

**'CALAMITY GULCH' SEEMS TO BE A VERY GOOD NAME**

Apparently the North Road at New Liskeard has been named Calamity Gulch, and it would appear to be a good name for it. At any rate the following paragraph from The New Liskeard Speaker would seem to suggest something like this. The Speaker says:—

"Another mishap occurred at Calamity Gulch, the North Road, one day last week. Mr. Russell Kramp was driving down hill when he noticed a span of horses following behind him going at such speed as to lead him to believe they were 'running away.' He took in the situation in a moment, deciding that if the horses smashed into his car there might be serious results. He stopped the car and got out to head off the horses and bring them to a standstill before they reached the auto; but he seems to have forgotten to throw on the break of his auto, which was heading on the down-grade. The result was that before Mr. Kramp reached the horses, the auto moved ahead, smashed the railing and went over the bridge. Fortunately there was no one in the auto although it is badly damaged. The horses belonged to Mr. Young, and were making their way home from the field they had been working in. Mr. Young was leisurely following behind never realizing any one would imagine the horses were on the run-away."

The output of silver in Canada in 1923, according to the final report made by the Dominion Bureau of Statistics, was slightly greater than in 1922. In 1923, there were 18,610,744 fine ounces produced, valued at \$12,067,509.00.

**QUARTERLY MEETING OF ASSOCIATED BOARDS**

To Be Held at Matheson, Monday Next, August 4th. Many Important Questions

The quarterly meeting of the Associated Boards of Trade will be held at Matheson Monday next, Aug. 4th. There is expected to be a busy session on Monday afternoon, with further business dealt with on Tuesday morning, if necessary. A number of questions of importance to the whole North Land will be dealt with at the meeting. On Monday evening there will be a banquet given by the Matheson Board of Trade, and this no doubt will be a special feature. Matheson has always shown a keen and helpful interest in the work of the Associated Boards of Trade and the other boards of trade should show equal interest in this meeting at Matheson. All visiting delegates may be assured of a pleasant and profitable time.

The Associated Boards of Trade includes all the boards of trade from North Bay to Cochrane, inclusive. Cochrane has not sent delegates to the last one or two meetings of the Associated Boards, but will have representatives at Matheson next Monday. It is also expected that North Bay will be represented at the meeting. The official name of the Associated Boards of Trade is "The Temiskaming and Northern Ontario Associated Boards of Trade." It was organized to include all boards of trade north of North Bay and including that town. The intention was also to extend the organization

**FIRST CASE IN NEW COURT HOUSE AT HAILEYBURY**

Mr. T. E. Godson, K.C., Mining Commissioner, had the honour of presiding at the first case to be heard in the new court house at Haileybury. The furniture is not yet all in place, but the quarters are sufficiently equipped to make it possible to use them for court purposes. The case referred to was heard on Thursday last, and the occasion was distinguished by brief but interesting addresses by Mr. Godson, H. E. McKee, H. L. Slaght and J. A. Legris. Col. McKee made reference to the appropriateness of the fact that the first case to be heard in the new court was connected with the mining industry, which is the principal industry of the district.

to include centres west of the T. & N. O. line. However, the distance to be travelled for meetings seemed to prove an obstacle to North Bay and that town has not been taking part in the Associated Boards for some time past. Cochrane, at the other end of the area, also lost active interest for a time. Now, however, with both Cochrane and North Bay in line again, a particularly good session may be expected. Roads and schools will no doubt come in for much discussion, and these, along with the ever-important question of forest fire protection, can not be too much considered.

**AND THEY KEEP ON KNOCKING**

And in spite of all the gloomy views of the town knockers, they usually keep living right where they are in spite of all bad conditions.—Newark Advocate.

**THE WELCOME SIGN**

"NOBODY asked you, sir," said the coy maiden. And in matters of buying as well as in affairs of the heart, most people like to be "asked." Often, indeed they INSIST on a proper invitation.

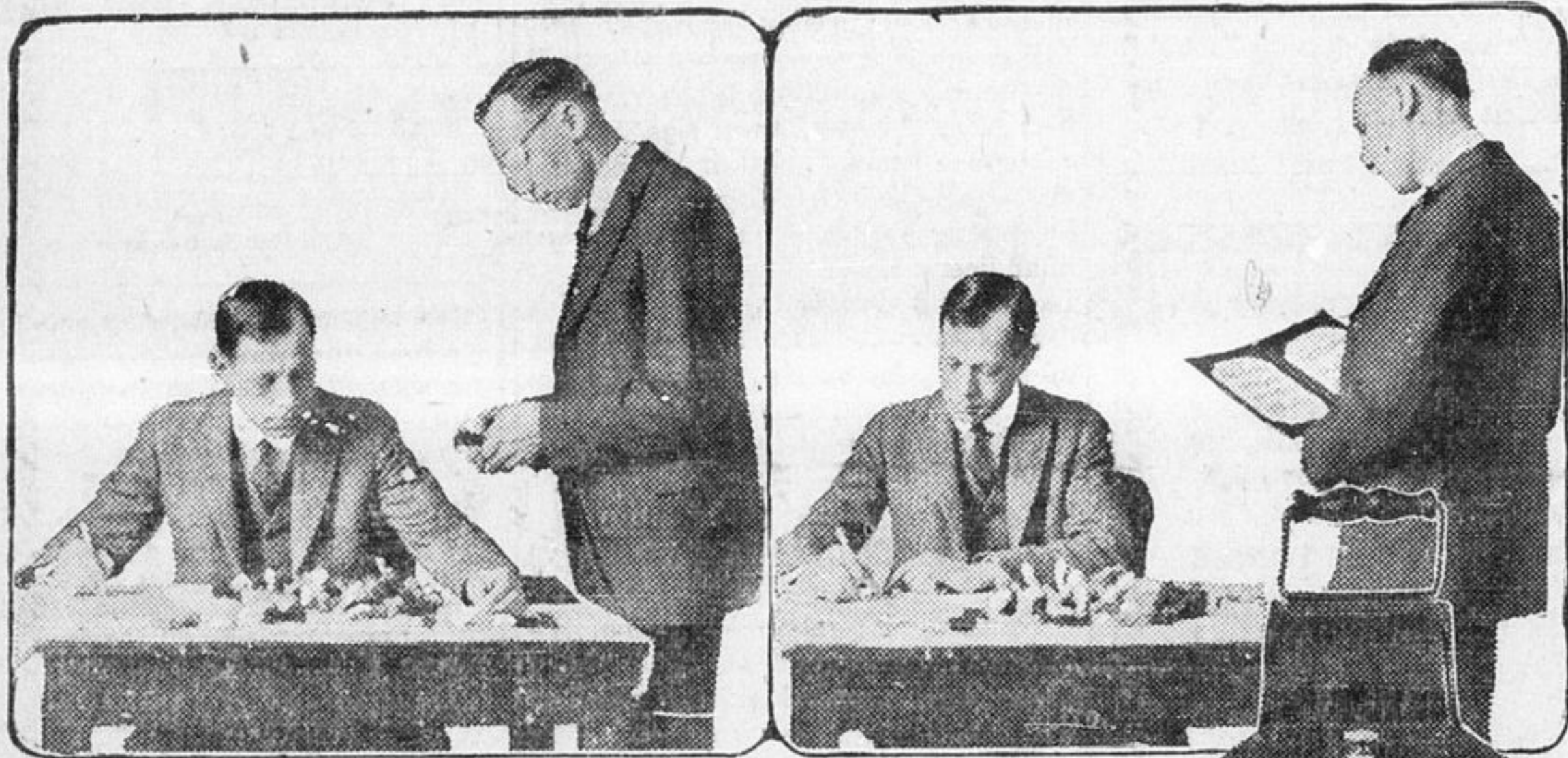
He is a wise merchant who keeps the welcome sign constantly before the community in the form of ADVERTISEMENTS in the home paper. There everybody sees it—for ADVERTISING is "the light of directed attention."

Speak up. Light up. Hundreds of good customers are listening for your message and watching for your welcome sign in The Porcupine Advance.

**"People Shop Where They Feel Welcome"**

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**Vision as Applied to Railroading**



Left—Selecting wools as test of color-sense. Right—Reading types in vision Test. Below—Williams' lantern, for testing color-sense.

Are you color-blind? Short- or long-sighted? Slightly deaf? You may be, without knowing it, if you have never been tested.

These physical deficiencies, in some walks of life, are of little importance. But in railroading certain responsible positions require perfect vision, color-sense and hearing.

The examination of aspirants to positions as engineers, firemen, conductors, trainmen, watchmen and others directly concerned with the safety of trains, and the periodical re-examination of successful candidates, in these vital matters is the business of the railroads. In the Canadian Pacific, which provides an outstanding example of the care with which they are conducted, there is a special department charged with this work. It is called the Time Service and Vision, Color-Sense and Hearing Department. There is a Chief Examiner for Eastern lines and one for Western lines, each with a separate office.

All applicants for the positions already referred to, which demand a high standard in vision, color-sense and hearing, are required to pass an applicant examination and, if successful, must pass a further examination at least every two years thereafter, and in some instances more frequently, according to the diminution of their vision or hearing. They are also re-examined after any accident in which they are either directly or indirectly involved and which may have been caused by defective sight, hearing or color-sense. In addition, following any serious injury or illness or severe inflammation of either the eyes or eyelids, they are again re-examined and, not content with this, the regulations of the Canadian Pacific require them to face the examiner whenever they are slated for promotion.

Caution and regard for the public safety could hardly go further than this!

The tests employed are exhaustive and are so arranged as to approximate as closely as possible to actual conditions likely to be met with in their work by those examined. Applicants for positions as engineers, firemen, conductors, brakemen and others similarly employed are required to pass the near and far vision tests without glasses. If, at one of the periodical re-examinations, employees in these positions are found to be in need of glasses, they are allowed to wear them, provided they bring the vision up to the required standard. Applicants for other positions may wear glasses for near or far vision, depending on their

work. All glasses must be approved by the company and every employee using them is obliged to carry a second pair for emergencies.

The vision test, which is held indoors, involves the reading of Snellen test types, including letters of varying sizes, at a distance of twenty feet or less, and the reading of an American Railway Association standard reading card for testing near vision.

Applicants and employees examined for hearing must have normal hearing in each ear. They are obliged to repeat correctly train orders given in a normal voice at a distance of twenty feet. How important this is will readily be recognized by those who recollect the difficulties of making out conversation through the noise of a locomotive with steam up or through the clamour of wind or rain. A mistake in a few all-important syllables under these conditions may easily be made unless one has perfect hearing.

Most interesting of the examinations is that for color-sense. The men are asked to identify colors displayed by a Williams lantern and to pass a Holmgren or Thompson color-selection test. The latter test is held in broad daylight. A large number of skeins of wool of varying colors, called confusion colors because they are specially selected with a view to confusing the color-blind, are placed before the examinee. The examiner tells him to pick out all the wools which have red, green or some other color in them or perhaps to match them for shades. The man obeys and in a moment reveals his weakness, if he has any.

In the Williams lantern test the applicant is taken into a dark room. At one end of this room, twenty feet away, is the apparatus, consisting of an electric lantern on the front of which is a revolving disc containing a number of segments of glass, each in a varying shade of red, green, yellow, purple or blue, as well as white, all colors employed by the railways in their signals. The examiner switches on the light and turns the disc, requiring the man to name the colors displayed as the segments pass before the lens. In turn, small red, green, yellow, purple, blue or white circles of light, in varying shades, singly or in combinations of two or three, become visible. "What are they?" asks the examiner. "White—blue and red—light green and dark green," says the applicant, and so on, naming the

colors as he sees them.

These wool and lantern tests reveal to an astonishing extent the prevalence of color-blindness. Fully four per cent. of the applicants are color-blind without knowing it and will not believe it when the examiner gently but firmly points out the fact. As it is, of course, vital that all men whose positions involve or might involve the reading of signals and all applicants for those positions should have an accurate color-sense, no color-blind person has the slightest chance of passing.

The number of men, applicants and employees, examined on a system so enormous as the Canadian Pacific is very great. Approximately nine hundred appear before the examiners every month on the Eastern lines alone, and between 13,000 and 15,000 employees on the Eastern lines come up for re-examination every two years. The figures for Western lines are approximately the same.

It will readily be understood that the entire system would be disorganized if these men, many travelling long distances, had to report to the offices of the Chief Examiners for their tests. The Canadian Pacific therefore retains two special cars, one of the Western and one on the Eastern lines, which are specially fitted as travelling-test rooms and are continually on the move. It takes these cars two years to make the round of the stations within their jurisdiction, examining applicants and the employees of the company. So, year in and year out, the Canadian Pacific continues these exhaustive tests which have as their object the maintenance of safety and efficiency.