

The Porcupine Advance

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A WORTHY SPECIAL NUMBER

No one knows better than the honest newspaperman that the special page, the special section and the special number can easily develop into little better than a "racket"—an excuse for the meretricious publication to sponge on advertisers without giving its readers any extra value. Some of the ridiculous excuses offered for issuing special sections or special numbers give painful illustration of this fact. The average good newspaper is continually seeking to avoid unnecessary special issues and special sections that have no other basis than high pressure money for the publishers.

Because of all this it is a pleasure to see a special number that has full reason, rather than excuse—that is of outstanding value to advertisers and readers alike, and that is a credit to its publishers, as well as a decided benefit to an important industry. Such a special is the Annual Number of The Northern Miner. The Northern Miner issues a good newspaper each week for the mining industry and for those interested in mines. Then once or twice a year it issues a special that is a special. The Annual Number of The Northern Miner issued last week is a remarkable volume in every way. Volume is the right word, because it comprises 160 pages, with enough material to make a couple of good-size library books. In concise but comprehensive way the Annual Number gives the mining picture for this North Land, for Ontario, for all Canada. To call it a valuable contribution not only to the mining industry and all interested in it, but also the Dominion of Canada, is not to overstep the mark. Last week The Advance reproduced some of the excellent articles from the special number of The Northern Miner. Other equally valuable articles from the issue will be found elsewhere in these columns, duly credited. In other succeeding issues The Advance will find place for other articles from the Annual Number. That gives an idea of the honest opinion of The Advance in regard to this special number with its special articles and its regular features that have made The Northern Miner a leader among class publications.

BUGS AND FLEAS

At first glance, "Bugs and Fleas" may appear an undignified heading for an editorial, but readers will overlook it when they know the reason. The correct word, "Parasites," could scarcely be used because the ballyhoo artists, looking for something about that \$278,000 surplus, would be sure to imagine that "Parasites" meant people from Paris, and so they would be lost again, like the surplus. Probably Dr. John W. S. McCullough, the gifted writer for the Health League of Canada, had the ballyhoo artists in mind, when he wrote an interesting article on parasites and their scientific use in these modern times. This article appears in another column of The Advance to-day. Dr. McCullough touches on the romance of natural history in the scientific use of one form of parasite to prey on other parasites that carry disease. The theory goes back three hundred years or more. Dean Swift broke into poetry about it in his day, answering the ballyhoo artists of that time by pointing out that though they bit him, the Nemesis bug was on their trail, for there were fleas to bite them, and fleas upon those fleas, and so on ad infinitum. Thus nature kept an equilibrium.

The use of parasites to destroy other injurious parasites has recently been illustrated in this North where a small insect has been imported to combat the spruce sawfly which is threatening the spruce forests of Canada. Some weeks ago quantities of this parasite were released in the Temagami Forest Reserve where there were some slight evidences of the work of the European spruce sawfly. It is understood that the parasite imported for the purpose made short work of the European spruce sawfly.

Dr. McCullough illustrates the theory by the quoting of what he terms a "jingle":—

Big bugs have other bugs
Upon their backs to bite 'em;
And little bugs have lesser bugs,
And so on, ad infinitum."

Probably it was something like this that The Advance cartoonist had in mind during the recent provincial election when he pictured a man carrying the load of a newspaper on his back, while the newspaper had a fat man on its back, supposing it had a back.

Prospectors and others in this North are likely to be sending post haste to Dr. McCullough for the "bug" that will get on the back of the festive mosquito and bite it good and plenty, or still better the "bug" that will take a place on the back of the North Land's blackfly.

It is practically impossible to trip up a doctor in his own sphere. Dr. McCullough protected himself when he used the word "jingle" in making the quotation. Otherwise it might have been said that he got his "bugs" and "fleas" mixed, which would be disastrous, as anyone who has had the two at the one time must realize. A "jingle," however, may be anything. Had the learned doctor care-

lessly used the word "quotation," he would have been caught in the act of changing fleas to bugs, for the quotation goes back to Dean Swift who died nearly two hundred years ago, and to Augustus De Morgan, some fifty years behind Swift, who told the whole story in these words:—

"Great fleas have little fleas upon their backs to bite 'em,
And little fleas have lesser fleas, and so ad infinitum.
And the great fleas themselves, in turn, have greater fleas to go on;
While these again have greater still, and greater still, and so on."

While neither bugs nor fleas are to be preferred, any more than blackflies or mosquitoes, there is a distinct difference between the two, and so likely between the lesser fleas and bugs that prey upon them. The dictionary defines "bugs" as the "popular name applied to insects comprising the sub-order hemiptera heteroptera. They have four wings." On the other hand (or on the other back) the dictionary definition for a flea is:—"A small wingless insect of the pulex genus." It is a comfort thus to know that the flea lacks wings to get a running start for his bite. Accordingly the bug would seem to be four wings worse.

In his article Dr. McCullough barely touches the subject. Just scratches the surface, as it were, this being the usual procedure with fleas and bugs. It is a subject, indeed, on which much more might be said. Indeed, there is reason to believe that much more has been said, but not for publication. The application of the theory of a succession of bugs or fleas preying one upon the back of the other could be extended to human life and conduct. It could be pointed out, for example, that the political flea or bug feasting on the back of the public, eventually succumbs to the voracity of the other fleas or bugs that fasten on the backs of each other. Anyone with the itch to write upon the subject can take this up here.

SEES WORLD WAR COMING

For years now people in Canada have been fearing the commencement of another world war. They have certainly had grounds enough for such alarm. There have been literally scores of incidents and situations that a few short years ago would have meant nothing else but war between nations, and so closely are the interests and the very safety of many nations allied that a modern war between any two important powers would appear inevitably to drag in other nations until the conflict would almost inevitably assume the proportions of another world war. The fact that so many apparent causes for war have been passed over without actual battle may lead to the hope that the world will somehow or other maintain a resemblance to sanity and that a world war will continue to do no more than threaten.

One of the odd facts commented upon by many from the North after visiting Britain has been the idea that there has been little talk and apparently little thought in the Old Country in regard to the danger of war. More than one Timmins man returned from the Old Country to comment upon this. "The people in England, Ireland and Scotland appear to be too busy at work and at play to consider the idea of war. Seldom is the thought of war referred to in conversation, or mentioned in Old Country newspapers." Expressions like these were made by most visitors returning to the North after visiting Britain. Sometimes there was added comment to the effect that all the war talk appeared to be confined to this continent, or at least to the newspapers on this side of the ocean. In the last week or two, however, there has been a decided change in the attitude of British public men and British newspapers. The murder of British soldiers by the Japanese has changed the temper of the people. To the average Britisher wreaths or official regrets are not sufficient restitution for the loss of British lives. There is a probability also that the British people have been nursing a grievance in regard to the rape of Ethiopia. It may be that the people of the Old Land did not wish to mention war, so long as they were so unprepared that they had perforce to sit back and see a peaceful nation despoiled and slaughtered without due excuse. The fact that they are prepared to-day may have its effect in making them more vocal in condemnation of the Japanese and their attempt to rob China and slaughter its people in the robbing.

By odd coincidence two articles near each other on the front page of The Globe and Mail further suggest the fear of the possible coming of war. The one item is a despatch from Lindsay telling of plans for the re-opening in the spring of the Dominion Government arsenal there. The factory is to be prepared at once for the re-opening of work, and in the spring it is expected it will be again manufacturing shell materials for war purposes. The other article tells of an interview at New York with Shingoro Takasaki, Japanese publisher of the Tokio newspaper, Nichi Nichi. This publisher is one of the leading citizens of Japan, and a man of vision as well as of influence. His forecast was that within a year there will be another world war, unless the present trouble between China and Japan is adjusted. He suggested that Russia in all probability would enter on the side of China, and that would be a signal for Germany to back Japan. France, with its military alliance to support Russia, would be dragged into the conflict, and other nations may not be able to help becoming involved. The fact that he did not mention Britain by name makes his utterances the more suggestive. "Our hope," the Japanese publisher said, "is that America will re-

main neutral—will remain a good judge." This also has its own hidden meaning. The banner on the front page of the same issue of The Globe and Mail is also suggestive. "House Cheers Eden's Attack on Il Duce," it says. There will be general hope that the same patience, the same talent that has kept the world from a general war through all the difficulties and dangers of the past few years will continue its good work and thus avert further destruction of lives and property among the so-called civilized peoples of the earth. There are times, however, when it seems that only the rattling of the sabre and the threat of guns are of much avail in the present world in keeping peace.



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Canada Setting New Records for Air Work

Aviation Services to Mining Areas Indicate Extent of Development of Flying.

Canadian transport planes have set new records for amounts of express-freight and airmail carried, according to statistics specially compiled from the results of exhaustive inquiry among many companies engaged in diverse forms of commercial air operation throughout the country, says a despatch from Montreal.

Freight carriage in 1936 increased by 43 per cent. over the 1935 aggregate to approximately 25,250,000 pounds—11,272 tons—while airmail reached a new high level of 1,153,812 pounds. Forty-three freight carriers returned figures included in the year's aggregate. The eight largest operators among them accounted for 19,500,000 pounds.

Commercial aviation in Canada provides perhaps the world's best example of the benefits conferred on mankind by the airplane. The Dominion's immense territory and lack of adequate ground communications make it ideal for the proper development of civil flying enterprise, and Canadian air transport companies have done much to make possible the exploitation of areas that are inaccessible except by air, thereby adding greatly to the national wealth.

Mining Plant Transported
Far the larger part of the aerial freighting is associated with mining. Typical of the kind of contract that mining brings to the air transport concern was that fulfilled by Wings, Ltd. It called for transportation of an entire mining plant a distance of 145 miles, from a terminal 325 miles east of Lake Winnipeg to a new mining site just over the Ontario boundary. The total weight of cargo involved was more than 600,000 pounds, and included a mine hoist, a mine cage, sinking buckets, rock drills and steel, steel rail, eight ore cars, 60,000 pounds of dynamite, 70 workmen and their belongings and food stuffs weighing more than 80,000 pounds.

Special air bases, with radio stations, were established at both ends of the run. Some of the machinery to be moved raised difficult problems because of its great weight and bulkiness. The ore compressors weighed, when assembled, 14,000 pounds and the hoist 4,800 pounds. The sub-base of the compressor was 15 feet long. It was cut in two and provision made for reassembly at the new site. Each piece weighed half a ton. Two tractors weighed, respectively, 6,250 and 5,700 pounds. They were taken apart, the heaviest single pieces carried in the planes being the motors, which weighed 1,800 and 1,230 pounds. The contract was completed within scheduled time.

Used to Ship Fish
An interesting form of air freighting enterprise which is peculiar to Canada

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GRAVEL AND SAND—AND PLACER

Thus is prophecy fulfilled! A local citizen two years ago said it would be a cold day when the mayor laid the cornerstone for the new town hall.

is the transport of fish from lakes inaccessible by surface vehicles. One company alone reports the carriage of more than 1,000,000 pounds of fish during the past winter. Interesting experiments also were made in the restocking of small lakes. One test saw the dropping of 1,100 speckled trout, in the form of "fingerlings", 2½ inches long. The fish were carried in cans, and while the plane flew slowly over the lake they were placed in nets and dropped from a height of approximately 1,000 feet. Subsequently, 600 of the fish were recovered, and the results indicated a loss of only 5 per cent.

During the past seven years air freighting in Canada has grown from a few isolated operations to become an industry engaging more than 40 operating concerns, serving vast regions in what is commonly called the "Northland", where other forms of transport are for the most part impracticable and are always more expensive. Mining and air freighting have developed together in recent years, while the application of air services to problems of everyday transport and communications is bringing profound changes to the social and economic life of "frontier" areas from Aklavik on the extreme westerly Arctic coast of Canada to the little Mgadalen Islands in the Gulf of St. Lawrence.

Conduct of these freighting operations frequently demand the highest courage, resource and determination among pilots, engineers and other air transport personnel. Companies continue operations under weather conditions that may see the thermometer register 60 degrees below zero, with the help of only the most primitive ground organization.

Since Reformer:—Times alter cases. A few weeks ago Hon. Earl Rowe was campaigning for a seat in the Ontario Legislature. To-day he wouldn't take one as a gift.

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West Thanks North for Generous Gift

Receipt of Car of Vegetables Acknowledged, Desperate Conditions in West.

New Liskeard, Nov. 4. (Special to The Advance.)—Writing that "a better balanced car of vegetables" never came West, James A. Paul, of Vesper, Sask., has acknowledged the arrival there of the contribution of agricultural produce sent recently to the drought-stricken area of Western Canada by the Protestant churches and the Salvation Army between Cobalt and Englehart. Mr. Paul's letter and that from Mary R. Banning, secretary of Bissell lodge of the United Farmers of Canada, were read to members of the Ministerial Association at yesterday's monthly meeting by Rev. E. Gilmour Smith, committee secretary.

Mr. Paul wrote that contents of the car were gone in a day and a half after its arrival and noted that about 125 families, comprising between 400 and 500 people, participated in the distribution. "If you people who gave the vegetables and potatoes could have seen the happy, contented look on the faces

of those people who got them," he wrote, "I know you would have felt well repaid for your contribution." While Miss Banning, in writing that "words fail to express our feelings of gratitude," added "we hope if at any time you are in need that we might return your kindness in sharing what we have with you."

Both letters referred briefly to conditions in the Vesper district, Miss Banning writing that "we grew absolutely nothing this year and were facing the winter some of us without even potatoes." Mr. Paul, member of the voluntary committee in charge of distribution, and who disclosed that his stock had been reduced to "two cows and a pig or two", related that, while the crop came up nearly everywhere last spring and some of it kept growing despite lack of moisture, "finally the heat struck it and the farmers saw it just wilt and with, and when grasshoppers came and cleaned it up, all their hopes were gone. Finally, the Russian thistles started to grow, and that is all the stock had to live on."

Huntingdon Gleaner.—A life-line of bedclothes was made by two youths who lowered their mother, Mrs. Edith Donaldson, to safety from her bedroom window when their home in Campbell street, Hull, caught fire recently.

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