

THE EVENING TIMES AND STAR, ST. JOHN, N. B., TUESDAY, AUGUST 1, 1922

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ST. JOHN, N. B., AUGUST 1, 1922.

The St. John Evening Times is printed at 27 and 29 Canterbury Street, every evening (Sunday excepted) by The St. John Times Printing and Publishing Co., Ltd., a company incorporated under the Joint Stock Companies Act. Telephone—Private exchange connecting all departments, Main 2417. Subscription Prices—Delivered by carrier, \$4.00 per year; by mail, \$3.00 per year in Canada. By mail to United States \$5.00 per year. The Times has the largest circulation in the Maritime Provinces. Special Advertising Representatives—NEW YORK, Frank R. Northrup, 350 Madison Ave.—CHICAGO, E. J. Power, Manager, Association Bldg. The Audit Bureau of Circulation audits the circulation of The Evening Times.

## THE HYDRO CONTRACT

Is there to be more delay in regard to hydro, until another engineer has looked over the situation and submitted a report? The mere suggestion is preposterous. The people of St. John are at least part owners of the Musquash power. They, represented by the New Brunswick Electric Power Commission, Brunswick Electric Power Commission, are about to sell to the city council, a quantity of that power. It is assumed that in making a contract with themselves they will gouge themselves.

There is no excuse for further delay in signing up the contract for the power. The New Brunswick Electric Power Commission is not out to cheat its principals, who are the people of New Brunswick, including the people of St. John. It offers the electric current at a maximum of 1.2 cents at the sub-station. The contract is a plain business document. It requires some slight alterations a conference between the commission and the city council would be in order, but there is no need of spending \$5,000 or any portion of it to get another engineer. The contract should be closed forthwith.

The citizens have cheerfully waited to give the city council ample time to get an offer from the New Brunswick Power Company for the sale of its plant. There was no other voted emphatically against permitting the power company to control and distribute the Musquash current. The company knows as well today as it will know a month hence whether it wants to sell, and at what price, or whether it prefers to fight the city. The cards should now be laid on the table. The people have waited long enough.

But any agreement or a failure to agree with the power company has nothing to do with signing the contract for the Musquash current. Whether the city acquires the plant of the power company or puts in its own distribution system, it must contract for the power. That could have been done months ago if the city council had been disposed to carry out the mandate of the people. We are now into the month of August. It will take six months to put in a distribution system, if that must be done. What is wanted now at City Hall is action, in line with the verdict of the people. The longer it is delayed the more determined the people will become to force the issue. Yesterday's developments hint at delay, and are not satisfactory. The people want what they voted for.

## OUR STREETS.

Disregard for the appearance of the streets appears to be chronic in St. John. The civic authorities have made large expenditures in the last few years, with the result that the main thoroughfares are well paved and easily kept clean. There is no reason for not keeping them clean except the carelessness of the people. If waste paper and rubbish are thrown upon them it is done by the citizens. These things do not fall from the clouds. If a change could be brought about by an educational campaign to arouse civic pride and the sense of personal responsibility on the part of the old and young it ought to be entered upon with vigor.

But there is more to complain about than dirty streets. Last fall Council Frink converted that portion of Germain street between Queen and St. James into a well paved boulevard. The property owners asked for it and agreed to pay their share under the street improvement act. Last spring grass seed was sown and trees planted in the space between the sidewalks and the curb. The grass grew, the trees flourished, and the effect was excellent. Recently, however, one small tree has been broken off at the middle and two others have lost branches. This was not the work of children, but of horses attached to delivery teams. A driver halts his horse at the curb, close to a tree, and proceeds to deliver a parcel. The horse amuses himself by damaging the young tree. What is the use of planting trees for horses to destroy, or planting flowers in the squares to be torn up by the dogs?

Of course St. John is not the only city where such things are done. A correspondent of the New York Times writes to complain that beautiful trees on a residential avenue are being barked by careless trucks, and by careless workmen in the street. The Merchants Association of New York has declared war on those who deposit rubbish in streets and parks. The Retail Merchants' Association of St. John might consider similar action. The New York Times says: "The Anti-Litter Bureau of the Merchants' Association has enlisted 8,000 juvenile inspectors and block captains to make reports which it forwards to the city authorities, and is now asking similar aid from employers in business districts. If ever telling tales is justified, it is in cases such as this, in which the rights of the community are daily infringed by people who know better. But the sander method is that suggested by our correspondent, who saw Boston cleaned up sum-

marily by the imposition of fines of five dollars. There was 'a great outcry,' but 'five dollars shouts very loud in any language,' and within three months both the objections and the nuisance ceased. Presumably, the enforcement of the law was more intelligent than it has sometimes been in these parts. In Brooklyn, during a spasm of tidiness, a citizen who spread a newspaper beneath him on the damp grass was arrested and fined. The New York police lately attacked the subway smoker by arresting men who lighted cigarettes on the stairs coming out and fining them three dollars. For the enforcement of public decency a true sense of decorum is as needed in the officers of the law as in the general run of citizens."

In New York, we are told, "on the city land that surrounds the reservoirs in North Westchester, motor picnickers have of late received a visit and a courteous word from the local warden, with the result that paper bags, plates and cups are returned to the car; and there has even been a sensible abatement of the nuisance on adjoining land not owned by the city."

Everybody likes to see clean streets and squares. If they are not clean they are not attractive. Surely it is possible to create such a public sentiment as will minimize the careless habit, and for those who will not be otherwise persuaded the law should be invoked.

The decision of the Privy Council that the preferred stock of the Grand Trunk Railway should not be recognized as of any value in the sale of the property has a far-reaching significance. It is read with particular interest in St. John at the present time. That judgment took no account of replacement value, but based the value of the stocks on the prospect of their ever being able to earn dividends. It is not at all difficult to make a local application of this principle.

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Drowning accidents are too frequent. All young people should be warned against over-exertion in the water, and all who cannot swim should be warned against the danger of getting beyond their depth. It is well that all be taught to swim, but it should be done under safe conditions. Universal sympathy goes out to those who are bereaved, and the heartbreaking lesson should impress itself upon the minds of parents and children.

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Dr. MacGregor told the Rotary Club yesterday the story of the very high infant death rate in this province and pointed to remedies which ought to be provided. The province is moving in that direction, and the more the people can be led to see the economic loss, as well as the loss of life, the better disposed they will be toward the public health programme of Hon. Dr. Roberts. The waste is not merely inexcusable—it is criminal—and it can be prevented.

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A Young Liberal Association has been organized in Woodstock. It will spread over the county. Both of the old parties must reckon with the Progressives, and there can be no success without patient and well-planned organization behind a definite policy which appeals to the people.

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Trial by jury has become more or less a subject of derision. The legal minds of the country should consider some method of reform that would be more in the interests of justice.

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British Columbia, with a "model" liquor law, is taking action to stop bootlegging. They have it in Quebec also. The remedy is real prohibition, which we would also like to have in New Brunswick.

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The people of the maritime provinces are wondering to what extent they may have representation on the new railway board.

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Hoover will meet Blythe at Duluth on Labor Day. That will be a battle royal.

## THEY SAY BOBBED HAIR MUST GO

Dressers' Convention Delegates Look for Something After the Grecian Maiden Style.

St. Louis, Aug. 1.—A Grecian maiden, with classically bound hair, long draping and flowing robes and sandals, was the fashion of the day at the National Dressers' Association, which opened here yesterday.

The hair dress naturally would have to fit the flowing sleeves of the straight line frocks, declared one of the delegates, and in accordance with that edict, bobbed hair eventually will have to go.

The return of the wig, though not so conspicuous as it was centuries ago, is seen by other hair dressers as probable when the "curly bob" finds her days counted.

## FIFTEEN MINUTES OF RADIO EACH DAY

By Edward N. Davis

Formerly Technical Electrical Expert For U. S. Government

Lesson No. 66.

### THE CONDENSER IN THE RECEIVING CIRCUIT.

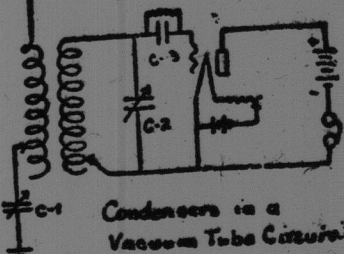
In order to receive signals of maximum intensity, the open and closed circuits of the receiver must be accurately tuned to each other and to the frequency of the incoming wave.

Tuning, in the circuits of a radio receiver, is accomplished by means of the variable elements of inductance, and capacity. Condensers in receiving circuits may be divided into two classes; fixed condensers, in which the capacity remains a constant quantity, and variable condensers which are so mechanically constructed that the capacity may be adjusted over a comparatively wide range of values with a fine degree of variation.

A form of variable condenser in general use consists of two sets of conducting plates with air as the insulator or dielectric. One set of plates is fixed in position while the other set is mounted in a pivoted shaft and may be partially or completely intermeshed with the fixed plates. The plates are carefully separated by an air gap of approximately one thirty-second of an inch. When the movable plates are completely intermeshed with the fixed plates, the capacity of the condenser is at a maximum. Turning the movable plates so that they are gradually moved in and out from between the fixed plates provides a close variation in the value of the capacity. The movable and fixed plates must be so adjusted as to always have an air gap between them, for if they are allowed to touch, the condenser is short circuited and it no longer functions properly in the circuit. The unit of capacity of the farad, but this value is so large that the microfarad or one millionth of a farad has been adopted as the practical unit.

The usual form of variable condenser consisting of forty-three plates, twenty-one of these being movable and twenty-two fixed, has a capacity of approximately 0.001 microfarad. The variable condenser having twenty-three plates, eleven movable.

A common form of fixed condenser consists of alternate sheets of foil and waxed paper, the adjacent sheets of foil being carefully insulated from each other. Each foil sheet has an extending portion, or lug, so arranged that the first, third, fifth sheets and so on are brought out to a common terminal on one side while the second, fourth, sixth sheets, etc., are connected to a terminal on the other side.



The accompanying diagram shows some of the adaptable features of both fixed and variable condensers in a receiving circuit using the vacuum tube as a detector. The variable condenser, C-1 in the primary circuit and C-2 in the secondary circuit, provided close tuning between the circuit and with the wave length of the radio signals. The grid condenser C-3 by accumulating a charge of increasing strength exercises control over the plate current. This charge is dissipated by the grid leak between groups of oscillations.

A condenser of small capacity connected across the telephone receivers in general use in receiving circuits employing a crystal detector for the purpose of storing up the weak rectified impulses and discharging them in an even manner through the telephone, thus increasing the audibility of the incoming signals.

## THE MAN WHO LIKES A TREE.

I like a man who likes a tree, He's so much more of a man to me; For when he sees his blessing there, In some way, too, he wants to share. Whatever gifts his own may be, In helping others, like a tree.

For trees you know are friends indeed, They satisfy much human need; In summer shade, in winter fire, With dinner and drink meet all desire. And if a friend to man you'd be, You must befriend him like a tree.

—Charles A. Heath.

## OPPORTUNITY.

Opportunity knocks once. At the door of sage or dunce. Maybe when your summons fell You would not attend the bell. Praps you got it in your head That the wolf was there instead. Maybe you misjudged her looks For an agent selling books. Anyway, do not despair That you missed the call so rare. You must simply hustle more, Go and get another door. —McLaurie Wilson, in New York Herald.

## C. N. R. HARVEST EXCURSIONS SOON

The Dates Are Aug. 4 and Aug. 18—Special Trains to be Run—40,000 Men Needed to Garner Bumper Crop.

Canada's bumper crop of golden grain stands ready for harvesting, and the cry has gone forth for workers to garner the wealth of our western wheat fields. Forty thousand helpers are wanted—an army of sinewy men to reap and bind that which the fruitful land has so generously brought forth.

Men of the east are called on to help the west, and special arrangements are made for their transportation. Special excursion trains will be run by the Canadian National Railways on August 4 and 18—the special through excursion trains leaving Moncton on that date at 4 p.m. The fare to Winnipeg from St. John will be \$20.20, plus one-half cent per mile to points beyond. The return fare to St. John from Winnipeg is \$25. From St. John connection will be made at McEgway, via train No. 21, leaving at 4:40 p.m.

Special arrangements have been made to give the harvesters a comfortable journey. The finest type of convertible berth colonist cars are to be used, and special arrangements made for the best of meals and lunches on restaurant cars at very reasonable rates. The Canadian National will furnish the fastest and most comfortable journey to the wheat fields, and those who traveled the "National way" last year will remember the splendid service given.

For all particulars regarding rates, service, etc., apply at city ticket office, 40 King street.

Full British mails here will close at 5 p.m. tomorrow and Friday for the steamships Empress of India and Regina, via Quebec. A British newspaper and parcels mail will close here at 5 p.m. today for the steamship Minnedosa, also via Quebec.

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## FARM LABORERS' EXCURSIONS VIA CANADIAN PACIFIC

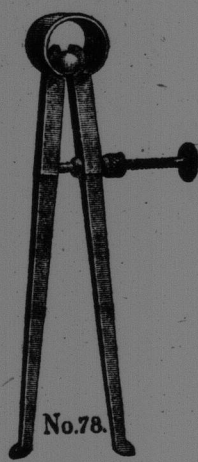
Canadian Pacific Railway will again run Farm Laborers' Excursions to Western Canada this year on August 4th and 18th. The fare for going journey will be \$20.00 from St. John and any other point in the province on the line of the Canadian Pacific. From points east of St. John and in Prince Edward Island, and the fares will be made up of the lowest one way second class fare to St. John plus \$20.00, war tax additional. For the return journey fare will be \$25.00 from Winnipeg to St. John and other points in New Brunswick on the line of the Canadian Pacific. To points east of St. John and in Prince Edward Island, lowest one way second-class fare additional.

Every person purchasing farm laborers ticket will be furnished with verification certificate, which when filled in at Winnipeg by farmer, to show that the holder of coupon has been hired to work in the harvest fields, will entitle the person to purchase ticket from Winnipeg to any point in Manitoba, Saskatchewan or Alberta, but not west of Edmonton, Calgary or Medicine Hat, at rate or half per cent, per mile, but not less than 50c.

The Canadian Pacific will operate the required number of special trains from St. John, the first to leave at 3:30 p.m. Eastern, or 4:30 p.m. Atlantic or 5:30 p.m. St. John Daylight time, other trains to follow at intervals in the late afternoon and evening of August 4th.

Special accommodations for the trains will be provided for ladies or family parties traveling together. There will also be arrangements provided for passengers procuring food on the journey.

Any further information required can be obtained on application to any Canadian Pacific agent and excursion tickets are on sale at all our offices.



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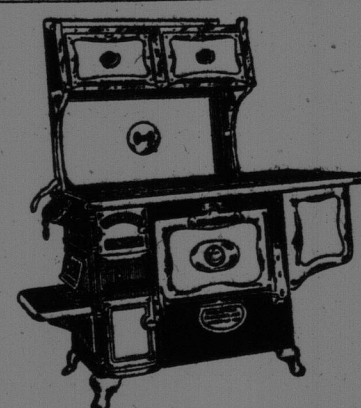
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## BRITISH LABOR RESTLESS.

Government Acts Against Idleness in Face of Impending Disputes.

London, Aug. 1.—While the British coal industry is receiving a timely stimulus through American labor troubles, the horizon in other branches of British industry is by no means clear. For one thing, the dispute between provincial printers and their employers has made idle practically all the general printing plants in Liverpool and Manchester and throughout Lancashire and Yorkshire, where thousands of typographers are not working.

This is the only dispute which at the moment requires adjustment, but a crop

of threatened troubles with miners, dock workers and the engineering trades involved, has rendered the prospects so far from assuring that the government has huddlingly instituted a special committee of the cabinet charged with a broad investigation of the whole industrial situation with particular regard to measures for the remedy of unemployment, which continues as a very real and urgent problem.

A meeting in London in the next few days is expected to determine whether strikes or arbitration is likely to be the outcome of the several disputes now brewing, and the government's action is designed to head off, if possible, a further mastering of recruits for the ranks of the unemployed.

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