

**Third Edition Issued of Monograph on Asbestos**

Asbestos has been found in several sections of the North Land and there have been more than one find that seemed of special promise in the Porcupine area. Accordingly there is more than passing interest here in the subject of this mineral and any official information on the matter is sure to be welcomed. Both the Dominion and the provincial departments of mines keep up-to-date on literature in relation to mining matters, and their pamphlets and books are welcomed.

The Mines Branch, of the Federal Department of Mines, Ottawa, has just issued the third edition of a monograph on asbestos, prepared by Captain James G. Ross, Mining Engineer, Montreal. The new volume through seven chapters, describes all phases of the industry from mining to industrial fabrication. The report is well illustrated with many illuminating half-tone prints. Descriptions of the principal asbestos mining operations in Canada are supplemented by chapters dealing with the preparation of asbestos for marketing, trade requirements,

and the application of asbestos fibres in many industries.

Asbestos, a mineral product renowned for its insulating and fire-resisting qualities, has been one of the principal mineral products of Canada for four centuries. Known to the ancients for centuries, the first discoveries of importance in America were made near Thetford, Quebec, in 1862. An abundant supply stimulated search for new and varied uses, and as the demand for fibres for industrial uses grew the mining industry expanded until at the beginning of this century it had become one of our most important industries.

In 1904 the Mines Branch, at Ottawa, arranged for the preparation of an exhaustive monograph on Canadian Chrysotile Asbestos and its uses by the late Fritz Cirkel. Five years later a second edition became necessary, the industry having notably increased in importance in the meantime. Intervened the war and early post-war years with increasing demand for the products, especially from the automobile industry and from the producers of spun and woven asbestos fireproof products, a demand which lasted to the beginning of the present industrial depression.

Copies of the report may be obtained from the Director, Mines Branch, Department of Mines, Ottawa. A nominal charge of twenty-five cents has been placed upon the report.

**Guard Against Any Danger of Fires Now**

Canadian Fire Underwriters' Association Issues the Annual Warning in Regard to Danger from Christmas Decorations, Etc.

Each year the Canadian Fire Underwriters' Association issues a warning to all to exercise the necessary care and attention to avoid danger from Christmas decorations, etc. The warning is a very timely one and the copy sent to Mayor Geo. S. Drew this year has been handed to The Advance and is published herewith. All should read it and heed it:—

December 10th, 1931

Dear Sir:—Following our usual custom at this season of the year, I beg again to remind you that a lack of attention to fire extinguishing apparatus, especially now that the cold weather is

commencing, might result in a great and unnecessary loss should a fire occur under such circumstances. It is therefore essential that every precaution should be taken to have fire-fighting appliances in such shape that they are always immediately ready for use, in first-class condition. Your special attention is directed to the liability of hydrants and mains becoming frozen, which is likely to occur in very cold weather. There is also the danger of hydrants not being immediately and easily accessible for the firemen to couple to. Fire halls should be sufficiently heated to prevent freezing of chemical and other appliances. The presence of frozen hydrants, mains and chemical appliances has in many places been very conspicuous during previous winters.

Frequently fires have reached large proportions before being brought under control, which would have been trifling had it not been for frozen appliances and other defects directly chargeable to lack of care and attention, particularly during the cold weather.

As the matter is of the utmost importance to your property owners as well as to the insurance companies, I should be obliged if you would be good

enough to have same brought to the attention of the proper officers without delay, with a view to having the necessary steps taken to avoid the dangers pointed out.

Yours truly,  
A. W. Goddard, Secretary,  
Canadian Fire Underwriters Association.

Toronto Mail and Empire:—Will some other local patriot arise to point out that perhaps what is wrong with the Varsity football team is the fact that a university professor suggests that the journey of Laura Secord had little or no effect upon Canadian history?

Vernon (B.C.) News:—From one viewpoint we may echo the statement: "What fools we mortals be." First, and largely through government aid, we built the C.P.R.; then we assisted the promoters and contractors to build the lines now merged in the C.N.R. Next, we built a system of good roads and then permitted the exploitation of them by buses paying taxes and operating for private profit. Full well we know, when we stop to think, that their success means the failure of the railroads.

**Damages Awarded in Haileybury Action**

\$10,000.00 to Allen Keeley and \$2,656.50 to Father of Schumacher Boy Awarded by Trial Jury at Haileybury.

In the case of the action for damages entered at Haileybury by D. E. Keeley on behalf of his son Allen, the following despatches were published in The Nugget and other newspapers on Saturday last:—

Haileybury, Dec. 12.—(Special) Damages of \$10,000 to Allen Keeley, and \$2,656.50 to his father, Daniel E. Keeley, for out-of-pocket expenses, arising out of an accident in which the boy lost a leg, were awarded this afternoon by a trial jury in the case of Keeley vs. Owen Evans, of Timmins. The jury was out an hour and brought in a verdict ruling that Evans had been negligent and boy contributory to the accident, to the extent of 40 per cent. The accident occurred on October 11, 1930, when the boy, riding a bicycle, was hit by a car driven by Evans.

Haileybury, Dec. 12.—(Staff Special) —An action for \$40,000 damages, brought by Daniel E. Keeley, assistant superintendent of the McIntyre Mine at Schumacher and his son, Allen, against Owen Evans, veteran resident of Timmins, is being heard here today by Mr. Justice Sedgwick and a Supreme Court jury. The case is a sequel to a motor accident on October 11, 1930, on the McIntyre property, in which the ten-year-old boy, riding a bicycle, and Evans, in his car, were involved, and as a result of which the lad lost his right leg.

Plaintiffs alleged that Evans ran into the bicycle, while the defendant maintains his car was stopped at the time the boy crashed into him, being thrown over the handlebars of his machine and the front fender of the automobile. The boy's father swore that when Evans carried Allen into his home after the accident, he had said that "I was not going fast and I thought I had missed him." Against this, Evans told the court that the boy, on being picked up, had said "I didn't see you, mister."

The boy was in hospital until January 19 of this year, and expenses that both sides agreed had reached \$2,656.50 were incurred. The younger plaintiff said he had gone down a lane on his left side, because of the rocks on the right, to the road below, where Evans, who had been on his left side, swung back to the right and ran into the machine. Evans, who said he drove a car during the war, swore he had turned to the left to avoid a collision with the boy, after he had seen it was impossible for the lad to make a sharp turn. The auto's left wheel was almost in the ditch, Evans said. The lane dropped at least 13 feet in 100 feet, it was stated.

Evans was engaged at the McIntyre as a checker on contract work at the new mill on the property, and James Shewan, the chief accountant who had hired him, said that his hours on this job were from 7 a.m. to noon and from 12.30 to 5.30 p.m. Evans had no special privileges in this respect, Shewan said, although defendant himself did not agree he had only a half hour for lunch. His practice, he said, was to leave the work between 11.30 and 11.45, and the accident happened between half past twelve and a quarter to one, when he was returning to the job. Plaintiffs alleged he was overdue and speeding, and a further allegation that the left front door glass had been replaced with cardboard was denied, although Evans would not swear that the right door was not thus affected.

Hamilton Spectator:—A signal warning for level crossings that sounds for all the world like a train hitting an automobile is being tried out at Ridgetown. There will be times when the warning is ignored when the sound will be repeated at the crossing.

**Reported That T. & N.O. to Stop Silver Centre Line**

A despatch last week from Cobalt says:—"Persistent rumours in railway circles hint that the Silver Centre branch of the T. & N. O. railway soon will be a memory. While nothing definite in the matter has been issued from headquarters, it is currently reported here that train service on this feeder to the main line, already cut to two mixed trains weekly, will cease altogether at a very distant date. The branch has not been paying its way for some considerable time past, there being few passengers travelling over the road, and freight has been confined chiefly to the hauling of crushed rock for the use of the Northern Development branch. Train service is restricted to a train each way every Monday and another on Saturdays, but since the completion of the construction of the power plant at the Upper Notch, on the Montreal river, traffic has been exceedingly light. If the branch is closed, it will be very largely due to the automobile, according to well founded opinions on the subject related here. In recent winters, the road to Silver Centre by way of North Cobalt has been kept open for vehicular traffic, and cars have run regularly during periods of the year that in earlier times meant a closed route. Mining Corporation of Canada, which works the Frontier mine, ships most of the ore one way and supplies the other way, by road. The Silver Centre branch was opened on Thanksgiving Day, 1924, and for a time a daily service each way from here was operated over the line. Subsequently, this was cut to a tri-weekly service, with an extra run on Saturdays and another one early Monday mornings while the power plant was being erected, but latterly only two trains every week have been in commission. The crew of the "swing" train from New Liskeard operates the Silver Centre trains, in addition to making regular trips to Englehart and a weekly run to the Kirkland Lake market."

**"Ain't it Fine To-day!"**

If the weather should be bad to-day (Thursday) don't read this little rhyme until to-morrow or the next day. It is always fine weather in the North in a couple of days or so. The rhyme is one of those fugitive pieces, without author's name, going "the rounds of the press":—

Sure, this world is full of trouble—  
I ain't said it ain't.  
My! I've had enough an' double  
Reason for complaint.  
Rain an' storm have come to fret me,  
Skies were often grey;  
Thorns an' brambles have beset me  
On the road—but, say,  
Ain't it fine to-day!

What's the use of always weepin',  
Makin' trouble last?  
What's the use of always weepin',  
Thinkin' of the past?  
Each must have his tribulation,  
"Water" with his "wine."  
Life, it ain't a celebration,  
Trouble? I've had mine—  
But to-day is fine!

It's to-day that I am livin',  
Not a month ago;  
Havin' losin', takin', givin',  
As time wills it so.  
Yesterday a cloud of sorrow  
Fell across the way;  
It may rain again to-morrow,  
It may rain—but say,  
Ain't it fine to-day!

Stratford Beacon-Herald:—Premier George Henry and Lieut.-Col. Harry McGee opened the horseshoe pitching contest at Toronto the other evening. These gentlemen heaved away for quite a while, but neither of them could make a ringer, and a pitcher who cannot do that has no standing in the horseshoe community. He must simply take his place as a rank amateur.

**BUY A BEATTY  
SAVE THE DUTY  
AND EXCHANGE**

**Beatty Washday Accessories**  
Be sure to enquire about the labor-saving Beatty washday accessories. Just the things to complete your home laundry outfit. Special for Xmas.

**Beatty Electric Ironer**  
A really high-class ironer at a reasonable price. Automatic, fastest, handiest ironer made. Knee and finger control. Rustproof shoe. Irons in half the time. Inquire for details.

**Beatty Electric Washer**  
Here is the new Beatty porcelain enamel washer—with double-strength direct drive mechanism. Large capacity. Price \$79. Other models up to \$149. Call at the Beatty store.

**Beatty Electric Floor Polisher**  
Most modern polisher made. Strong, compact, speedy. Equipped with self-oiling Durez bearings—baseboard brush protector. Large diameter brush. No belts. Small down payment, easy terms. Phone the Beatty store today.

**Beatty Electric Cleaner**  
Easier to operate—cleans faster—lasts longer. Supplied with 8 attachments. Antiquates all other cleaning methods. Gets all the dirt. Makes rugs like new. Convenient terms arranged. Phone the Beatty store today.

**The Gift MOTHER WANTS A NEW Beatty \$79**

**IF MOTHER COULD CHOOSE**

If mother could choose a gift for herself she'd pick a Beatty. They are so much easier to operate—are longer lasting and are priced right.

★ She'd Like The New Beatty Washer

No washer can equal the new Beatty at this price. It washes much faster—washes cleaner—and is much easier on the clothes.

Santa, why not put a Beatty under the Xmas tree for Mother? You'd make an immediate saving of many dollars on the purchase price of a Beatty by getting one now. It's the lowest-priced standard washer on the market.

And remember, Santa, there is no better way to reduce mother's household expenses. You'd save her the heavy expense of outside help and give her the best washer on the continent. For proven, careful performance buy mother a Beatty—comes direct from factory to you, and is backed by money-saving factory service.

★ SANTA, HERE'S ANOTHER SUGGESTION

Santa, supposing mother has an electric washer, it would be mighty nice of you to give her a Beatty automatic ironer. It would complete her washday equipment. The Beatty is simple to operate and is efficient and economical. All mother would have to do would be to sit down and guide the clothes through. She would be saved that tiresome lifting and pushing of a heavy hand iron, and the ironing would be done in half the time.

★ OTHER BEATTY GIFT APPLIANCES

If mother has floors to keep waxed and polished, and rugs to keep looking fresh as new—she'll find the Beatty Floor Polisher and Waxer—and the Beatty Cleaner amazingly efficient and economical.

And let us remind you, Santa—that on any of these Beatty appliances—you may pay what you like down and you don't need to pay another cent this year.

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35 Third Avenue, Timmins  
Open Evenings Phone 391

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The coal that replaced American Anthracite on the Manitoba market

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