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**The Canadian Legion in Timmins**

News and Views of Legionnaires

BY THE HON. SECRETARY-TREASURER

Our news paragraphs last week mentioned that a short article on the reasons of the forming of such an organization as the Canadian Legion, its aims and objects, and also why every returned soldier should become a member would be published this week. It is true that some of the men are of the opinion that the Legion is an entirely Imperial organization, this impression being brought about by the fact that our subtitle, "the British Empire Service League" and to the other fact of such a large percentage of ex-Imperial members, but does not the word "Empire" alter this very materially when one considers the vast area covered by the British flag. There are in the Porcupine Camp approximately six hundred men who "did their bit," which is only a very low estimate. The Timmins Post has a membership of two hundred of these; we want you all, and for this reason the following facts are given:—

The Canadian Legion was formed in Canada by the late Earl Haig in 1926 at Ottawa. The purpose of the organization was to establish a bond of unity among the returned soldiers and those who had served in His Majesty's Forces on sea and land, in the Empire. To create a service bureau, where pensions could be dealt with promptly and brought to the notice of the government at Ottawa. This department has already made it-worthwhile work. To organize and estab-

self felt, and has done very notable Posts throughout Canada where the spirit that was so foremost among the men overseas could still be maintained, and where we could gather to foster that spirit. Such are the primary reasons of the Canadian Legion. The Post in Timmins has been doing excellent work among the returned men during its short period of life in the district. It has made itself felt, the same as the service bureau at Ottawa. The town was relieved of a large number of relief cases during the winter months. Pensions and increased allowances have been secured in several instances. The Post has held a number of very enjoyable social evenings, and has a very excellent class of membership. We want to continue the spirit of comradeship and so we ask all returned men in the district to join the Legion.

It is expected soon to launch a strong membership drive, and in this connection to have Brig-Gen. Gunn and other Canadian officers address a rally meeting while on his visit here with the Toronto Board of Trade delegation on their annual Northern visit. The General is a very forceful speaker and one of the Legion's best friends, especially in connection with our unfortunate comrades in Christie Street hospital, on whose behalf he works untiringly. The date will be announced as soon as available.

The monthly meeting will be held on Friday (tomorrow evening) in the town hall, Timmins, at 8.00 p.m. sharp. Every member is requested to be present. Important business. Bring along your friend and his application form. Have your suggestions ready for consideration and join in the discussions which may be on hand. Don't let the other fellow do it all the time.

—W. A. Devine.

**W. T. SAMPSON IN CHARGE OF SERPENT BASIN MINES**

The following announcement made last week will be of special interest to friends in Timmins:—

"W. T. Sampson, who has been mine captain at Argonaut Consolidated Mines, Larder Lake, for some time, and who was for seven years chief of the survey staff of Hollinger Consolidated, has been placed in charge of the exploration and development campaign for Laval-Quebec Mines, Ltd., on the property of Serpent Basin Mines, Ltd."

**STRONG PROTEST AGAINST BLOCKING OF THE RIVER**

Loss and Inconvenience with River Traffic Plainly Indicated.

The Advance is in receipt this week of the following letter, which voices a protest that the Advance has been constantly putting forward for several years past—the unnecessary blocking of the river. All who find the river so blocked should send protest also to the Public Works Department at Ottawa, and also to Mr. Jos. Bradette, M.P. for this riding, who is at present attending parliament at Ottawa. It might be a good idea for Mr. Bradette to bring this matter up on the floor of the House. Certainly, something should be done about it. Here is the letter referred to:—

May 4th, 1928.  
P.O. Sandy Falls, Ont.

To the Editor of the Porcupine Advance, Timmins.

Dear Editor:—Has anything further been done in reference to a guarantee to the travelling public that the Mattagami river will be kept open for traffic.

On May 1st three residents of Timmins paid a visit to Sandy Falls travelling by boat.

Owing to floating logs the trip was a hazardous one during the whole of the trip down to Sandy Falls.

Shortly after 7.30 p.m. they left Sandy to return home, but were over five hours on the river due to damage to their outfit by log obstructions.

The night was very dark, the temperature was below freezing, the river at this period of the year is around 38 degrees Fah. and owing to the exceptionally mild weather during the day, none of the visitors were warmly clad.

They arrived home at 1.00 a.m. in the morning, cold, miserable and wet, and with their equipment damaged, all through no fault of their own.

To-day Saturday, May 4th, my wife and I had several business appointments in Timmins.

It is only possible for us to be able to visit Timmins once every three weeks, and in consequence most of our business is held over until these periodical visits can be made.

For the last two days, the passenger boat "Foch" has been unable to keep its daily schedule between Timmins and Sandy Falls on account of log jams on the river.

This means that our appointments must either be cancelled or laid over for another three weeks.

How would those persons responsible for obstructing the river in this manner like to be subjected to the inconveniences above mentioned, and just how long will the public allow them to shut off a public highway whenever they feel like it?

In no other country in the world would such selfish conduct be tolerated for a moment, and in one country I know of, anyone having the colossal impudence to usurp the rights of the public in such a manner for his own private gain would be classified quite accurately for what he is, and would be in imminent danger of being shot on sight.

The individual, firm or corporation owning the logs on the river, or responsible for the driving of them should be compelled to contract and furnish a satisfactory and substantial bond to the various municipalities directly concerned, along with a guarantee to provide a navigable channel of sufficient width and depth, 24 hours of each and every day of the open season during their operations, said bond to be forfeited to the municipality in which a citizen resides who brings conclusive proof that such a contract has been broken.

Any log driving or lumbering concern using the river which is sincere in its intention to keep the river open at all times, will find nothing objectionable in such a contract, and a failure to comply accordingly should be sufficient grounds for the public to prevent them from using the river at all, thus eliminating what has grown to be an infernal nuisance and serious inconvenience to many of our citizens.

—M. J. Caveney

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**EXPERTS GET MORE OUT OF EACH LUMP OF COAL NOW**

Skilled Heating Engineers are Working for the Home Owners and the Advantages of the Home

How to make one lump of coal give the same warmth that two used to deliver has recently been the subject of scientific investigation by heating engineers interested in better home heating. Much of this investigation has been conducted at the University of Illinois in a house built especially for home heating research by the National Warm Air Heating and Ventilating Association.

According to the experts there, too much warmth in the average home goes up the chimney and not enough into the air that is delivered into the house. This comes from faulty installation of the heating system, bad management on the part of the tired business man who each evening takes up his shovel and gets through with his job as quickly as possible, or a combination of the two.

In ordinary weather, the reports state, it is seldom advisable to have the drafts of the furnace opened wide. This may be necessary in the morning when a quick fire is needed, but after a few minutes they should be partly closed and the butterfly damper in the smoke flue closed part way.

A blazing hot fire in the firepot is not a safe guide as to the amount of warmth that is going up into the house, for much of the fire's warmth will be lost up the flue. Nor should it be necessary to force the fire with full draft except in the most severe weather.

If this is necessary it is a fairly accurate indication that something is wrong. The chimney may be clogged with soot, the smoke pipe may need cleaning, there may be clinkers in the firebox or the furnace may be too small for the area it is supposed to heat. Any of these troubles can be remedied so that the furnace can be operated in normal weather on a slight draft that will insure maximum warmth going up into the rooms and minimum losses up the chimney.

**FLOODS FIFTEEN YEARS AGO IN COCHRANE DISTRICT**

In view of the serious floods in this district this year, the following from The Nugget files of May 6th, 1913, will be of interest:—

"The list of victims of the spring ice jams and swollen rivers of the North, which pioneers state have never been known to be so high before, now number five. Last week three more men were drowned, and construction gangs on the different works in the Cochrane district have been experiencing a hard time owing to the high waters."

**HAILEYBURY LAD HAS SPINAL MENINGITIS**

The Haileyburian last week says:—"Charles Gordon, eldest son of Mr. and Mrs. W. A. Gordon, Rorke avenue, is ill at his home this week with spinal meningitis. He was stricken with the disease a few days ago and is quite seriously ill. His many friends are hoping for a speedy recovery. This is the second case in Haileybury this spring, Earl Mayhew being the other victim. He is recovering gradually at his home."

(Mr. and Mrs. J. Rousseau, of Montreal, were Timmins visitors last week.)

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Room 5—Marshall-Ecclestone Block  
Phone 770  
Hours:—2 to 6 p.m., or by appointment

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Baker  
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Being able to drive your new Erskine Six 40 miles an hour the first day is convenient. But this is more important:—it proves that here are precision manufacture and engineering genius. Without the high quality materials, the careful inspections and the thorough dynamometer tests the Erskine engine receives, this first-day would be as impossible as it is in other cars.

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cautions give the new Erskine Six its ability to deliver 62 miles an hour with such velvet ease later. Or to travel 54 miles an hour for 24 consecutive hours, as did a record for stock cars in its price class.

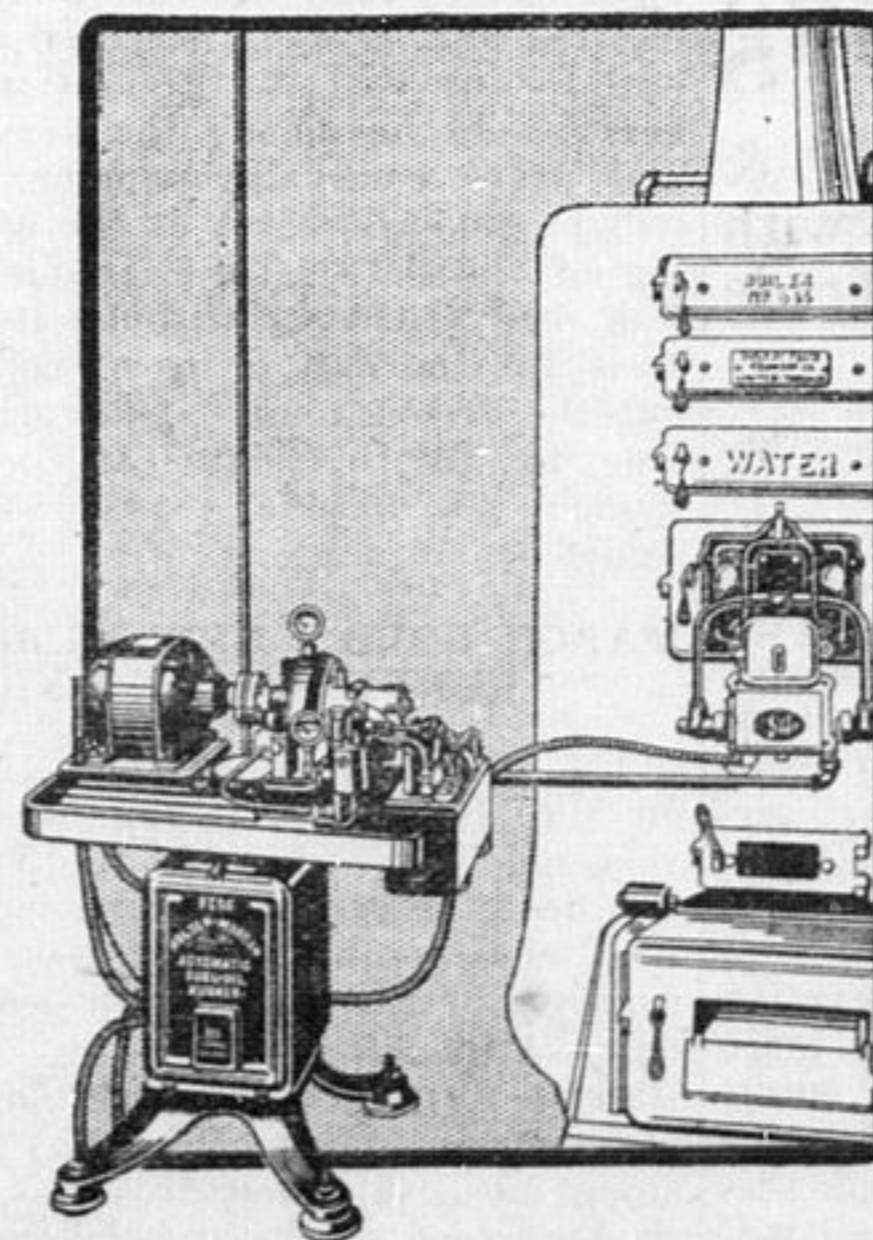
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