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BRITAIN'S FIRST WOMAN SEA CAPTAIN



Miss Margery Ragless, of Bognor Regis, Sussex, England, recently granted a board of trade master's certificate, is Britain's first woman sea captain. The certificate gives her the right to prefix the title "Captain" before her name, and permits her to pilot her brother's boat, which carries 56 passengers. Photograph shows Captain Margery Ragless at the wheel of her brother's boat "Bluebird," at Bognor Regis.

Mining of Copper in Ontario Years Ago

Idea of Developing Lake Superior Copper Goes Back to 1767.

It isn't news to say that there was an interesting article last week in the "Grab Samples" column of The Northern Miner. It would be news if a "Grab Samples" article was not interesting. As the same time "Grab Samples" articles are usually "news" to the extent that they are interesting, informative and pleasing. Last week's article dealt with copper mining in the early days in Ontario. The article is as follows:

Early Copper Mining on Superior
In 1767 Alexander Henry, an Englishman, engaged in trading with the Indians on the North shore of Lake Superior, passed the winter on the Michipicoten Island and reported the existence of lead and copper at Mamaine Point. The following year one, Captain Carver, exploring the country, stated that "In future times an advantageous trade in copper will spring up," but he was dealing with both shores of the lake and so far as the south shore is concerned his prophecy has been fulfilled long since. However, his ideas of how the industry was to be organized seems quaint in the light of latter day developments.

"The metal will be conveyed in canoes through the falls of Ste. Marie and thence in larger vessels to the falls of the Niagara and, after being carried by land across the portage, can easily be transported to Quebec," said the captain.

The first company was formed by Henry in 1770 and in this venture the Duke of Gloucester and other prominent Englishmen were partners. The organization had a shipyard six miles above Sault Ste. Marie where a sloop of forty tons was built. A party of miners was sent out and went first to Ontonagon River on the American shore where shaft work failed to reveal ore; later the party was moved to the north shore where a 30-foot shaft was put down near Pointe aux Pins, without success. These early attempts soon ceased and it was not un-

Knees Went Stiff in His Sleep

Agony to Move Them When He Awoke.

"For three years," writes this City man, "I suffered with pains across the lower part of my back. In the morning I awoke with knees so stiff that it was agony to move them. Special treatment would make the pain a little easier—but that was all. Then a friend recommended Kruschen, which my doctor said I might take. I began with about a coffee-spoonful first thing in the morning. To my surprise I found my rheumatic aches and pains disappearing. I kept on with Kruschen, and although I am more than middle-aged, I have been free from pain for two years, and able to go to my office every day"—A.W.

Rheumatic conditions are often the result of an excess of uric acid in the body. Two of the ingredients of Kruschen salts have the power of dissolving uric acid crystals. Other ingredients assist Nature to expel the dissolved crystals through the natural channels.

til the Montreal Mining Company was formed in 1845 that a real effort was made to open metal deposits on the Canadian shore.

This Montreal company was well officered and financed, took up very large tracts, bought some showings and carried out prospecting and mining on an extensive scale. The field manager, Mr. Sheppard, showed considerable energy and good judgment in his selection of tracts but his superiors in Montreal, mainly successful businessmen, were disappointed because he did not bring in mines almost instantly. That his judgment was good is indicated by the fact that in the ground secured he had the Silver Islet mine, a property which produced millions later, after it had been sold by the Montreal people.

The original manager was replaced by one Capt. Roberts, an experienced miner, who recommended the purchase of the newly discovered Bruce mine, for which the company eventually paid \$40,000 Halifax currency. The company reorganized, secured new capital and in the years 1848-49-50 work was carried out at this location with vigor. Dwelling houses for 200 people, offices, stores, warehouses, wharves, etc., were built. A powerful engine and ore dressing machinery were provided and large copper-smelting and refining works erected. Shafts had been sunk, levels driven and a large quantity of ground stepped, the ore of produce of which was for the most part lying at the surface at midsummer of 1850.

The ore, estimated to contain 61 1/2 per cent. copper, had to be dressed to raise the grade, due to the cost of transport. In order to do this suitable machinery was necessary. This arrived from England with an expert, in the fall of 1848. The man very imprudently built an engine house of rough or imperfectly hewn stone in the winter and before spring most of the machinery was in place. The consequence was that as soon as the spring thaw set in the expensive building fell down. This misfortune and a severe epidemic of cholera in 1849 delayed the installation of the ore dressing machinery. The company had arrived at a critical period. The stockholders had been led to believe that the veins were extraordinarily rich and there was sufficient ore already mined to yield dressed ore worth \$250,000.

The president of the company, Hugh Allan, went to England in 1850 and brought out a mine captain, a copper refiner and three furnace men. Notwithstanding these precautions the following year's operations brought a complete disappointment. The ore dressing machinery was found incapable of crushing and cleaning properly more than half the rated capacity of the equipment. The ore on surface was found to yield less than half the quantity and value which it had been estimated at and the smelting of the ore by the Welsh process had been proven a complete failure.

Mining continued but labour trouble developed. The old board and manager had changed and the new manager, E. H. Borron, attempted to introduce a new method of paying the men under the tribute system. Most of the miners left but with a reduced crew better results were secured. By 1853 directors felt that, owing to the high price of copper, and to the prospects for the future a small dividend should be paid. This was done and a larger payment followed in 1854.

It is notable that at the time the

dividends were being paid a strenuous effort was being made to sell the mine but the asking price was so high that nobody would even look at it. Many minor disasters, including the sinking of the company's steamer, loaded with machinery and a year's mining supplies, harassed the manager who, however, continued to worry away on underground development. Eventually, in 1864 the company sold this property and later, in 1870, disposed of all its immense Lake Superior holdings to the West Canada Mining Company. The sale included Silver Islet which the Montreal company, despite the rich surface showings, was afraid to tackle, fearing it would be impossible to sink shafts on the pocket handkerchief sized island, exposed to the tempestuous storms of Superior. The succeeding company made a fortune from this deposit.

Some of the reports by the original engineers in charge make curious reading, in the light of the eventual fate of the Bruce copper mine. Captain Roberts, after viewing the showings wrote his directors: "This vast deposit of copper ore at the outcrop of the veins is incalculable and almost unparalleled. It exceeds anything I have ever seen or heard of in Europe." Later the management of the tracts was taken over by the English company, John Taylor and Sons, and they made a success, not only of Silver Islet but of several of the copper developments for a comparatively short period when lower copper prices and high freight costs led to cessation of operations.

Mae West Asks the Censors "What You Doing, Boys?"

(From Toronto Telegram)
Mae West wonders why the censors are always picking on her and her alone. It is because she is such a pickable person. Pick any film star you please and you will find none so easy to pick on as Mae. When she made her "come-back" in pictures she asked to be picked on and made money by the frankness with which she challenged the censor. Her lines were given with a grimace that pointed their meaning and invested them with a questionable quality even to the eye. After a while it was assumed that every time she opened her mouth it would be to offer the audience a choice of two meanings, and lines that might be harmless on other lips were found full of spice when they left hers.

Mae complains that other actresses are permitted to speak lines which would not be accepted from her. The reason for this is that the other actresses have neither her technique nor her tendency to harp constantly on one theme. She has no ground for quarrel, as, by her methods, she has made more money than they have. There is no question but that she has a style of her own. Her description of the com-

fort she finds in her corset—"It feels just like somebody was holding me close"—is perhaps harmless in itself, but it is characteristic of the ideas she likes to convey. It is, if one might be permitted to say so, Mae at her West.

Dionnes Score Croll in Stinging Letter

Assert that Former Minister Wished to Act as Solicitor for Family.

Practically all of the statements and counter-statements made in connection with the election just concluded will have been forgotten by the public already, but this will not apply to the letter written by Mr. and Mrs. Oliva Dionne, parents of the famous Dionne quintuplets. The letter was in answer to a typical Croll address made at Windsor, Ontario, where Hon. D. Croll is seeking re-election as a Liberal. The Dionnes show deep resentment at some of the objectionable statements made by the former Minister of Public Welfare. In the letter the Dionnes make the charge that after Hon. D. Croll had been ousted from his position as cabinet minister he made overtures to the Dionnes to be appointed as their solicitor.

The letter reads in part:—
Corbett, Sept. 29, 1937.
D. A. Croll, Windsor, Ont.
Sir:—

It was with great disgust that we read an account in the Windsor Daily Star of Wednesday, Sept. 22, of your address before a Windsor audience in the Dom Polski Hall, in which you attempted to ridicule our children and ourselves.

For various reasons we were inclined to hold you in some respect, but since reading your infamous condemnation of our family we are convinced we were greatly deceived.

Our experiences of the guardianship of our babies leads us to believe it would have been infinitely better for all concerned had you not been allowed to enter their lives.

You will recollect having approached Mr. Dionne after you were ousted from the guardianship to offer yourself as his solicitor. You will remember calling Mr. Dionne to a room in the Empire Hotel, North Bay, to make this proposition to him. Isn't it fortunate Mr. Dionne said he would think it over?

Called "Contemptible"
We have avoided bringing our troubles before the people at this time when an election campaign is in progress, but your contemptible remarks were so stinging we couldn't resist penning this reply. If it is your desire we are prepared to appear in open court to have the entire story of the life of the Dionne quintuplets, insofar as it concerns guardianships. In our opinion the people, particularly those of our province, have been greatly deceived for the purpose of furthering commer-

cial ends which were not entirely in the interests of our babies.

We defy you or any other person to prove one cent of government money was expended in providing our babies directly. This is another instance of the unreliability of your statements. It is our claim that the present well being of our separated children is not due to your guardianship. God should be given some credit for their survival, despite the cruel and inconsiderate exploits which you very ably furthered.

You claiming credit for preventing our babies being taken to Chicago for exhibition is preposterous, as no person outside ourselves prevented this. Long before the guardianship was in existence we had repudiated this so-called contract, and this you know to be true. As a matter of fact, immediately the guardianship of which you boast was formed the greatest exploitation was planned.

Government Assailed
One need only read the daily press to learn of the advertising schemes promoted to gain monetary advantage for those who claimed to be the greatest protectors of our children. The government was quick to take advantage of the popularity of our children and ourselves to enrich the treasury and incidentally to bring into the limelight those who might be in a position to further the aims of exploiters.

You boast of negotiating film contracts in the interests of our children. If this is to your credit then the discredit of causing Mr. Dionne and our province to be pictured in an offensive manner also belongs to you. We hold you personally responsible for the false impression of ourselves, our children and our country spread throughout the world.

Do you remember the following excerpts from your address to the Ontario Legislature, on Wednesday, February 24, this year. We quote: "We hope and expect from now on the parents will assume a large responsibility, and as the physical progress of the babies has been such as to permit it, the Dionne family will be reunited."

And again: "They have health, they have money. What they need now most of all is a normal domestic life, association with their brothers and sisters, the love and discipline which their parents alone can completely provide. There is no substitute for a mother."

Ask Question
Now, Mr. Croll, are you prepared to declare we are competent and sufficiently sanitary to enjoy complete association with our babies, having in mind that you said in your infamous address in Windsor that "a million files" threatened their corporal welfare? Your statements reported in the Windsor Daily Star (Page 3) of Sept. 22, are a reflection, in our opinion, of your unreliability. Had you a heart or a conscience you would have at least displayed a little consistency in your remarks. We leave it to the people to judge you.

May we remind you of a fact of

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which you have been aware since you first found occasion to interview us? We have never at any time said we were satisfied with the guardianship as now composed and operated, but we did say we were grateful for government protection of our babes and ourselves. Guardianship and government protection are two vastly different arrangements, let us assure you. We do say that the appointment of Mr. Percy D. Wilson, director of minors' estates in the province, as official guardian, was a notable improvement in the guardianship compared with the board with you as the official guardian.

May we advise you that copies of this letter are being forwarded to Premier Hepburn, Dr. Morand, Conservative candidate in Windsor-Walkerville riding, the Windsor Daily Star and the evening Telegram of Toronto, for use as they may desire.

Yours truly,
Oliva Dionne
Oliva Dionne

Suggestions for Dealing With Motor Car Accidents

Writing to The Advance from Toronto, Dr. J. W. S. McCullough, of the Health League of Canada, has the following to say:—
In the United States and Canada last year there were approximately 40,000 fatalities from motor cars and upwards of 1,400,000 non-fatal accidents of which some 120,000 resulted in permanent disability. A prominent speaker at the meeting of the American Medical Association held in Atlantic City last June declared that this year there would be a 28% increase in the deaths from this cause. These figures and consequent prognostication indicate that there will be more of what has come to be euphemistically called "surgery at the cross-roads". If these figures are compared with those showing the progressive decline, year by year, in mortality and morbidity from diseases and other hazards, the contrast is startling. What a storm would be raised if typhoid fever or smallpox were to bring a similar epidemic of death or disability! In its most destructive years the "white plague" was scarcely more devastating.

We are living in an age of supposed enlightenment and progress. The speedier and ever speedier motor vehicles far surpass the intellectual ability of the average man to utilize them safely. The splendid new highways encourage speed. The fool-proof feature of modern cars, however safe in the hands of sane and sober drivers, are of little use—possible a dangerous quantity—in the hands of the drunken driver or the moron. Accidents we are bound to have.

How shall we make the best of these accidents?
1. The first principle is covered by the old Latin motto, "primum no nocere", that is, do no harm. The injured person must be handled with the utmost gentleness and except in the event of a life-threatening hemorrhage, the patient in shock from a cross-roads accident had better be kept warm and quiet at the roadside or in a nearby dwelling rather than be bundled poste-

haste to a distant hospital even by ambulance.
2. The second principle in the first aid treatment is cleanliness. Until the doctor comes, nothing should be allowed to touch a wound except a sterile compress, which should be in every motor car, ready for emergencies. If these simple principles are observed and a doctor secured without delay we should see better results from the "surgery of the cross-roads".

Gicbe and Mail—Magistrate Jones says that a man who reaches the age of 30 and cannot leave liquor alone is done for. But there is no safety age for a man who cannot leave liquor alone.

Collingwood Bulletin-Enterprise—Reports from Bradford marsh farms are to the effect that there is an over-abundant crop of vegetables and that the fear is that much will go to waste owing to market conditions. With the distress in the western prairie provinces and the call for supplies the suggestion is offered that the government, either federal or provincial, purchase the surplus and ship it to those in need. With a plenty at their door, Ontario being but a few days away for shipments, it should not be necessary that fellow citizens should be left in need.

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