

The Porcupine Advance

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A COLOURFUL BOOK

There is a colourful book on the desk today! And can you imagine what it is? No less than the Voters' List, 1938, for the Town of Timmins! Seldom are Voters' Lists or Government Reports searched for local colour. But that is because people take too many things for granted. Nathaniel Hawthorne found romance in the dusty documents of a customs office. Sidney Roe is doing the same at the National Revenue office at Ottawa. Why shouldn't there be colour in a municipal voters' list, especially in a colourful town like Timmins that has combed the wide world for its population?

There is colour enough in the 1938 Voters' List. Browns seem to be the prevailing shades, but Blacks are also popular, with Whites well in the running. Sub-division No. 1 has a Dye and if anything is colourful Dye surely is. There doesn't appear to be a Red in the list, but Ruddy appears more than once, which is better. The absence of Pink also will not be a particular grievance these days.

There are several Brunettes, but the Blondes appear to be missed this time.

While there doesn't appear to be a single Blue, there is more than one Sky without the Blue.

There are lots of Greens, without a Paddy Green. But to offset this there is a Paddy Cherry.

The book is brightened by more than one Scarlett. And Gory suggests colour enough.

Among the less striking colours may be found, Dunn, Rusk, Russett.

And the Roses give colour to many a page.

There isn't a Canary, but perhaps Kinnari is close enough.

There are many Greys and Grays.

And Salmon gives colour to one sub-division. One name on the list is Fong Light, and if a Chinese Light doesn't give colour, what will?

Naturally in this camp Gold will be found and Golden, the world's most sought-after colour.

There is more than mere colour to this Voters' List, however. At the front of the book—a book of 180 pages—there is a very useful map of the town of Timmins. This map will be of assistance to the voter in knowing in what sub-division he will vote. It is not often a town gives its voters this form of help, and the innovation is one deserving of a word of commendation.

If anyone is tempted to go through the list to see if any of the colourful names listed above are not actually in the list, or some colourful names that are in the list have been omitted from this review, all The Advance has to say is that the voter could be much better employed. For instance, he could take part of the time to searching the list to see if his name is there. This would avoid colourful language around election time, when the voter finds he has trouble in voting because his name has been omitted from the list.

Now is the time to consult the colourful list to see that your name is there whether it is a colourful cognomen or just a name.

THE NEW CANADIANS

In the last issue of The Advance special reference was made to the colourful Hungarian Vintage Festival, a European event repeated here by local Hungarians. During the progress of this Festival in the Oddfellows' hall, one of the Hungarians mentioned the fact that there were a large number of Czechoslovaks present and that the Czechoslovaks and the Hungarians were warm friends in Canada and would remain so no matter what might happen in Europe. "Why shouldn't we be friends in Canada?" he asked. Pointing to some young ladies, "watchers of the grapes," in their national costumes, he said: "That one is a Hungarian, the next one is a Czechoslovak, and the next two are Hungarians." "But," he added, "they are all Canadians." Despite the national costumes it would have taken a more gifted eye than the ordinary to see them as other than Canadian. The gentleman explained that this young generation were proud of the land of their fathers, interested in its romance, its art, its music, its culture and its quaint customs and folklore, but they wanted nothing of old-world enmities and prejudices. They wish to be Canadians—British. They love the friendship, the opportunity, the freedom of this land, he said.

Canadians would be interested in the charming costumes of the Old Land, in the music, the interesting customs, the unusual but appealing usages. These New Canadian are eager to give, as well as to receive. They would gladly contribute of their art, their music, their interesting Old World methods and manners. Canadians would be delighted with these gifts. The problem seems to be for both the Old and the New Canadians (for need of better words to describe them) to get together and cement the friendships that are undoubtedly in the making. On Monday The Ad-

vance suggested that the gathering of the Timmins Hungarian Society this week had a lesson for Europe. Has it not also a lesson for Canada, for Timmins? At the Festival, Hungarians, Czechoslovaks and other nationalities enjoyed a happy evening together as friends. They recognize that racial lines are long out-moded. More than one present pointed out the fallacy of the Hitler division into Aryan and non-Aryan. Intermarriage has made the claim of the purity of any race no more than vicious nonsense. The fact that science has annihilated distance in this world makes the racial divisions the less practical. Division should be more along the lines of community of interests and ideals. Freedom to worship unmolested, freedom of speech, freedom of thought, and the greatest possible measure of freedom of opportunity—security to live without persecution or the stifling of humanity under too much regimentation—these are ideals that appeal to the hearts of these New Canadians, as to the hearts of the Older Canadians. One sturdy young man expressed much on Sunday night when he said:—"If there is war in Europe they will have to force me to fight. But if Canada needs defence, she will only need to call."

One suggestion made Sunday night was that some service club or patriotic society of Older Canadians might sponsor an event to welcome new Canadians to their new flag and country. There was special point to the suggestion in view of the fact that only a short time ago a comparatively large number of former Hungarian and Czechoslovakian nationals became naturalized citizens of Canada. There are obvious difficulties in the way of plans like this, but it does seem that something might be done to show the New Canadians that the Older Canadians are ready to esteem them as they evidently esteem the people of this land.

NATIONAL REGISTRATION

Premier Chamberlain has given a pledge that there will be no "peace-time conscription" in Great Britain. Canadians will remember the pledges made in this country to the effect that there would be no conscription here during the last war. Perhaps, the pledges of the British premier may be no more possible of fulfilment than the ones that were broken in Canada. In this matter of conscription, there are two things worth remembering. The first is that peaceful countries have no choice in the matter of war and peace. The militaristic nations are the ones that decide that issue. The second thought is that when war comes in modern way no part of the people are free from its effects. No longer has the joke any real point that was told about the farmer visiting Haileybury during the last war. He did not know that a war was in progress nor had he heard anything about it. When the matter was eventually explained to him and he was informed that France, Britain, Italy and other nations were lined up in war against Germany, Austria and their allies, his comment was:—"Well, they have a fine day for it." There are no fine days anymore for any war, and there are no people in any land visited by the war fiend who do not know in sorrow and suffering and death that war is at their door. If some for any reason escape their duty of defence, it means that so much greater burden falls on other shoulders. In Canada during the last war, it was soon found that some went to the battle front to risk their lives, while others stayed at home to reap rich harvest of gain. This brought demand for conscription, so that the burden might be the more evenly distributed and that each might do the most and the best for Canada. A measure of conscription of wealth and business and industry was demanded as well as conscription of men. It was found that organization was needed for any measure of efficiency. There was a general feeling that this organization would have been of much greater value and effect had it come earlier. In case of another war there will be a speedy demand for such organization at the very outset.

Canadians and other Britishers have a rooted dislike to conscription, registration and other similar procedure. They savour too much of regimentation. But the facts have to be faced. Necessity has little regard for prejudices. Recent addresses by Sir John Simon and other members of the British Cabinet suggest that a plan of national registration is likely to be put into effect at an early date in Britain. This national registration, while it is simply a listing of the people with the purpose of learning in what ways the service of each man may be best utilized on short notice, is usually considered as the forerunner of conscription. It indicates that Britain realizes that the people may be called upon at any time to defend their country, and that it is necessary to have a tabulated review of the resources for defence. It is the part of wisdom to have such information. It means much in the way of strength and speed in mobilizing the resources of the country should the worst arrive. Peace-time work of this kind speeds and simplifies conscription in war time. Indeed, it might have effect in delaying or avoiding war.

It might not be a bad idea for Canada to have some such registration plan. It would be worth much, even if it went no further than to make it easy to mobilize industry for war purposes. In modern warfare the enemy does not allow much time for preliminaries. He is ready, when he calls the tune. It seems to be generally agreed that in case of war Canada's part will be more in line of supplying materials and supplies than in contri-

Value of Air Service to Northern Areas

Safety as Well as Efficiency Indicated by Record.

While the war was in progress and scores of men from the North were joining the Air Force for service as pilots and mechanics, The Advance more than once referred to the possibilities there would be in the air service for the North when peace came. The immense distances in this country seemed to make air service the ideal method of transportation. Indeed, in some cases air service appeared to be the only practical method of transportation for material parts of the North. When the war was over, emphasis was again given to the possibilities of commercial air service in this North. No one, however, could foresee the very important part that aeroplanes would actually take in the development of the distant areas of the North. Even those who were most enthusiastic about air service failed to realize the extent to which the aeroplane would benefit the North. This is not to say that the air service has reached its peak. As a matter of fact the value of the air service to the North in recent years makes the fact plain that this modern method of transportation is only at the beginning of its real usefulness.

In the last issue of The Rouyn-Noranda Press there is an interesting editorial on the value of the air service to Northwestern Quebec. Suggestion is also made of the coming extension of this service. One point in the editorial is worthy of very special consideration. After suggestion of the value of the air service in taking men, supplies, machinery to the mining areas, reference is made to the comparative safety of this form of transportation. "Far fewer people have died as the result of air accidents, either in commercial or private aeroplanes, in the whole of Northwestern Quebec than have died in traffic accident in these two towns, Rouyn and Noranda," says The Rouyn-Noranda Press. This is equivalent to saying that the air service is comparatively safe as well as speedy. This is due to the carefulness—the real courage—shown by the men of the air in the North. It is not too much to say that the airmen take a chance on their lives in practically every trip they make. But they take no unnecessary chances. They avoid carelessness or recklessness. They give thought all the time to safety. They think of the other fellow. The record shows it.

Here is the editorial from The Rouyn-Noranda Press last week:—

"The announcement from Dominion Skyways this week that the company is seriously considering buying a twin engine aircraft, larger, speedier, safer than anything that has previously flown in Northwestern Quebec or Northern Ontario on regular schedule may be taken by people of this district and by Canadians generally that the new parts of this nation are becoming air minded just as rapidly as our great neighbour cross the international border.

"For many years, people of Rouyn-Noranda have been watching commercial aircraft come and go regularly, taking men and supplies swiftly and safely to their destinations, be they five hundred miles off in the unexplored bush. There have been few accidents; far fewer people have died as the result of air accidents, either in commercial or private aeroplanes, in the whole of Northwestern Quebec than have died in traffic accidents in these two towns. The gabagoo of insecurity in the air has almost entirely disappeared, where northerners are concerned.

"Their acceptance of a new mode of transportation has been shown chiefly in the fact that two companies have found it possible to operate services, one from Rouyn to Val d'Or and the other from Rouyn to Montreal regularly and profitably, at extraordinarily low rates. There is no other centre in Canada, of anywhere near the population, served by roads and railways, in which two such services are regularly maintained. There are, so far as can be learned here, just one or two other twin engine ships (such as Skyways may purchase) in the service of privately-owned lines in Canada. Trans Canada

has lots of them, but then Trans Canada is not out to fill a service that can be given to-day at a profit but rather to provide for the future. Such runs as Rouyn-Val d'Or and Rouyn-Montreal are not in any plans of Trans Canada. They must stand on their own feet, meeting a definite public requirement.

"In their efforts to meet those requirements, both Dominion Skyways and General Airways, the two companies that make regular passenger runs from Rouyn, are to be commended. They have pioneered and are still pioneering, not only for these towns but for all of Canada."

Canada Should Back Britain to the Limit

About the Matter of Building Aircraft.

(From Globe and Mail)

Viscount Swinton's resignation as Secretary for Air last May was tacit admission that all was not well with Britain's air defence program. If yesterday's despatch to The Globe and Mail is a factual summary of conditions—Captain Liddell Hart is not to be ignored—it tells all one needs to know of the recent crisis. If that report is a fair reflection of what two years of concentrated production and billions of dollars have been able to do the position of the democracies in the new era of force is not pleasant to contemplate.

It is not the business of those of us on the outside to attempt to prejudge the evidence and assess the responsibility. The British public has a way of finding out what it feels it should know, and Parliament is poor shelter for the bunglers. What can be assumed—the admissions of War Minister Hore-Belisha and the Air Office are substantial basis—is that methods employed are not working out. The "shadow" plan inaugurated by Sir Thomas Inskip has been continuously under criticism. He will be able to defend it or he will not.

The public, in the meantime, will do a little surveying of its own. The absence of advice by such free givers as Lord Cecil, Lord Strabolgi, Herbert Morrison, Clement Attlee, to mention but a few of the great pacifist policymakers, will be sufficient reminder of who sold Britain out. Their efforts as peace organizers, on the American plan of moral suasion, are surpassed only by the ferocity of their Fascist-baiting.

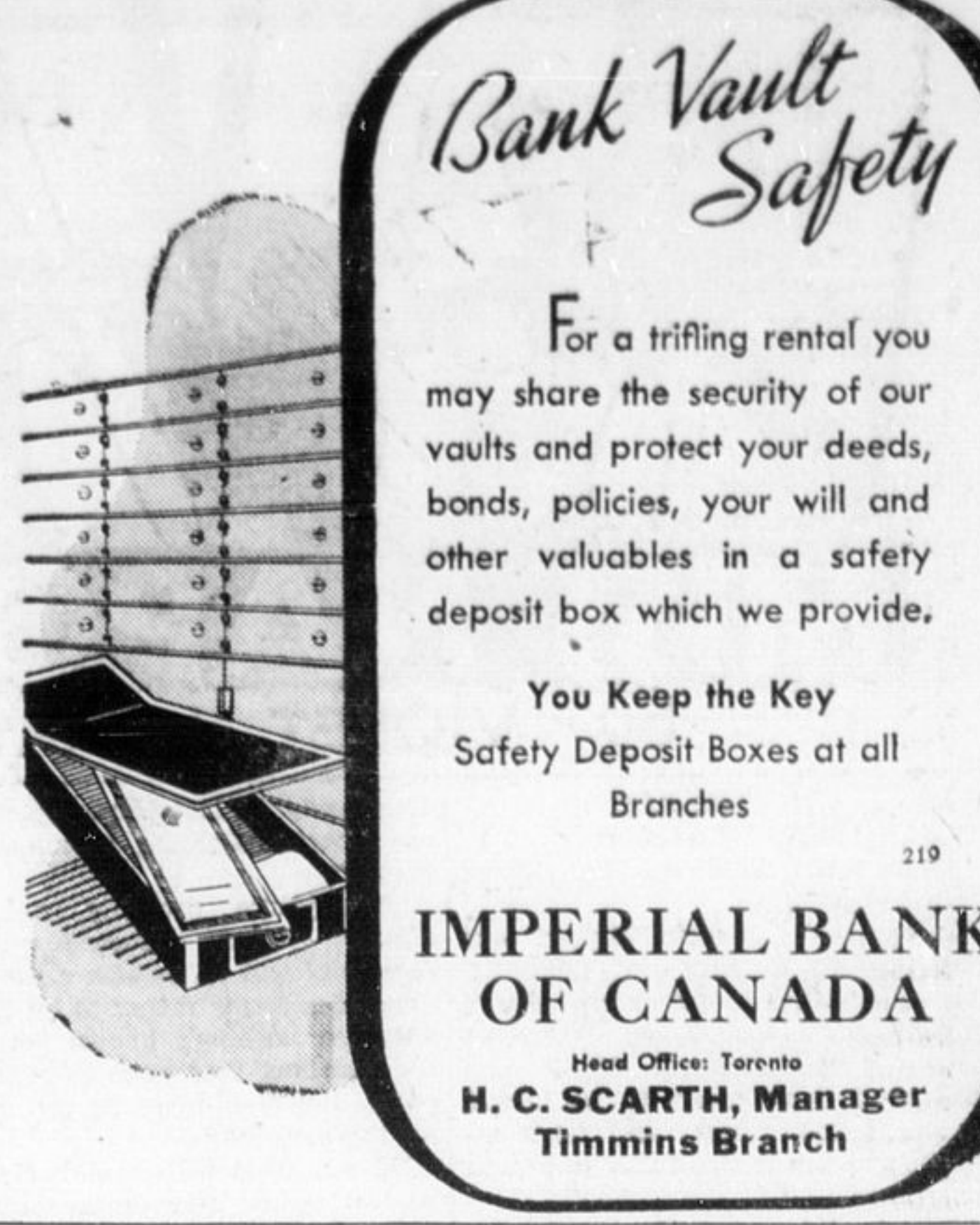
It is worth pondering their influence in British labor circles in connection with Prime Minister Chamberlain's appeal for co-operation in increasing production after the Austrian crisis last spring. He didn't get it. Instead, the Opposition began sabotaging the Government's recruiting and volunteer air-raid programs.

These are factors which will not enter into the survey Sir John Simon has promised. They won't exonerate any one of blundering. But they put the finger on weaknesses which must be overcome if any program, short of industrial mobilization, is to do the work that must be done. They are also strikingly similar to the arguments and tactics which, until recent weeks, have been the excuse for our own unpreparedness.

If the British situation, be it better or worse than the evidence suggests, demonstrates anything, it is that the Dominions cannot go on hiding behind Britain's skirts. It demonstrates, too, how badly she needs help and how difficult it is to organize industry for munitions production. Surveys, graphs and theories won't do. If we need further proof we need only look at the United States, where one of the greatest air-craft industries in the world, now at the height of production, is admittedly unequal to military demands.

Ottawa does not have to be told this. Ottawa did a tall bit of waiting for the ten transport machines purchased for the Trans-Canada Air Lines, and ordered months before the rush really began. It is still waiting for 42 Air Force planes ordered about 19 months ago, and at last reports expects to be kept waiting on those ordered to this year.

There is little or no mass production



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about aircraft. A type of plan requires about five years from the drafting board to regular production. Refinements and changes in design cause long interruptions. Engines, once developed, can speedily be assembled. Tires, wheels, and such accessories can be built on the assembly line. But the plane itself is hand-built to the last rivet, and each stage of construction subject to close inspection. And every pane must be tested, re-tested, and tested again.

It is important that these things be understood. They eliminate a lot of political clap-trap which has been screening inaction. So far as preparedness goes, programs for recruiting industry and estimates of potential production are twaddle. In spite of all that has been said about no commitments, Canada has definite obligations to Britain. They demand that we give her every possible assistance now. And that can be done without skimping our own defences any longer.

Another Concert by the Finnish Y. P. S.

Illustrated Lecture to be the Feature of Event To-Night.

Encouraged by the great success of their first concert and lantern lecture, the Young People's Society of the Timmins Finnish United Church are giving another lantern lecture on Thursday, Oct. 20th, at 8 p.m. The subject of the lecture is "Darby of Bella Bella," and the slides are beautifully coloured pictures from British Columbia. The musical part of the programme will be limited to only a few instrumental selections by the Y.P.S. orchestra of the Finnish United Church under leadership of Miss Elma Nykanen, and a few vocal selections. Admission is free and everybody will be made welcome.

The Y.P.S. is planning to repeat their first concert and lantern lecture, given in Timmins Oct. 17th, also in South Porcupine in the near future.

Toronto Star: About the only fixed line on the map these days is the equator, and that's an imaginary one.

GOING THE LIMIT

"Boy," said Bigfoot Sampson, "did you ever walk five miles to git some chicken meat, and when you got to de hencoop you fine de white folks is planted a bear trap, a spring gun, an' a bitin' dawg?"

"No, suh," replied the other. "Ah nevaah has nuthin' lak dat happen to me. But Ahse had a heap wuss things happen."

"Whut?" demanded Bigfoot.

"Onct in de ahmy Ah done talked back to a Fust Sarjint."



'Never tired now'

"I could hardly wait until quitting time, I felt so tired. Then when I got home all I could do was look through the paper and go to bed. My wife thought it may be eyestrain that was sapping my energy so I went to Mr. Curtis for an examination. He fitted me with glasses to wear at work and for reading. Now I feel full of pep all the time. It's amazing what wearing proper fitting glasses a few hours a day will do"

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butions of men. Just what would Canada do in the way of making implements of war? Does anybody know? Measures like national registration make such things plain.

GRAVEL AND SAND—AND PLACER

The city of North Bay has forwarded a formal invitation to Their Majesties the King and Queen to visit the Gateway City on their tour of the Dominion next year. It would appear that Timmins might do well to issue a similar invitation to Their Majesties: If the King and Queen come as far as the Gateway, they should certainly be invited the rest of the way. A visit to Canada that missed the most important part of Canada would not be fair to Their Majesties.

"Ottawa Girl is Wedded to Toronto Man," says the caption to a picture in an Ottawa paper. What's the idea? Trying to prove that Ottawa girls have good looks, but bad luck?

Reports from Paris this week assert that Chancellor Hitler has demanded delivery to him of at least 10,000 Germans who have failed to subscribe to the Nazi doctrines but instead have taken refuge in the part of Czechoslovakia that still remains out of German control. No one is likely to

be in doubt as to what will happen to these 10,000 Germans should the Fuehrer have his will in this matter. Results so far have shown that a German peace takes a fearful toll of human life and happiness.

A new Canadian 13-cent postage stamp is soon to be issued, according to word from Ottawa. If there is any single thing that Canada really needs for life, liberty and the pursuit of happiness, it is surely a 13-cent postage stamp. And it should be issued on a Friday the 13th, and passed out to people walking under ladders.

An Ottawa youngster forced a button up its nose and had to be taken to hospital for treatment. Then the child sneezed and dislodged the button, making the operation unnecessary. As any crib player knows a button in the nose is not to be sneezed at.

A breathless man told a police sergeant in New York this week that a woman had just been bitten by a dead lion. Investigation showed that a woman cook in a New York house had slipped on a highly-polished floor and entangled her foot in a tiger-skin rug in such a way that one of the tiger teeth cut the lady's foot. All of which is keeping close to the truth—for Manhattan.

Hit by Speeder, Cochrane Man's Back is Fractured

Cochrane, Oct. 19—Geo. J. Wregglesworth, T. & N. O. railroadman, was the victim of an unusual accident last week and was hurried to a Toronto hospital for treatment in the hopes of saving his life. He was struck down by a speeder on the T. & N. O. line about 28 miles north of Cochrane. Riding on a T. & N. O. speeder he stepped off it as it slowed down and came in front of a Forestry Branch speeder which was following closely behind. Rushed to the Lady Minto hospital at Cochrane it was found that his spine was fractured and there was also a possibility of a skull fracture. Everything possible was done for the unfortunate man, but it was considered that his condition was so serious that emergency treatment not practical at Cochrane was needed. Accordingly, he was placed on the Northland and rushed to Toronto for hospital treatment there.

SOMETHING "TO BOOT"

Jim—I got a real kick out of kissing Jean last night.
Harry—More than usual? How?
Jim—Her father caught me.

Sudbury Star: Well, there's nothing like a navy second to none for arguing with a guy who has never heard that the meek shall inherit the earth.