at the power house and this bye pass having more than enough capacity to pass all the water, which could get into the penstock, the half inch opening in the intake gate, no further action was then taken as the flow of a few inches of water along the penstock during the night would be beneficial.

At ten o'clock, however, Mr. Palmer (Superintendent of the Pacific Coast Pipe Co.), reported that the penstock was unaccountably rapidly filling up, and that considerable leaking along its sides would endanger the earth embankment of the penstock.

Mr. Shepherd at once went to the intake and found that the filler gate which had been reported open one-half inch, was completely open, and further that whoever had opened the gate had employed much force in the effort to open it still more (probably under the impression that he was trying to close it, as the wheel spindle on this gate of the intake in a contrary direction to the ordinary clockwise screw action), as to strip the lock nuts from the end of the spindle and thus render further operation of the gate, which was at this time under eighteen feet of water, impossible.

The emergency stop logs at the distance to the intake were dropped into place as soon as possible—these stop logs were of a heavy cast iron, and were completely stop all the water until fully wet and swollen. In the meantime the penstock had become quite full and under pressure throughout its length, and the many leaks rapidly undermined the embankment—particularly at the intake from the end points was greatly aggravated with the result that about 300 cubic yards of this embankment was rapidly washed away, allowing the pipe to collapse and fall into the hole.

I have asked Mr. Shepherd to report to you in detail as to this accident and I understand that he is making a most thorough investigation with a view to fix the responsibility for the opening and breakage of the gate.

I have arranged to have the embankment replaced forthwith and the contractor assures me that this will be completed in about one week. Very few of the wooden staves are broken and the pipe company have stock on hand to replace these so that no delay will be experienced in replacing the penstock as soon as the grade has been repaired. The cost of repairing the embankment, replacing cradles and penstock will not exceed twelve hundred dollars.

Yours truly,

ST. R. WESTON, Asst. Chief Engineer.

DAMAGE WILL NOT EXCEED \$1,200

Will Not Take More Than a Week to Repair the Wood Stave Penstock at Musquash—Detailed Report by Assistant Chief Engineer.

That the damage done through the washing out of a fill and a consequent collapse of one of the woodstave penstocks in the hydro-electric development at Musquash will not exceed \$1,200 and can be replaced in a week, is among the details in a report made on the matter to the chief engineer, C. O. Foss, by S. R. Weston, assistant chief engineer. Mr. Weston's account of the accident is as follows:

C. O. Foss, Esq., Chief Engineer, N. B. Electric Power Commission.

Dear Sir,—Immediately on receipt of a report from Mr. D. Shepherd to the effect that the tests which he was conducting of the turbines and generating machinery at Musquash had been interrupted by the failure of the earth embankment (Station 25 Eastern penstock grade), I went to the site and made a careful inspection of the washed-out fill and an inquiry as to the cause of the trouble of any kind.

It appears from Mr. Shepherd's statement, that he commenced his operations along the length were expected and did develop. None of these were of a serious nature and the bottom staves became saturated and the swollen leaks rapidly diminished.

At 8 p.m. it was decided to cease operations for the day and a member of Mr. Shepherd's staff was sent to the intake to close the filled gates for the night. This man returned and reported that the western filler gate had been closed but that he was unable to completely close the intake one which was of a few inches of water along the penstock during the night would be beneficial.

On this report Mr. Shepherd opened the bye pass at the power house and this bye pass having more than