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REPORT ON ORGANIZATION INDUSTRY AND COMMERCE

Report by Dept. of Labour Shows Canada Has Many Different Types of Associations.

The Department of Labour has just issued the Seventh Report on Organization in Industry, Commerce and the Professions for the year 1928, a volume which conveys some idea of the extent to which organization has developed among those concerned with industrial and commercial activities in the Dominion. The report also contains much information in regard to association whose members are engaged in professional, technical and scientific pursuits. The organizations are divided into the following groups:

- 1, Manufacturing; 2, Building and Construction; 3, Mining; 4, Transportation and Communication; 5, Printing and Publishing; 6, Laundering, Cleaning, Repairing; 7, Personal Service and Amusement; 8, General Manufacturers and Employers; 9, Financial; 10, Agriculture; 11, Dairying; 12, Horse, Live Stock, Sheep Breeders, etc.; 13, Wholesale Merchants; 14, Retail Merchants; 15, Real Estate Dealers; 16, Professional; 17, Technical and Scientific; 18, Insurance; 19, Funeral Service.

The report states that the first eight divisions contains the names of 394 main and branch associations; 45,744 members of which are persons or firms who are identified with industries in which many workers are employed. Some of the employers included in these groups have agreements with the corresponding organizations of work people covering the conditions of employment in their respective establishments. In the remaining eleven groups the employment of labour is in some cases only incidental, and with the exception of the retail merchants' section there is no corresponding body of organized employees.

While in the main the associations whose names appear in the report are purely Canadian, a number are connected with organizations whose headquarters are in the United States. The names of associations printed in the report number 691 main organizations and 716 branch associations, making in all 1407 associations, which is 1,048 less than the number recorded in 1927, the decrease being accounted for by the elimination of the co-operative societies' group, which in 1927 contained the names of 1,155 associations, and for which the department is preparing a separate report, which will appear shortly. The total combined membership of the 1,407 organizations whose names appear in the report is 888,820, which in some cases apply to companies, but in the main represent individuals.

SKETCH OF THE MESSRS MASCIOLI AND BARDESSONO

The following is from last week's issue of The North Bay Nugget:

Leo Mascioli, Timmins, president of the Empire Hotel company, is a man of divergent interests and one who is widely known in the North, in fact throughout the province, for his initiative, enterprise and all-round executive ability. One of the most competent contractors and builders, he it was who personally superintended the designing and building of North Bay's new modern hostelry.

In addition to ascertaining that nothing but the best would be used in the construction of the hotel, Mr. Mascioli also determined to carry out this high standard in every department of the hotel and before deciding on the furnishings, decorative and colour schemes of his most recent hobby, he visited many of the largest hotels in the United States and Canada seeking ideas which he could incorporate into The Empire. His trip carried him to Toronto, New York, Montreal and even to far away California, and many other centres as well. One has but to visit the new hotel to realize how he has succeeded in giving this city the benefit of his wide experience and the ideas he

North Land Needs the Belt Line of Roads for Progress

Something About the Wonderful Scenery Along the Proposed Road from Timmins to Sudbury. Montreal River the Grandest in the North, with Mountains 1000 Feet High from Shores in Places. Another Letter from Harry Preston.

The following interesting letter is from that pioneer of the North, Mr. H. A. Preston:

Elk Lake, Ont., Aug. 12, 1928
To the Editor of The Advance, Timmins.

Dear Sir:—A diamond drill outfit has gone to Matachewan to start operations on some property a short distance south of the Young-Davidson Mine. A well-known Ottawa mining magnate is at the head of the concern and it is hoped that they will strike an equal to Noranda as this property is within eight miles of the proposed Belt Line Road that is sure to come, and with Indian Chutes power plant so close, there should be no trouble.

No doubt there are many American tourists travelling in their cars on the Ferguson highway, and they enjoy the scenery, but they do not know that so far west they are missing the grandest scenery in all the North. If they had a trip from Timmins south to Sudbury they would soon say that their trip was made five times interesting. Where does the Ferguson highway run alongside a great river? It crosses all the rivers, while the Timmins-Sudbury division of the belt line would run beside the grandest river in the North. That river has mountains a thousand feet high for its shore in places, and has two large branches, and all along them are hundreds of lakes, large and small. The highest mountains in Northern Ontario are close by and can be seen from the road. Yet all this paradise for tourists is asleep and dead to the world. Another summer is coming to a close. It seems a shame to see such a country as from Porcupine to Sudbury neglected, with its scenery, fish-

found incorporated in the more important metropolitan hotels.

In addition to being the president of the Empire Hotel company, North Bay, Mr. Mascioli is also the guiding genius of several other large theatrical and hotel enterprises. As president of the Empire Theatres Limited, Timmins, Mr. Mascioli was responsible for the erection of the Goldfield Theatre, which cost in the neighborhood of \$150,000. He also is the owner and proprietor of the Old Empire Theatre, and the New Empire Theatre at Schumacher. The Empire Hotel which he erected at Timmins is reputed to have cost approximately \$275,000. Mr. Mascioli gives the assurance that the same high standard of service and consideration of the travelling public that is maintained and shown to travellers at the Timmins hostelry will be demanded of his staff at the new hotel in North Bay.

Associated in many of the Mascioli enterprises is P. Bardessono, whom Mr. Mascioli describes as his partner. Mr. Bardessono is also a keen business man with wide experience in the hotel, theatrical and building businesses, but he modestly gives all the credit of the success of the various ventures to his senior associate, Mr. Mascioli.

At Timmins, Mr. Mascioli owns and directs the Timmins Garage Company, which operates what is generally conceded to be the finest automobile showrooms and garages in the whole North Country. This building was erected at a cost in excess of \$100,000 it is said. Joseph Berini is the manager of this enterprise which has enjoyed the success that it deserves.

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CHAMPIONSHIP ATHLETIC MEET HERE, AUG. 18 AND 19

Event on Finnish Picnic Grounds Behind Mattagami River. Entries from Many Parts of Canada.

A big championship meet is announced for August 18th and 19th, starting at 4.30 p.m. on Saturday. The event will be held at the Finnish picnic grounds, across the Mattagami river from Timmins.

There are already thirty individual athletes entered in the event from all over Canada. The following places are particularly well represented:—Timmins, South Porcupine, Sudbury, Toronto and Kirkland Lake.

Among the races in which there will be special interest and very keen competition are the 400, 800, 1500 and 10,000 metre events. There will also be jumping, vaulting, throwing the javelin, putting the shot, and discus throwing. An extra special will be the "four times 400 relay race" on Saturday.

The championship meets held in past years at Timmins, Sudbury and Kirkland Lake have been remarkably interesting and have shown that the Finnish people know how to put on these events and attract unusual talent to take part. The event on the 18th and 19th is to be very biggest yet.

There should be a specially big crowd of those interested in athletics at the Finnish picnic grounds, behind the Mattagami, about a mile from the bridge on August 18th and 19th.

HOW THE AIRSHIP SAVED THE DAY AT THE FLIN FLON.

(Writing in the Young Men's Section of the Winnipeg Board of Trade Journal, G. V. Ferguson and W. G. Rice say:—

Just one year ago, the test mill of the now famous Flin Flon mine broke down. The Whitney engineers were desperate. The time limit on their option was drawing perilously near; the tests had not been completed; the main shaft of the mill had snapped, and the nearest railway lay 130 miles away by a tortuous land and water route.

Fortunately for the future of Manitoba mining, aeroplanes were available at The Pas and radio orders were sent out for one at once. In less than an hour it had reached the mine, the broken shaft was loaded on board, and a few hours later experts were at work fitting and ordering the replacement part. In less than ten days the mill was running again; or roughly the time it would have taken the broken part to get out as far as The Pas. Here in a nutshell is the part now being played by aeroplanes in

For Labour Day SEE Back Page, First Section

Canadian mining.

Isolation is a thing of the past. No mining camp is so remote as to bar the visit of 'planes, and the thousands of lakes of the Pre-Cambrian shield make ideal aerodromes in both winter and summer. The saving not only of time and money, but of life, is very great. Injured prospectors and miners in camps remote from rail-heads can quickly be carried to hospital care and medical attention. New prospects and properties can be visited in a day by an engineer who can make a report which, a few years ago, would have entailed two weeks of travelling, and time means money to the best consulting engineers of the country. Supplies and equipment necessary for the preliminary development of a good-looking prospect can be swiftly carried in by air when surface travelling would be impossible.

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