

Superliner "Queen Mary" Sails May 27th

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**New Fire Marshal for
Northern Ontario Now**

Announcement was made last week
that Capt. P. S. V. Harding, M.C., of
the Ontario Fire Marshal's office, Tor-
onto, had arrived in North Bay to take
up work which gives him jurisdiction
over Northern Ontario in matters re-
lating to the Fire Marshal's office. It
is said that in addition to investigating
any fires that may need enquiry, and
following out the other duties of his
office, it is the intention of Capt. Har-
ding to get acquainted with all the fire
chiefs in the North and to seek as well
as to offer the co-operation of the Fire
Marshal's office. Under such a plan
The Advance believes Capt. Harding
will not only find the fire chiefs of
the North ready and willing to co-
operate, but he will also find that they
know their business thoroughly and
are doing remarkably good service not
only in fighting fires but also in seek-
ing to prevent fires. There is no part
of Ontario where the fire fighters are
of higher quality than in Northern On-
tario, and no place where as intelligent
and earnest support will be given to
preventive work—the fire department
line. If Ontario plans to make the Fire
Marshal's office valuable to the prov-
ince for its work in fire prevention,
there is no section where this plan will
receive more earnest and effective sup-
port than in the North.

Sudbury Star:—The ten command-
ments are said to be good examples of
broken English!

New Cunard Liner the Last Word in Size, Speed, Security, Spaciousness

Description of New Superliner, "Queen Mary." Funnel
Higher than Niagara Falls. Vessel Longer than Emp-
ire State Building. Forty Miles of Freight Cars Could
Just Carry Her Weight. Total Deck Space Amounts to
112,320 Square Feet.

In most lines Great Britain holds her
own, but in matters of the sea her su-
periority is never challenged but she
makes her leadership complete and un-
assailable.

In the new superliner, the "Queen
Mary," Britain may well claim not only
the biggest but the best in sea-going
passenger palaces. This truly wonderful
ship of the Cunard White Star Line has
aptly been termed a "man-made mir-
acle," a "floating palace," "the new
Mistress of the Seas," "Britain's won-
der ship," "the social and mechanical
marvel of the age." These phrases
might seem like exaggeration, but as a
matter of fact they are in reality un-
derstatements when viewed with all the
facts in regard to the "Queen Mary."

Next week—May 27th, to be exact—
the "Queen Mary" sails from South-
ampton, via Cherbourg, on her maiden
voyage to New York, and is scheduled
to arrive at New York on June 1st. Ap-
plications for the maiden voyage al-
ready exceed capacity and many are
now applying for accommodation on
the second and third voyages.

The "Queen Mary" was launched at
Clydebank, Scotland, on Sept. 26th,
1934, after having been christened by
Her Majesty, Queen Mary (now the
Dowager Queen). Queen Mary was the
first British Queen to sponsor a trans-
Atlantic liner.

To Cross the Ocean in Four Days
The average or best speed of the
"Queen Mary" will not be known of-
ficially until she has actually entered
service. Her builders, however, guaran-
tee she will be fast enough to make
the Atlantic crossing between the British
and United States ports in four days.

and 590 in the Third Class.
Has Length of 1004 Feet
The new superliner is the longest
ship ever constructed, being 1004 feet,
measuring along the waterline. As one
magazine article translates this length
—it is equivalent to 89 storeys on one
of the towering sky-scrapers of New
York City. There will be 25 public
rooms in the "Queen Mary," including
a main dining saloon that is the largest
dining room in any ship. This dining
room measures 18,720 square feet in
area and accommodates 615 persons.

Some Other Facts About the
"Queen Mary"

The maiden voyage of the "Queen
Mary" is of such outstanding impor-
tance as a matter of Empire pride and
achievement and as a question of world
interest and value that the following
facts are given herewith for the ben-
efit of readers of The Advance, many of
whom may wish to preserve this page
for future reference.

There Are Twelve Decks
Dimensions—length, 1018 feet; width,
118 feet; height from keel to top of
superstructure, 135 feet; to top of for-
ward funnel, 190 feet; to masthead,
234 feet.

The construction of the hull involved
the use of nearly 10,000,000 rivets.
There are 12 decks. The promenade
deck is 750 feet long, equal to the over-
all length of the famed Mauretania.

The new ship is five times the length
of the Britannia, the first Cunarder.

The height of the forward funnel is
70 feet from the boat deck and 180
feet from the keel. The other two fun-
nels decrease in height. Elliptical in
shape the greatest diameter is 36 feet,
and the circumference about 100 feet.

The steel plates in the hull range
from 8 to 30 feet in length.

The weight of the rudder is 140 tons.
There are 2000 portholes, containing
2500 square feet of glass.

Ship Will Carry 3200 Persons
The ship will carry about 3200 per-
sons including crew.

The hull contains 37 watertight bulk-
heads.

The refrigerating space totals 60,000
cubic feet.

The ship will be driven by single re-
duction geared turbines, operating four
propellers. Oil fuel will be used.

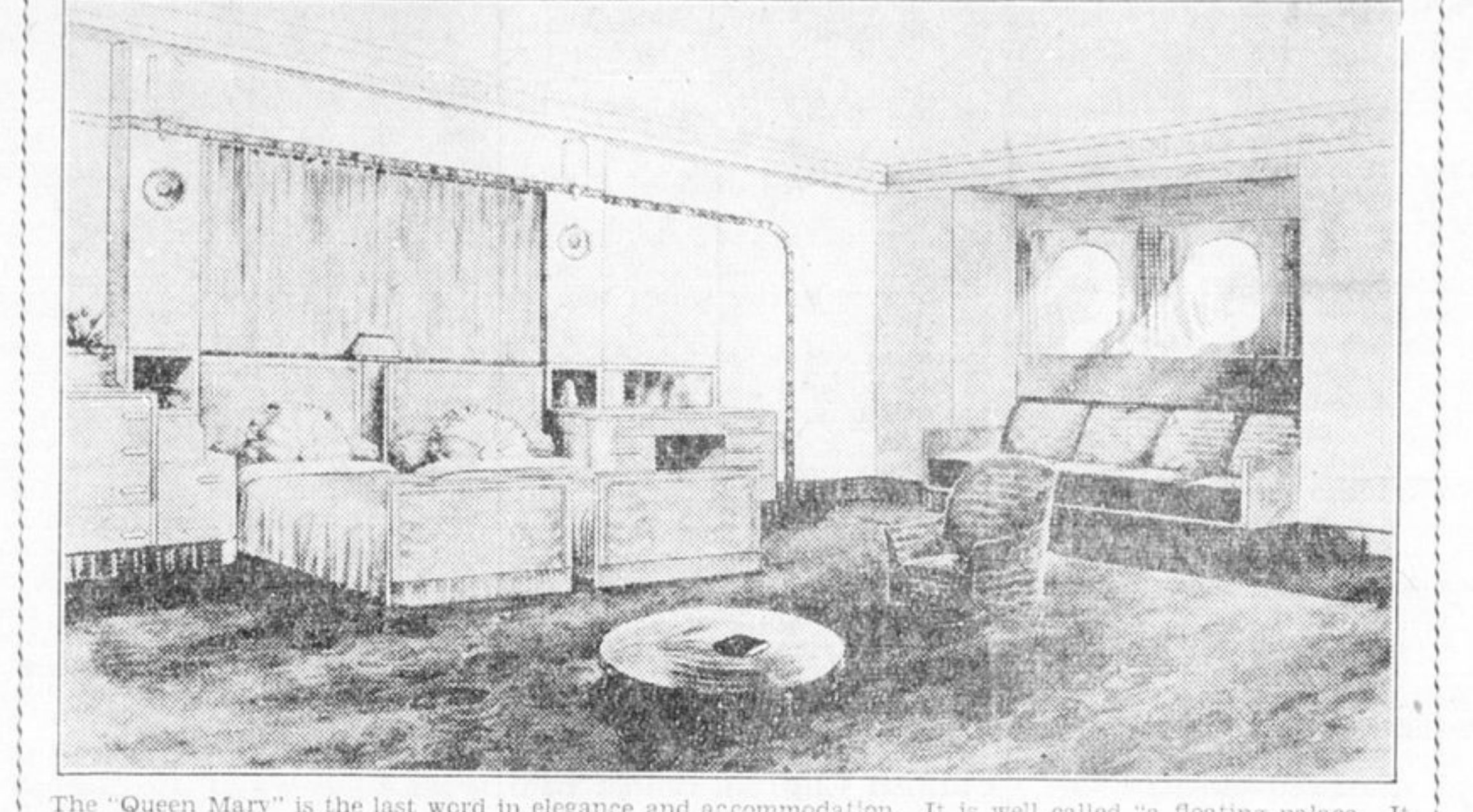
It required the labour of a quarter of
a million people to provide material for
and construct the great ship.

Ten Miles of Carpets
There are ten miles of carpet in the
new steamer.

Twenty-four unsinkable motor life-
boats, made of steel, each having a
capacity of 145 persons, will safeguard
the passengers and crew.

There are 200,000 pieces of crockery
and 100,000 items of tableware in the
kitchens.

INTERIOR VIEW OF A ROOM IN THE "QUEEN MARY"



The "Queen Mary" is the last word in elegance and accommodation. It is well called "a floating palace. It is expected to make the trip across the Atlantic in four days. They will be days of comfort and luxury. The "Queen Mary" will carry 735 persons in Cabin class, 760 in Tourist class and 590 in Third class.

The engine will develop 200,000 horse
power, the maximum horse power ever
developed in an ocean liner.

There are 10,000 electrical fittings
containing 30,000 lamps and supplying
enough light for a city of 100,000 in-
habitants.

The "Queen Mary" will be steered by
the most modern type of gyro-compass.

The boilers burn oil fuel, carried in
50 side bunkers; 3000 feet of piping
lead from bunkers to furnaces, fed by
a total of 200 oil fuel burners.

The four propellers are the largest
ever cast for any ship. Each one weighs
35 tons and has a spread of nearly 20
feet from tip to tip.

"Cushioned" engines similar to those
in use on modern automobiles, but in-
stalled on a gigantic scale and with cer-
tain obvious modifications, are used in
the new superliner. Instead of being
riveted directly to the bed-plate, the
foundations in the engine room are
"sprung," thus eliminating vibration.

Propelling Machinery
The "Queen Mary" is driven by a
system of Parson's single reduction
geared turbines supplied with steam
from high pressure water tube boilers.

Each propeller is driven by an inde-
pendent set of machinery comprising a
large gear wheel driven by 4 turbines.

The propellers are cast from manga-
nese bronze.

Each of the four gear wheels is 14
feet in diameter and together they
weigh nearly 320 tons. Each wheel has
been cut to a thousandth of an inch,
the process of cutting each wheel occu-
pying from two to three months.

The main machinery spaces are un-
usually large, in fact equal in length
to some of the largest Atlantic liners.

The "Queen Mary" sticks to the
knife-edge type of bow which made the
famous Mauretania speed queen of all
merchant ships for so many years.

The hull is protected by a double bot-
tom the entire length of the ship.

The sports deck is 600 feet long.
No fewer than six filling stations
have been installed, which make it
possible to fuel the giant vessel in eight
hours.

Fifty Miles of Plumbing
The plumbing pipes of all kinds total
a length of 50 miles.

A ship-to-shore radio telephone sys-
tem insures secret conversations.

Twenty-four water boilers of the
Yarrow type supply steam to 440
pounds pressure and a temperature of
about 700 degrees Fahrenheit to four
sets of turbines connected through
gearing to the shafts carrying the four
great propellers.

The turbines contain 257,000 blades,
each fitted by hand.

Special sirens toned to two octaves
below middle "A," a new feature, pro-
vide the ship's "voice." Although so
powerful as to be heard ten miles away,
passengers aboard the "Queen Mary"
will barely hear them, due to the toning
arrangement.

The propelling machinery, develop-
ing 200,000 horse power, 50,000 horse
power per shaft, is the most powerful
on the seven seas. There are five boiler
rooms containing 27 enormous boiler-
s.

Fire Protection System
Security is assured by the extensive
system of fire protection adopted
throughout the vessel. A thorough sub-
division of the ship by fireproof bulk-

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tated tissues and assist the kidneys
in their function of eliminating pois-
onous waste matter from the system.

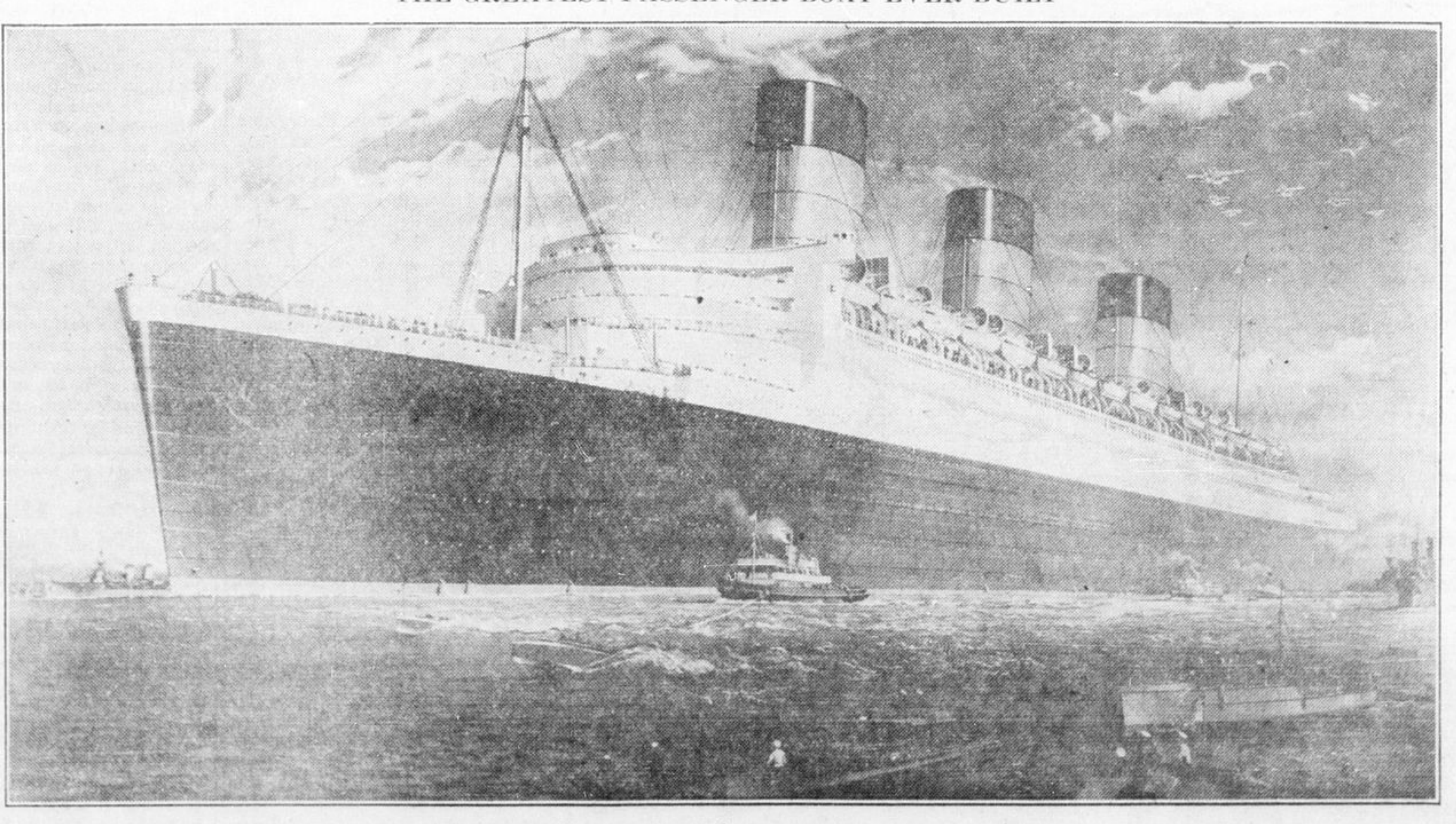


**Sudbury Woman Freed on
Charge of Manslaughter**

At Sudbury last week Signe Hagglund
was acquitted on a charge of man-
slaughter in connection with the death
at Collingwood on March 16th of a 16-
year-old girl alleged to have died fol-
lowing an illegal operation. Norman
Somerville was before the court on a
similar charge but following the dis-
missal of the Sudbury woman the case
against the young man was withdrawn.
Both cases collapsed apparently when
it developed that a statement said to
have been made by the girl before her
death could not be admitted as evi-
dence. The evidence of Dr. E. R. Frank-
ish, medico-legal expert of Toronto, was
to the effect that while the girl's death
might have been due to an illegal op-
eration there was no direct proof that
this was the case. During the course of
the trial of Signe Hagglund mention
was made of Russell Henderson, of
Creemore, whom the dead girl was al-
leged to have blamed for her condition.
Henderson committed suicide in a cell
in the Barrie jail after he had been ar-
rested in connection with the enquiry
into the girl's death.

New York Judge:—Teacher: And
what lesson do we learn from the busy
bee, children? Boy: No, to get stung.

THE GREATEST PASSENGER BOAT EVER BUILT



A view of the "Queen Mary," the new Superliner of the Cunard White Star Line. It is expected that this magnificent boat will make her maiden voyage May 27th from Southampton to New York. The new superliner is 1018 feet long, 118 feet wide, height from keel to superstructure 135 feet, to masthead 234 feet. The boat is five times the length of the Britannia, the first Cunarder. Some idea of the size of the ship may be gathered from the fact that three locomotives could ride abreast through the funnels.