

**Canadian Metal Miners
Average \$150 Monthly**

(From Annual Number of The Northern Miner)
Indicative of wage rates in the Canadian gold mining areas are figures revealed in the annual report of Lake Shore Mines, Limited, the largest producer of gold in the country. For the year ending June 30th, 1937, this mine paid out \$2,248,408 in wages. During the year the average number of employees on the payroll was 1520. This works out to \$1871 per capita.

A regular wage of \$150 per month, year in and year out, provides a substantial income for the gold miners.

Years ago when Henry Ford established a \$5 daily rate for workers the move was considered revolutionary. The gold miners earn more, as they do not work 30 days a month. Certain classes of miners, particularly those engaged under the "contract" system, earn \$7 to \$8 daily and sometimes, under special conditions, considerably more.

An example of the operation of the wage scale is provided by Hollinger Consolidated. Foremen receive \$8.40, the shift bosses up to \$7.90. Diamond drillers' pay ranges from \$5.20 to \$7.36 per shift; machine runners, \$4.64 to \$5.20, and shaft men \$3.92 to \$6.40 per shift. Mechanics generally are on the rate of \$5.20 per day and the general average

in the mill is \$4.80 per day.

At Howey, the lowest grade gold mine in Canada, the average overall wage, including salaries, is \$5.08 daily, representing an average income of \$1857 yearly. Shaft leaders receive \$7 per day and shaft men \$6.50. The average underground pay last year was \$5.08 per shift.

In the nickel areas of Sudbury higher rates of pay predominate. In certain of the gold mines in the present year wages have been increased. At many of the mines insurance schemes are in force, whereby the men pay a small part of the covering cost; in a few instances all costs of this social service are borne. Holidays with pay

are in effect in a number of mines, eastern and western. In the larger mines many entertainment features are provided.

In all mines the health of the workers is safeguarded and working conditions are made as little hazardous as possible. Under the Workmen's Compensation Act injured men are paid a large proportion of their ordinary wages while laid up. It is admitted by the Workmen's Compensation Board that miners are the highest paid class of workers in the Dominion at this time.

Toronto Telegram:—Doubt: whom you will, but never yourself.

**Bristol (Eng.) Lad Builds
Canoe Out of Canadian Pine**

A 19-years-old youth in Bristol, England, has built himself a 16 foot Canadian canoe out of Canadian pine in the drawing room of his parents' home for use during his vacations, according to a news item appearing in the Bristol Evening World. The youth is David Henry Ramsay, North street, Bedminster (a suburb of Bristol) and he conceived the idea of building his own canoe while attending the wood-working classes at the South Central school.

The boat is 16 feet long, more than three feet wide at its broadest part

and will accommodate three people. It is "built of Canadian pine, which is noted for its flexibility", and moulded around a framework of light ribs of bent ash.

"My reason for using Canadian pine was mainly that it combined lightness with strength and flexibility," he writes in a letter. "Another consideration was the all important factor of obtaining the wood. The thickness of each plank is a bare one-eighth of an inch, and as you know few woods respond readily to this 'skinning' process. The planks are reinforced at distances of 1 1/2 inches by ribs of ash 1 1/4 inches wide by 3/8 inch thick, clinched with copper rivets (about 2,000, I believe). The hull con-

tains 64 ribs and combines great strength with comparative lightness (estimate 90 lbs.).

"I have taken the craft for several trips up river and been entirely satisfied with her performance, for speed and stability."

Weekly News, Auckland, N.Z.—A London coroner is telling the story of a death certificate which reached him recently. In the column reserved for "cause of death" the doctor had signed his own name. The coroner returned the certificate with a note which said: "This may be true, but don't you think we had better have some scientific reason as well?"

**TODAY
GENERAL MOTORS PRESENTS THE
NEW 1938 CHEVROLET**

**THE CAR OF LOW PRICE THAT BRINGS YOU ALL THE NEWEST,
MOST MODERN, MOST UP-TO-DATE MOTORING ADVANTAGES**

TODAY, we join with General Motors in inviting you to see the greatest motor car Chevrolet has ever produced—the new Chevrolet for 1938—the car that is complete.

Bigger, more luxurious, more massive in appearance—beautifully different with its new Modern-Mode Styling—outstandingly complete in all ways—this new Chevrolet merits the careful consideration of everyone who is thinking of buying a new motor car in any price range.

To see and drive this smart, dashing car is to know you'll be ahead with a Chevrolet . . . to own it is to save money all ways . . . because, again in 1938, the Chevrolet trade-mark is motoring's best-known symbol of savings.

Visit our showrooms as soon as you can. Enjoy a new, comfortable ride and a new driving thrill.

Monthly payments to suit your purse on the General Motors Instalment Plan.



**MODERN MODE
STYLING**

**PERFECTED
HYDRAULIC
BRAKES**

**GENUINE
KNEE-ACTION**

**ROOMIER
ALL-SILENT
ALL-STEEL BODIES**

**VALVE-IN-HEAD
ENGINE**

**FISHER NO-DRAFT
VENTILATION**

**NEW
TIPTOE-MATIC
CLUTCH**

Styling as different as it is beautiful, for this bigger-looking, better-looking, low-priced Chevrolet.

Smooth—powerful—positive . . . the safe brakes for modern travel . . . giving maximum motoring protection.

(WITH SHOCKPROOF STEERING)
So safe—so comfortable—so different . . . "the world's finest ride". On Master De Luxe Models.

(WITH SAFETY GLASS ALL AROUND)
Larger interiors—lighter, brighter colors—and Unisteel construction, making each body a fortress of safety.

Giving the most efficient combination of power, economy and dependability.

Giving protection against drafts, smoke, windshield clouding and assuring each passenger individually controlled ventilation.

A simple, efficient, single diaphragm spring replaces the conventional multiple-coil springs—for easier, tiptoe-pressure operation. Minimizes wear; never requires lubrication; an exclusive Chevrolet advancement.

THE CAR THAT IS COMPLETE

CHEVROLET

THE SYMBOL OF SAVINGS

Now On Display At
TIMMINS GARAGE
COMPANY LIMITED