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SOME ODDITIES IN THE NEWS

London, Oct. 2.—The price of fame has been a jangling telephone bell for J. M. Barrie, the playwright. He stood it as long as he could. Then he ordered his name deleted from the telephone directory, and he had peace.

But it was too much peace. Sir James had rid himself of his unwelcome admirers, but he soon found that he had cut off his close friends, too. They could not remember his number and they could not look it up.

Then Sir James Barrie struck an ingenious solution. He listed his telephone number in the name of his butler. All his friends know the name of his butler. They call him. But unknown admirers are successfully baffled. There is just the right amount of peace now in Sir James Barrie's home.

Hobo—Ah, these capitalists! If we poor people only had our rights I'd be riding in my own carriage as I did before.

Skeptic—Yes, but your poor old mother couldn't push you now.

SEPTEMBER NOW LEADS AS WEDDING MONTH

Stratford, Oct. 4.—That September as a marriage month has left June far in the background has been proved in Stratford, as well as in many other centres. City Clerk W. H. Dorland, giving out the vital statistics for the month of September, this morning reported 27 marriages, 38 births and 12 deaths. In June of this year there were but 14 marriages, so that September is just about twice as popular as June with brides and bridegrooms.

Shopper—I want a gallon of shingle stain.

Floorwalker—This is the hardware department. The cosmetic department is on the third floor.

"I feel dizzy, John."

"I told you not to get those water-waves in your hair."

"What donkeys we are!"

"Kindly speak in the singular."

"Well, what an ass you are!"

Extension of Musquash System Best for Present

Ultimate Hydro-development at Meductic Rapids Advocated—Special Report on Electric Situation Presented to City Council—Data Contained.

The report of Samuel R. Weston, Chief Engineer of the New Brunswick Power Commission, and Prof. John Stephens of the University of New Brunswick, upon the Cost of Delivering Electric Power to Fredericton from various sources, was presented to the City Council in committee Monday night. His Worship Mayor Clark read the report in full and it was decided to take time to permit the members of the council to read the report.

The chief points of the report were a declaration of the infeasibility of delivering Grand Falls current here at a reasonable rate, the advice that the best proposition for some years to come would be linking up with the Musquash system, the pointing out of the possibilities of a fuel-plant situated where water supply and rail connection would be adequate, and the ultimate development of power on a large scale at Meductic Rapids on the Saint John River. The extension of the Musquash system to Fredericton was shown to be of ultimate use in making Meductic current available in Saint John and vicinity.

Outline of Report

The report dealt with the power requirements of Fredericton and vicinity at present and potential, also with wholesale cost of power delivered at Fredericton from Grand Falls, from the Musquash-N. B. Power Co. system, from Meductic Rapids in the Saint John River, from Pokiok Stream and from a fuel plant. Means of distribution and probable cost to consumers also were considered.

Present Requirements

Dealing with present requirements 1925-26, the report states that for that period the Maritime Electric Co. generated 1,513,980 kilowatt hours at its plant in Shore street. Of that quantity 1,211,477 was registered on customers' meters. The maximum peak load was about 600 kilowatts. Particulars were obtained from Roderick D. Donaldson, vice-president of the com-

pany. In addition to the power mentioned, there are both steam and electric developments some of which are not likely to use electric current from a general source.

Potential Requirements

Manufacturers of lumber and others whose power costs are low are not included in the estimate of Potential Requirements. The Fredericton water-works uses 260,000 k. w. h. annually which would be 310,000 at the distributing switchboard. Five hundred electric ranges would be used giving a yearly total of 1,080,000 k. w. h. or about 1,200,000 at the switchboard. The general increase in consumption of light and power is estimated at 500,000 k. w. h. a year.

The probable demand is estimated as follows:

Present consumption 1,600,000 k.w.h.
Water works 310,000 k.w.h.
Ranges, etc. 1,200,000 k.w.h.
Other increases 500,000 k.w.h.

Total 3,610,000 k.w.h.

This is equivalent to about 560 continuous h. p. or to 1400 h. p. on forty per cent load factor.

Various Sources

The report points out that the quantity of current which may be consumed in the immediate future is limited and for that reason the cost of its development would be high. Six thousand h. p. had been reserved at Grand Falls. The only district between Grand Falls and Fredericton requiring power is supplied already by the Aroostook development so there would be no load for a transmission line to Fredericton except at this city. The total cost of such line would be \$649,000 and of transforming stations at Grand Falls and Fredericton \$64,000, making a total of \$713,000. There would be an unvarying annual charge of \$91,300. The estimated cost of 800 h. p. at Fredericton is \$111,300. Cost per h. p. delivered at Fredericton is \$139 and per k.w.h. 6.9 cents. For 1400 h. p. at Fredericton the estimate cost is \$88 per h. p. or 3.4 cents per k.w.h.

From Musquash System

At Fairville the cost per k.w.h. from the combined N. B. Power Commission system and N. B. Power Company is 1.4 cents. Transmission line and transformer station are estimated to cost \$352,100 with total annual charges for 1,800,000 k. w. h. \$72,410 and cost per k.w.h. at Fredericton 4.5 cents and for 3,600,000 k.w.h. \$103,000 and cost per k.w.h. 2.9 cents.

From Meductic

The estimate of cost of 3,600,000 k. w. h. at Fredericton from Meductic Rapids is \$70,580 with cost per h. p. at Fredericton of \$50 and cost per k. w. h. 2.0 cents.

From Pokiok

Power from Pokiok Stream is considered out of the question because of prohibitive cost. Two small plants would have to be established. Cost per h. p. year at Pokiok would be \$55 which would be too high in comparison with other sources.

From Fuel Plant

A fuel plant at Minto is not advised because of heavy cost of transmission line. A fuel plant should be conveniently situated in relation to the city with adequate water supply and rail connection. Complete cost of plant would be \$225,000. Annual charges would be \$70,025 or 4.4 per k.w.h. For 3,600,000 k.w.h. the cost would be 2.2 cents per k.w.h.

Wholesale Costs

A tabular statement of the foregoing estimates of costs of current from various sources is as follows:

Source	Load	Est'd
Grand Falls6.9c.	3.4c.
Musquash & N. B. Power Company4.5c.	2.9c.
Meductic Rapids3.4c.	2.0c.
Fuel Plant4.4c.	2.2c.
Pokiok Stream—Not estimated.		

The lowest cost is for Meductic Rapids but such development must be of considerable capacity which could not be contemplated unless there was certainty of some large industry taking much of the current.

Any plan for providing power for Fredericton should be such that it involves no capital outlay which would become valueless in the event of the development of Meductic Rapids.

The next lowest cost is that of a fuel plant which would present a prac-

tical solution for the needs of the community for the next few years. The adoption is not recommended as such a plant would be inefficient at present load and would have to receive very careful attention. The capital cost of the plant would be wasted in the event of Meductic Rapids development.

The next cheapest is the combined hydraulic development at Musquash and steam plant of the New Brunswick Power Company at Saint John. This is recommended although it might not be the cheapest for the first year or two. It would connect Fredericton with an elastic source of supply which does not depend upon water alone. Transmission line and transformer stations would not be wasted in the event of development at Meductic Rapids. Both could be used for carrying Meductic current to the southern part of the Province.

Distribution

The report suggests that the Maritime Electric Company be requested to inform the city under what terms it would undertake to distribute power. An estimate is made for a new distribution system for 2,200 consumers, of \$90,000. A three phase system is suggested. The adoption of this system would necessitate some alterations in some motors. Average cost to consumer is estimated at 4.1 cents per k.w.h.

Addendum

An added paragraph by Prof. Stephens is as follows:

The ultimate development of Meductic is essential for the provision of very cheap and abundant power for Fredericton, although the Fredericton district could only absorb a small proportion of the power produced.

LISTS PHONE IN THE NAME OF THE BUTLER

Taunton, Mass.—Pupils at the local high school may soon "go to jail" to attend classes. Purchase of the city's prison is being considered as a means of relieving the school congestion.

Rexford, Mass.—The outstanding local prodigy is master Billy Greenler, who, at the age of nine, is a full fledged member of the local high school. "Mother taught me," is his explanation of the ease with which he masters studies difficult for boys much older.

Highlands, N. J.—A "Gertrude Ederle highway" is being boosted by Trudy's neighbors. They would give her name to the new concrete boulevard from this place to Middletown over which she recently made triumphal return home from the Dover exploit.

Cambridge, Eng.—There still are more women shoppers with perambulators than with limousines, says the Drapers Chamber of Trade in recommending the introduction of "parking" facilities for baby carriages, long a fixture in many American retail sections.

THE AUTUMN DREAM.

I have a dream of Housatonic winding
Through tangled converts and by reedy shores
And when I lift my eyes aloft of finding
Gray rocks' depending and wood crested tors.

I have a dream of meadows in the valley
With braided purple, white and amber bloom,
Which under skies where chanting west winds rally
Seem like a mighty Oriental loom.

I have a dream of music never ceasing,
Waters that murmur, a melodious choir;
A day long harmony, one not decreasing
When des in dusk the mountain sunset fire.

I have this lovely dream and when I waken
I find the fabric of my dream unshaken.

—CLINTON SCOLLARD in New York Sun.

"Is theirs a happy marriage?"
"While company is present."

We begin the day full of hope and end it quite as full of hope.

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SQUASH PIE.

Cream 2 tablespoons of butter with $\frac{3}{4}$ cup of sugar. Add $\frac{1}{2}$ teaspoon mace, small $\frac{1}{2}$ teaspoon salt, bit of ginger, $1\frac{1}{2}$ cups sifted squash 2 well beaten eggs $1\frac{1}{2}$ cups milk. Bake in one crust in a moderate oven. A dry squash makes the best pie.

J. A. Wright of Portland Me., is at the Barker House.

Canadian National Railways

TENDERS FOR HARDWOOD TIES

Sealed tenders addressed to the undersigned and endorsed "Tender for Hardwood Ties" will be received at the office of the General Tie and Timber Agent, Room 802, Canadian National Express Building, McGill Street, Montreal, until 12 noon, Tuesday, October 19th, 1926, for Railway ties to be manufactured from Beech, Oak, Hard Maple, Chestnut and Yellow Birch Timber, cut between October 1st, 1926, and May 1st, 1927, and delivered between January 1st, 1927, and August 1st, 1927. F. O. B. Cars, Canadian National Railways, in accordance with specification S 3 W 1, 2, revised July 15th, 1926, for Number 2 Square sawn Hardwood ties.

Tender forms can be obtained at the office of the Tie Agent at Moncton, and Toronto, or General Tie and Timber Agent at Montreal.

Tenders will not be considered unless made out on form supplied by the Railway Company.

The lowest or any tender not necessarily accepted.

G. P. MacLAREN,
General Tie and Timber Agent,
Montreal, Que.
Sept. 28th, 1926.

Canadian National Railways

TENDERS FOR SOFTWOOD TIES

Sealed tenders addressed to the undersigned and endorsed "Tender for Softwood Ties" will be received at the office of the General Tie and Timber Agent, Room 802, Canadian National Express Building, McGill Street, Montreal, until 12 noon, Tuesday, October 19th, 1926, for Railway ties to be manufactured from Fir, Hemlock, Jack Pine, Princess Pine, Tamarack and Cedar timber, cut between October 1st, 1926, and May 1st, 1927, and delivered between January 1st, 1927, and September 30th, 1927. F. O. B. Cars, Canadian National Railways, in accordance with specification S 3 W 1, 2, revised July 15th, 1926, for Softwood ties.

Ties of each grade to be loaded separately.

Tender forms can be obtained at the office of the Tie Agent at Moncton-Toronto or Winnipeg, or General Tie and Timber Agent, Montreal.

Tenders will not be considered unless made out on form supplied by the Railway Company.

The lowest or any tender not necessarily accepted.

G. P. MacLAREN,
General Tie and Timber Agent,
Montreal, Que.
Sept. 28th, 1926.

A. H. PARSONS

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