

# The Porcupine Advance

TIMMINS, ONTARIO

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## INVESTIGATION NEEDED

Newspapers and radio seemed to turn the whole Moose River mine tragedy into a sort of hysterical farce. Radio may be too young and modern to have ethics and pride in its faithfulness to its responsibilities, but behind the newspaper profession there are traditions that are worth preserving. After the hysteria of the last few weeks it might be well to see if something of good may not be won from the Moose River case. Newspapers in general may do something to redeem themselves from the shame of their recent inebriation, if they will turn their efforts now to the advocacy of a thorough investigation of the whole Moose River episode, so that some advantage may result to safety and morals in the future. In Timmins it is difficult to think of the Moose River case without recalling the greater disaster suffered here some years ago. Following that tragedy there was an investigation—indeed, three investigations—all of them thorough, all of them earnest, and all of them resulting in new regulations and new plans making for greater safety and betterment. The mine itself acted promptly and effectively and its investigation resulted in rules that assured greater care and attention to avert accidents. The Dept. of Mines had its investigation under way at once and much valuable information was gathered and arranged for future use. The public investigation, presided over by Judge T. Godson, was thorough, fair, impartial, able, and formed the basis for new laws and regulations that protect all as fully as may be possible. From what The Advance can learn the whole law, practice and procedure in regard to mining in Nova Scotia would be the better for revision and extension of supervision and safeguards. A thorough investigation would make this evident, and would also indicate the lines along which improvement might be made. If the newspapers by persistent and insistent demand could secure a full investigation with resulting provisions for safeguards to safety, the publicity spree of recent weeks might be forgotten.

It might be well also to insist that the investigation should include more than a summary of matters relating to mines and mining. The investigation should include the conduct of all concerned during the time the three men were imprisoned by the cave-in at the Moose River mine. The spreading of false reports might well be investigated, as well as some other matters. For instance, Hon. Michael Dwyer, Minister of Mines for Nova Scotia, was quoted as saying that some of the false reports going over the air were responsible for delay in the rescue work. This certainly demands investigation. At first no one could understand how false reports over the air could delay the rescue work, but now odd information suggests that Hon. Michael Dwyer may not have been quoted with absolute accuracy, and that what he referred to was a delay caused by the radio service but not through reports made, however false they might have been. The investigation should cover this point, as well as the general conduct of radio and newspapermen in their stay at Moose River. Reading between the lines in some of the despatches, there seems to be a suggestion of the possibility that at times there were some who forgot the seriousness of the occasion. It was no holiday event. That fact should be made plain beyond question. If there were any who viewed it as other than a matter of life or death, it might be well to have that fact brought out so that it may never happen again. Great good may yet result from the Nova Scotia tragedy. A thorough investigation of all angles of the case should be made. The newspapers may not have done much credit to themselves in the Moose River case, but if they make insistent demand for the fullest enquiry, and assist in every way in that enquiry, irrespective of who may be hurt in the process, then the newspapers will be fulfilling their true ideals of public service and helpfulness.

## IMAGINARY WELCOME

There were people who hoped that the actual rescue of the men imprisoned in the Moose River mine in Nova Scotia would mean a notable reduction at least in the amount of silly and hysterical imaginings about the case in the newspapers and over the air. The hope seems somewhat premature so far, though it must be admitted that the radio has done a little better in this respect than some of the newspapers. Some of the daily newspapers are still full of tripe and twaddle about Moose River and anything and everything that by any stretch of imagination can be made to appear as even distantly related to the matter. Imagination still runs riot—if imagination is the proper word.

A despatch published on Monday in The Toronto Globe is a case in point. The despatch is dated from Timmins and tells of a wonderful reception given here to the members of the McIntyre rescue team on their return from notable work at

Moose River. The despatch says that the mayor of Timmins welcomed the returning heroes, that the Porcupine District Pipe Band played appropriate music, that there was a vast crowd in attendance for the event, and there is suggestion as to what the mayor said, and what the returning heroes said, and the way the people cheered. The mayor was there all right. So were a number of his employees. The pipe band played with its usual talent and effectiveness. And there was a crowd. In fact there were two crowds! And two welcomes! And the pipe band was there twice! In fact there were two receptions. But they were imaginary receptions. First, the five o'clock train was met, and later the welcome was staged for the ten o'clock train. But though all enjoyed the music of the pipe band, and many enjoyed a glimpse at the mayor and his friends, the reception can scarcely be termed a complete success, as the guests failed to arrive. As the mayor phrased it in the one speech he made for the two occasions, "Gentlemen, our heroes got off at Schumacher." The Advance would be very sorry indeed to be considered unreasonable in the matter, but that Monday evening reception seemed to lack something. Without the presence of the people to be welcomed, even a carefully planned reception seems to be more or less incomplete, even though the mayor be present. If there are two such receptions that only makes it too bad.

It may be a mystery to some why other members of the town council were not asked to be present at the reception or receptions. It may be that some of these councillors are too much given to asking awkward questions. Probably, if they had been invited they would have wanted to know the time of the reception and whether there was going to be anybody to receive. People who are so particular do not deserve an invitation to an event like that held twice on Monday. Anyway, the chances are that the town councillors and others concerned were just as much invited, or notified, as the people to be welcomed.

It should be said, in justice to The Toronto Globe, that there is no blame on that newspaper in the matter. The Globe does not knowingly or willingly publish imaginary welcomes or organize such events. The Globe was simply the victim in this case of bright lads who are forever mistaking silliness for smartness and moth-eaten old tricks for something new.

However, there was something gained from the double-barrelled reception on Monday afternoon and evening. The people did not cheer themselves hoarse, as the despatches dated from Timmins might suggest. But they did have a good laugh. It was something to laugh about. Also it may well be that the two receptions were not altogether wasted. They were at least nice rehearsals for any future time when a welcome is in order.

The people of the town of Timmins sincerely honour the mines rescue crew from the McIntyre, and realize that these men took a leading part in the arduous work of rescuing the imprisoned men in the Moose River mine. They would like to give these men something more than just an imaginary welcome. They are not the kind of men, however, who would desire to be used for publicity purposes or for the gratification of chronic hysteria. It is said, indeed, that one of the returning crew whose home is in Timmins learned on the train of the style of reception planned at Timmins and quietly slipped from the train at Schumacher, reaching his home in Timmins by taxi to avoid what had been prepared for him. The men in the rescue squad are modest, unassuming gentlemen, doing their duty as a matter of course, and facing danger and difficult work as just a part of the day's work. They are the sort that turn attempted publicity stunts into "imaginary welcomes." The people of Timmins and district, however, will feel that they are entitled to something more than an "imaginary welcome" or a hysterical greeting. They have the qualities that are worthy of honour, and The Advance will be much disappointed if they are not duly honoured and given real welcome after their specially arduous and dangerous efforts for others.

## GRAVEL AND SAND—AND PLACER

France has just come through another election. It is difficult for the outside world to understand what it was all about. The world is equally doubtful as to what the result of the election means. But then the French election system itself is a puzzle to all but Frenchmen. Frenchmen no doubt understand it and like it. The present election seems to have elected a good majority of the radical element. If it is argued that France is not radical, the reply may well be that French opinion and French elections do not always agree, but that France has a way of changing administrations every easily and very rapidly to correspond with French public opinion.

Reports around town suggest that the May Day event planned to be held at the memorial park on Spruce street is in the nature of a political occasion. If this is the case and the gathering is to be for political or propaganda purposes, a much more appropriate place for the meeting would be the athletic grounds.

The announcement of reduced fares to go into effect on the railways makes very general popular appeal. It is to be hoped that the reduced fares will result in increased passenger traffic on the railways. It was no doubt with such a result in view that the reduction was planned. It seems



## "Mother Was Irritable"

"She couldn't seem to interest herself in anything. Her eyes wouldn't let her read for long and her head ached when she did much knitting or fancy work. Her pottering around the house nearly drove us mad. Proper glasses prescribed by Mr. Curtis restored our happy home. Mother is perfectly content now."

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## Urges Every Effort to Stop Accidents

Speakers at Annual Meeting of Industrial Accident Prevention Association at Toronto Last Week.

"If you don't stop accidents, who will?" was the challenge given by E. E. Sparrow, of Toronto, retiring president of the Industrial Accident Prevention Association, to 1,376 plant executives and safety experts who assembled last week for their annual two-day convention at the Royal York hotel in Toronto.

Industrial safeguarding of plants and workers was the chief responsibility of employers, Mr. Sparrow declared, and every effort must be made to demonstrate to employees that "accident prevention means actual cash to them." This, coupled with the steadily growing interest of executives, showed that industry in Ontario was taking advantage of the remarkable services rendered by the organization for employer and employee.

At the opening of the convention, meetings were held of the ten safety associations, representing 17 different classes of industry under compensation, which constitute the Industrial Accident Prevention Associations. The members of these associations, according to R. B. Morley, general manager, make their "safety influence" felt in nearly 10,000 industrial plants in Ontario, with payrolls totalling over \$250,000,000.

An outstanding evidence of the interest in the work of the associations was indicated by the international greetings that had been received from safety organizations in 15 different countries. A feature of the convention was the rehabilitation clinic which had been moved from the Workmen's Compensation Board Headquarters for the convention, so that its methods and results could be thoroughly appreciated by those in attendance.

The function of the clinic is to restore industrial accident victims to the maximum possible degree of bodily activity. This is done by a series of carefully planned exercises and by the application of manual and electrical therapeutic treatments.

Another section of the convention which gained much attention was the safety exhibit which displayed hundreds of devices and materials designed to prevent accidents. Safety goggles, respirators, first aid equipment, steel-toe boots, and protective skin preparations were but a few of the things carefully

examined by the delegates. The display of safety bulletins and other literature was quite remarkable in its diversity and interest.

The most novel feature of this year's programme, and one which because of its enthusiastic reception will probably be repeated, was the "style show" conducted by A. L. Lott, Steel Co. of Canada, Hamilton, in which he demonstrated by the use of "mannequins" and with appropriate "fashion comments" the latest styles for "the well-dressed safety man."

The chief speakers at the general meetings were George Wilkie, Chairman of the Compensation Board, Whiting Williams, Cleveland, J. B. Carswell, Burlington Steel Co., Hamilton, Louis Blake Dpff of Welland, D. B. Robb of Courtlands at Cornwall, Dr. W. J. Deadman, Hamilton, General Hospital, E. J. Marnell of Canadian Top and Body Co., Tilbury, Matthew Luckiesh, Lighting Research Laboratory, Cleveland, and Robert Stead of Ottawa.

New officers of the Industrial Accident Prevention Associations for 1936 elected at the convention were: J. H. Vernor, Western Clock Co., Peterborough, president; A. G. Wright, Dominion Foundries and Steel Co., Hamilton, first vice-president; A. J. Harvey, Lever Bros., Toronto, second vice-president; and F. M. Kimbark, Business Systems, Toronto, honorary treasurer.

Attendance Percentage Timmins Kiwanis Club

In the current issue of K-Ray, the Kiwanis magazine for the Ontario-Quebec-Maritime district, the attendance record for the month of February is given. There are 48 clubs in the district, 12 of them being in the Northern division, 11 in the Central division, 16 in the Western division and 9 in the Maritime division. The leader in attendance of all the 48 clubs is Sarnia with a percentage of 84.7.

The average percentage in the divisions is as follows: Northern, 70.92; Central, 76.85; Western, 73.59; Maritime, 72.19. The following are the attendance percentages for February for the several clubs in the Northern division, "in order of merit," as it were:—Owen Sound, 83 per cent; Orillia, 77.8; Fenevang, 75; Midland, 72.2; Noranda, 72.14; Cobalt, 69.7; New Liskeard, 69.05; Sault Ste. Marie, 68.08; Toronto, 68; Timmins, 64.67; Barrie, 60.50; Kirkland Lake, no report.

## New Chrysler Models Meet Demand for Large Cars

Chrysler has produced two new long wheelbase models in the DeLuxe Eight line, just at a time when there is again a rising demand for large and commodious cars. The two Chrysler DeLuxe Eights are a seven-passenger touring sedan and a traveller sedan. Both have a 133-inch wheelbase.

The 1936 trend toward longer and lower cars generally permits these large models to rank in a particularly kindly public favour. Chrysler has reduced the height one full inch, and moulded new lines that describe a graceful sweep with symmetrical curves from front to rear. The dignified bearing that has always marked Chrysler cars as aristocratic gives them the appearance of being much more expensive than they really are.

Interior comfort and luxury in the bodies stand out as two of the 1936 advances. There is more room both for the shoulders and elbows and over 50 inches leg room from the back cushion to the back of the front seat. Seats placed 14 1/2 inches from the cushion top to the floor are more restful and allow relaxation. Floors are low, only about an inch above the running board. Windows swing outward at the front and rear quarter as part of a scientific ventilation system. Vision is better from both windows and windshields. The seven-passenger Touring Sedans differ from the sedan travellers only in that they have two comfortable folding seats.

Built-in trunks that hold the spare wheel and tire as well as several pieces of luggage blend gracefully into the lines of the car. Safety features are all-steel bodies, safety glass in all windows and windshields and a new type of safe vision headlamps that make night driving easier.

Try The Advance Want Advertisements

Important, but sad news: To-day is the last day for making out your income tax report—if any.

Life seems just one tax after another. Before the ordinary man recovers from paying his Dominion and provincial income tax, the first instalment of municipal taxes is due.

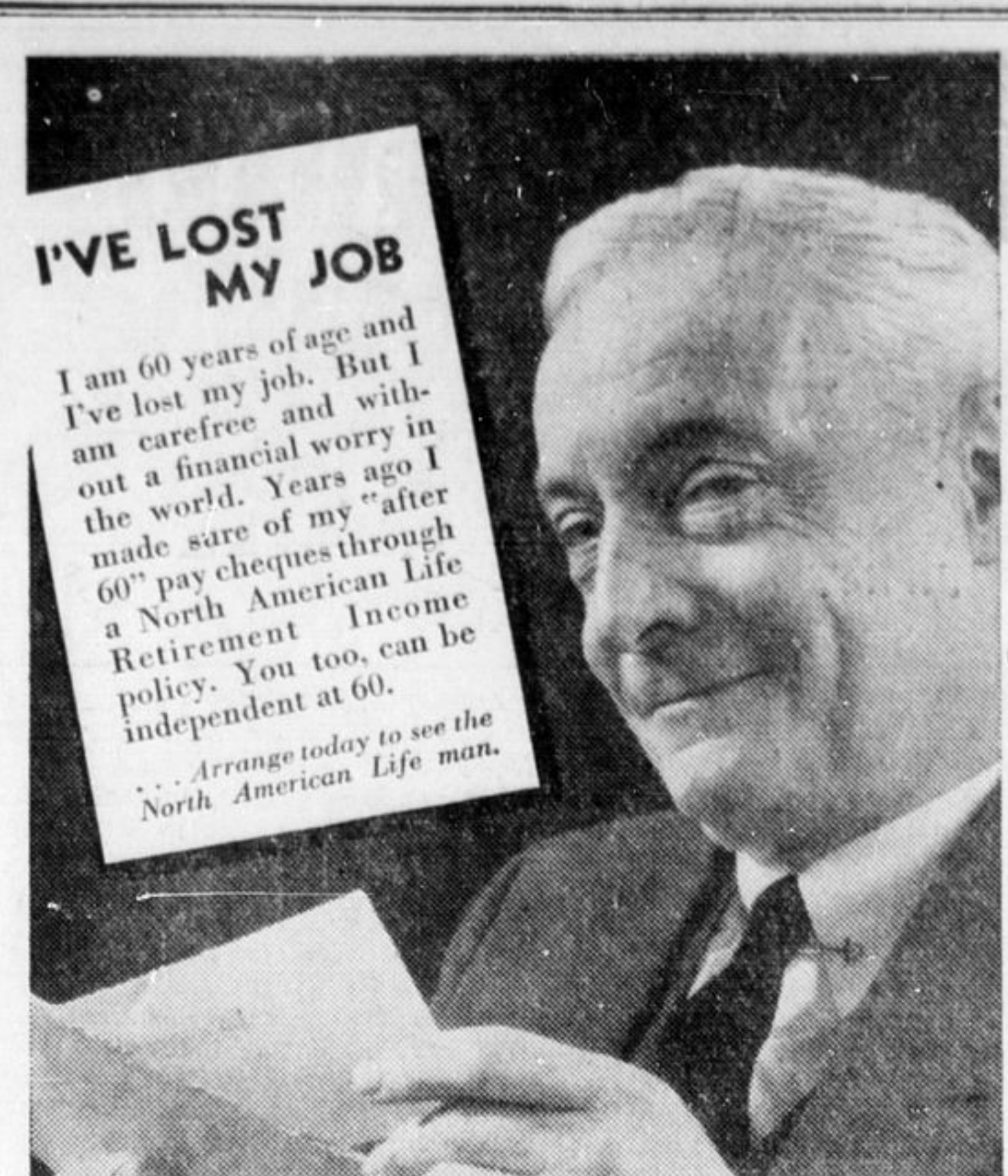
People on relief these days are accused of pretty nearly everything—except paying income tax.

At this time of year the citizens in general should follow the example of the Timmins police force, and "clean up the town."

If people in general would clean up their backyards, they might beat the doctors out of a few cases.

A youthful reader of The Advance writes in this week to state what he may think to be an original and striking truth: "Competition is the life of trade!" Wot a life!

The King of Greece is said to have his personal belongings all packed and ready for him to leave at a moment's notice. Politicians are more optimistic. They always imagine they can hang on some way or other.



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## Another Favours Mr. Nixon as Minister for the North

In Monday's issue The Advance referred to the rumor that Hon. Peter Heenan was to retire as Minister of Lands and Forests and Northern Development, as his health necessitated this move. The Advance expressed sincere regret at both the possible retirement and the cause for the same. At the same time, The Advance suggested that in case the report was true, no better successor could be selected than W. G. Nixon, member for Temiskaming.

It is interesting to note from the following that The North Bay Nugget takes a similar view. The Nugget in an editorial article says:—

"The rumored retirement of Hon. Peter Heenan from his twin portfolios of Northern Development and Lands and Forests in the Hepburn cabinet brings to the fore another Northern Ontario member of the Legislature as his logical successor in the person of William G. Nixon, member for Temiskaming."

"Although Mr. Nixon's present term in the Legislature is his first, he has distinguished himself in many ways in his legislative duties. He was named to several of the senior legislative committees, and his work in general earned for him a favourable word from several of the older members of the House."

"Mr. Nixon is a man who knows Northern Ontario intimately. He is, of course, more familiar with the T. & N. O. Railway region, but his knowledge extends well into the northwestern regions."

"The twin portfolios now held by Hon. Peter Heenan requires a man

thoroughly familiar with the myriad problems of the North, and appreciative of the peculiar conditions which must be dealt with if the North is to progress, as it must. It also requires a man with the vitality of youth, and a plentiful reserve of energy. Mr. Heenan was handicapped from the very start of his tenure of office by his age, but notwithstanding that, has made a splendid showing at a difficult and often thankless task.

"Northerners generally would be sorry to see Hon. Peter Heenan retire from Northern affairs, but should he do so there is a man in the Legislature fully qualified by every test to take over his duties—the member for Temiskaming."

## Covered Nearly 29,000 Miles on Bicycle in 1935

(Industrial Britain)

A Birmingham man can well claim to have one of the strangest jobs in England.

He spends all day and every day on a bicycle, and last year covered over 29,000 miles. During the last 11 years he has cycled nearly a quarter of a million miles, and all on the roughest roads he can find.

It may be hard work, but it is the only way to test thoroughly the tires and saddles made by the Birmingham firm for which he works.

But the firm he works for are very good to him. They always lend him a bicycle at the week-ends so that he can go cycling—for pleasure.

North Bay Nugget:—Soon it will be the season of spade blisters, hoe backs and garden knets.

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GOLDEN  
**CORN SYRUP**  
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## Annual Report of Moneta Porcupine Mines for 1935

Moneta Porcupine Mines for the year ended March 31 reports net operating loss of \$2781. Income for the year amounted to \$4630 against expenditures of \$7412.

The balance at debit in the development account at March 31 amounted to \$69,513 against \$37,754 at April 1, 1935.

The capital surplus account was increased during the year to \$61,700 as compared with \$30,348 the previous year, the increase being proceeds of securities sold during the year over book value.

The balance sheet shows current assets of \$143,208 against current liabilities of \$130. Investments, consisting of \$30,150 shares of Straw Lake Beach Gold Mines Limited, are carried at \$21,246.

W. E. Segsworth, president, states that although the company spent \$4817 in prospecting and exploration and purchased a further 70,000 shares of Straw Lake Beach for \$10,500, the liquid assets have been increased considerably during the past year. During the summer of 1935 the company took an option on 15 claims in the Mud Lake area in Quebec and did a considerable amount of exploration work on them. This work did not result in any finds of commercial value, Mr. Segsworth says, and the option was abandoned.