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## WORK OF CIVIL ENGINEER EXPLAINED TO THE KIWANIS

Large Attendance at Club Luncheon Enjoy Interesting Address from Arch Gillies. Grand Challenge Curling Game Arranged at Luncheon Monday.

There was a large attendance at the Kiwanis Club at the regular weekly luncheon on Monday and the meeting proved a specially enjoyable one. At the present time there is an attendance contest on at the club between the Red and the Blue teams. Rivalry has reached a high point and as a consequence on Monday challenges were thrown out. These challenges eventually developed into one noble challenge—a challenge to a grand Challenge Curling Contest on Tuesday evening of this week, weather permitting. Both teams took up the challenge and the result was that arrangements were made right there and then for the Grand Challenge Curling Competition between the two teams on Tuesday evening. It was decided to have this curling on original lines, such as six men on each rink, and every man skipping at some time during the evening.

The visitor for the day was Mr. Chapman, of Toronto.

The speaker for the day was Kiwanian Arch Gillies who gave a very interesting talk on the work of the civil engineer. In opening, Mr. Gillies humorously warned his audience against pulling the old chestnut about taking pictures when they notice an engineer setting up his tripod to take measurements. This is a humorism that he has heard so often that he is liable to do something rash if he happens to be temperamental. The civil engineering profession covers a great variety of work which includes the location, construction and maintenance of railroads and roads; the design and construction of bridges, dams, tunnels, power plants, industrial plants, water-works and sewerage plants, buildings of all sizes, and drainage and irrigation works. He is also a surveyor and should be a diplomat and business man in order to be a success. A working knowledge of electricity, mechanics and mining are also necessary. Needless to say, remarked Mr. Gillies, no human being could be an expert in all these branches of engineering, but at some time during their career most civil engineers are called upon to use their knowledge on all these different projects. There are consulting engineers who are experts in one or two of these branches of engineering and they are called in to act in advisory capacity in the case of large and expensive developments. Mr. Gillies referred to the many engineering difficulties that had to be overcome before trains could be safely run, especially through sections like the Rocky Mountains. Referring to the marvels of engineering in connection with the Rocky Mountains Mr. Gillies said:—"Think of the double horse-shoe tunnel! You enter the side of a mountain, make a direct circle and come out directly below where you entered; you enter another tunnel and come out again away below the point of entrance. At one point on the C.P.R. you can see the portals of three tunnels, one below the other, and you realize that your train is now several hundreds of feet down the side of the mountain. How have these marvels of engineering been accomplished? Properly told it would be a long and interesting story." Mr. Gillies then sketched the procedure:—first the location engineers go through the country, travelling light. Their equipment consists of a pocket level and compass, maps (if there are any), a few note books, and a marvellous sense of direction and grades. One or several trial lines are located on their maps. Later on, engineers run a series of tangents over these trial lines, take the levels along the line and the topography for a quarter mile or more on either side of the line. Their notes are plotted up in the office and the final and best location decided upon, the deciding factors being costs, grades and shortest distance. The final line is then located on the ground. Plans and profiles are made up, tenders called and the contract let. Engineers then lay out the cuts and fills, give line and grade to the contractors, send in progress estimates, and generally supervise the grading, ditching, bridges, culverts, tunnels, track-laying and ballasting, and finally hand over the completed railroad to the operating department, after which another engineering crew takes over the maintenance of the railroad.

"Have you ever considered how much you have to thank the civil engineer for the health of the community in which you live?" asked Mr. Gillies. He then produced facts to show how for years engineers have been perfecting systems of water purification and sewerage disposal until now it is actually criminal for a municipality to have an impure water supply or to endanger the lives of others in disposing of sewerage. He pointed out that by mechanical and chemical means sewerage could actually be so purified that it would be as pure as the water from a tap. Mr. Gillies gave a review of the procedure in establishing a sewage and sewerage disposal system.

Turning to building construction, Mr. Gillies pointed out that usually the engineer is given a few particulars of what is desired and the money available and from this data he works out preliminary plans and estimates. These preliminary plans and estimates provide a basis from which the final plans are arrived at. Mr. Gillies proceeded to show how each step in the work was reached, the various details attended to,

## SUPREMES NOW HEADING THE OSTROSSER LEAGUE

Lions Win Three Points from Tigers Last Week. Every Man on Lions Team Rolled Over the 600 Mark. Standing of Teams in League.

In the Ostrosser League bowling last week the Lions won three points from the Tigers. A noteworthy fact is that every man on the Lions team rolled over 600, K. Eyre being the star with 672.

Supremes, who head the league, took four points from their opponents, the Power and Telephone team. The total for the Supremes was 3279 pins, with Saue rolling the remarkable score of 821.

In the other game of the evening in the Ostrosser League the Hounds kalsomined their opponents, the Gold Belt boys, by taking four points from them. R. Webb, of the Hounds, put up the nice score of 761.

The standing of the teams in the Ostrosser League to date is as follows:—Supremes, 44 points; Lions, 41 points; Tigers, 27 points; Hounds, 21 points; Power and Telephone, 12 points; and the Gold Belt team, 11 points.

The following is the honour roll for last week, no less than thirteen being over the 600 mark. The figures it will be noted ranged from M. Angelo, 613, to A. Saue, 821:—A. Saue, 821; R. Webb, 761; A. Tomkinson, 693; E. Reid, 673; K. Eyre, 672; W. Tonkin, 664; H. Fuke, 651; C. Brown, 643; A. Saint, 643; J. Roberts, 641; H. Daher, 635; D. Reid, 630; M. Angelo, 613.

The following are the scores for the games last week in the league:—

POWER & TELEPHONE			
T. Whitney	181	186	177
C. Grant	158	131	289
T. Towers	148	192	340
O. McGrath	202	211	145
H. Dunfield	158	171	163
J. Faithful		156	146
Totals	847	855	823

SUPREMES			
A. Saue	220	327	274
E. Hill	146		146
M. Angelo	183	178	252
A. Tomkinson	221	203	269
E. Reid	179	282	212
J. Aspin		160	160
P. Nicholson		173	173
Totals	949	1150	1180

TIGERS			
L. Torchia	146	140	202
A. Saint	183	164	296
V. Ray	126		126
J. Roberts	214	120	307
C. Brown	219	216	208
R. Fournier		216	173
Totals	888	901	1186

LIONS			
H. Daher	184	239	212
D. Reid	195	255	180
H. Fuke	253	196	202
K. Eyre	199	225	248
W. Tonkin	193	243	228
Totals	1024	1158	1070

HOUNDS			
R. Webb	254	321	186
K. Sutherland	157	237	189
M. Shimehoff	164	216	202
M. Martin	136	114	250
L. Cohen	232	172	181
E. Abrams		115	115
Totals	934	1060	873

GOLD BELT			
S. Brown	175	161	115
O. McLeod	103		139
J. Clemens	153	151	304
R. Wilson	158		158
J. Griffiths	138	212	207
A. Wilson		205	199
A. Burrows		140	127
Totals	727	869	787

the contracts made, and any obstacles overcome. The engineer's work includes attention to grades, levels, excavations, materials, workmanship, construction, including plumbing, heating, plastering, flooring, electric wiring. In referring to the plans and specifications Mr. Gillies said:—"In fact, every last bit of material that goes into the building has to be so described and detailed that the contractor knows exactly what has to be done. During the construction of the building the engineer has to see that everything is carried out within the meaning of the plans and specifications. If the contractor suggests minor changes which would be as good or better the engineer must be reasonable. If the owner desires certain changes in the plans the engineer must take the matter up with the contractor and have the change made at a reasonable cost. With this supervision there is no temptation for an unscrupulous contractor to put in a very low tender, depending on making his profit by using inferior material and workmanship and running up a big bill for extras. The engineer also has to make out monthly estimates as to the payment due the contractor, and finally has to approve of the building on completion as being ready to turn over to the owner."

In concluding his very interesting and informative address, Mr. Gillies said that if any of the members of the club were further interested in the details of the various activities of the civil engineer he would be pleased to loan them some volumes on the branch of the subject in which they were interested.

Kirkland Lake Northern News last week says:—"Mrs. M. McLeod, of Timmins, is visiting her husband and other friends in town this week."

## EXTENSION OF TIME FOR A.C.R. LINE TO HUDSON BAY

J. A. Bradette, M.P., for North Temiskaming, Sponsor; Bill to Extend Time for Extension of Algoma Central and Hudson Bay Railway.

In the Dominion House on Friday afternoon last J. A. Bradette, M.P. for North Temiskaming, moved the second reading of Bill No. 33, respecting the Algoma Central and Hudson Bay Railway Company.

"Explain," said some honourable members.

According to Hansard Mr. Bradette spoke, in part, as follows:—"The bill is for extension of time for construction and completion of a certain portion of a certain line of railway. This railway has constructed nearly 300 miles of line, 200 miles of which is main line and 80 miles being extensions. Two years ago this company came before parliament and asked an extension of their charter, which was granted, but they have not been able to carry on the construction work proposed, and I hope the house will grant the further extension which is now asked for. The first charter was granted to this company in 1890 for the building of a main line from Sault Ste. Marie to Franz on the main line of the Canadian Pacific railway. A few years afterwards another charter was granted for the extension of the line from Franz to Hearst, and as I said before this company has under operation nearly 200 miles of main line running from Sault Ste. Marie to Hearst and nearly 100 miles of branch lines. A few years ago they operated a weekly passenger service; this was later changed to a tri-weekly service; but last year they inaugurated a daily passenger service from Sault Ste. Marie to Hearst. When the first charter was given, the provincial government granted 1,500,000 acres of land, and 500,000 acres went with the second charter. Most of that land is mineral and timber land, a great deal of which has been parcelled out and is under development. Practically from Franz to Hearst most of that section has been open to colonization settlements in places like Stavert, Coppell, and so forth, which are well known throughout our section of the country. I believe no objection will be put forth to the other extension going northward, because those who belonged to the railway committee in the first session of the new parliament, 1927, are fully aware of my activities in two instances; an application of a private corporation for a charter for the construction of a railway in the Red Lake district was defeated largely by my activities. The same also applies to an application in connection with a proposed privately constructed railway from Iroquois Falls to the southern part of James Bay, which I claim was also defeated on account of my objections. Some hon. gentlemen may think this railway will run parallel to the Temiskaming and Northern Ontario Railway. It is true it will be running parallel northward, but the Temiskaming and Northern Ontario is 135 miles eastward of the eventual construction of the extension. Every hon. member, at least from Ontario, is fully aware of the activities of the Temiskaming and Northern Ontario commission and its alertness in railway matters and so far I have not heard any objection to the extension of that charter to the Algoma Central and Hudson Bay Railway Company. This company has been capitalized in the sum of nearly \$5,000,000. Most of that money has been spent and so far no dividends have been paid to the shareholders. They have their main line in first-class condition. They have been working on the road-bed for the last five or six years in a very effective manner and that line compares favourably with any publicly-owned railway or the Canadian Pacific. Therefore I believe this bill will receive the sanction of the House. Speaking of the eventual extension from Hearst northwards which will tap the Albany river, I repeat that this extension will not enter into conflict with the present extension of the Temiskaming and Northern Ontario Railway from Cochrane to James Bay, which very likely will have a terminal for years to come at Moose Factory, because it is nearly 100 miles from Albany to Moose Factory. I do not believe it is necessary to mention the potentialities of the country in minerals, forests, water powers or colonization land.

Mr. Adthead asked if Mr. Bradette could guarantee that the extension would be built within the next two years if the extension of time were granted. To this Mr. Bradette replied that at the present time conditions would not warrant construction. "I am firmly convinced," he said, "that when conditions warrant it the company will proceed with its extension towards Hudson Bay."

Mr. Bourassa (Lebelle) made several comments on the bill. He thought the request for extension of time had been made too often.

Continuing Mr. Bourassa said:—"Colonization in northern Quebec and northern Ontario is extremely hard, but we have in those northern regions a remnant of what was formerly the hardest and most courageous breed of settlers known to the world. Mr. Adthead: The voyageurs. Mr. Bourassa: No; they were the pioneers. The voyageurs never took to colonization; but they observed things, and when they came back to their parishes they would say to their fellows: If you want a good lot, go into that bush. Some of them would go and cut wood there for one or two years, but they needed communications. Roads were extremely difficult

## ANOTHER NORTH BAY FIRE DOES DAMAGE OF \$10,000

North Bay seems to be having a series of fires recently. The latest was reported from the Bay on Tuesday. It broke out about 4.30 on Monday morning in the basement of the Transportation building and caused considerable damage to the Canadian Pacific Railway telegraphs. The fire is understood to have originated in the basement of the telegraph office and a defective electric light wire is said to have been the cause of the blaze. An investigation into the fire, its cause, etc., was conducted by D. H. Bowen, of Sudbury, district superintendent of telegraphs for the C.P.R. After the investigation Mr. Bowen is quoted as saying that the loss of the company would approximate \$10,000.00. Motors and other expensive equipment in the building suffered particularly heavy damage through the fire. The fire brigade were very promptly on the scene when the alarm was turned in and did effective work in extinguishing the fire. Mr. Bowen made particular reference to the very efficient manner in which the fire department had fought and handled the fire. In this connection it was noted that the saving of some special equipment recently purchased was one of

to build through the bush. It is true that the governments of both Ontario and Quebec have done a great deal to help the settlement of these northern territories; but the farther you get from the large centres the greater is the need of railway communication. Besides you cannot expect the settler in the forest to-day to be so utterly different from other human beings of his own age that he will work as his forefathers did fifty years ago. He demands more facilities, and his children ask for more advantages. They will not stay in the bush to be eaten up by the black—

An hon. Member: Bears. Mr. Bourassa: No, by the black flies. To-day they will not stay three or four or five or six years up in that northern territory with practically no communication with the civilized world. They ask for better roads. They wish to have a small Ford car as soon as possible, and they ask for railway communication to ship their hard-earned produce to the large centres. These people deserve consideration. Eventually the motion was agreed to and the bill read a second time.

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the big factors in preventing much more serious loss and damage. Only recently the Canadian Pacific Railway Co. had installed new equipment of special kind valued at around \$60,000 in connection with the company's transcontinental carrier system. Through the able work of the firemen this new equipment was practically unharmed. Had the fire damaged this equipment not only would the loss have been a serious one but worse than that it would have taken literally months to replace this equipment had it been damaged to any extent. This would have meant a serious disarrangement of the service. As it was, the fire caused practically no interruption in the company's business, as they were able to make use of the C.P.R. yard office and thus just about carry on business as usual. Until the damage to the building is repaired the C.P.R. uptown ticket office will be used as temporary quarters for the C.P.R. telegraphs. The Canadian National Railways telegraphs, which occupy adjoining offices in the building suffered very little damage.

Credit is being given to Roy Yeomans, of Toronto, for making the first trip this year by automobile from Toronto to North Bay. He is said to have made the trip from Toronto to North Bay and then on to Sudbury in only 15 hours, which would argue that the roads must be pretty good.

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