

The Evening Times and Star

ST. JOHN, N. B., AUGUST 9, 1922.

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THE GIFT ENTERPRISE

The city is asked to present the New Brunswick Power Company with \$600,000 and give the company's property a fixed value of \$3,000,000. The city would have to spend at least \$300,000 more to put the whole plant in good condition, and would then operate, but not own it. If it decided later that it should own the property it would have to recognize a value of \$3,000,000 that had been fixed by itself. If it puts in its own distribution system and goes in to competition that value of \$3,000,000 will not exist. If it spends \$600,000 on a distribution system there will be something it will really own.

While time is being wasted the prospects of getting hydro before winter may go a-glimmering. There are rumors that a plebiscite may be proposed or even decided on at City Hall, and that would mean a delay for some weeks longer. Nobody doubts what the result of the plebiscite would be. It would give a majority against the proposed deal with the power company as emphatic as was given in April for hydro. The plebiscite was held in April and the contract for power has not been signed or tenders called for the distribution system.

This is a matter of personal concern for every citizen. The power company and its friends are busy, for if the proposed deal could be put through the company would have all the best of the bargain and the city would pay. Is it not time the citizens generally took a hand in the game?

THE PEOPLE HAVE SPOKEN

No useful purpose can be served by recalling what somebody said about hydro last winter. The people spoke in April. They gave the gentlemen now at City Hall a mandate to do two things: complete the contract for the current from Musquash, and instal a civic distribution plant. They gave no mandate for delay, or for any consideration of such an outrageous deal as is proposed by the New Brunswick Power Company.

Two things should be taken for granted: first, that the people knew in April what they wanted; and second, that failure to give it to them without further waste of time will be resented in no uncertain manner. Nobody objected to the power company putting down on paper any offer it might have to make, but the offer now submitted merely shows that while talking with the company's representatives the civic authorities should have been going right on with the business of signing the contract and calling for tenders for the distribution system.

There are those who would muddy the water when the whole issue is really plain and clear. To perplex the public mind, to create doubt, to cause the people to fear and hesitate, is to play the game of the power company. While St. John marks time the people along the way through Westville will soon have cheap light and power. There is no mystery, no cause for hesitation. The New Brunswick Electric Power Commission is ready to confer with the civic authorities at any time about the contract for the Musquash current. There is nothing to delay the calling for tenders for the civic distribution system. To hold a plebiscite would but repeat the verdict of April, and it would cause delay that has already lasted far too long. The gentlemen at City Hall must bear themselves in the interests of the people.

MIDDLE GROUND

The Hardware Clerks' Association have left no room for doubt as to where they stand in regard to hydro. They have not shifted their ground. They want the city council to do what the electors voted for in April. In short, they want the goods delivered. They have not been hypnotized or cajoled or deceived. Their action last night should stimulate others, the more so that Mr. Sanderson is again on the ground with some local support he did not have a few weeks ago. There are rumors abroad of a resumption of activity by some friends of the power company who have been quiescent for a time. There is a fight in prospect. Every effort will be made to confuse the issue, to create a doubt as to the good faith of the New Brunswick Electric Commission, to persuade the people that competition with the power company would be bad business, and that the only way out is to hand over the power to them or give their property a value of \$3,000,000, with another \$800,000 to be spent by the city on a plant it would not own. The labor men are no doubt receiving assurances of what will be done for them if they are good, while on the other hand the large taxpayers are having horrible pictures shown to them to warn them off the rocks of competition. It is time for every citizen to ask himself whether he is for the city or for the power company. There is no middle ground.

STILL A PESSIMIST

St. John people have not forgotten the sensation they experienced before the war when Sir Rider Haggard, in a speech delivered here, in measured words declared that the Empire stood in very grave danger. His ominous words were soon to be recalled with sadness, for the great war came. Sir Rider is still rather pessimistic as to the future, not merely of the Empire, but of western civilization. In an address recently before the Norwich, Eng., Rotary Club, he said: "We have an idea that the West is going on forever, but can we be quite sure of that? Those who have studied and know the East, its enormous power of reproduction, its simple habits of life on the land, and its system of moralities which make every woman think it her duty to have children, know that it contains an enormous potential power which must one day break out. Whether it can be curbed I do not know, but I have grave doubts. I shall never forget my friend Theodore Roosevelt, saying when talking of Japan, 'Look out for your Australia; it will be the first place to go.' If once Japan secures the control of China the outlook for the western world will be very cloudy. Who would have thought a dozen years ago that there would be such horrors in Russia as we have recently seen in Russia. Even in Ireland it has been revealed that the savage is uncommonly near the shirt of civilized man, and so always it will be."

Sir Rider expressed a belief that our civilization would go the way of those by which it was preceded. If the world at large shared his view that result would be a foregone conclusion. Happily for the future of the race, they hold the opposite view.

THE STRIKE SITUATION

Last week's figures of railway traffic in the United States showed that the hope of the shophmen that they could so disorganize business as to force the railways to yield, has not been realized. The New York Times says: "Excepting coal, more commodities were loaded than in any other week at the corresponding season. The increase of loadings over last year was 98,842 cars, and the decrease from the previous week was only 800 cars. Another test is the number of bad-order cars and engines. The railway managers flatly deny the strikers' reports of numerous disabled locomotives. The surplus of good-order cars is 238,029. There are 151,727 idle coal cars. The number of bad-order cars increased from 14.3 per cent to 15.1 per cent. Evidently the shophmen's action is accumulating only a moderate increase of business for them when they return to work. Incomplete reports for June show that 170 railways earned net operating income of \$70,601,448, against \$47,979,901 last year. Thus the traffic movement discloses no extreme pressure due to the strike." Of course the increase in traffic would have been greater had there been no strike, and if it continues, along with the coal strike, each of which was expected to help the other, the whole situation in regard not only to transportation and industry, but the question of fuel supply for the people will become very serious. The country, as it is, will pay more for its coal, and the most live news of the day is that which treats of the efforts to bring the two strikes to an end.

In respect the German has not changed. The Commercial Intelligence Journal says: "A Barcelona correspondent reports that German imitations of both British and American goods are sold extensively in Spain as the genuine article. A well-known safety razor is being hawked from door to door at a peseta. Yet the brand is not it and also what purports to be the country of origin. Tooth pastes, soaps and other well-known proprietary articles, supposedly genuine, are, for the most part, German copies or counterfeits."

The New Brunswick Power Company and its friends have seen the light. They have discovered that the people voted for the principle of municipal ownership. Therefore the city should take over the plant at a watered stock price and so permit the company to get away with the swag. The "pizen" is working. Will the people let it work?

If the citizens believe the contract for hydro should be entered into and tenders called for a distribution system, they should impress the fact upon the city council. There is no need of plebiscite. The plebiscite was held in April last. Vigilance was never more needed than at the present moment.

A million dollars, or two millions, is as good for the city of St. John as for the New Brunswick Power Company.

STREAMSHIP HITS ROCK; 326 PASSENGERS SAVED

Seattle, Wash., Aug. 9.—The 826 passengers of the steamer R. F. Alexander, which struck Cape Rock in the Pacific, a few miles south of Cape Flattery, early on Tuesday morning while on the way here from San Francisco were landed this morning from the steamer Admiral Schley.

FIFTEEN MINUTES OF RADIO EACH DAY

By Edward N. Davis

Formerly Technical Electrical Expert For U. S. Government

Lesson No. 73.

LICENSING OF RADIO STATIONS.

The department of commerce issues licenses authorizing the operation of radio stations of various types upon application and inspection by the local radio inspector of the particular radio district in which the station is located.

Stations conducting a receiving service only do not require licenses but the operators are governed by the same laws regarding the secrecy of messages as the operators of transmitting stations where the operators are required to take an oath to keep secret the contents of all messages.

Transmitting stations are classified according to the nature of the service performed, namely: General public service, limited commercial, experimental, school and college stations, special amateur, general amateur and restricted amateur stations.

General public service stations are those which conduct a paid commercial business such as the ship and shore stations. Limited commercial stations conduct special services such as communication between fixed points, trans-oceanic service or broadcasting. Experimental stations are conducted by engineers for service or broadcasting. The purpose of developing special apparatus for amateur relay work where amateur stations are licensed. The purpose of the amateur relay work is to interfere with ship to shore service is not probable. General amateur stations are located more than five nautical miles from any government radio station, while amateur stations within that distance of any government station are restricted in power to one-half kilowatt.

The international convention has assigned certain groups of call letters to each nation for designating the various radio stations controlled by that nation. All combinations of call letters beginning with "W" and most of those beginning with "K" are assigned to the United States. In addition, the combinations beginning with "N" are reserved for the United States navy. For example, "KDW" is the American, "SSA" and "NAH" is the call of the Brooklyn navy yard.

Call letters beginning with "W" or "K" are assigned only to commercial stations, while the call letters of the experimental, school, and amateur stations are prefixed by the numeral indicating the radio district in which the amateur or experimental station is located.

Experimental stations have call letters made up of the number of the radio district, the letter "X" and one or two other letters. Special stations are designated by the letter "Z" which immediately follows the number of the radio district. The call letters assigned to general and restricted amateur stations are made up of the number of the radio district followed by two or three letters. The two letter combinations of two letter calls omitting those beginning with "X," "Y" and "Z," necessitating the use of many three letter calls. The two letter combinations are greatly in favor among the amateurs, due to their simplicity.

The license for any radio transmitting station specifies, among other things, the at all times while in operation the station must be in charge of a duly licensed operator who is directly responsible for the operation of the station in compliance with requirements of the federal and international radio laws.

MAY REPLACE USE OF CARRIER PIGEONS.

The use of the radiophone may replace the carrier-pigeon as a means of communication between fishing fleets off the Pacific coast and their home ports.

The schools of tuna fish moving northward and along the coast are followed by the fishing boats which depend upon birds for carrying messages. At best this form of communication is unreliable, and it is anticipated that this one way service may be supplanted by the installation of radio transmitting and receiving equipment, thus keeping the canneries on the coast in close touch with the activities of the fleet.

The development of radio telephony has been so rapid and the future offers such possibilities that radio engineers anticipate the production of transmitting apparatus which is simple to operate and may be obtained at low cost. Bridget's industry is therefore watching the development with considerable interest, as the application of radio communication for the purpose will prove an extremely valuable asset. (All Rights Reserved by United Feature Syndicate, Reproduction Prohibited.)

MOTHERHOOD.

Standing alone at the ocean's edge
And, and, and, and, and, and, and, and,
You are the child I used to be,
Playing the games I played.

Now I have only a coward's heart,
Holding you all too dear,
Learning at last that love shall teach
The fearless how to fear.

You are so little against the sky,
Eager and bold by the ocean's edge,
Oh, little son by the ocean's edge,
I am afraid, afraid!

IN LIGHTER VEIN.

He Looked the Part.
She was telling her new servant about her husband.

"My husband, Bridget," she said proudly, "used to be head of the militia."
"I thought as much," said Bridget, cheerfully. "Ain't he got the fine malicious look?"

Preparing.

Caller—"Is Miss Jones in?"
Servant—"No, madam."
Caller (surprised)—"Where is she?"
Servant—"Don't you know, ma'am? Miss Jones is going to be married, and she goes to the college every afternoon to take lessons in domestic science."

Ready to Oblige.

"I want a shave," said the determined-looking man as he climbed into a chair in the Barber Shop. "I don't want a hair-cut, nor a shampoo. Neither do I want any bay rum, with hazel, hair tonic, hot towels or face massage. I just want the bootblack to fondle my feet. I just want a plain shave, with no trimmings. Do you understand that?"
"Yes, sir," said the barber. "Will you have some lather on your face, sir?"

Nothing Long Drawn-Out.

"Did you interview the eminent statesman?"
"Yes."
"What did he have to say?"
"Nothing."
"I know that. But how many columns of it?"

EMPRESS AWAY FROM QUEBEC

Some of the Passengers—Presentation to C. P. R. Man and His Bride.
Quebec, Aug. 9.—The Canadian Pacific steamer, 18,000 tons, Empress of France, F. W. Fowler, N. W. R. L. sailed from Quebec on a scheduled time yesterday afternoon, for Hamburg, via Southampton and Cherbourg, with a large number of passengers in all classes, a thousand bags of mail, and 1,200 tons of cargo.

The saloon passengers were Mr. J. E. A. Dubuc, of the Chicoutimi Pulp and Paper Mills, Quebec; A. M. Victor E. Mitchell, K. C., Montreal; Major B. H. Winders, representative of distinguished people from the Orient.

A pleasing incident occurred in connection with the sailing of the Empress of France, F. W. Fowler, who recently joined the benedictine, stole a march on his working colleagues by getting married quietly, was made recipient of a solid silver tea service by the Canadian Pacific employees. Commander Elliott made the presentation speech, to which Mr. Fowler shyly responded in behalf of himself and Mrs. Fowler.

ACCEPT TENDERS AT COUNCIL MEETING

At a council meeting held yesterday afternoon tenders for sewer pipe, asphalt and trench work were accepted.

Applications to erect electric signs from F. Harvey, Main street, and George Ritson, King street, were referred to the town planning survey was referred to the mayor for payment, provided funds are available from the appropriation for that work.

A communication from W. M. Ryan, solicitor for Mrs. Juanita Wright, was received in which it was said that Mrs. Wright had received painful injuries by a fall, owing to the city sidewalk being out of repair. The matter was referred to Commissioner Frink and the city solicitor for report.

P. P. Downey wrote appealing from his assessment rate, and it was decided to hear him along with several others at the session in committee on August 21 next.

A bill from the Flewelling press for \$180 for printing in connection with the town planning survey was referred to the mayor for payment, provided funds are available from the appropriation for that work.

Tenders Accepted.

On motion of Commissioner Wigmore the tender of Saab & Co. was accepted for trenching in Metcalf street extension. This carried.

Commissioner Wigmore's motion that the tender of James Robertson Co., Ltd., amounting to \$5,851.62 for sewer pipe and connections be accepted occasioned considerable discussion. The tender from T. McAvity & Sons, Ltd., was lower than the Robertson tender for the terra cotta pipe, but on the Amco joints the Robertson tender was slightly lower. The mayor felt that the contract should not be lumped.

Commissioner Wigmore explained that a saving of about \$193 could be effected by taking the Robertson tender, and he added that the Robertson people had informed him that if their whole tender was not accepted by the council they would not take the contract for supplying the Amco joints. This moved the mayor to remark that the "city of St. John has existed long before James Robertson Company." To him it looked like dictation, and in effect said that unless the Robertson Company got \$1,800 more they would take none.

Commissioner Thornton agreed with the mayor that the tender should be divided. In reply to the mayor, Commissioner Wigmore declared that the Robertson official had informed him over the telephone that if the whole tender was not accepted they would not take any of it. In view of this, Commissioner Wigmore moved that the tender of Mr. Wignmore be accepted for the terra cotta pipe be accepted. This was seconded by Commissioner Thornton and carried.

Commissioner Wigmore next moved that the McAvity tender for the blocks ever arrested by the police and then sentenced to ten years in Sing Sing by Judge McMahon for the theft of a collapsible drinking clip worth about ten cents. Berman was charged by the police with preying upon shop girls, stealing their pennies and sandwich lunch packages.

"MEANEST THIEF" GETS TEN YEARS IN SING SING

New York, Aug. 8.—Jacob Berman was denounced as the "meanest thief" ever arrested by the police and then sentenced to ten years in Sing Sing by Judge McMahon for the theft of a collapsible drinking clip worth about ten cents. Berman was charged by the police with preying upon shop girls, stealing their pennies and sandwich lunch packages.

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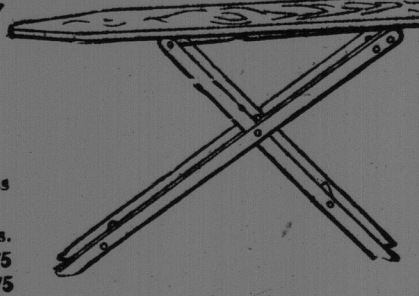
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