

The Canadian Legion in the Porcupine

By Timmins Branch Correspondent.

Send Your Ballot in Early
The ballots for the election of the executive members of the Timmins Branch of the Canadian Legion are now in the mail and any member who has not yet received his ballot would be well advised to ask the postmaster for same. There are eight names on the ballot and six are required for the committee. It is essential to your ballot counting that only six names are marked with a X. All are good Legionaires and the members will have to do a lot of tall thinking to pick out the very best. For the welfare of the branch it is necessary that only the best men be elected. Of course the two defeated candidates are still in line for executive position during the year and whoever they be each will feel at least he had the confidence of the members behind him or he would not have received the nomination. There is one thing all must remember and that is—Mark your ballot correctly and then go immediately and place the return addressed envelope into the post box. There's not much to that is there, so do it now.

Losing a Friend
Word comes this week from the British Empire Service League that the president of the British Legion Earl Jellicoe has been compelled owing to ill-health to relinquish his position. Earl Jellicoe took hold of the reins, after the passing of Earl Haig and has been a popular officer of the British Legion since that time. He is also Grand President of the British Empire Service League and that body is earnestly wishing the Earl not to retire from that organization. Undoubtedly the

leadership of Earl Jellicoe the British Legion has done much good, and his retirement will be a heavy loss to our Imperial friends across the sea.
Legion Members Number 108,903
Official figures show that the Legion is still growing. From the Atlantic to the Pacific reports come to hand of increased membership. One branch of the Legion is on the far side of Victoria Island and the members have to attend the meetings by the canoe route, still they are flourishing and keeping the Legion spirit alive in that far off spot. There are now 1,064 branches of the Canadian Legion throughout Canada with a total membership of 108,903 members. These include men of high standing from the Governor-General Earl Willington, to regimental staff officers and from brigadiers to the buck privates. Civilians, now, all banded together for one cause "Service." How any returned soldier can possibly stand outside the ranks of the Canadian Legion is beyond the imagination of the writer. There is no personal gain to its members. True is the statement made that around the number of 700 persons are employed and paid by the Legion, but if the facts were investigated how big a percentage of these persons would be physically fit for other work, therefore it can be said we are doing a service with a smile. The work which has been done for all ex-servicemen stands out prominently against any other similar organization and our next big effort will be to try and unite these other soldier organizations under the one head. The Timmins Branch will be commencing a new year on April 1st and it would be a

fine thing for the non-members in the Porcupine camp to join the Legion from that time. Check up on our achievements and if you don't think we have given "service," don't join. If you realize that we have and are doing a real "service" for ex-servicemen and their dependants come and help to render this "service."

Our Meeting Nights
Having given the first meeting night of the month over to the entertainment committee for the production of the play, a full account of which appears elsewhere, we have only one more night this month, Monday, March 28th (Easter Monday). This is the day set aside for the annual general meeting, and a more appropriate day could not be desired. Easter lilies for bouquets, for there will have to be some handed to the various committees. All have worked hard during the past year and deserve all credit coming their way. Being more or less of a festive occasion the entertainment committee will have a special programme after the business is over. Don't forget, Monday, March 28th—election of officers, reading of financial statement and other important matters. Social hour to follow. Special Easter music at the piano by —W. A. Devine

Ottawa Journal:—If this newspaper had its way, it would be inclined to give broadcasting in this country to the two railways; this because they have facilities for broadcasting, have some experience in it, and could be subjected to adequate supervision and control. We are quite sure that they wouldn't please everybody—no system will ever do that—but if they could combine the best features of private ownership with reasonable control and supervision, at the same time avoiding too much of official over-lordship and the putting of blue-books and paternalistic education on the air, they would more than fill the bill.

Different Views on New Engineers' Act

J. A. Reid, Formerly in Favour, Now Opposed, Stanley N. Graham Favour, Act on Grounds of Safety.

The Advance has been endeavouring to give both sides of the controversy over the proposed Engineers Act. Some weeks ago The Advance published a letter from J. A. Reid, Toronto who was then in favour of the proposed act and made out an excellent case for its support. Since then he has apparently changed his views, though his second letter as appearing in The Northern Miner does not indicate complete reasons for the change of stand. So far as The Advance can learn the new act will not prevent prospectors from making reports on properties, public reports or private reports or any other kind, except that these reports must be considered for what they are, that is, prospectors' reports, and must not be suggested to be reports by mining engineers, unless the prospector concerned is actually a member of the Professional Engineers' Association. Of course, if there is a clause in the bill stopping prospectors from making prospectors' reports on the property it should be deleted. In fairness to Mr. Reid his second letter, withdrawing his stand in his first letter, is given herewith:—
Editor, The Northern Miner:

In my letter defending the proposed amendment to the Professional Engineers' Act, which appeared in your issue of February 11th, I was under the impression that I was expressing not only my own views, but also those of the sponsors of the act. I find, however, as a result of the exposition of the act given by A. H. Harkness before the local branch of the C.I.M. & M. on February 27th, that I was in error in certain important particulars. In respect to prospecting activities and pre-

liminary development of prospects, professional engineering was defined in my letter, and also in the draft copy of the bill, as the reporting on, advising, designing of, and directing of, various engineering projects together with mineral properties, mining development, etc. when such reporting, advising, designing, and directing involved the skilled application of the principles of mathematics and applied science. This I consider, (and I am not alone in that opinion), left prospecting and preliminary mining development outside the scope of the act. This clause I understand has since been deleted so that the act may now be reasonably construed as including work of this nature.

In the matter of reports, I stated that the act was only concerned with public reports, designed to raise capital in the province and now I find that private reports are also included.

In view of the above points mentioned, I feel that my attempted defence of the act, which I made both publicly and in private, has been stripped of most of its force, and opposition has been aroused in quarters hitherto friendly, so that I fear it will be impossible to apply it (the act) to mining.

There is both amongst engineers and other members of the mining fraternity, a considerable section either in favour of, or not opposed to, legislation covering mining engineers. They consider, however, that this should be specific and confined to details purely of an engineering nature; in particular all private reports and prospecting operations generally, should be explicitly left outside the operation of the act. Those who framed the present act, appear to have tried to cover the complicated relations of engineering to the mining industry, with a few broad phrases which hence tend to defeat the end which it was hoped to attain.

In conclusion I would state that while I still favour engineering legislation as applied to mining, I must

admit that, in view of the recent exposition, the bill in its present form is not in line with my own ideas on the subject.

Toronto. J. A. Reid.
Right underneath the above letter in The Northern Miner last week there is another letter of exactly opposite intent. This second letter favours the proposed Professional Engineers' Act on the grounds of safety for the workers. Unless the new act is to give protection to the public there is no reason for its adoption, but if to protection to the public there will be added further chances for safety to the workers, the bill would have a double reason for support. The second letter referred to is from Stanley N. Graham, and reads as follows:—
Editor, The Northern Miner:

I have read with much interest the discussion, in your columns, on the proposed Professional Engineers' Act. Great benefits to the public are expected to result from this act and it seems to me that these have not been given the prominence they deserve. In this connection I wish to point out that it is not unreasonable to expect that the working miner is also likely to benefit from the act. On page 129 of the annual report Ontario Department of Mines, Vol. XL, Part 1, 1931, the figures show that the number of fatal accidents per thousand employees is two and a half times as great in sand gravel and clay pits as in underground mines. Certainly the element of risk in these two types of workings is not in proportion to these figures. Mr. Reid has pointed out that most of the large mines, where most of the miners are employed, are directed by engineers who are properly qualified and are now members of the association, and I venture to suggest that it would be of great benefit to working miners if this type of direction were extended to all mining operations.
Kingston, Ont. Stanley N. Graham

PILES
Why Suffer Torture?
Thousands of sufferers from blind, itching, bleeding, protruding piles are getting INSTANT RELIEF. Write today for simple, safe and efficient HERBAL SALVE—contains no harmful drugs or opiates. Sent in plain wrapper on receipt of \$1. Stop suffering NOW. BEST LABORATORIES—Dept. A 79 Shuter Street, Toronto

O. E. Kristensen
Chiropractor
Successor to C. L. Hubbert
BANK OF COMMERCE BLDG.
Phone 607

J. W. McCONEGHY
PLASTERER AND CHIMNEY
BUILDER
Contract Work
Nothing too small or too large
116 Cedar St. S., Timmins
24-36

ATTENTION HOUSEHOLDERS
Wrap all Garbage in paper. Keep your Garbage Can covered. Use plenty of Chloride of Lime which can be procured at the Town Hall free. Household using well water must boil it for at least 20 minutes. All Outside Toilets must be made fly proof.
By Order of
THE BOARD OF HEALTH

VALUE THAT DEFIES COMPARISON



DACK'S
"Bond Street" Shoes
\$10
Scotch Grain Model \$10.50

ORDER BY MAIL

YOU cannot duplicate the quality and value of Dack's "Bond Street" shoes! Only large facilities, mass purchase of raw materials, and quantity production enable Dack's to sell them at \$10.00.

They give you the latest London styling—the finest leathers—traditional Dack craftsmanship—and double the wear of ordinary shoes.

Buy "Bond Street" shoes by mail. Write now for Dack's new 1932 catalogue, and self-measurement chart.



"Bond Street" Shoes, \$10
Scotch Grain, \$10.50
Custom Grade models, \$12 up

Dack's
SHOES FOR MEN
73 KING ST. W., TORONTO
MONTREAL HAMILTON WINDSOR WINNIPEG CALGARY

Today is Chrysler Day

FIRST SHOWING OF NEW CHRYSLER CARS with FLOATING POWER

PLUS

CHRYSLER announces four new Chrysler cars—a new Chrysler Six and three new Chrysler Eights—all with Floating Power!

That is the most important statement that could be made about a motor car—for Floating Power is the greatest engineering development of modern times.

Floating Power gives Chrysler performance a smoothness never before expected of a motor car. When driving at any speed, power tremor is absolutely wiped out of both frame and body.

The great flow of Chrysler Power at all speeds is incredibly smooth and soft and silent.

Easiest Cars to Drive

In addition to Floating Power, the new Chrysler Automatic Clutch makes driving supremely simple. Nothing for your left foot to do but be comfortable. You don't have to touch the clutch pedal when starting from a standstill, or changing gears, or even when using reverse. Your left foot is perfectly idle; nothing to press; nothing to touch.

Gear-shifting really isn't gear-shifting, in the old sense, with Chrysler's new Silent Gear Selector. When you release the accelerator, you move the lever freely into place in any direction, at any car speed, with no more effort than moving a lead pencil. Because—when you move the lever to select a higher or a lower speed, the transmission gears are not revolving. They are at rest, disconnected from the engine by the Automatic Clutch, and disconnected from the rear wheels by the entirely separate Free Wheeling unit behind the transmission.

- AUTOMATIC CLUTCH
- SILENT GEAR SELECTOR
- FREE WHEELING
- HYDRAULIC BRAKES
- ALL-STEEL BODY
- OILITE SQUEAK-PROOF SPRINGS
- DOUBLE-DROP GIRDER-TRUSS FRAME

You may, of course, lock out both the Automatic Clutch and the Free Wheeling unit, and instantly return to conventional driving at any time or speed by simply pulling out a button on the dash.

Finer, Safer Brakes

A definite new advantage has been added to Chrysler's self-equalizing Hydraulic Brakes in the form of new Centrifuge brake drums. A steel drum with cast-iron lining—permanently fused together. Under all conditions, Chrysler brakes last longer, remain cooler, retain uniform efficiency and give a quicker, "softer" and more positive action. A development that adds safety at faster speeds.

Chrysler steel bodies are All-Steel construction—rigidly reinforced and welded into one piece—the kind of construction that gives you the safety you should have and should demand. Adding still further to your protection and comfort is a new Double-Drop Girder-Truss Frame of tremendous strength and rigidity.

Good-bye All Spring Squeaks

New patented Oilite Squeak-Proof Springs on all three of the new Eights have the great advantages of never squeaking, and never needing lubrication.

Besides all of these outstanding superiorities, Chrysler retains the following important basic features—

pioneered or popularized by Chrysler and features of Chrysler cars for years: In the Eights, a 4-speed transmission with internal Dual High Gears; in the Six, a Silent-Second Easy-Shift Transmission; all have the high-compression engine; full force-feed lubrication; ventilated crankcase; aluminum alloy Invar-Strut pistons; counterweighted crankshaft; modern fuel system with fuel pump; oil filter; air cleaner and intake silencer; noiseless spring shackles; cowl ventilators; small base wheels and large tires; adjustable front seat; interior sun visors; indirectly lighted instrument panel; treadle-type accelerator—and many others.

Very Low—Very Smart

All of the new Chryslers are noticeably low, smart and fleet in appearance. The bodies are larger and roomier, with greatly increased luxury.

More powerful cars than ever. Faster than ever. If you like real speed, Chrysler has it. You may never care to drive 75—85—90 miles an hour, but the great power that makes these speeds possible makes Chrysler performance the most enjoyable under the sun.

Drive one of these new Chryslers and learn what a truly modern car it is.

A new Chrysler Six, 5 body models, \$1195 to \$1295 (Automatic Clutch on all Sixes at slight extra cost); a new Chrysler Eight, 4 body models, \$2025 to \$2075; a new Chrysler Imperial Eight, 2 body models, \$2695 to \$2725 and a new Chrysler Imperial Custom Eight with 6 body models (prices furnished on specifications required). All prices f. o. b. Windsor, Ontario, including standard factory equipment (freight and taxes extra).

THE GREATEST ENGINEERING DEVELOPMENTS OF MODERN TIMES
IMPERIAL MOTOR SALES
55 Third Ave. Timmins

Port Arthur News-Chronicle:—Even the reading habits of college students are said to have been changed by the depression. Librarians and book-sellers say that there has been an increased demand for books on business, science, manual trades and serious books in the non-fiction class. There has been a decrease in the demand for fiction. The change in taste is an indication of attempts being made by persons trying to adapt themselves or their business to the altered conditions.