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Take Special Care of the Condition of Your Brakes

The Ontario Highway Traffic Act Blue Book gives these specific regulations respecting brakes on motor vehicles and methods of testing such brakes.

1. Method of Test—The method of test to be used in determining if motor vehicles of the several classes mentioned meet the performance requirements of the Highway Traffic Act shall be by the use of instruments suitable for the purpose, which have been approved by the minister after examination by an unprejudiced engineering authority of recognized standing.

2. Loaded Vehicles—Enforcing authorities may, at their discretion, require that tests be conducted with the vehicle fully loaded.

3. Clutch Disengaged—All testing shall be conducted with the clutch disengaged, provided that, where the motor vehicle is not provided with a clutch, the testing shall be conducted with no motive power being supplied to the driving wheels, except in such instances as such testing is to be applied to electrical brakes.

4. All motor vehicles weighing 6000 pounds gross or less, except as specially provided for herein, and motor vehicles of whatever gross weight which are fitted for the accommodation of passengers or commonly used for their transportation.

A. Foot Brakes—On a dry, hard level road free from loose material the foot brake shall be capable of stopping the vehicle from a speed of 20 miles per hour within a distance of 50 feet, or at a rate which corresponds to such performance.

B. Hand Brakes—On a dry, hard, level road free from loose material, the hand brake shall be capable of stopping the vehicle from a speed of 20 miles per hour within a distance of 75 feet, or at a rate which corresponds to such performance.

5. Motor vehicles exceeding 6000 pounds gross weight, designed for the transportation of goods or materials, tractors and all other motor vehicles not covered in Section 4.

A. Any motor vehicle coming in this class, operating either singly or in combination with other vehicles, shall be capable of stopping on a dry, hard, level road, free from loose material, within the following distances, or at rates corresponding in each instance to the several performances specified:

(a) Within 50 feet from 20 miles per hour upon simultaneous application of both hand and foot brakes.

(b) Within 75 feet from 20 miles per hour upon application of the hand brake alone.

(c) Within 75 feet from 20 miles per hour upon application of the foot brakes alone.

6. Vehicles in Combination—When motor vehicles are operated in combination with trailers or other vehicles the "application of brakes" shall be construed to mean the application of all brakes on any vehicles of the train which are normally capable of being operated simultaneously by the driver.

Spanish Donkey Proves that he May Not be Donkey

Though 20,000 political prisoners have been released under the general amnesty of Spain, there is at least one who prefers to remain in confinement.

He is a donkey. His arrest occurred some days before the elections. Traffic in the main street of Barcelona was held up. Horns hooted and police threatened and cajoled, but he refused to move.

It was visible to all that on one flank had been painted the words, "I vote for the Right Front," and on the other, "I represent the Catalan League." This appearance was considered a political offence on the part of the donkey and he was placed under guard in the police stables.

The animal's owners cannot be traced. Meanwhile, the donkey refuses to leave, remains in the police stables (in lieu of a cell) and grows fat.

Says Youth Made Artist Through Whack on Head

When Abe Patterson, of Pembroke, was 10 years of age, he misbehaved in school, and an irate school mistress broke a ruler over his head. This event which impressed him deeply, started him upon his career as a wood carver, says The Toronto Star.

Conscious of his fault he went home, and with his jack knife carved the teacher a new ruler. To-day, at the age of 25, he has added a chisel to the jack knife, and with these two homely implements, and the years of experience that have followed his first essay, has created an array of animals, domestic and wild, and other subjects, that are little short of astonishing in their artistic conception and skilful handling.

Basswood and birch are favourite vehicles of this carver of Irish extraction, who first saw the light of day in West Heath township, Greenwood County, Ont. At first, and in fact until comparatively recently, wood carving with him was purely a hobby, the major development of his art coming when, under the stress of unemployment, he was able to devote the whole of his time to it.

Ordinarily, even in his larger subjects, Patterson uses only a single block of wood, hewed direct from the tree trunk. Prior to commencing to work, he dries his wood carefully in an oven, and then bores holes in the base to prevent subsequent splitting. The callipers and other common aids of the wood carver's art, are completely foreign to Abe, who carves a moose, a yoke of oxen, a dog and his puppies and a hundred and one other subjects entirely by eye, using a native judgment of proportion that is unerring.

Though he is only 25 years of age, he has already established a local reputation, and his work is in great demand amongst tourists and local people. Patterson's one ambition is to develop his art to a point where he will not need to do any other kind of work to earn a livelihood. He feels that given sufficient time and opportunity to study he may develop to a point where he will take his place amongst the recognized sculptors and carvers of the Dominion.

CROWN HIM IS RIGHT

(By the Jay-Walker)

When King Victor Emmanuel becomes Emperor of Ethiopia there is some question as to who should crown him. Haile Selassie would make a thorough job of it.

A THING OF THE PAST

(From Woodstock Sentinel-Review)
A coat of white paint is being applied to the highway signs all about a 35-mile stretch. This work, we suppose, is being done by the Commission for Preservation of Historical Relics.

Toronto Telegram:—Man does not live by bread alone. He must have plenty of dough, too.

Given New Appointment



The appointment of J. H. Castle, Graham of the London Life Insurance Company to the Post of Publicity Executive has been announced. Mr. Castle, through his former capacity of Director of Field Service is well known in life insurance and advertising circles throughout the Dominion. He has been with the London Life since 1924, prior to which he was General Secretary-Treasurer of the Life Underwriters Association of Canada.

Considers Rowing as Gruelling Test

No Other Form of Sport Calls for so much Strength and Energy.

(By Donald Russell)

Rowing in a race, especially the Oxford and Cambridge boat race, is one of the most severe physical tests a man can endure. No other form of sport calls for so much strength and energy concentrated into so short a space of time. A runner, a swimmer, a racing cyclist, even a sculler, can stop when completely exhausted. But a man rowing in a crew has to go on to the bitter end, however much he may long to flip into the bottom of the boat. And so, to stand the great strain of the four and one-quarter mile course the boat race crews have to be as physically fit as possible. They must go through long, weary training for six weeks before the race and they will have been practising a month before this. No man, however well trained, can row in a race without getting "winded." But some can row further at top pressure than others, because they have greater stamina. Style and stamina are the qualities a coach looks for among the budding "blues." Style is learned by years of practice, but stamina is largely a gift. It can, however, be increased by training and hard work. No man will have enough stamina to last out the boat race unless he is properly trained.

Stamina depends chiefly on the state of the heart. The object of training is to increase the size of the heart and so enable it to perform a greater amount of work. This is called "hypertrophy" of the heart. Many people imagine that enlarging the heart in this way permanently damages it. This is nonsense, as any medical man knows. A normally strong heart will, after violent exercise ceases, gradually return to its normal size.

The chief guide a coach has to a man's fitness is his weight. During the early stages of practice this decreases as he throws off surplus fat. Later it will remain stationary and should increase steadily towards the end, as his muscles develop. Any sudden or steady decrease at this period is a sure sign that something is wrong and his exercise must be relaxed or he will go "stale."

With regard to the question of diet, the main point is to eat and drink at regular intervals. Eating between meals is absolutely barred. At one time crews used to have beefsteak for breakfast, an absurdly heavy dish, especially with tea, which converts it into leather in the stomach by the action of the tannic acid.

The crew's day begins at seven, when they throw on flannels and go for a short walk. Then back to bath and breakfast. This consists of fish, eggs, toast, fruit and tea—never coffee. An outing in the boat some time in the morning, according to the state of the tide. Lunch of cold meats, salads, toast, milk pudding, etc., or stewed fruit. Another spell in the eight in the afternoon, tea and biscuit at four, then dinner at 7.30. This again, is plainly cooked. Indigestible dishes such as pork, game and stodge puddings are studiously avoided. A pint of beer is allowed, but no other alcohol. No smoking, of course, since tobacco has a harmful effect on the heart. Bed at ten.

A vital point to remember is the danger of over-eating, a great temptation to a hungry, healthy oarsman. A heavy meal uses energy while it is being digested, and is fatal just before a race. This was sadly proved to a crew's downfall in the 1926 boat race, which was rowed at 12.30. Oxford, thinking they would be weak so long after breakfast, had a hefty lunch of cold meat an hour and a half before the race. Cambridge relied on a tablespoonful of brown sugar—a great generator of energy. The race was as good as lost for Oxford at the mile post. They were rowed out, while Cambridge, fresh and powerful, were able to row right away before half the course was completed.

Eganville Leader:—These are the days of loose thinking when a superficial knowledge and specious argument find expression on so many editorial pages. The wisdom of the ages is ignored or forgotten and the result is that countless millions have slipped from solid moorings and are drifting helplessly on a sea of uncertainty.

Appeal Won in Gold Case by Toronto Man

Hyman Herman, Who Had Gold in Vest Beneath Corsets, Wins Appeal at Toronto.

The court of appeal at Toronto gave judgment on Monday in the case of Hyman Herman, sentenced to six months at Toronto on April 3rd, on a charge of illegally having gold. The court of appeal granted the appeal, which was made by R. H. Greer, K.C., on behalf of Herman. It will be recalled that following a trip to Timmins Herman was arrested at Toronto and on being searched, the police said they found him wearing corsets to prevent showing any bulges in his clothing from a form of vest he wore underneath, this vest containing pockets in which there was gold or gold ore packed. The total value of the gold found in Herman's possession was said to be between \$6000 and \$7000. He was tried by Magistrate Jones at Toronto on April 3rd on a charge of having in his possession a quantity of partly melted, partly treated or partly manufactured gold or gold ore which it was alleged there was reasonable ground to suspect had been stolen. Herman in his own defence at the trial before the magistrate claimed that he had simply taken the gold to Toronto for another man and that he was paid a fee for transporting. In giving the judgment upsetting the magistrate's sentence of six months on Herman, Toronto despatches say that Mr. Justice Middleton states the finding cannot be pleaded as a defence to a further prosecution.

His lordship, in a written judgment, adds that Herman was given at Timmins, a parcel containing \$6,000 or \$7,000 in gold to bring to Toronto, was arrested by policemen watching for him. He was sentenced to six months imprisonment.

"Unfortunately," says Mr. Justice Middleton, "I think the appeal should succeed. Subsection 424 provides that no prosecution may be had unless it has been initiated upon the information or complaint of a mining company, or upon the information and complaint of someone authorized by a mining company or manager or director thereof, or by the attorney-general."

Suggests a Method for Getting Rid of the Ants

(From the Amherstburg Echo)

The best way to destroy ants is to let them start a feud. This profound entomological fact was discovered by Alex Knox while he was devising some means of depopulating the ants that inhabited Major H. H. Timmins' lawn, Amherstburg. There were three ant-hills there that threatened to ruin the lawn entirely. So remembering that ants do not like each other, he changed the insect-homes around, digging up the dirt from one and putting it in the other's place. This caused the families to become mixed up and they immediately began a war. A series of hand-to-hand battles began with the ants from one colony fighting and killing the members of another colony. Just like a Kentucky feud. The battle lasted all afternoon and soon the ants had killed each other off until a few out of the hundreds were left.

Florida Times-Union:—Have you ever heard a radio announcer say he was going to make an important announcement and then follow it by an important announcement?

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Pigeon Responsible for Cars Accidents on Sunday

The antics of a pigeon which distracted motorists and caused three minor accidents on the Lake Shore highway at Port Credit, Ontario, finally brought police intervention which resulted in the itinerant bird being locked up, the despatches say.

The pigeon, a brown and white bird with a long red neck and a pinkish-red beak, amused itself by flying low along the pavement and pecking at the tires of passing cars. On two occasions motorists stopped suddenly to avoid striking the bird and bumpers banged. Another motorist swerved into a fence to miss the pigeon.

Investigating the mishaps, Provincial Officer John Hinchcliffe learned the bird was the cause. "The pigeon was quite unafraid and jumped on my shoulder when I went after it," related the constable. "I locked it up in a barn near Clarkson, but somebody must have released it because later in the day I saw the bird flying along the highway again. This time it was accompanied by a slate-colored pigeon, and the two were following some boys on motorcycles." When the officer approached, the birds flew off over the fields.

Crowd of 30,000 See Spill at Indianapolis Speedway

With 17 places in the starting line-up for the annual 500-mile automobile race at Indianapolis on May 30 yet to be filled, drivers who still hope to compete began two more days of tinkering with motors before qualification trials are resumed Saturday.

Eight drivers qualified their cars Saturday and an equal number earned their places in the starting line-up Monday.

The only activity at the 2½ mile track between now and Saturday will be the mechanical work and the warm-up spins.

With Rex Mays of Los Angeles in the pole position for the second successive year, the other 15 drivers who have qualified are Babe Stapp of Los Angeles, George Connors of San Bernardino, Calif., Cliff Bergere of Los Angeles, Chet Miller of Detroit, George (Doc) Mackenzie of Eddington, Pa., Herbert Ardinger of Glasport, Pa., Louis Tomel of Los Angeles, Wilbur Shaw of Indianapolis, Bill Cummings of Indiana,

napolis, Ted Horn of Los Angeles, William (Shorty) Canton of Detroit, Fred Winnal of Philadelphia, George Baringer of Houston, Tex., Floyd Roberts of Los Angeles and Jimmy Snyder, of Chicago.

Mays' time in winning the choice spot in the first row was 119.644 miles per hour.

Monday's crowd, estimated at 30,000 by Colonel Edward V. Rickenbacker, president of the Indianapolis Motor Speedway Corporation, had one big thrill. Ralph Heppburn of Los Angeles lost control of his car as he roared into the straightaway during a test spin and it cracked the upper wall four times before coming to a stop at the bottom of the track.

Toledo Blade:—Every time something goes wrong in Europe we are reminded of the foresight of Christopher Columbus. He surely discovered America in the right place.

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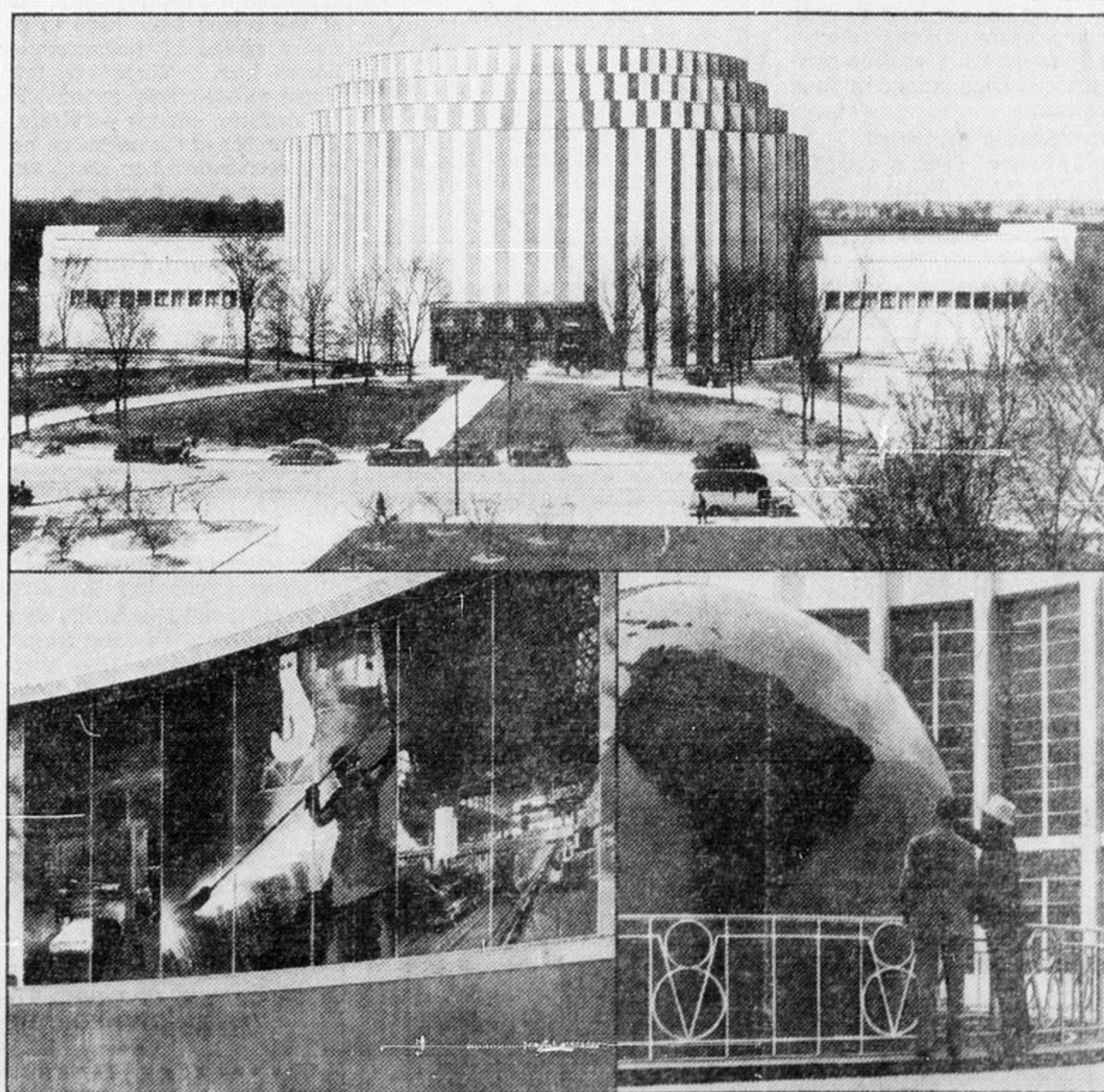
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Bailey Harrison

Vice-President and General Manager

Unique Gateway to Ford Rouge Plant Opens



THOUSANDS of visitors attended the formal opening of the Ford Rotunda, the unique new public entrance to the Ford Rouge plant, largest industrial exposition in the world. The great building, visited by 12 million people at the Chicago World's Fair, has been reconstructed in steel and Indiana limestone. TOP, a photograph of the Rotunda taken from the roof of the Ford Administration Building in Dearborn, Mich. The grounds are being landscaped and sectional reproductions of 19 historic Roads of the World wind around the Rotunda, making a drive about 3,200 feet long. LEFT BELOW, a camera shot of the great photographic murals, 32 of which rise nearly 20 feet in height on the wall of the central section. RIGHT BELOW, the Ford World, a 20-foot revolving globe weighing 12,000 pounds, showing the location of Ford industries throughout the world. It is in the 92-foot patio at the heart of the central gear-shaped section. The Ford Rotunda is 424 feet long, 110 feet high and the central structure is 215 feet in diameter. In the Rotunda are exhibits of Ford methods, machines and products, a beautiful little theatre seating 388, public lounge, exhibition rooms and many other features.