

# Timmins Stamp Club Column

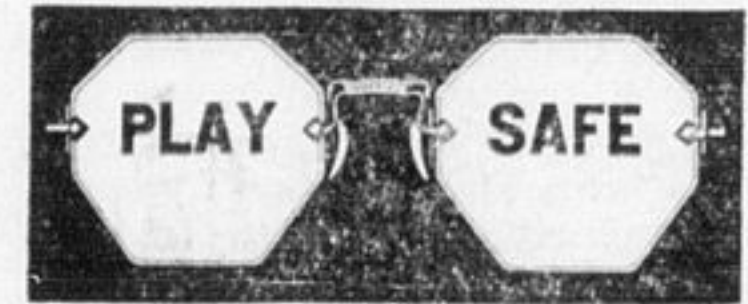
90th Anniversary of the Death of St. Stephen

A magnificent series of 13 stamps was issued early this year to commemorate the ninth centenary of the death of St. Stephen, first king and patron saint of Hungary. The stamps are printed in soft pastel shades without borders, and the eight different designs represent various events in St. Stephen's life. Stephen has been called one of the greatest constructive statesmen of all time and his memory is still cherished by the Hungarian people. Every year on St. Stephen's Day (August 20) an impressive procession carries the shrivelled right hand of the great saint in a glass and silver casket through the streets of Budapest.



Stephen was born in 977, great grandson of that legendary chieftain Arpad who first led the fierce Magyar horsemen into Hungary. He was the first Hungarian ruler to be brought up as a Christian and spent his entire life in subjugating the turbulent pagan nobles of his native land. In gratitude for his missionary work Pope Sylvester in the year 1000 conferred upon Stephen the title of Apostolic Majesty and sent him the famous Sacred Crown that has been worn by the kings of Hungary ever since. On the 11 and 10f values of this new series Stephen is shown in the act of receiving the Sacred Crown and the apostolic cross from the Pope's messenger, Astrik.

Equally great as warrior and law maker, Stephen built churches, established a strong government, and invited colonists from western Europe into Hungary. Benedictine monks were sent from Rome to teach the people the arts of handicraft and agriculture. On

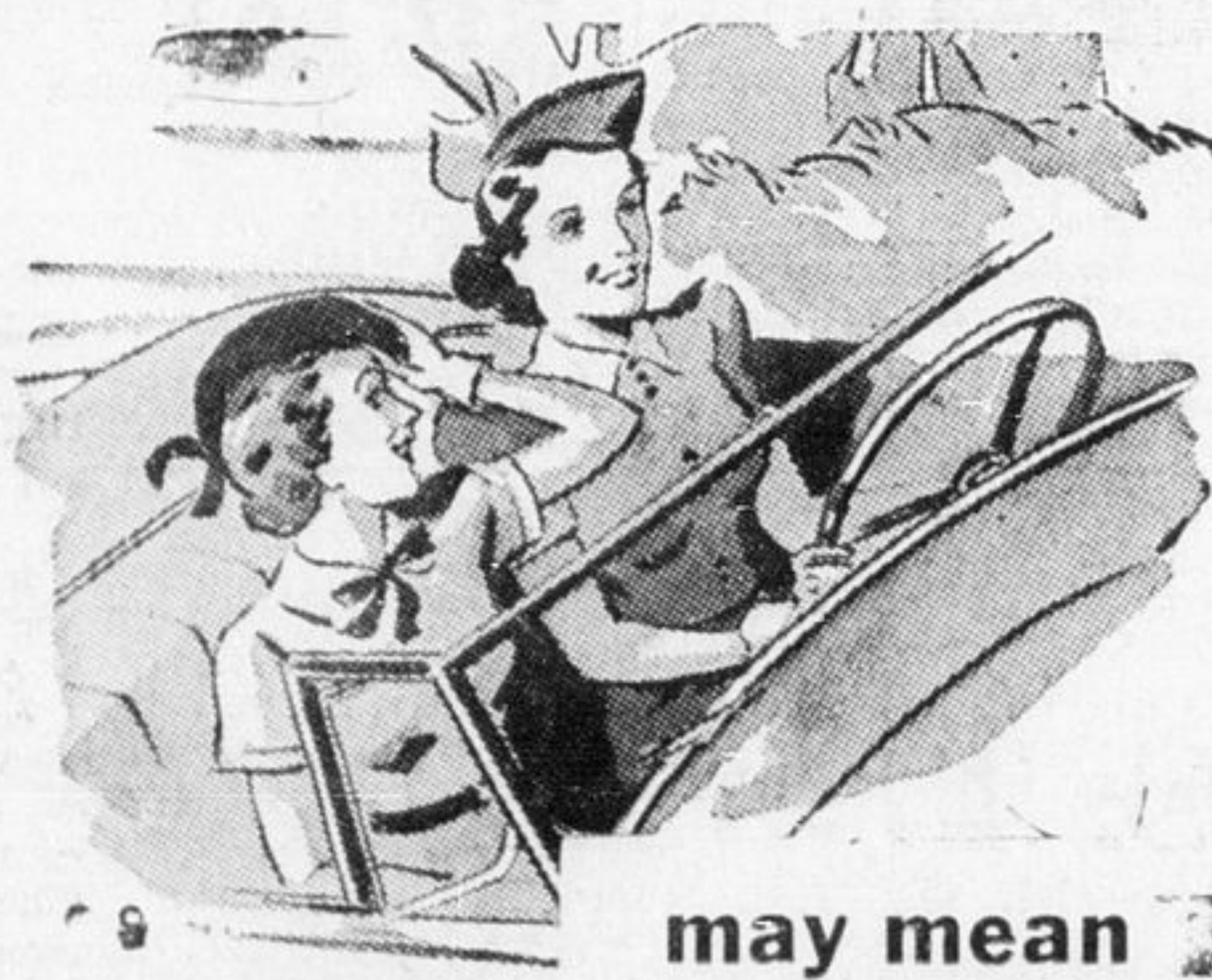


Of course, you mean to play safe when eye-sight is concerned, but you can't always be expected to know. Place your trust in us because we are optometrists of many years' experience. We recommend and fit Canada's foremost glasses—'Correctal'—the lenses for maximum eye comfort.

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## A CAREFREE DRIVE



may mean

## A LIFETIME OF SORROW!

All the joys of motoring can be yours now and for years to come if you take care when at the wheel of your car. Death and destruction may follow a moment's negligence. Not only do you risk your own life and property but endanger the lives of innocent people. If your thoughtlessness should ever maim or take the life of another, sorrow will always be with you and never again will motoring be a pleasure.

## Insurance Will Save You Money Only Care Will Save Your Life

The following local insurance agents are doing all in their power to have men protect their families and their property with insurance but that is not enough. They feel sure that every public spirited citizen will join with them in this effort to reduce the accident toll in our towns and on the highways.

- Careful Driving Decreases Your Insurance Rates
- P. J. DOYLE**  
REAL ESTATE — INSURANCE  
Cor. Fourth & Cedar Phone 1339
  - J. V. BONHOMME**  
REAL ESTATE — INSURANCE  
7 Pine St. S. Phone 2250
  - J. J. McKay**  
INSURANCE — REAL ESTATE  
STEAMSHIP OFFICE  
26 Pine St. N. Phone 1135
  - C. W. PEXTON**  
REAL ESTATE — INSURANCE  
Hamilton Block Phone 410

the 2f and 16f stamps Stephen is seen directing the construction of the cathedral at Szekesfehervar where he was later buried. His death occurred in 1033 and he was canonized as a saint in 1083.



A splendid picture of the saintly king in full royal regalia appears on the 32f and 50f values. The 4f and 20f represent him seated upon a throne surrounded by guardian angels. On the 5f and 25f he is depicted watching his son receive instruction from the martyr St. Gellert, whose name is still preserved in the great St. Gellert Hill overlooking the Danube River at Buda. The scene on the 6f and 30f values illustrates an old legend according to which Stephen once offered his crown to the Virgin Mary and heard her reply: "I will be the protector of Hungary." A picture of the Virgin with the Latin inscription "Patrona Hungariae" (Protector of Hungary) is reproduced on the 40f stamp.



One of the most interesting stamps in this attractive series is the 70f value, which pictures the famous Crown of Hungary. Few royal crowns possess so long and glamorous a history. The Sacred Crown is really composed of two crowns, the upper part, which was sent to Stephen by Pope Sylvester, and the lower band, which was presented nearly a century later to the Hungarian king Geza by the Greek emperor Drucas in gratitude for the chivalrous treatment given a captured town by the Hungarian knights. It is often referred to as "The Crown of the Double Cross," because of the large flat cross made by the intersecting crossbands and the smaller upright cross on top. During an invasion in the Middle Ages when the crown was hurriedly buried to preserve it from capture, this smaller cross was bent to the left and has never since been straightened. On another occasion, in order to smuggle it



through the enemy's lines, the Holy Crown was placed upside down in a baby carriage, with a spoon sticking out to make it look like a porridge bowl!

Pretenders to the throne of Hungary have often attempted to steal this sacred relic, for there is an old tradition that any man, even the most humble peasant, who could once place it on his head would be received by the Hungarian people as their lawful king. One arrogant Habsburg emperor refused to be crowned with the Crown of Hungary and as a result completely lost the respect of his Magyar subjects, who always contemptuously referred to him as "The King With a Hat." Today Hungary is a kingdom without a king, but the royal authority is fully represented by the crown itself. Kings may come and kings may go but the Holy Crown, locked in a steel casket and guarded night and day by armed sentries, is venerated by 8,000,000 patriotic Hungarians as an unchanging symbol of their country's mighty past.

### The Soviet Takes To the Air



Possibly the handsomest set of airmail stamps ever issued is this new series of seven large pictorials from Soviet Russia. They are beautifully printed in rotogravure and show seven of the up-to-date transport planes that are making the U.S.S.R. one of the most air conscious nations in the world. Readers may recall that the Russian trans-polar hop from Moscow to San Francisco last summer established a new world record for non-stop, long-distance flying—6,262 miles in 62 hours!

The 10k orange brown and black shows a fast pursuit plane racing two motorcycles along a speedway. A tri-



motored passenger plane flies over a stretch of country landscape on the 20k green and black, while some of the beautiful scenery along the shores of the Black Sea furnishes an attractive background to the 30k chocolate and black. On the 40k brown violet and black is an interesting view of an amphibian monoplane with landing gear retracted over a lake. A streamlined automobile appears as the background of the plane on the 50k dull purple and pale yellow, and the giant monoplane on the 80k indigo, bistre and cream is levelling off for a perfect three-point landing at Moscow Airport



with the statue of Lenin over at the right. Leningrad, with its historic monuments and impressive buildings, makes a fitting background for the 1k dark brown, sepia and cream, last stamp in this striking and unusual new airmail series.

### Salaries of Some Teachers Disgrace to the Province

(Midland Free Press)  
It is time the Department of Education did something about the salaries paid teachers in rural schools. In another column is a letter from a teacher who receives \$500 per annum, out of which she is expected to save enough money to take an extension course. Teaching children is the most important work done in a community and salaries should be good enough to attract men and women of fine character and high moral calibre into the profession. The people of Ontario are getting much better service than they deserve from a splendid body of teachers who are more intent on giving than on getting. We are almost ashamed to suggest that the minimum salary paid any rural school teacher should be at least \$800 per annum. We should like to see it \$1,000.

### Would Have the Dominion Look After All Relief

(Windsor Star)  
Inasmuch as unemployment relief is a national problem, it is perfectly reasonable to suggest, as Dr. Manion and others have done, that it be assumed as a national responsibility. While, in the long run, all taxation comes out of the pockets of the people, it is much easier, much simpler for the Federal Government to raise funds than for either the provinces or the municipalities to do so. The avenues of federal taxation are wider and more numerous. Accordingly, there will be very general support for Dr. Manion's attitude on relief expenditures, and if Mr. King declines to fall into line this matter may constitute an important issue in the next Federal election, to be held probably in 1939.

## Tried to Wreck Train Near Sioux Lookout

### Spikes Pulled Out. Man Runs Three Miles to Give Warning.

Winnipeg, Aug. 7.—Only the observation and attention of Peter Keivan and the fact that he ran three miles to give warning of the danger, prevented a serious rail accident on the Canadian National Railway near Sioux Lookout. Keivan noted that someone had deliberately drawn the spikes from the rails on the main line of the C.N.R. near Sioux Lookout. The nearest place he could reach to give warning of the danger was Pelican Siding some three miles distant. He made a good run and his arrival at Pelican Siding is credited with stopping the C.N.R. campers' special from rushing into disaster.

One hour and 40 minutes later the No. 1 westbound C.N.R. passenger train was scheduled to pass over the spot. Aboard was S. J. Hungerford, president of the Canadian National Railway.

Railway men here expressed amazement at the deliberate attempt which was made Friday night to derail and wreck the express. M. Ilchuk, section foreman at Pelican Siding, described the attempt as "ghastly."

"The spikes had been lifted and the rail shoved over about four inches," he said. "A large rock about the size of a man's fist was placed under the rail so that it would turn over with weight of the train."

Spreading through the darkness, the campers' special, running to Sioux Lookout from Winnipeg, escaped destruction by a hair's breadth. Only Keivan's presence of mind prevented disaster.

Walking along the tracks, he discovered the loosened rail on a dangerous curve. He started to run to Pelican Siding. Panting, he told Section Foreman Ilchuk what he had discovered. The two men, upon whose speed many lives depended, rushed to flag the campers' special to a stop.

Engineer Bob Cross inspected the tampered rail. New spikes were driven in immediately and, after some delay, the journey was resumed. A short time later, another eastbound passenger train passed over the spot.

Railway men who inspected the scene said that whoever had attempted to send the train plunging to destruction definitely had a knowledge of railways and knew what he was doing.

The majority of passengers on the campers' special leave the train at Minaki, Malachi, Farlane and other popular places between Sioux Lookout and Winnipeg.

## Language of Golf is Full of Traps

### Game Has a Phraseology All Its Own.

Golf has a terminology of its own which is as full of traps for the unwary and inexperienced as the links are full of hazards, says the London Globe. Here at the very start are two excellent examples. Although one may correctly use the word "links" with either single or plural attributes—"it is an easy links" is quite correct as "they are easy links"—the word itself is always plural. A year or two ago George R. Sims fell into this trap in discussing the possible introduction of Latin as a universal language. He pointed out in the Referee the difficulty there would be in rendering many modern terms into Latin and asked what, for instance, the Latin would be for a "golf link." One often hears a golf course described as "a very good link," but to the golfing ear it sounds almost as it would to talk about "fine sheeps."

"Hazard again is an interesting golf word of French origin, which means a difficulty of any description on the golf course. Thus the definition says "a hazard is any bunker, water, sand, path, etc., but a surprising number of English golfers, even of some experience, habitually treat the word as if it were synonymous with "bunker." It is quite common for us to receive descriptions of golf clubs stating that the "bunkers" consist of such things as roads, trees, walls, ditches or ponds. A bunker is a hazard, but a hazard is not necessarily a bunker.

"Bunker" is itself another very old golfing term, but when and why it came to be used for a sand hole or pit on the links is difficult to determine. It is however, not found in Mathison's poem, "The Golf," published in 1743. Mathison makes use of "gaping face" and "sandy face" to describe the same thing and as far as we have been able to discover "bunker" makes its earliest appearance in the literature of the game in the St. Andrew's Code of 1812. This would seem to fix its golfing birth about the beginning of the last century. The American golfers with characteristic independence call a bunker a "sand catch."

It probably will be news to many golfers the "niblick" is a comparatively recent addition to golfing terminology. The word itself is old enough and there are various forms of it in old Scottish, such as "knablick" and "kniblock," which means a knob or round block of wood or stone, and "nibble" which means a shepherd's crook; but the old golfers had no niblicks and when in trouble they used sand or track irons, which were merely heavily built specimens of the ordinary iron. The niblick

seems only to have been invented and christened about forty years ago.

The machie, of course, is quite a modern club, and its name is purely fanciful, although some have sought to find in it a connection with the Spanish "machete," a knife, a "machetero" being "one who clears away bushes," a thing that the machie wielder no doubt often has to do.

All golfers know what a stymie is, but the word is a great stumbling block to outsiders. There is a story of a man who was asked if he played golf and who replied, "No, I don't play. A year or two ago I was given three clubs—a putter, a driver and a stymie. I broke the putter and the driver so I gave up golf, but I think I have the stymie still."

When golf was becoming popular in England the poor reporters who were sent to describe golf matches were often sadly at sea, and their bold attempts to give an air of verisimilitude to a bald and unconventional narrative by the use of technical terms which they did not understand were often highly diverting. Thus one in describing the opening of some course of A. J. Balfour said that "at the close of the proceedings the right honourable gentleman was presented by the committee with a set of silver-mounted caddies."

The bag in which the golfer keeps his clubs is called a caddie bag because it is carried by the caddie, but the reporter naturally enough imagined that if it was called a caddie bag it must contain caddies. The late Sir Henry Campbell Bannerman got over the difficulty at the opening of a golf bazaar by describing the caddie bags as "quivers."

Another provincial correspondent of a London paper was responsible for the following—"Golf is now a popular amusement with all classes in our neighbourhood. Even the ladies have taken to the game, and many of them may daily be seen upon the Downs wielding their caddies as to the manner born."

The word "caddie" is simply the French "cadet," and was so spelled originally in Scotland. It is one of the many Scotch words taken from the French for any kind of light porter before it came to have its initial application to the golf club carrier. Other French words still used in Scotland are "grosgrain" for "groseller," a gooseberry bush; "ashet" for "assiette," a meat dish; "backet" for "banquet" a wooden box, and "Baillie"—still so spelled in Aberdeen—for "Bailli," a municipal magistrate.

## Options and Agreements Reported by Commission

The following options, agreements, etc., in regard to mining stocks are among those announced by the Ontario Securities Commission yesterday: Brouhan Porcupine Mines Limited—By an agreement, dated July 21st, 1938, M. L. Petry purchases 163,636 shares at 5½c. The company advises payment received. The agreement gives an option on a further 800,000 shares as follows—200,000 shares at 7½c; 600,000 shares at prices from 10c to 20c, to be taken down at the rate of 50,000 shares monthly commencing one month from date of agreement. Company incorporated, June 16th, 1936, (Ontario). Authorized capital, 2,500,000 shares at \$1 par. Issued, 1,485,000 shares.

Skyner Lake Gold Mines Limited—Advices by an agreement, dated August 8th, 1938, Thomas Forsyth agrees to purchase 20,000 shares at 5c, payable forthwith and is given an option on an additional 980,000 shares as follows—180,000 shares at 5c, payable by December 15th, 1938; 100,000 shares at 7½c, payable by February 15th, 1939; and an additional 700,000 shares at prices ranging from 10c to 35c, payments for which to be completed by February 15th, 1940. Company incorporated, March 4th, 1937, (Ontario). Authorized capital, 3,000,000 shares at \$1 par. Issued, 1,420,746 shares. Latest financial statement shows accounts payable, deferred, \$10,552,607, with addi-

## NOW YOU CAN BE SAFE FROM BLOWOUT ACCIDENTS



• Blowouts can happen to anyone... and sudden tire failure, even at normal driving speed, is dangerous... to you, and anybody near you on the highway. But you can be positively safe... on Goodyear Lifeguards... because Lifeguards remove the danger of blowout accident. Should a blowout occur... with Lifeguards on your car... you keep easy control... steering and braking stay normal... there is no skid, no swerve, no danger! With Lifeguards, you not only protect those you love, but you can get many extra miles of service from your tires with absolute safety. Out of the hundreds of thousands of Lifeguards in service today none has ever failed, in emergency, to prevent accident from blowout. Be wise... drive in today... have us make your car safe from blowout accident... you cannot buy better protection to save your life!



### HOW GOODYEAR LIFE GUARDS WORK:

Study these diagrams... the Lifeguard replaces the conventional tube. It is a 2-ply fabric reserve tire inside a heavy tube... both inflated by the same valve. If tube and casing fail, the Lifeguard retains air long enough to support the car until it can be brought to a safe, smooth stop.

Look for the Blue and Yellow Valve Stem

## MARSHALL-ECCLESTONE

TIMMINS LIMITED ONTARIO

1,694,005 shares.

Presdor Porcupine Gold Mines Limited—By an agreement, dated July 21st, 1938, M. L. Petry purchases 163,636 shares at 5½c. The company advises payment received. The agreement gives an option on a further 800,000 shares as follows—200,000 shares at 7½c; 600,000 shares at prices from 10c to 20c, to be taken down at the rate of 50,000 shares monthly commencing one month from date of agreement. Company incorporated, June 16th, 1936, (Ontario). Authorized capital, 2,500,000 shares at \$1 par. Issued, 1,485,000 shares.

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tional payments due on the properties of \$8,800, to be retired by the payment of 1-5th of the net returns received by the company for the sale of its treasury shares.

## New Liskeard Man Loses Barn in Violent Storm

New Liskeard, Aug. 16.—For the second time in successive years, W. C. Hastings, Kerns township farmer well-known in Temiskaming agricultural circles, has lost the big barn at his home on the Millcroft road, ten miles from town. Last year, the barn went up in smoke, and yesterday afternoon, during a sudden fierce but quickly past electrical storm, the building he had erected to replace it was blown down.

At the time, a team of horses and a threshing outfit was in the barn, but the animals were got out safely, it was stated here. The storm blew up suddenly just after dinner time, rain falling in torrents over the district for a brief spell, with thunder and lightning. Several hits by lightning were reported including the Wabi Iron Works here and another target in Halleybury, and power service was interrupted temporarily.

**AT THE**

# Timmins Theatres

MATINEE DAILY AT 2.30 p.m. EVENING 7.00 and 8.50 p.m.  
Special Matinee at Goldfields Theatre—Every Saturday at 11.15 a.m.  
ADMISSION—All Children 10c

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## Palace

MIDNIGHT SHOWS EVERY FRIDAY AND SUNDAY

LAST SHOWING TONIGHT  
Double Feature Programme  
Jane Withers in "45 FATHERS"  
With Thomas Beck, Louise Henry and The Hartmans. "LONDON BY NIGHT"  
With George Murphy, Rita Johnson and Virginia Field

FRIDAY, FRIDAY MIDNIGHT and SATURDAY, AUG. 19—20  
Danielle Darrieux and Douglas Fairbanks Jr. in "The Rage of Paris"

SUNDAY MIDNIGHT, MONDAY and TUESDAY, AUG. 21—22—23  
"Crime School"  
With the "Dead End" Kids, Gale Page and Humphrey Bogart.

WEDNES. & THURS., AUG. 24—25  
2 Ace Hits in One Programme—HIT NO. 1  
Victor McLaglen in "THE DEVIL'S PARTY"  
Co-starring William Gargan, Paul Kelly, Beatrice Roberts and Frank Jenks. HIT NO. 2  
"PARADISE FOR THREE"  
Starring Frank Morgan, Robert Young, Mary Astor, Edna May Oliver, Florence Rice, Reginald Owen and Herman Bing.

Notice—On double feature programmes coming to our theatres, we request our patrons to attend the theatre not later than 8.00 p.m. for the Second Show if they desire to see the full show.

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## Goldfields

MIDNIGHT SHOW Every Sunday at 12.01 (midnight)  
Special Matinee Every Saturday at 11.15 a.m.

TO-NIGHT & FRIDAY, AUG. 18—19  
Robert Young and Ann Sothern in "Dangerous Number"

SATURDAY, SUNDAY MIDNIGHT and MONDAY, AUG. 20—21—22  
Bill Boyd in "Cassidy of Bar 20"

TUES. & WEDNES., AUG. 23—24  
Double Feature Programme  
Lyle Talbot and Polly Rowles in "Westbound Limited"  
also  
Stuart Erwin and Florence Rice in "Women Are Trouble"

THURS. & FRIDAY, AUG. 25—26  
Alice Brady, Guy Kibbe and Betty Furness in "Mama Steps Out"