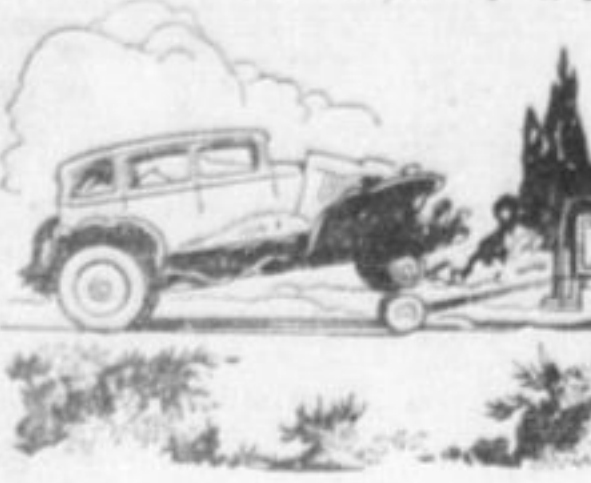


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Rev. Fr. Martindale, well-known all through the North Land, told his congregation at St. Patrick's church, Cobalt, on Sunday last that the doctors had ordered a complete rest for him on account of his health. He is to spend his enforced vacation on his father's farm, near Kenebec, and will be away probably for about four months. Rev. Fr. Martindale has not been in the best of health for some months past.

### WORKERS ON TRANS-CANADA HIGHWAY TO RECEIVE CUT

"You can't take nothing from nothing," but Hon. Wm. Finlayson can come pretty close to it! Notice has been served on the workers engaged on the Trans-Canada highway operations between North Bay and Chalk river that their wages will revert to the old rate of \$5.00 per month with board on May 1st. Since last fall the rate has been \$10.00 per month. This increase, it is suggested now was given in order that the men might equip themselves with winter clothes. It is to be hoped that none of them overstocked. Of course, even \$10.00 per month and board and lodging seems altogether too small. At the same time some men felt it was better to receive even that amount than to live on relief or on charity. The fact that board and lodging was provided in itself a big thing for many who were not afraid of a little work. The average man out of work and with only himself to care for would prefer the road camp to idleness or begging. At these camps, it seems that there was always a waiting list. At the advent of the recent warm weather a number of the workers left the camps. Some of them, perhaps, were banking on summer work in Southern Ontario, while others, felt that in the milder weather they could manage to get along somehow. The places of those who left the camps were soon filled from the waiting lists, and so the work is carried on. It does seem, however, that even in summer time \$10.00 and board seems a small amount to receive from the government for a month's work. It would appear that the governments these days are not anxious to retain office after the next election.

Fountain Inn (S.C.) Tribune:—What's the use? The editorial you agree with doesn't teach you anything, and the other kind makes you so mad you can't read it.

### Late George Lovatt Weighed 588 Pounds

Remarkable Scenes at Funeral of Britain's Heaviest Man. Coffin Lowered into Grave by Derrick. Many Heavy Men in the Family

Last week The Advance noted receiving through the kindness of a Schumacher reader an account of the death and funeral of George Lovatt, Britain's heaviest man. Last week there was only space for a brief mention, but the account has so many features of interest that The Advance is giving more extended space this week to the death and funeral. The late George Lovatt weighed 42 stone (588 pounds) at the time of death, and thus, while he is simply credited in the English newspaper with being Britain's heaviest man, there is good reason for asking where there is a heavier man in the world. The weight is so great that it is difficult to realize offhand how big a man he must have been. To mention that he was more than double the weight of a former local big man like Bill Parcher will give some idea of the avoidpups of the late George Lovatt.

The Advance's Schumacher friend sends a clipping from "The County Express" of Saturday, March 18th, 1933, which gives a detailed account of the life and funeral of the late Mr. Lovatt. The article is accompanied by a double-column picture of the late Mr. Lovatt, which picture gives some suggestion of his great size. The Advance regrets that this picture can not be reproduced in these columns, but gives herewith selections from the account of "The County Express" of Worcester, England:—

"Britain's heaviest man, Mr. George Lovatt, of Dudley Road, Brierley Hill, died at his home early on Sunday morning, following a short illness. He was aged 63 and unmarried. At Worcester, about 20 years ago, he stepped on to a weighing machine and his weight easily exceeded 37 stones, but even then his exact weight was not ascertained. It is estimated that at the time of his death his weight was 42 stones.

"Mr. Lovatt was born at Saltney, near Chester, on October 26th, 1869, his father being a strong but normally built man, and his mother a woman of over 20 stones in weight. He had a great-uncle, Mr. John Carter, of Tipton, who weighed 28 stones and was the biggest anchor-smith ever known, and his mother's father weighed 23 stones. All Mr. Lovatt's uncles, on his mother's side, were big men, every one being over six feet tall. When a boy George Lovatt attended the Leach Lane Schools, Saltney, until he was 12 years old, and then he began work in a local forge. He was a big boy and was always stout, but this did not militate against his work. Though stout he was very strong, but although he worked exceedingly hard for many years his output of energy did not reduce his flesh. After leaving the forge—he did not work there very long—he became an assistant to an anchor-smith, and later he accepted the arduous occupation of a chain-striker. He was a comparatively young man when he came to the Black Country, and for a period he worked with his uncle, Mr. Carter, of Tipton. Thus Mr. Lovatt was the assistant of the man who made the anchor for the Great Eastern, the ship that was used in laying the first cable from this country to America. About 40 years ago he came to Brierley Hill and became employed as a chain-striker in the newly-opened chainmaking department at the Earl of Dudley's Round Oak Works, where he remained for some years.

"In an interview, 23 years ago, Mr. Lovatt said he was proud of the fact that he was one of about a dozen—the late Mr. Tom Stich, of Cradley Heath was another—who started the Chainmakers' and Chainstrikers' Association. In those days they had to hold their meetings by the River Dee—the association was started at Saltney—because they were not allowed to hold them in public houses. The interviewer reminded Mr. Lovatt that some 10 years before he assisted, as a striker, in the making of what was then the biggest chain which had ever been made—some 31in. open-link mooring chain for a naval dockyard. Mr. Lovatt remembered it, and mentioned that he was then striking for Dick Ellis, known as the King of the Chainmakers," and regarded as the finest man who ever held a pair of tongs to make chain. Mr. Lovatt and his mate used on the job a big sledge, called a "Johnnie," which was welded by two of them and weighed about 1 cwt. Mr. Lovatt weighed about 30 stones when he was forced to give up chain striking.

"Since leaving the Round Oak Works he and his youngest brother, Mr. Thomas Chadwick Lovatt (generally known as Jack), have carried on business as haulage contractors, dealing principally in coal, hay and straw. He lived with his younger brother and family, and until recently they resided at Milestone House, Dudley Road, Round Oak. A few months ago they removed to a double-fronted house (formerly the Unicorn Inn.) only six doors away from Milestone House nearer Brierley Hill town. Mr. Lovatt made that short journey on a hand truck borrowed from a local works.

"Mr. Lovatt was certainly the heaviest man in Great Britain, and he claimed to be the heaviest in the world. It is of interest to note that 23 years ago he easily won a national competition promoted by a weekly newspaper. He was one of the 13 giants who participated in the competition, and he was at least four stones heavier than the man awarded second place. Mr. Lovatt's proportions were then given as follows: Height, 6ft. 1in.; chest measurement 70in.; weight 34 stones. He had a tremendous reach—at least 7 ft. from the tip of the right hand to the tip of the left-



off your food? Act at once! A sluggish appetite implies a "sluggish system." You need Eno every morning.

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ground, presented to the undertakers a very perplexing problem. It required careful forethought and scheming, as well as no little ingenuity to ensure the success of the arrangements, and to the credit of all concerned the event passed off without the slightest mishap. Another feature was that eight powerful men, whose weight totalled 125 stones, were the official bearers, but it was necessary to supplement their strength with the energy of several others.

"A section of the railings in front of the house—which is at a lower level than the roadway—had to be removed, as well as one of the front bay windows. The movement of the coffin was facilitated by means of rollers. On Wednesday night it was found that the coffin would just fit into the motor hearse, but with only an inch or so to spare, but in accordance with the wishes of relatives and, incidentally to avoid any untoward incident, the remains of Mr. Lovatt were conveyed from the house to the church on a draped lorry. At the church, after strenuous efforts, the coffin was wheeled as far as the chancel, and, following the service, slowly moved to the grave, over which a derrick had been erected. The coffin was lowered into the grave by means of ropes and chains.

"People began to assemble at vantage points along the route to the churchyard about an hour before the cortege was timed to leave the house. By 2.30 it was almost impossible to walk along the pavements, especially near Round Oak, so dense was the throng. One of the front bay windows of the house had been removed, as had also the iron railings surmounting the wall outside. The window sill and the top of the wall were almost level. By means of planks and a "brewer's chute," the coffin was rolled on "skids" to the lorry waiting in the street. The lorry was draped in purple and black, and after the coffin had been safely placed there, wreaths were arranged over it. Headed by two mounted policemen and several on foot, the cortege left for the Parish Church shortly after 2.30. There were literally thousands of people lining the streets. Many of them had come from surrounding districts, charged with a morbid curiosity. But although the crowds were sightseers, there was not one among the thousands who behaved in an unseemly manner."

"The County Express" tells of the crowds at the funeral, the service at the church, the moving of the coffin from the church to the grave, twenty men assisting in this, and the address of the rector. A list of the mourners was also given, the account concluding:—

"The difficult undertaking was carried out most satisfactorily, the whole of the work being done efficiently, with due reverence and as expeditiously as possible. The relatives of the late Mr. Lovatt express to all concerned their very sincere thanks, particularly to the Rector (the Rev. J. H. Herbert and Supt. J. R. Elliott, the former for the kindly manner in which he facilitated matters at the church and for work he did in various ways, and the latter for the admirable police arrangements. To Dr. Newey, of Dudley, the relatives offer their appreciation of the services he has rendered for over forty years, and they are also indebted to Messrs Wheeler Bros., and their assistants for the smooth working of the arrangements carried out under their supervision."

"A sturdy Free Trader, he was a member of Brierley Hill, Brockmoor and District Liberal Club for very many years, and his portrait—an excellent likeness—hung in the billiard room of the club until a short time ago, when that and other portraits were removed to facilitate redecoration. He was also a keen sportsman, being particularly interested in racing and boxing.

"A more genial and cheerful man than Mr. Lovatt it would be hard to imagine. He was also a humorist and enjoyed a good joke, even though it might be at his own expense. Many humorous incidents were occasioned by his stoutness, but often he got as much fun out of them as eye-witnesses—probably more. Once he saw a stage performance in a London theatre while he was seated on one of the steps in a gangway. He had paid for his ticket and he refused to move unless the management could provide for him a chair sufficiently large. He remained in the gangway!

"Between 30 and 40 years ago a serious accident happened to Mr. Lovatt. He was in his trap driving down Buck-pool in the direction of Wordsley, when the horse bolted. Mr. Anthony Bayley, who was standing near the Old Lion Brewery, in Brewery Street, waved his arms in the hope that it might have the effect of stopping the horse, but the animal was travelling at a terrific speed and collided with either a wall or a lamp standard. The horse fell, and Mr. Lovatt was thrown clear of the trap and through the window of a cottage (occupied by a Mrs. Hepworth) just above the brewery. The window frame offered no resistance to Mr. Lovatt's weight, and he landed in the living room, where Mrs. Hepworth was resting on a sofa. He was seriously bruised and cut, and Dr. Plant, whose surgery was close by, was called to the house. Dr. Plant found that Mr. Lovatt had a serious scalp wound, and a number of stitches were inserted. Mr. Bayley went to the brewery and secured a float containing a quantity of straw, and Mr. Lovatt was carried into the float by about half a dozen hefty draymen. At the time he weighed over 30 stones.

"Mr. Lovatt was the second son of 11 children, all the rest being of normal proportions. Three brothers and two sisters (Messrs. Joseph Lovatt, James Lovatt, and Thomas C. Lovatt, Mrs. Amphlet and Mrs. Harbourn) survived him. His mother (who was 49 when she died 35 years ago) and father (who died 17 years ago, aged 74) were buried in Brierley Hill Parish Churchyard, not far from the grave in which he was interred on Thursday afternoon."

In its reference to the funeral, "The County Express" says, in part:—

"To use the words of the Rector (the Rev. J. H. Herbert), an unprecedented spectacle was witnessed at Brierley Hill on Thursday afternoon, when the funeral of Mr. Lovatt was held at the Parish Church. The burial of Britain's heaviest man had a number of outstanding features. The coffin made by Messrs. Wheeler Bros., of the Walkers, Round Oak, was easily the largest ever made in the country. Strongly constructed of oak, it measured 7ft. 4in. long, 3ft. 6in. wide, and 2ft. 2in. deep, and had brass mountings. The combined weight of the coffin and the remains of deceased was over 6 cwt. and to move this from the house to the church, and thence to the burial

ground, presented to the undertakers a very perplexing problem. It required careful forethought and scheming, as well as no little ingenuity to ensure the success of the arrangements, and to the credit of all concerned the event passed off without the slightest mishap. Another feature was that eight powerful men, whose weight totalled 125 stones, were the official bearers, but it was necessary to supplement their strength with the energy of several others.

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"The 'Roving Reporter' of The Northern News last week says:—"Swastika, once the Metropolis of Teek Township, almost came to be named Bell's Siding and Leadville, it is recalled by Dr. J. P. Edis, well-known physician and district coroner. The doctor noticed an item in this column last week asking for information as to the origin of the name of the community, and referred the writer to a copy of the Northern News of October 22, 1931, in which he sets out the following interesting information on the subject: "In 1906," he recalls, "during the railway construction one of the camps was located here in charge of Engineer Bell, and the little spot became known as Bell's Siding. In 1907 Jim and Bill Dusty staked the property on Otto Lake, and it was named Swastika Mine. In 1908 Milton Crawford had the property which was later known as the Lucky Cross. Crawford wanted to call the place Leadville on account of the large amount of galena he was getting in his ore until 1911 it was generally called Swastika Siding in preference to Bell's Siding, or Leadville, and when the first station was built here in 1911 the name Swastika went up on it and we have retained it ever since." And Doc adds: "Maybe the foresight of the Dusty Brothers in giving this spot the cognomen Swastika has cast the magic charm that has brought the resultant good fortune to the Kirkland Lake Camp. Who knows?" Thanks, Doc."

### SWASTIKA HAD A NARROW ESCAPE IN ITS NAMING

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### ESTABLISHMENT OF ELK HERD AT BURWASH PRISON FARM

Some time ago The Advance made reference to the plans along this line and the actual establishment of a herd of fifty elk on the lands of the Burwash Industrial Farm, 20 miles east of Sudbury Ontario, became a fact early this month when two carloads of these animals in charge of an attendant arrived, safely from Buffalo National Park, Alberta.

The placing of the elk on the Burwash Farm lands followed the successful re-introduction last year of twenty-five into the Petawawa Crown Game Reserve near Pembroke, Ontario. The animals were supplied by the National Parks Service of the Department of the Interior in response to a request from the Fish and Game Department of the Ontario Provincial Government.

Barrie Examiner:—A western editor praises a club girl who won a prize for her "extraordinarily fine pair of calves," Bovine or human?

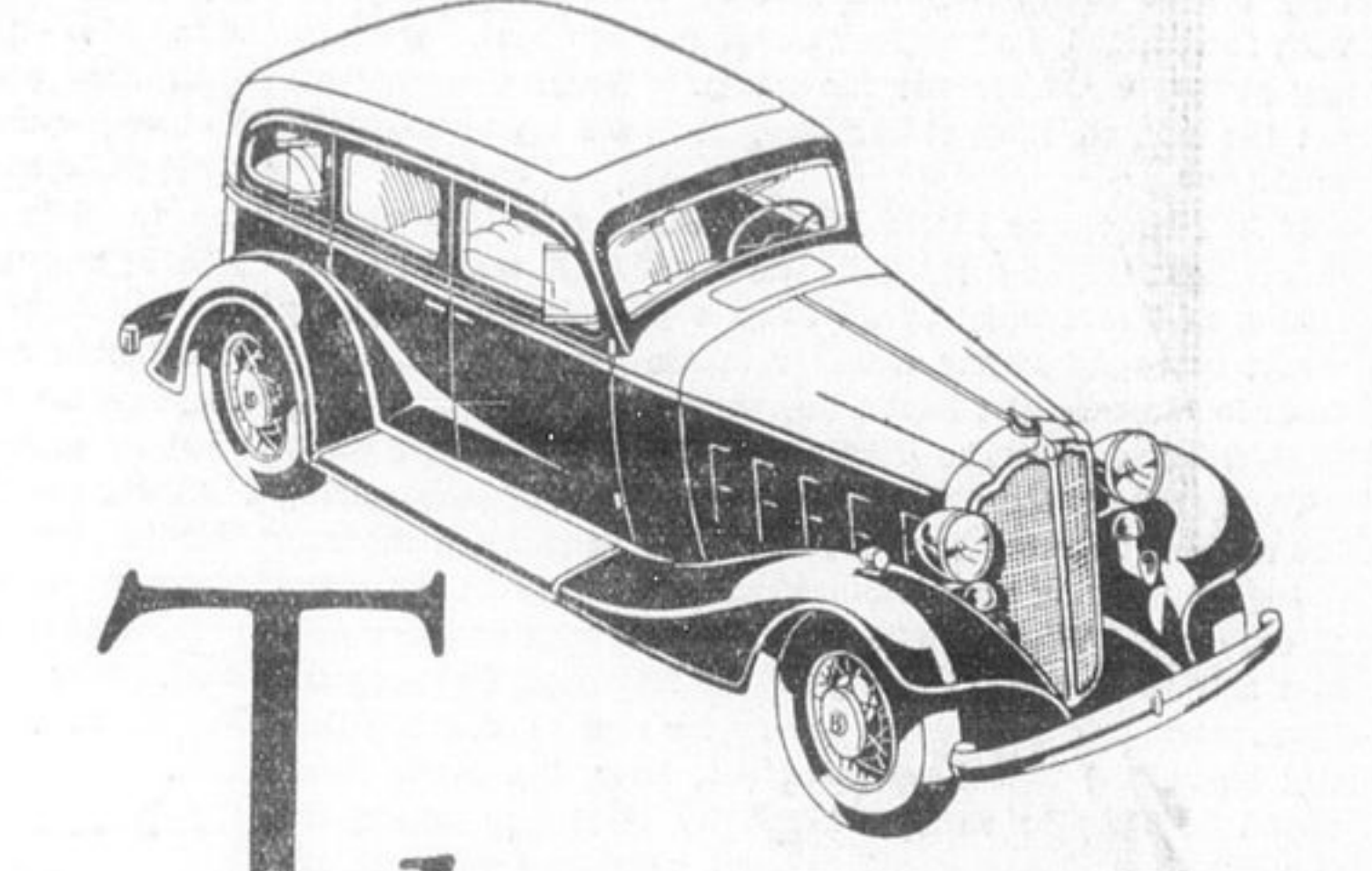
### To Make Sudbury's Soup Kitchen Self-Supporting

In Kirkland Lake they claim that the soup kitchen meals only cost six cents each, but it is only necessary to be around Kirkland Lake for any length of time to realize that the soup kitchen in one way or another is a costly affair to the township. The same is true about the Sudbury soup kitchen. Although Timmins has not allowed anyone to starve, there has been no soup kitchen here. Instead meal tickets have been issued on a restricted scale. Of course, the transients in Timmins have always found objection to the plan here. But their objections are mild compared to the criticism of the soup kitchen at Kirkland Lake or the one at Sudbury. At Kirkland Lake for instance beggars go round to the house asking for meals and what they say about the soup kitchen when recommended to go there can not be printed here. Much of the same applies to Sudbury or anywhere else where there is a soup kitchen. Instead of stopping pan-handling and begging for meals it seems to increase the traffic in these lines. At a recent meeting of the Sudbury city council it was suggested that the city soup kitchen be moved to the forty acres owned by the city and formerly used as a race track. Alderman Paul Savard suggested that there was enough lumber to erect a building and the men patronizing the soup kitchen could cultivate the ground and raise vegetables. "A good idea," agreed Alderman E. D. White. "The soup kitchen could be made self-supporting," said Alderman W. J. Bowin. If Sud-



bury can make its soup kitchen self-supporting then the city will show itself to be better than good. Anything that will give occupation instead of just direct relief, however, will be all to the good. If the raising of vegetables can be added to the soup kitchen it will be found that the class of patrons will be immediately changed. There will be some who will be only too well pleased to do some work for their meals; these men will be the happier and better pleased. But others will take every known means to avoid any return for their food. The cultivation of the land around the soup kitchen will at once reduce the patronage at that institution, which is a good thing.

St. Catharines Standard:—There may be a rift between Premier Henry and some of his followers, but that between Mr. Hepburn and Mr. Sinclair is wider.



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