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The Earth Nearly Had an Accident

By Shakes

Astronomers of this little earth were brought up with a start a couple of months ago when they found that the earth had narrowly escaped being struck by another piece of the solar system, heretofore unobserved. Known now as Delporte's planet, the newly-discovered little planet (a mere billion tons or about three-quarters of a mile in diameter) is believed to have a most eccentric orbit. It came within a million and a half miles of the earth, which is close indeed in terms of solar space.

By February 13th the asteroid was eight million miles away and was getting farther and farther away at the rate of about a million and a quarter miles a day. The astronomers had not discovered it until five days after the danger time had passed. For on February 7th, the little piece of the solar system came as close as it will for the next 1,000 years, according to computations made within the past few weeks, based on observations taken independently on at least two points of the earth's surface. The reason nobody noticed the billion tons hurtling towards the earth was that it approached from the sun, in a region from which astronomers do not look for asteroids.

The possibility of a collision with the earth is, of course, remote. The orbit of Delporte's object is not even on the same plane with that of the earth, although it more closely approaches that plane than those of most of the other inhabitants of the solar system.

Aside entirely from the academic interest in the discovery of a new neighbour, the prospect of a collision between a minor planet and the earth opens up great possibilities for the writer of highly imaginative stories. The question immediately asked is "What would happen to the earth?" Certainly a billion tons, having a velocity of some where about 60,000 miles an hour would have some effect.

Professor Henry Norris Russell of Princeton University, one of the most able writers on astronomical subjects

from the layman's point of view, is not so wrapped up in detail work that he does not like to conjecture about things like this. "It would not have wrecked our planet," he says in a recent issue of Scientific American, "nor destroyed all life, nor all civilization on our planet, although it might have spread nation-wide devastation. If such a body should be observed at some fairly close approach, prior to the collision, and kept under watch until its orbit was precisely determined, it would be possible to predict the place, as well as the time, of the disaster, and one might imagine a systematic evacuation of half a continent to escape the peril. But the chance of such a thing is so excessively small that from an actuarial standpoint, astronomers could not honestly ask for the endowment of an extensive 'asteroid patrol' to forewarn us."

Dr. Russell also points out that Delporte's planet would be a fine vantage point for astronomers who could observe planets more closely than is possible from the earth. During its recent approach to the earth, an observer there would have seen our world as a sphere three-fifths the size of the moon. Had he a powerful enough telescope, he might even have been able to pick out the shaft of the Hollinger mine—if he were interested in that.

LADY FORESIGHTED, BUT DISCOUNTED IN ADVANCE

(Montreal Star)

Mr. and Mrs. Newlywed were silent as the train bore them homewards after their honeymoon. Mr. Newlywed was hard up. He had spent every penny on the honeymoon and his next pay-day was a fortnight off.

As they neared home the young wife gave a merry laugh. "I'm going to tell you a secret that will cheer you up, Billy," she said. "Before we went away I hid ten pounds in the larder."

"Yes," said her husband. "I know, I found it."

The Houghton Line—American tourists are staying away from the war zone in Europe, much to the regret of the shipping companies. Many will avoid danger by taking their vacations on American highways, where 36,500 non-combatants were killed last year.

Stresses Value of Motor Car Industry

President of Ford Co. of Canada Gives Some Striking Facts and Figures at Annual Meeting.

The fiction that Canadian consumers pay out "untold millions" in the form of price differentials on motor cars and parts in order to maintain the motor car manufacturing industry in Canada was blasted at Windsor on Monday by Wallace R. Campbell, president of the Ford Motor Company of Canada, Limited, in his address at the annual meeting of Ford shareholders.

Mr. Campbell's exposition was based upon the situation so far as the Ford Motor Company in Canada is concerned. He showed that:

1. The net differential over U.S. wholesale prices for comparable products, exclusive of net duties and taxes on imported materials, in the value of the wholesale business done by Ford of Canada in 1935 was only \$2,960,846.
2. The gross differential was \$4,460,846, the wholesale price of Ford products sold in Canada that year being \$23,494,696.
3. The gross differential was partially offset by approximately \$1,500,000 representing duties and taxes paid to the Dominion government on imported materials, thus reducing the net price differential to the figure stated.

4. The total of wages, salaries and other Canadian disbursements arising from Ford manufacturing operations in Canada amounted to more than eleven times the net differential of Canadian over U.S. prices.
5. Wages and salaries paid to Ford employees in Canada amounted to \$10,713,381, or more than three and one-half times this net differential.
6. The net value of Ford purchases of Canadian materials, supplies and miscellaneous services was \$19,059,408 or more than six times that net differential.

7. Payments to Federal, provincial and municipal taxing authorities in Canada, apart from custom duties, amounted to \$752,527, an amount equal to approximately 25 per cent. of this net differential.
8. Ford payments to Canadian transportation systems alone amounted to \$3,384,647, and that if Ford products now made in Canada were imported from the United States, there is every reason to believe that the Canadian transportation systems alone would lose in revenue as much as the net price differential.

"Summing up the payments made by this company in direct wages and salaries to its own employees, the value of goods and services bought from other Canadian suppliers, the taxes paid (exclusive of duties) to various Canadian taxing authorities and the payments made to Canadian transportation systems, our Canadian disbursements in these four categories reach a total of \$33,909,963," Mr. Campbell declared.

"The greater part of this total represents direct or indirect payments to Canadian workmen of wages which are almost entirely dependent upon the manufacture of our products in Canada."

Further emphasizing the value of the Ford industry in Canada Mr. Campbell showed that the company in 1935 paid out \$1.48 for every \$1 received from its Canadian customers.

"The total value of all our sales in Canada during 1935 was \$23,952,337 as compared with Canadian disbursements of \$32,909,963, exclusive of customs duties, or \$35,409,963 when customs duties are included," he continued. "It is therefore apparent that we spent in

Canada about \$11,500,000 more than we received from our Canadian customers.

"This expenditure in Canada, being \$1.48 for every \$1 received from our Canadian customers, arises to some extent from the high proportion of Canadian labour and materials used in our product but mostly from the high percentage of our product that is exported. Since approximately half the Ford output produced in Canada during recent years (measured in dollars) has been exported, it follows that the volume of economic activity in Canada is about twice as large as it would be if we were limited to the Canadian market."

Mr. Campbell also showed that the average retail price of a Ford car in Canada now includes more than \$100 in taxes, including sales taxes and provincial license fees.

"It is not reasonable to hold the industry responsible for costs due to taxation," he contended.

Mr. Campbell pointed out that the motor car industry is one of the secondary industries vital to the social and economic welfare of the Dominion.

"The economic and social value of the motor vehicle industry to the Canadian people has become greater in proportion to the number of people directly or indirectly engaged in or dependent upon it and the difficulty of obtaining other employment," he explained.

Urging a "reasonable degree of continuity in tariff policy," Mr. Campbell continued:

"As this industry can only exist in Canada under a reasonable measure of tariff protection, the future can be viewed with confidence only when the tariff structure affecting it is stabilized on an equitable basis. Tariffs and taxation, as affecting the automobile and allied industries in Canada, have been in a state of chaos since 1926. While the right of Parliament to increase or decrease duties or taxes or to change its policy with regard thereto is indubitable, nevertheless this industry should fairly expect a reasonable degree of continuity in tariff policy. It is only under such conditions that we can make rational plans for the future."

Mr. Campbell reported total sales in 1935 to have been 78,844 units, of which 32,309 went to the domestic market and 47,535 to export territories. Total volume of sales amounted to \$46,593,124.

Employment in 1935 was maintained at a high level, total wages and salaries paid amounting to \$10,713,381, the highest total since 1929. Average employment was 7,274. In comparison, total wages and salaries paid in 1934 amounted to \$6,490,114, the average number of employees being 4,759.

Mr. Campbell reported the average number of employees on hourly rates in 1935 was 6,699; their total wage earnings \$8,984,015 an individual average of \$1,341 for the year.

"There is not now and never has been," he added, "an arbitrary age limit in our shops. An analysis made in August, 1935, of the payroll at the Windsor factory (not including salaried employees) showed that a quarter of our employees were 45 years of age or over. The average length of employment of all employees at the time was 7.4 years."

Mr. Campbell reported that substantial progress is being made in the Windsor plant expansion programme, where the new cast steel foundry capacity is being doubled and new equipment installed in the power house to increase its power capacity from 15,000 to 35,000 kilowatts.

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Ontario Responsible for Route of Trans-Canada Road

Hon. Norman Rogers, Minister of Labour, in supporting the \$3,527,125 expenditure contemplated on the Trans-Canada highway this year, placed on the Ontario Government the responsibility for the route of the highway through Ontario. There were alternative routes, he said, but the Ontario Government had chosen the course to be followed. Hon. Mr. Rogers said that the Trans-Canada could not be completed this year. It could, however, be finished by the fall of 1936, he thought, at an additional cost of \$10,000,000. The cost to the Dominion of completing the Montreal-White River gap will be approximately \$8,390,650, said Mr. Rogers. The other gap is at Big Bend, B.C., which can be built at a Dominion expense of \$1,950,000.

Notable Progress Made by the Blue Star Mines

Officials of the Blue Star Mines, Limited, located in the Lake of the Woods district, continue to receive reports of excellent progress being made with the developments at the property, under the direction of the mine manager, W. J. Hacker.

Report for the current week from Mr. Hacker states that at the 147-foot depth in the number three shaft located in the number one vein, the vein had widened to between four and one-half and five feet. Channel sampling of the shaft from the surface to the 147-foot depth is now under way. Several grab samples taken at different points in the shafts show the presence of free gold particularly in evidence at the bottom of the shaft at 147 feet and at a point 30 feet below the collar of the shaft.

Of particular importance is the fact that this high-grade ore is located on the number one vein which lies parallel and south only two hundred feet from the number three vein on which about three hundred feet of surface sampling at the number one shaft location gave assay values of from 70 cents to \$300.00 per ton over widths of from one to three feet.

Vein exposures on these parallel sections are in evidence for some 2000 feet and offer distinct possibilities of developing substantial tonnages of ore at a minimum of cost.

Surface and underground plans of the company are being broadened by reason of the fact that substantial blocks of treasury shares of the company have been sold to New York and Chicago interests.

The extremely favourable results obtained from the initial development of the company have resulted in the management recommending to the directors a substantial extension to the development originally planned; and every effort will be made to bring the property to production on a basis commensurate with the ore developed, before the end of the year.

Strange Case of Plane Running Without Pilot

At the time of the incident The Advance made reference to the rare case of what may be termed a "runaway" plane in Northwestern Quebec last year. Other newspapers also reviewed the matter. In the "Grab Samples" column of The Northern Miner last week the incident or accident is recalled in the usual inimitable style of "Grab Samples". The following is the reference by "Grab Samples":

"One of the strangest aeroplane accidents on the Canadian records took place last winter in Northwestern Quebec. A pilot, flying with mail and a passenger, landed at the Siscoe gold mine. He got out to deliver his cargo and meanwhile, as is customary in cold weather, left his engine ticking over. The passenger remained seated in the front compartment. Spying a friend the passenger made some sort of movement, evidently with the idea of speaking through the window. In this way he must have touched the throttle, putting it full on. The engine started to roar and the plane to move."

"The terrified passenger at once began to climb out, meeting the pilot who was trying to get in. The upshot was that both fell off and the plane, gradually gaining speed on the snow, took off. It reached a height of around 300 feet and flew off in the direction of the Sullivan mine."

"Owing to the fact that there was more gas in one of the wing storage tanks than in the other, one wing dipped slightly and a circular course resulted. The machine went into a wide swing which brought it back to the starting point where it came down. It is regrettable that the story could not be given a happy ending but the landing was heavy and the machine was practically washed up."

Prospector's Story of the Cause of Bush Fires

(From "Grab Samples" in The Northern Miner)

One of our better-known young prospectors took an Irish bride a few years ago, a lass who knew very little indeed about the Canadian bush, beyond what she had gleaned from her husband. A few summers after, the young man decided to take his wife to the woods in the Goudreau area where he had a well placed camp, to give her an idea of what it was all about. One night after dusk the lady became very excited when she saw lights floating about in the trees. She had never seen nor heard of fire flies and her Canadian husband had never happened to mention them.

When she rushed into the tent and began to tell about this phenomenon, obviously a little alarmed, the prospector grasped the opportunity to have some fun. He, too, appeared to become excited and told her to hurry up and throw water on the tent as it was in danger of being attacked and burned. So the young Irishwoman frantically plied the water dipper while her husband had a hard time from stragling with laughter in the darkness.

"Those cursed fire flies," he told her, "are the scourge of the North Country." She asked: "Do they do much damage?" He proceeded to tell her. "They are a real hardship on the prospector, burning his tent and equipment. But that's not the half of it. They cost the government millions every year, fighting them. When the bush is dry they set fire to it and the government has to keep aeroplanes and rangers out all the time, watching them." And so on, far into the night. But it is not safe to mention fire flies to that lady now.

Powassan News.—It has been announced that King Edward's coronation will take place in May 1937. The Mail and Empire suggests it would be a happy idea to have it on May 24th.

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STAR TRANSFER

"The Yellow Fleet"

IN TIMMINS IT WOULD BE MORE LIKELY TO BE DUNN

(From Sudbury Star)

A group of young men were crowding a downtown store front the other evening. They were intent on discussion but the subjects were many and varied. However, right in the middle of the discussion a young man of grimy front and unkempt hair sidled up and in a clear voice asked:

"Which one of you lucky guys is going to buy my supper?"

And the lads grinned at the new version!

BOY MADE HIS OWN PLANS TO GET EVEN WITH FOLKS

(Glasgow Herald)

A little boy had been very rude to his mother, and had been sent to his bedroom as a punishment. After a time his father went to see what he was doing, and found him writing a letter. "Is that a letter to Mummy saying you're sorry?" said the culprit's father. "If you must know," was the reply, "I'm writing to the Archbishop of Canterbury to get a divorce from both of you."

Try The Advance Want Advertisements

Township of Tisdale

Synopsis of By-law No. 438 being a By-law to authorize the execution of an Agreement between the Northern Ontario Power Company Limited and the Township of Tisdale.

The By-law provides for the execution of an agreement for the supply of electricity for light, heat and power by the above mentioned Company within the limits of the Corporation of the Township of Tisdale for the period of ten years from the 29th day of October, 1936.

It is provided in the said agreement that the Company shall be authorized and permitted to construct, erect and maintain poles, wires and conduits, across, along and under the streets, lanes, squares, bridges, highways and other public places of the said Corporation for the purpose of supplying light, heat and power, and that the Company shall maintain and keep in repair all poles, wires, conduits and electrical appliances; also that the Company shall supply, maintain and keep in repair all street lights required by the Council to be maintained within the limits of the Corporation at the rates hereinafter mentioned.

The agreement provides that the permission of the Corporation, to be expressed by by-law, change any greater rates for supplying electricity of the description and for the time above mentioned, than as follows:

STANDARD RATES.
(Effective June 1st, 1936)
Commercial:
Fixed Charge—\$1.875 per month, less 20 p.c. equals \$1.50 net per month.
Plus 2.5c per K.W. Hr., less 20 p.c. for the first 100 hours' use of connected load equals 2c net per K.W. Hr.
Plus 1.25c per K.W. Hr., less 20 p.c. for all additional use equals 1c net per K.W. Hr.

(Note: The above rates show a reduction of 1c per K.W. Hr. in the first step.)
Domestic:
Fixed Charge—37.5c per month, for 2-wire service, less 20 p.c. equals 30c net per month.
75c per month for 3-wire service less 20 p.c. equals 60c net per month.
Plus 2.5c per K.W. Hr., less 20 p.c. for the first 100 K.W. Hrs. equals 2c net per K.W. Hr.
Plus 1.25c per K.W. Hr., less 20 p.c. for all additional use equals 1c net per K.W. Hr. Minimum 75c per month net.

(Note: The above rates show a reduction of 1c per K.W. Hr. in the first step, plus a reduction of 30c for 2-wire services).
Motors from 1 to 25 H.P.:
Fixed Charge—\$1.875 per month, less 20 p.c. equals \$1.50 net per month.
Plus 2.5c per K.W. Hr. less 20 p.c. for the first 100 hours use of connected load equals 2c net per K.W. Hr.
Plus 1.25c per K.W. Hr., less 20 p.c. for all additional use equals 1c net per K.W. Hr.

Over 25 H.P.
Fixed Charge—\$1.25 less 20 p.c. per H.P. connected load per month equals \$1.00 net per H.P. per month.
Plus 2.5c per K.W. Hr., less 20 p.c. for the first 100 hours use of connected load equals 2c net per K.W. Hr.

Cooking and Heating:
3.75c first 75 K.W. Hrs., less 20 p.c. discount equals 3c net per K.W. Hr.
2.5c next 100 K.W. Hrs., less 20 p.c. discount equals 2c net per K.W. Hr.
1.25c balance K.W. Hrs., less 20 p.c. discount equals 1c net per K.W. Hr.
Minimum—75c per month net

Optional Rates
(These are the Rates quoted in Existing Agreement)

NOTICE
TAKE NOTICE that the foregoing is a synopsis of a proposed By-law of the Corporation of the Township of Tisdale to be submitted to the vote of the Electors on the 18th day of May, 1936, between the hours of 9 o'clock in the forenoon and 5 o'clock in the afternoon.

The polls shall be held at as follows:—
Polling Sub-Division No. 1—Public School, South Porcupine
Polling Sub-Division No. 2—Dome Mines Property.
Polling Sub-Division No. 3—Public School, Schumacher
Polling Sub-Division No. 4—Thos. Belanger residence, 314 Pine St., South, Moneta Townsite
Polling Sub-Division No. 5—Mrs. Channen's residence, No. 51 Tote St., Rochester Townsite.

And that on the 15th day of May 1936 at the hour of 10 o'clock in the forenoon at the Township Hall in the said Municipality has been fixed for the appointment of persons to attend at the polling places, and at the finally summing up of the votes by the Clerk at the Township Hall, South Porcupine, at 10 o'clock a.m. on the 19th day of May next.

And that if the assent of the Electors is obtained to the said proposed By-law it will be taken into consideration by the Municipal Council of the said Corporation at a meeting thereof to be held after the expiration of one month from the date of the first publication of this notice, namely, the 8th day of June 1936, and that such first publication was made on this 23rd day of April, 1936.

(Signed) MAX SMITH,
Acting Clerk-Treasurer

Plus 1.25c per K.W. Hr., less 20 p.c. for all additional use equals 1c net per K.W. Hr.
(Note: Motors up to 25 H.P. will carry a Fixed Monthly Charge of \$1.50 in place of \$1.00 per H.P. Power used for the operation of these motors will be reduced from 3c to 2c per K.W. Hr.)

Sewage Disposal and Pumping Plant:

3c (net) per K.W. Hr. plus a Fixed Charge of \$1.00 (net) per H.P. per month, based on name plate ratings of motors if over 25 H.P.
FIRE PUMP
3c (net) per K.W. Hr. (Fixed Charge on Fire Pump Motor waived.)

STREET LIGHTING
100 watt Lamps—\$13.00 per lamp per year (a reduction of 50c)
200 watt Lamps—\$24.00 per lamp per year (a reduction of \$3.00)
300 watt Lamps—\$33.00 per lamp per year (a reduction of \$7.00)
500 watt lamps—\$45.00 per lamp per year (a reduction of \$15.00)

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