

RADIO EXPERIMENT ARRANGED FROM MONCTON STATION

test has been arranged for the night of Thursday, Oct. 15, when CNRA at Moncton, will broadcast a programme at different wave lengths for the purpose of determining which can be received with best effect in England. The broadcast by the Canadian National Railways radio department is being prepared in conjunction with the British Broadcasting Company, the latter to pick up the Canadian programme at one of the stations which have recently been placed in commission for the purpose of receiving broadcasts from abroad and rebroadcasting to receiving sets in the British Isles.

The special programme will begin at CNRA at 7.30 o'clock Atlantic standard time and will continue for an hour, transmission being effected at 291 metres at 8.30 o'clock. A change will be made and for half an hour the vocal and instrumental numbers will be broadcast at 313 metres, the test broadcast terminating at 9 o'clock Atlantic time and equivalent times in Greenwich time will be 11.30 p. m. to 1 a. m. Friday Oct. 16.

Special permission was granted for this experimental test by the Halifax division of the Department of Marine and Fisheries, the radio branch forming a section of that department the special British broadcast from CNRA for which Thursday broadcast will decide the wave length will take place on Friday, Nov. 6, between the hours of 7.30 p. m. to 9.30, Atlantic time, being 11.30 p. m. to 1.30 a. m. Greenwich time. On this occasion W. D. Ross, vice-president of the Canadian National Railways, who has charge of the radio department, will deliver a brief address.



1/2 lb Package

KRAFT CHEESE

A handy size package for occasions when half a pound is just right.

FALLIBILITY OF FINGER PRINTS

A bombshell has been thrown into the ranks of criminal investigators by the declaration of John Nicholas Boffel, author of a book on fingerprints, that they are not only fallible but are dangerous to justice as evidence. It is some twenty-three years since Francis Galton, the noted British anthropometrist, came forward with his theory of certain identification of human beings by fingerprints. The system was first adopted in British India in 1897, and in Great Britain as the sole infallible means of identification of criminals in 1900. It has since been adopted in a more or less limited degree by many other nations, in conjunction with the Bertillon system of measurements. The system has never been seriously challenged by any prominent anthropometrist since its first inception until today. But Mr. Boffel's charges are not to be dismissed unceremoniously.

He deliberately asserts that fingerprints can be forged. His collaborator, a Chicago engraver and photographer, has discovered that he can counterfeit such prints perfectly. If one man can do so, others can. Moreover, Mr. Boffel makes the astounding announcement that "a leading fingerprint school advertises a correspondence course for \$70 which will qualify in a few months' spare time, any illiterate, who as an expert, can go into court as a professional witness and swear away human lives." Mr. Boffel further declares there is every reason to believe that a man executed in New Jersey in 1921 for murder, and one of the two men executed in the United States solely upon fingerprint evidence were both guiltless.

The technical proof of his contention is, of course, the most important point about Mr. Boffel's claims. It must be obvious however that it will have to be given the most thorough and painstaking examination by the authorities. Fingerprint evidence is held to be proof in Canada. But if there is any doubt on the point, that doubt must be removed beyond any possibility of challenge before the public will feel comfortable about the acceptance of such evidence in future in any court of law in this land.

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of invigorating cod-liver oil, pleasant to take, has been protecting and helping people of all ages forge ahead in health and strength. Take Scott's Emulsion!

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THE HIGH COST OF LIVING

Marjorie Bradford, B. Sc., Social Service Council of Canada.

Although Canadian towns and cities are showing an increasing interest in town planning, activities in this important field are not yet commensurate with the economic and social importance of the subject. The vigorous extension of the movement in other countries. In 1923 the Federal Government established an advisory town planning office under the Commission of Conservation. Owing largely to the educational work carried on by that office, town planning legislation has been passed in seven of the provinces. But the majority of these have not put their acts into operation or appointed a qualified executive, and consequently there are few cities in Canada that have adopted comprehensive plans for the future development of their areas.

Meanwhile much money is being wasted in piecemeal and obsolete development of a temporary character: jumble building, destructive of stability in property values, is going on everywhere; home-makers, especially among low paid wage earners, are refusing to build because there is no security against a constantly changing environment that muddles up home dwellings, commerce and manufacture. With such conditions obtaining the city loses money through a lowering of the assessment value of the property. The home owner faces a serious loss in the decrease of the value of his home and loan companies become more and more hesitating to lend money on real estate because of the general insecurity of property values. Largely on account of such conditions, Montreal can claim only twelve per cent of its citizens as home owners and doubling up of families is the order of the day in that city.

Over nine per cent of Canadian dwellings, that is almost one in every ten, are either of one or two rooms. Most of these cramped dwellings are to be found in the slums of our cities.

The cost of jumble building on the moral side is the destruction of the life and happiness of the people and the creation of social disorder, disease and discontent. When slums are allowed to develop they create the gravest and most expensive problem of the city. In an unzoned city the houses of the well-to-do are usually protected from jumble buildings by private restrictions, but even here these restrictions become less operative and effective with the changes in property ownership. The dwellings of the poor are often robbed of their light and air and pleasant surroundings and degenerate into slums which become the disease spots of the city. Hospitals and prisons have to be built and maintained at the public cost to deal with the ill effects of bad city buildings. Garden cities in Europe have demonstrated that workmen's children who live in houses twelve to the acre instead of in slums with forty houses to the acre actually are two to three inches taller and ten to twelve pounds heavier than their brothers and sisters of the slums.

VOCATIONAL SCHOOLS

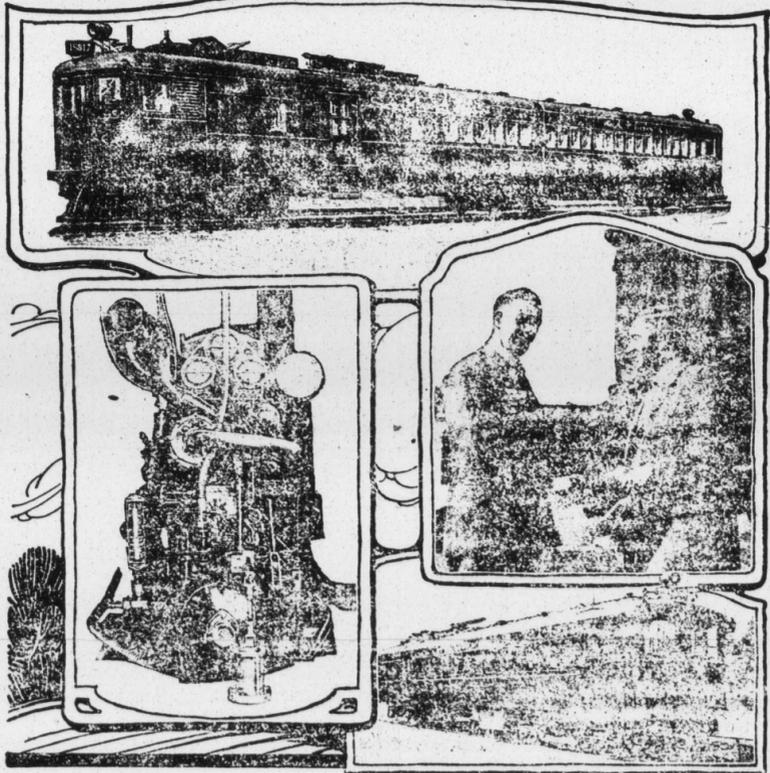
Suggesting that W. K. Tibert, Fredericton, may be appointed to succeed Fletcher Peacock as Director of Vocational Education in New Brunswick, the Gleaner says: In official circles there is a growing feeling that considerable doubt surrounds the future of vocational work in New Brunswick, and the present opinion is that there is likely to be a curtailment of operations, although present inquiries may be definitely determining the efficacy of the system and its operations.

Always have Mustard on the table

It's not just custom that makes people take mustard with their meals. Mustard aids digestion and helps to assimilate the meats. It is a good habit to acquire. Mix it freshly for every meal.

but it must be Colman's

Canadian National Oil Electric Cars.



The Canadian National Railways have put into service an entirely new type of motive power which may go far towards solving two of the most serious problems steam roads are facing, namely, high fuel cost and the competition of motor busses and heavy on the public highways. The oil electric car is the name given to this new method of locomotion and its creation is due to the mechanical officers of the National Railways who conceived the idea and carried it through. Relatively speaking, the principle behind the power which drives the car, is simple. In one end of the car is located a light fuel oil engine operating on the Diesel principle and this engine drives an electric generator which provides the energy to move the car. The engine is started by a small electric motor operated from storage batteries and these batteries are, in turn, recharged by the generator when it begins to function, so that the cycle of performance is a close approach to perpetual motion.

Two sizes of cars have been built, the large or articulated type and a small type. The top photograph shows the large type, consisting of two bodies resting on three four-wheel trucks, the ends of the two bodies being attached to the centre truck in such a way, by a safety locking pin, that the rear car is able to swivel sufficiently to take the curves. This car has a total length of 102 feet and can accommodate 126 passengers. In the lower left hand corner is a photograph of one end of the fuel oil engines, used on these cars. On the right Mayor J. H. Balharrie of Ottawa is seen shaking hands with Mr. C. E. Brooks, Chief of Motive Power of the Canadian National Railways, on the completion of the first trial run of the large car from Montreal to Ottawa. Below is a photograph of the small car which has a passenger carrying capacity of 56. Both cars have roomy baggage ends as well.

An idea of the possibilities of these cars is to be had from the performance of the small car during a test trip from Toronto to Montreal. The mileage between those points is 334 miles. The fuel consumption of the small car on the trip cost \$3.50 and lubricating oil 48 cents, or a total fuel cost of \$3.98. To have operated a steam train of similar passenger carrying capacity, even with the most economical type of locomotive, would have entailed a fuel cost of at least \$66.00. The ability of these cars to produce speed when required, was demonstrated during the test run of the large car from Montreal to Ottawa. The trip was made in two hours and fifteen minutes actual running time or at an average rate of 52 miles per hour. Both cars shown in the photograph are now in service. The large car is in local service on Canadian National lines out of the Tunnel Terminal between Montreal and Ottawa. The small car is in local service between Hamilton and Guelph, Ontario.



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MOTHER! Fletcher's Castoria is a harmless Substitute for Castor Oil, Paregoric, Teething Drops and Soothing Syrups, prepared to relieve Infants in arms and Children all ages of

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- Wind Colic
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- Regulate Bowels

Aids in the assimilation of Food, promoting Cheerfulness, Rest, and Natural Sleep without Opiates

To avoid imitations, always look for the signature of *Dr. J. C. Fletcher*. Proven directions on each package. Physicians everywhere recommend it.

Silence That Is Not Golden

The merchant, who fails to "speak up" lets a lot of golden sales slip past his store. This lost business goes either to his competitor down street or, by mail order route to the big city stores.

People are often surprised to find that the goods they bought "unsight unseen" from a catalogue can be seen and examined in the local store!

Tell your buying public what you have—ADVERTISING in "The Union Advocate" will invite the whole community to your store. And—

Most Folks Shop Where They Are Invited to Shop