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McLaughlin-Buick Stylish and Effective

Many Striking Improvements and Advances in 1939 Models.

Longer and lower in appearance, and with rarer lines, the 1939 McLaughlin-Buick strikes a new note in automotive styling. Strikingly original grille treatment sets the mode for the entire body design, while mechanical advances include McLaughlin-Buick's new steering column gear control, safety ignition switch, rear direction signal and "fatigue-free" accelerator.

Externally, a striking styling has been achieved without sacrificing simplicity. An important contribution to the generally racy effect is lent by "cat-walk cooling," a European racing car development by which grilles are set in attractive contour in the "cat-walk" section of the front end. This lowers the entire cooling intakes surface, makes for better visibility from the driver's seat, and promotes cooling efficiency.

A stainless steel trim strip follows the "V" of the radiator shell over the hood and to the cowl, and narrow stainless steel molding surrounds the new, larger headlamps.

The 1938 line consists of four eight-cylinder chassis models; The Series 44 Service 46 Century, with a wheelbase of 128 inches; the Series 48 Roadmaster, on a 133-inch wheelbase, and the Series 49 Limited, with a wheelbase of 140 inches.

Officially announced today, the 1939 McLaughlin-Buick is in full production at the General Motors plants at Oshawa and Regina, and will soon be on display in all dealers' showrooms.

All models now have as standard equipment McLaughlin-Buick's new steering column gearshift, designated as the "Handi-shift." Mounted on the steering post, just below the wheel, it clears the floor of obstruction. Further devices for the driver's comfort and convenience include a new instrument panel slightly convex in shape, with unusually legible instrument dials, "pop out" cigar lighter and under-cowl emergency brake. The electric direction indicator on the rear of the car, operated from the gear shift handle,

indicates when the driver is going to make a turn. Also introduced is a new vacuum controlled starting motor switch, which enables the throttle pedal to be used as a starter.

Previous clutch types are claimed to be surpassed by the new crown spring clutch for the 1939 Series 44.

All models are afforded greater visibility from the driver's seat, and in the Series 44 and 46 the glass areas have been substantially boosted. Front suspension geometry has been improved in the Series 44 and 46 to provide steadier but lighter steering. The essential design and characteristics of McLaughlin-Buick's rear axle and rear springing are retained but improved.

With a view to noise suppression, a complete re-study has been made of the cars. A larger amount of rubber and special rubberized compounds are used at strategic points to furnish an effective barrier against both the generation and the transfer of avoidable sound. In addition, engine mountings on all series have been entirely redesigned to eliminate metal-to-metal contact.

Extensive body refinements include the following: Entrance space of rear door is 1 1/2 inches higher; front doors are wider; rear doors are wider; front seats are two inches wider; rear seats are one inch wider; head room in both seats and rear leg room substantially increased. Interior innovations include: Arm rests on all models; new trimmings style in all upholstery; shirred pockets on all rear doors of Series 48 and 49; entirely new inside hardware; new ruby-coloured plastic for all knobs, and an inside lock for the front ventilator windows.

Many details of design have been improved in the valve-in-head straight 8 engines. The Series 44 has a power plant developing 107 horsepower. The Series 46, 48 and 49 are powered by an engine of 141 horsepower. The major motor advances are on all models, and include a new fuel conditioner and carburetor; improved choke, air-cleaner and manifold; "life-long sealed" water-pump bearings, and new engine mountings.

The 1939 McLaughlin-Buick is offered in the following body models: Series 44—four passenger sport coupe with opera seats; four passenger convertible coupe with opera seats; five passenger sedan with trunk; five passenger coach sport coupe with opera seats; five passenger sedan with trunk; five passenger convertible phaeton. Series 48—six passenger sedan with trunk. Series 49—eight passenger sedan with trunk; eight passenger Imperial sedan with trunk.

Death of Miner by Gas Found to be Accident

Decision Made by Coroner's Jury in Case of Matthew Butkovich, Who Died by Carbon Monoxide Poisoning October 17. Recommendation Made Regarding Stopping.

Deliberating for more than an hour, a coroner's jury, presided over by Chief Coroner E. R. Tucker in Schumacher last Friday, returned a verdict of accidental death with no blame attached to anyone in the case of Matthew Butkovich, who died of carbon monoxide poisoning at Coniaurum Mines on the night of October 17. A rider was added to the verdict recommending that in all stopping operations in future in all mines, two entrances be made to all stops, either from the level above or below or one from each. By this method of mining a complete circuit of ventilation is established, reducing greatly the danger of accumulation of deadly gas fumes.

The examination of witnesses was conducted by Crown Attorney S. A. Caldwell, others present in an official capacity being D. G. Sinclair, Chief Inspector of Mines for the Province of Ontario, W. O. Langdon, representing the Coniaurum Mines, Hugh Anderson, a representative of the local Mines' Union and E. B. Weir, local Mines Inspector.

Frank Rendulic, mining partner of the victim, told the inquiry in sudden tones of the circumstances leading up to the death of his friend. When Rendulic arrived at the stope on the 1250-foot level where they were working, he shut off the air and a few minutes later the two men climbed into the manway to start their shift. Reaching the top of the manway, which was 87 feet above the level, Rendulic warned his partner that gas was present and thought that they had better come down again. Butkovich said that he would take the water hose and wash down the muck, Rendulic going down the ladders to turn on the air again.

In the meantime Butkovich had cut a small hole and climbed through the lagging in the top of the manway into the stope, which was filled with carbon monoxide. When Rendulic returned to see his partner, he couldn't get his feet through the narrow opening but owing to the narrowness of the hole and the heavy gas concentration, was barely able to get out himself with out being overcome. Almost completely knocked out from the gas, Rendulic summoned other miners on the same level and two men went up in the stope to attempt to get Butkovich out. A third man ran to the station at the shaft and raised the alarm from there. The two men who went into the stope were forced back on account of gas, which was coming through the hole that Butkovich had cut in the lagging.

From drawings of the fatal stope which were produced as exhibits, it would appear that the rock from a square-up above the lagging at the top of the manway, had fallen over the timber to such an extent that the compressed air which normally would have driven the gas out, failed to circulate through the stope.

As soon as word of the accident was sent to surface, a call was despatched to the Mines Rescue Station and Superintendent Austin Neame rushed to the scene. In the meantime other miners sport coupe with opera seats; five passenger sedan with trunk; five passenger convertible phaeton. Series 48—six passenger sedan with trunk. Series 49—eight passenger sedan with trunk; eight passenger Imperial sedan with trunk.

J. E. Ashton, in charge of the survey department at the mine, testified that previously no difficulty had been experienced with ventilation in that part of the mine.

Dr. H. S. Dawson, mine physician, gave the cause of death as carbon monoxide poisoning. About 10:30 p.m. on the night of the fatality, he had climbed to the top of the manway and reaching through the small opening, had given Butkovich a hypodermic injection. He also treated seven or eight of the miners who had attempted a rescue before the arrival of gas masks.

McIntyre Death Accidental An inquiry was also held into the death of Fred Kobyluck, who was killed in a rock fall at McIntyre Mines on the morning of October 5th. The jury returned a verdict of accidental death, attaching no blame to anyone.

The same jury acted in both inquests, the members being as follows—M. McGuire, L. Hanna, J. Harris, G. Webber, J. O'Leary, C. Grant, H. Miller, L. Wilson, foreman.

From various parts of the mine, tried unsuccessfully to get the body of Butkovich out of the fatal stope.

Fred Jones, shift boss, testified that he got the air turned on and placed the hose through the hole in the manway near the body of the unconscious miner. He was unable to get him through the small opening and was considerably affected by gas.

W. F. Byron, first aid man at the mine, told the inquiry that it was eleven o'clock, an hour and a half after the accident, that the body of Butkovich was brought out by a party of shaftmen, equipped with masks from the mines rescue station. The rescuers had to chop a large hole through the manway before completing the task.

In reply to a question by the coroner Austin Neame, superintendent of the Mines Rescue Station, testified that if the mine had been equipped with gas masks, men who had unsuccessfully attempted the rescue, would not have been overcome. "There was no delay in the attempt to get him out and I can't say to much about the courage of the men," he remarked in answering another question.

Mr. Neame stated that he had never recommended the purchase of gas masks at Coniaurum but had done so at Paymaster, where he had been informed that considerable difficulty was being experienced with gas. He strongly recommended later that all mines should be equipped with gas masks.

Questioned by Mr. Langdon, he was certain that had Butkovich followed the advice of his partner to turn on the air and wait until the stope cleared, the accident would not have happened.

A. Dundas, another shift boss, under whose supervision the death stope was being mined, stated that it was an understood rule that under similar conditions, men were to open a hole in the top of the manway, insert the air line and wait at least half an hour before entering the stope. If the top of the manway hadn't been covered with muck, the gas would have been driven out by the compressed air line which had been attached to the bulkhead immediately under the top of the manway, he declared.

Robert E. Dye, assistant manager of Dome Mines, was called as an expert witness and told the inquest that committees from the eight major mining camps in the province are collaborating for a revision of the Mining Act at the next session of the Legislature, which will include a number of regulations designed to promote safety.

The committee here, Mr. Dye related, have given careful consideration to the recommendation from a recent inquest that tests be made for gas in all working places before men go in. Such procedure the committee have concluded is impractical. He stressed the point that all miners are aware of the fact that carbon monoxide is generated with every blast and should take the proper precautions. Replying to a question from the coroner, Mr. Dye said that the local committee working on the proposed revision of the Mining Act will recommend that entering of any working place where smoke has not been blown will be classed as an offence.

Mr. Sinclair, the chief of mines inspector for the Province, said that his department is giving close consideration to the question of the gas danger in mines. He remarked however that it is beyond his understanding why men will walk into a section of the mine where they know in advance that gas is prevalent.

J. E. Ashton, in charge of the survey department at the mine, testified that previously no difficulty had been experienced with ventilation in that part of the mine.

Dr. H. S. Dawson, mine physician, gave the cause of death as carbon monoxide poisoning. About 10:30 p.m. on the night of the fatality, he had climbed to the top of the manway and reaching through the small opening, had given Butkovich a hypodermic injection. He also treated seven or eight of the miners who had attempted a rescue before the arrival of gas masks.

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Invention of Agent to Make Fabrics Stainproof

Although "Cellophane" is thirty years old this month, it was only last year that J. E. Brandenberger, the inventor of the process for making it, saw his original goal achieved. Spilling some wine on the table cloth of a Paris restaurant started the Swiss chemist searching for some form of protection that would make tablecloths and other textile products stain-proof. His experiments, which resulted in the discovery of a method for making cellulose film, solved many problems, but not the one of rendering textiles stain-proof. The inventor's dream of a world of stainproof tablecloths and dresses was made possible last year, however, with the discovery in England of a finishing agent that renders durably stain-proof and water-repellant.

Schumacher Choir Member Honoured

Other Items of Interest from Schumacher.

Schumacher, October 30th. Special to The Advance.

After the choir practice on Wednesday night, Trinity United Church Choir held a social evening in the church hall. During the evening the president of the choir, Mrs. George Shippam, on behalf of the members, presented Mr. Frank Crook with a modernistic clock, and wished him and Mrs. Crook much happiness. Mr. and Mrs. Crook have just recently returned from their honeymoon and have taken up residence on Third avenue.

The many friends of Mrs. Harold Wilson were sorry to hear that she died in the Royal Victoria hospital, Montreal, on Friday morning, Oct. 28th.

Mr. and Mrs. Nelson McCartney have taken up residence in South Porcupine this week. During their visit here they were the guests of Dr. and Mrs. Weston, Fourth avenue.

Mr. Ed Reekin, of Warton, Mr. Biff Simons, of Detroit, and Mr. Chas. Gilbert, of Purple Valley, were visitors over the week-end at the home of Mr. and Mrs. Charlie Jucksch, First avenue.

The McIntyre P. C. Ladies' Auxiliary held a whist drive at the home of Mrs. James Bennett, Lincoln Ave., Timmins. Whist was played and the prize winners were: 1st, Mrs. J. Stritar; 2nd, Mrs. E. Duxfield; 3rd, Mrs. A. Bannerman. After the cards, Mrs. Bennett served a nice lunch.

The A. D. S. Club met at the home of Mrs. F. Sherbin, Third avenue. Whist was played and the prize winners were: 1st, Ms. John Scullion; 2nd, Mrs. R. Keiller; 3rd, Mrs. P. Hunter. After the cards Mrs. Sherbin served a pleasing lunch.

The Schumacher Fire Dept. held their regular monthly meeting on Friday, October 28th. Mr. Frank Clark was installed as a new member. He will reside at the fire hall.

Miss K. Ryan has accepted a position in the office of the Feldman Timber Company.

Mrs. S. Urquhart, First avenue, entertained a number of her friends on Wednesday afternoon.

ANNUAL TEA AND BAKE SALE AUSPICES I.O.D.E. NOV. 16

The annual tea and bake sale under the auspices of the Timmins Golden Chapter I.O.D.E. will be held at the home of Mrs. D. Ostrosser, 15 Hemlock St., on November, Nov. 16th from 3 to 6 p.m.

Mr. D. Eames, Dome Extension, Honored

Other South Porcupine and Dome News.

South Porcupine, Oct. 30.—(Special to The Advance)—Mr. Don Eames, of Domes Extension, who will be leaving soon to take up his new duties as office manager at the Paymar Mine, was the centre of a happy gathering at his home on Saturday evening. Fellow-workers in the Dome office, with other friends surprised him by calling in a body, and presenting him with a lovely gift in the shape of a soda-siphon and a Ronson cigarette lighter. Mr. Eames was taken quite by surprise and expressed his deep appreciation of the gift and the good wishes and kind thoughts accompanying it. Mr. Eames, who has been at the Dome Mines office for fourteen years, has been most popular with his co-workers and has made hosts of friends in camp. All are delighted to think that, though he will be in residence at the Paymar Mine most of the time during the winter when travelling may be difficult, his home will be still in South Porcupine, as Mrs. Eames and Joyce will be occupying a house on Cecil avenue.

Messrs Jack Costello, Bert Longworth (Dome), and J. Lett, of Golden City, attended the shooting match at Matheson, at Ben Sutherland's on Saturday. There were around 200 people looking on at the snipers and about 50 cars lined up at the farm. Champion shooters of our town representatives was Mr. Lett, of Golden City, who brought 4 turkeys home with him. Mr. Longworth brought 3 and Mr. Costello 2. Congratulations!

Mrs. Frank Smith, who has been in hospital for over a week, was well enough to return home today.

Miss Pearl Eaker, who has been the guest of Mrs. T. Farrell for some time, returned to her home in Shawville on Saturday.

The whist drive sponsored by the Porcupine Branch of the Canadian Legion and held in the Community hall of the Dome Mines on Saturday night, was fairly well attended. The ladies of Dome Extension provided the lunch which was excellent. Mr. R. C. Mitchell acted as Master of Ceremonies. The ladies and executive wish to thank Mrs. Sky for donating first prize for gentlemen and for being helpful with other prizes given. The winner of a luncheon set—first prize for ladies—was Mrs. J. Brown, of South Porcupine. Second prize (bath mat) went to Mrs. Jos. Whyte (Dome Ex.). Third prize—set of lace cloths—went to Mrs. Ed. Richardson (Dome). Prizes for men to 1. Mrs. Libby (set of brushes); 2. Mr. Hugh Richmond (shirt); and 3. Mr. Gordon Countryman (socks). On Sunday Mr. Thos. Wilson President of this branch of the Legion attended a meeting of the Cemetery Board, and went out to the Tisdale cemetery, there selecting the site for thirty-six graves for the Legion. Later on this year the Legion hopes to erect a flag-pole at the cemetery.

J. T. Jackson, Esquire

BARRISTER-AT-LAW

wishes to announce that

James Ross MacBrien, Esq.

BARRISTER-AT-LAW

and Member of The New Brunswick and Ontario Bars has joined him in the

Practice of Law and that

the firm of

JACKSON and MacBRIEN

will conduct the Practice of Law

at

Two-and-a-Half Third Ave.

Timmins, Ontario

To-day's Stocks

Stock	Price
McVittie Graham	11
Naybob	50
Noranda	79
Nipissing	1.65
O'Brien	2.95
Omega	55
Pamour	4.00
Paymaster	56
Pick's Crow	5.15
Fioneer	2.51
Preston East Dome	1.47
Premier	2.25
Read Authier	3.60
Reno	30
San Antonio	1.20
Sheritt Gordon	1.50
St. Anthony	18
Sullivan Con.	97
Sudbury Basin	2.75
Stadacona	52
Sylvania	3.20
Siscoe	1.70
Teck Hughes	4.65
Toburn	2.00
Ventures	5.55
Waite-Amulet	8.30
Wright-Hargreaves	7.75

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NOTICE

MUNICIPAL ELECTIONS TOWN OF TIMMINS ONTARIO Nomination Meeting

Notice is hereby given that the meeting of the electors for nomination of Candidates for Mayor, Councillors, and Public School Trustees, for the Town of Timmins for the year 1939, shall be held in the Council Rooms, Timmins on Friday November 25th, 1938, at the following hours:

FOR MAYOR 10 a.m. to 11 a.m.

FOR COUNCILLORS 12 noon to 1 p.m.

For Public School Trustees . . . 12 noon to 1 p.m.

And if a Poll is required it shall be held on Monday, December 5th, 1938, at the following places:

CENTRAL PUBLIC SCHOOL

Polling Sub-Divisions 1, 3, 4, 7, 8, 9, 11, 12, 13, 14, 15, 16.

MONETA PUBLIC SCHOOL

Polling Sub-Divisions 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28.

MATTAGAMI PUBLIC SCHOOL

Polling Sub-Divisions 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46.

HOLY FAMILY SEPARATE SCHOOL

Polling Sub-Divisions 2, 5, 6, 10, 29, 30, 31, 32, 33, 34.

H. E. MONTGOMERY, Clerk.