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THE EVENING TIMES AND STAR, ST. JOHN, N. B. WEDNESDAY, AUGUST 2, 1922

The Evening Times and Star

ST. JOHN, N. B., AUGUST 2, 1922.

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NO MORE DELAY

With only Commissioner Bullock dissenting, the city council has decided to engage another expert. This course is pursued, we are told, in the interest of the citizens. It is also, although attention was not directed to the fact yesterday, in the interests of the New Brunswick Power Company. So long as the city signs no contract for the Musquash current, just so long the power company will rejoice and be glad. Any delay for any cause whatever, and "the interests of the citizens" is of course as good as another, gives pleasure to the power company, because the season is wearing on and a civic distribution plant could not be installed in winter, except at very greatly increased cost. If now an electrical expert is brought here, and he proceeds, as Commissioner Thornton suggested, to check up the Kribs report on civic distribution, another couple of months might easily be dawdled away, and by that time some other important reason for further delay or refusal to sign the contract might be discovered. The Times does not charge the city council with any desire to balk the declared wishes of the people, but simply puts the case in this way so that the members may understand one interpretation which might, and perhaps they will themselves admit might not be, made of any further delay in giving effect to the mandate of the people.

It may again be said that the New Brunswick Electric Commission, which represents the citizens of St. John as well as of the rest of the province, is not out to gouge its own principals. Any necessary changes in the contract could be made at a conference between the commission and the city council. It is not enough to say that the N. B. Power Company shall not get the Musquash current, but the current must be got for St. John, by signing the contract. Time flies. The people demand action.

MORE AND MORE HYDRO

Ontario is to develop more hydro-electric energy. Speaking at the opening of a new building at Galt for hydro distribution, last week, Sir Adam Beck said that the provincial commission, with a view to future demands for power which would far exceed the capacity of the enlarged Chippawa plant, had under consideration plans for the construction of a further scheme for the utilization of Niagara.

"We are quite ready to finance a new 80-foot canal from above Niagara Falls to Queenston," he said. "That would be double the Chippawa Canal; it would make available one million horsepower to the people of Ontario. We have most of the property bought. Then we would have a million and three-quarters horsepower. The next canal would cost a hundred millions. Don't let that figure frighten you. We have \$235,000,000 liability now, and we have no defaults, but there is always propaganda against us and always misrepresentation."

Sir Adam found it necessary to correct a false impression regarding the question as to who pays for hydro. He said: "I talked to a farmer the other day. He said he was getting tired paying taxes so that city people could have light and electricity. He had been led deliberately to believe that he was paying taxes for hydro light in town and city municipalities. Hydro has never cost a taxpayer of this province one cent. Here in Galt you are getting power at one-sixth of the original cost, but not a cent of the price comes out of the farmers."

What New Brunswick needs more than anything else at this moment is a Sir Adam Beck. What St. John needs is a fearless leadership that will give this city the full benefit of the Musquash development. The citizens must give this matter their most serious consideration. There is nothing to fear. All that is required is a determination to get cheap light and power as now offered, and pave the way for an era of industrial expansion.

UNGARNERED WEALTH

For the encouragement of the promoters of worthy causes who need funds, we may recall the following prize fights in pugilistic history in the United States, where the gate receipts exceeded \$100,000:

Dempsey-Carpenter	\$1,623,380.00
Dempsey-Willard	463,822.10
Leonard-Tender	450,000.00
Crisie-Johnson	270,775.00
Dempsey-Brennan	162,740.20
Hard-Moran	152,000.00
Hard-Mitchell	136,408.96
Donlan-Moran	131,193.65
Leonard-Kanas	126,747.75
Grech-O'Connell	115,762.25
Wilson-Jordan	108,619.65

It is rather surprising that the government of Quebec has not discovered that it could add to its revenue from liquor by encouraging prize-fighting contests, and that the Ontario government does not also see an opportunity to add to its revenue from race-track gambling.

Assurance comes from Ottawa that in the event of need the federal government will see to it that Canada gets coal. St. John will require a considerable quantity of anthracite coal. Is the government informed as to this need?

A WORLD FIGURE

A great Scotsman, a man of world-wide fame, a human benefactor in the highest sense, Dr. Alexander Graham Bell, so well known to Canadians because he lived so much in this country, has gone to his rest. He died where he loved to spend his summers and where many of his scientific experiments were made in the island of Cape Breton. Dr. Bell, by the invention of the telephone, conferred a great boon upon the human race. People who can talk across a continent, or in their homes or offices get into quick communication with their neighbors or business associates, realize what this invention meant to mankind, and it has been followed by others that have made the world a whispering gallery. Dr. Bell was a many-sided man. He was a great linguist and philologist, and was once a teacher of elocution in Queens University, Kingston. The first trial of the telephone was made in Brantford, Ontario, in 1876, and it is easy to reckon how far the world has travelled since along the line of transmitting speech for immense distances. Dr. Bell was the inventor of much more than the telephone. He was interested in aerodynamics, and invented a flying machine. Years ago he declared his belief that "an airship will be perfected capable of making 160 to 200 miles an hour, and it will be possible to have dinner in America and breakfast the next morning in Europe." We have seen the Atlantic route traversed by an airship, and the airplane is today a common-place medium of travel both in Europe and America. Dr. Bell was one of the great pathfinders of all time, and humanity will forever reap the fruits of his genius. Honors were showered upon him by governments and great universities, but no man ever wore them more lightly, for he was devoted to science and throughout his life maintained the same modest demeanor. He was an author as well as an inventor, and made valuable contributions to the literature of science. Universal honor will be paid to his memory and to his achievements for human welfare.

MAINE TAKES NO CHANCES

Our neighbors in Maine are not sitting still hoping that their coal supply will come to them as usual. Governor Baxter has appointed two fuel administrators for the state, and one of them has gone to Washington to meet Herbert C. Hoover, secretary of commerce, and obtain from him specific instructions as to the course to be followed in Maine in coping with the emergency. A despatch from Augusta says:

"With an acute stage developing in the national coal situation, Governor Baxter decided Sunday night to cancel all engagements for the present. With important despatches arriving from Washington almost every hour, Governor Baxter has decided that it is necessary for him to be in the executive department practically all the time. In reply to a telegram from Governor Baxter, Secretary Hoover wired as follows: 'Priority orders will be issued as quickly as state gets its organization going, when we will do our very best.' Governor Baxter felt that this suggestion from Secretary Hoover amounted almost to an adroit statement that Maine cannot act too quickly in perfecting its organization and in co-operating with the federal authorities. A conference of wholesale coal dealers has been called for Tuesday and a conference of business interests and chambers of commerce will be held Wednesday. All information will be presented at a special session of the governor and council, when the course of the state will be fixed."

Each state is expected to organize to get its own coal supply, and Maine is early in the field. The central control body at Washington "accepts only the responsibility of keeping the railroads supplied with coal and directing a proper distribution as between states through car allocations, holding nine prices at a fair level, and it looks to the various states to control distribution and prices for consumers within their borders." Gov. Baxter of Maine says that while there will doubtless be coal enough to prevent any suffering in Maine, the utmost economy will have to be practiced by domestic as well as industrial consumers. If this is the situation in Maine, and if the Nova Scotia miners go out, what will be the situation in New Brunswick?

Ottawa Citizens—"Collisions at railway crossings continue. Most of these collisions are the result of a tie between trains and autos ending in a tie. The train, however, always succeeds in knocking the auto off the tracks for no one has ever heard of an auto knocking a train off the tracks. It may therefore appeal to some auto drivers' sense of logic that in all such races a tie means that the auto loses."

St. Catharines Standard: With a coal shortage of unusual severity in prospect, Ontario may have greater occasion than ever to thank Sir Adam Beck for what he has done in providing this province with a power and lighting commodity that removes many of the terrors following in the wake of every mine tie-up.

FIFTEEN MINUTES OF RADIO EACH DAY

By Edward N. Davis

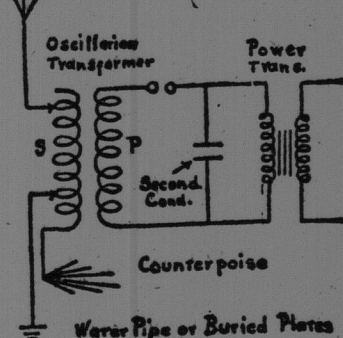
Formerly Technical Electrical Expert For U. S. Government

Lesson No. 67.

THE COUNTERPOISE.

One of the most efficient methods of grounding a radio system is by means of a combination of wires, somewhat similar to the aerial system, suspended at a very short distance above the earth's surface. This group of wires, which should have at least as many wires as the aerial, is called the counterpoise. Commercial radio stations usually employ an aerial system supported by two masts or towers with the apparatus installed in a building at the base of the lead-in which is usually taken from the centre of the flat top of the aerial. The counterpoise is usually supported on short posts ten or twelve feet from the ground with insulators at the points of support. The wires are, in general, somewhat longer than the wires in the aerial itself and there are sometimes as many as thirty-six wires spaced every ten degrees.

Amateur stations which employ cage type aerials often use a second cage for the counterpoise which is generally hung a short distance above the ground, usually about eight or ten feet. The fundamental wave length of an aerial system is slightly less when a counterpoise is used than when an actual ground is available. This is because the effect of the counterpoise is similar to placing a series condenser in circuit with an aerial system employing an actual ground. The total effective capacity of the circuit is reduced, hence a reduction in wave length.



Counterpoise and Actual Ground combined.

Portable radio stations such as those of the army sometimes employ a type of counterpoise ground which consists of insulated wires reeled out on the ground under the aerial. The outer ends of these insulated wires are carefully insulated.

It is sometimes desirable to employ both the counterpoise ground and an actual ground connected on the same transmitter. If this is done the real ground should be tuned so as to balance the counterpoise by connection to the secondary of the oscillation transformer at the proper point to secure an equal distribution of current in the two circuits. The diagram shows how the system is connected.

Airplanes equipped with radio apparatus make use of a trailing wire antenna which may be coiled up when landing. The so-called ground connection is made on the metal frame of the engine. Small aerial systems built into the wings are found to be a very limited range. The trailing wire antenna is extremely directional, a fact which was a source of considerable trouble in operations with airplanes during the world war. Radio sets mounted in railroad trains are grounded on the metal tracks which are of course metallically connected to the rails. Sets installed in automobiles either employ a coil or loop antenna or a small capacity antenna with the ground on the engine and steel frame of the car.

SENATOR MARCONI'S PLANS.

After a short stay of three weeks in this country Senator Marconi, the famous radio engineer, has departed for England on his yacht, Elettra. It is understood that he plans to continue his important investigation concerned with short wave telephony which he has used successfully in wireless communications of approximately one hundred miles over land.

Elimination of static interference and further development of the electron tube are subjects to which he intends to devote a large portion of his time. The new electron tube for use in the transmission of radio signals has reached a stage where radio engineers predict it will render obsolete millions of dollars worth of electrical equipment used in the generation of high frequency currents.

In contrast to the electromagnetic waves approximately nine miles in length used for transatlantic communication, Marconi has succeeded in transmitting signals a considerable distance using waves varying from a few inches to three or four feet in length.

NINETY IN THE SHADE.

Oh for a lodge in a garden of cucumbers!
Oh for an iceberg or two at control!
Oh for a vale that at mid-day the dew
'cumbers,
Oh for a pleasure trip up to the pole!
Oh that this cold world were twenty
times colder!
(That's orny red-hot, it seemeth to
me)
Oh for a turn of its dreared cold
shoulder!
Oh what a comfort an ague would be!
Oh for a groto, frost-lined and rill-riven,
Scoped in the rock under a catarract
wall!
Oh for a winter of discontent even!
Oh for wet blankets judiciously cast!
—Rostert Johnson in Montreal Gazette.

IN LIGHTER VEIN.

A Common Case.
"There is an air of refinement about their home," he said, "but there isn't much refinement about their heir."

Pa Was It.
"Pa, what is the laughing stock?" asked Clarence.
"Well, it can't be the joke oil mining, shares I bought, because they are no laughing matter," replied his dad thoughtfully.

Do Unto Others.
Bibson Frocks—"This cake is awful nice, mamma." (Silence). "This cake is awful nice, mamma."
"Well, what of it?"
"Oh, nothing; only when the minister says it you always ask him to have more."

What Could She Mean?
Gentleman (buying a cigar)—By Jove! If I haven't left my pocketbook at home.
Saleswoman—That's all right; you can pay me tomorrow.
Gentleman—Yes; but suppose I should get run over or get hit by a falling brick?
Saleswoman—Well, it wouldn't be any great calamity, anyhow.

FARMERS NEED MARKETS.

The collapse of Europe's buying power has thrown thousands of American farmers into bankruptcy, says Agnes C. Laut in the August number of Our World. Prices of dairy cows have fallen from \$200 to \$80 per head. Prices to the farmer for canned beef have fallen from \$70 to \$35. Recently a herd worth \$20,000 was sold for \$2,500. During the war farming became our greatest export industry, supplying more than half of our total exports. Now that Europe has no money with which to buy, American farmers are faced with one of the greatest crises in history. They have grown to depend on Europe for their market. The profound change is indicated by the fact that at the Agricultural Conference farmers actually went on record as favoring a ship subsidy. Heretofore the farm constituencies have been the greatest obstacle to the development of a merchant marine.

Man in the Street

An old man in Moncton was "amped" by two young women and his pocket book was stolen. . . . It's terrible the way the "young" people are going to the dogs.

"Tipperary Taken by Free Staters" . . . It was a long way to go.

We heard a prohibition inspector and a newspaper man make an agreement yesterday to give up cigarettes for a month, the first man to fall from grace to give the other one a cash reward. We would prefer to be the inspector.

Headline in a city paper: "Convicted R.W.Y. strike is about over." Is this a secret society like the K.K.K. or the name of a broadcasting station?

Modern Proverbs.
Smile and the world smiles with you, etc.—Keep dry and the world's dry with you. Drink and your breath's a magnet.

People that live in glass houses should keep out of Russia.
Slips that pass in the night—The anti-volstead feet.
What man has done, man can do—This does not apply to buying a bottle for \$1.90.

Still water runs deep—Soda water prices are steep.
The song of moonshine—There's so much good in the worst of us, and so much bad in the best of us, and it all behooves any of us to drink what's made by the rest of us.

70-YEAR-OLD GAS PIPE

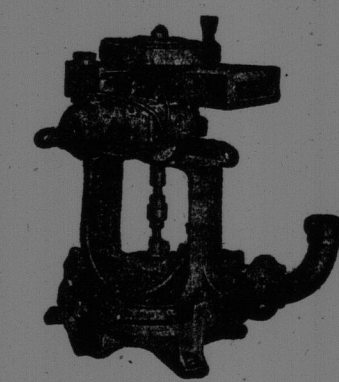
The durability of wood as compared with iron was demonstrated recently when a survey was made in Canandaigua, N. Y., of a gas system installed seventy years ago. A part of this system was a six-inch wooden trunk line 1,800 feet long and though there had apparently been no leakage from it, engineers decided it should be taken up and a more modern tube installed.

When a section of the pipe was uncovered, however, it was found that although it had been lying submerged in water, it appeared to be as sound as the day it was laid. A hole was bored in it with a carpenter's bit and the inside of the log was found to be as sound as the outside. An iron band, which was used in making a joint and had been installed at the same time as the log did not survive as well, however.

In laying this pipe line, one end of the log was turned down for a few inches to about half its original thickness and this was inserted into the enlarged bore of the next length. The iron band which failed to stand the test was drawn tightly around this joint. This iron band was found to be so badly rusted it had to be removed.
The log was found to be sound throughout. Chips from the boring showed that there had been no seepage through the fibre and the wood was not impregnated with gas odor.

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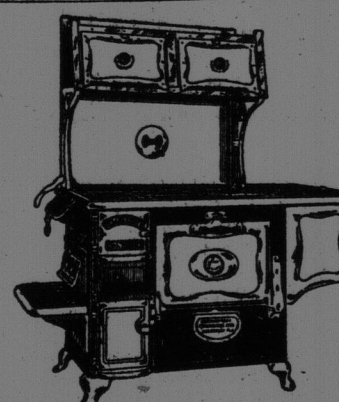


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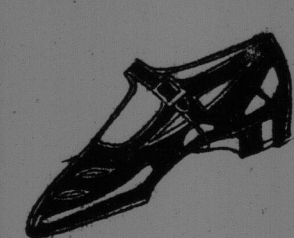
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