

# Harold Klempner in Serious Condition After Subway Crash

### Delnite Master Mechanic's Automobile Crashes Headlong in Centre Pillar of Railroad Subway Near Station. Victim Receives Fractured Skull, Broken Leg and Bad Cuts.

Harold Klempner was seriously injured early on Tuesday morning when his automobile crashed headlong into the centre pillar of the subway bridge on the Hollinger flats just at the outskirts of Timmins. He is in the hospital in a serious condition. His injuries include a broken leg, a broken hand, a fractured skull and numerous cuts and bruises.

Mr. Klempner was driving towards Timmins about half an hour after midnight on Monday. What happened to cause the accident is not definitely known but skid marks were found for two car lengths back of the pillar. It is believed that the automobile swerved on the ice and that the driver was unable to straighten it out.

First to the scene of the accident was F. A. Gordon of 9 Elm Street South. He saw the car crumpled in front of the post and hurried over. He was assisted by a bus driver who happened along. Between them they extricated Mr. Klempner from the tangled wreckage and took him to the hospital. Dr. M. J. Kelly was called.

The car was smashed beyond repair. The motor was driven back under the front seat and the clutch broken completely off. The steering shaft was driven back into the rear seat.

A medical examination disclosed the extent of Mr. Klempner's injuries. He was very badly broken up. Dr. Kelly and Dr. Stahl worked over the unconscious man for a long time before they finished dressing his wounds and setting his broken bones.

Mr. Klempner was master mechanic at the Delnite Mine.

### London Weekly Advises Making This 'Canada's Year'

(Canada's Weekly (London)) So in 1939 more people from the Mother Country would be well advised to visit Canada either for business or pleasure—or, if possible, for a combination of both. They certainly could not do better than follow the example of our King and Queen. Furthermore, the Royal visit may well prove to be an incentive to pay far more heed to Canadian investment prospects than has been the case for the past two decades.

As it is, a tendency is already evident on the part of discriminating British investors to turn towards Canada, away from the dangers and uncertainties of investment in other parts of the globe. Things being as they are, in Canada and elsewhere, one can quite readily understand their hesitation to send good money after bad to lands which were formerly in favour with investors, such as South America and China.

Whether we think of present evidences of her wealth, of the almost illimitable possibilities of development of her resources, or of her natural beauties, we have indeed every reason to look forward to 1939 as "Canada's year."

### Action Taken to Save Wild Cattle in Northumberland

Statements have appeared in the English papers to the effect that the widely known historic herd of wild white cattle at Chillingham, Northumberland, near to the border of Scotland, is in danger of destruction. To the numerous Americans with connections in the north of England, and particularly Northumberland and Tyne-side, this will be sad news, writes George Julian, in the New York Sun. It appears, however, that a serious effort is being made to avert that calamity. A committee has been formed composed of some leading English people, amongst whom are Sir Charles Trevelyan, Viscountess Runciman, Colonel Cecil G. Graves of Faldoen and Colonel G. F. T. Leather of Middleton Hall, Belford, Northumberland.

The proposed Chillingham Wild Cattle Association must have a minimum membership of 300 at a subscription of the equivalent of \$5.25 per annum in order to maintain the herd, and preferably the membership should be 400 to 500. Members on tour in England will be able to see the cattle, park and castle free of charge; they are on the route of visitors by automobile or rail going to or returning from Scotland to English ports.

For over 700 years, and at their own expense, the Earls of Tankerville of Chillingham Castle have preserved and maintained the herd of those great white wild cattle. The portion of the park in which they roam has an area of over 1,000 acres; they are still of entirely pure breed and are the last of the type in the country. Zoologists from almost every country in the world have studied them. Owing to heavy succession duties and increasing taxation, the present Earl of Tankerville is unable to maintain the herd; when he succeeded to the Earldom in 1931 an arrangement was come to with the London Zoological Society under which it took a seven-year lease of Chillingham Park and maintained the herd under the trusteeship of Viscount Grey of Faldoen; that lease has now expired and so has arisen the present effort to maintain the herd.

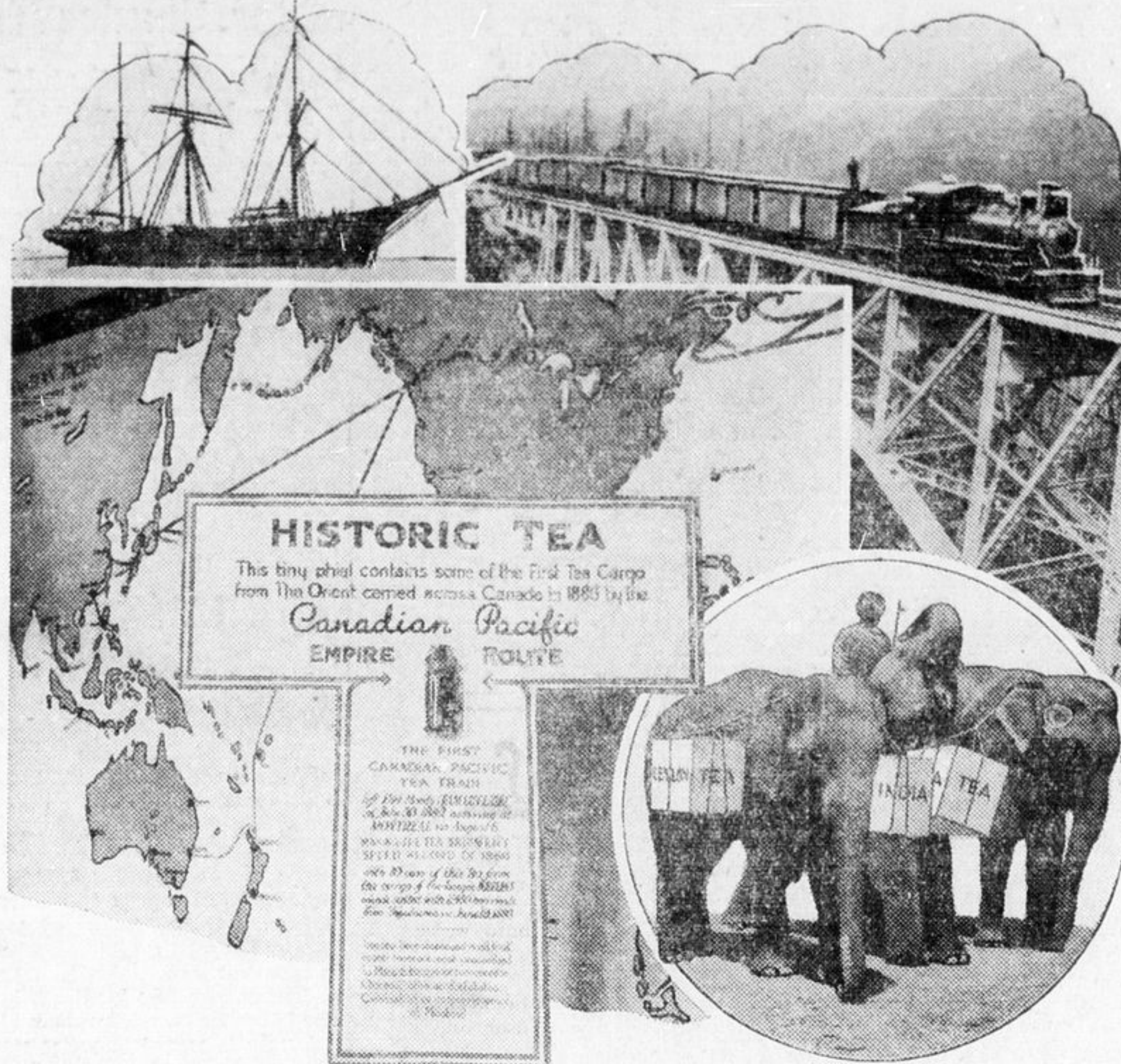
From the park and castle there is a very beautiful view of the Cheviot Hills over the historic valley of Glendale. The association proposes to permit the general public to visit the herd and park at a small charge.

### Social Event in Honour of Mrs. A. Morin, of Rouyn

About twenty-five of her friends gathered on Sunday to honour Mrs. A. Morin, at a pleasant social afternoon and evening at the apartment of her daughter, Miss J. Morin, of 184 Pine street south. Mrs. Morin spent the past few weeks visiting friends and relatives in Timmins and district, and left on Monday for Rouyn. A happy time was had by all who were present, and a dainty lunch was served by the hostess.

Windsor Daily Star: General Franco is master of Spain today. The old regime has folded up. It is as dead as Hail Selassie's government in Ethiopia. What possible purpose could be served, then, in withholding recognition of an accomplished fact?

## Tea in Canadian Pacific History



Half an ounce of tea, carried across the Dominion 53 years ago as part of the first transcontinental freight shipment by the newly-completed Canadian Pacific Railway, made history in London, England, recently. In a small phial, the tea was displayed in the Canadian Pacific office in Trafalgar Square, as part of the 100th anniversary celebration of Empire Tea. Just enough to provide "tea for two," the sample was traced to the shipment that inaugurated the "All Red Route". Photos show: (top left) the barque, "W. B. Flint", whose entire cargo of tea formed the first west-to-east freight train in 1886; (top right) an early Canadian Pacific freight train crossing Sur-

### Coniaurum Milled 188,975 Tons in 1938

#### Annual Report Issued for the Past Year.

The annual report of Coniaurum Mines Limited has been sent to shareholders, together with notice of the annual meeting to be held in private dining room No. 8 of the Royal York hotel, Toronto, on Friday, March 31st, at 11 a.m.

Coniaurum Mines, Limited, for the year ended 1938 has net profit of \$254,697, equal to 9.20 per share, making the best year on record. It compares with net of \$7,999 in 1937. In the past year the issued capital was increased by 39,296 shares to 2,776,743, the increase being due to completion of purchase of 50.01 per cent. interest in Ridgely Mining Co., Ltd., whose properties adjoin on the east.

Compared to the net profit, the company distributed three dividends, totaling 15 cents, or \$411,321, which required drawing on surplus for \$152,602. T. Lindsley, president, reports on adjustments made in the company balance sheet, and the deferred development account has disappeared entirely. The Department of National Revenue has taken exception to the figure at which the fixed assets of the predecessor company were set up on the books, and maintained the write-offs for depreciation and deferred development books thereon, were excessive. The books therefore have been made to reflect this position, and after allowing for the dividend requirements, the deficit account which showed at \$281,598 at the end of 1937, has been reduced to \$152,602. Net working capital at the year end is increased by \$49,464 to \$654,045.

Net return from production was \$1,654,332, grade averaging 88.75 per ton on 188,975 tons milled. Production was \$1,462,212 in 1937 and \$1,390,261 in 1936. Income as interest and dividends was \$14,442. Operating and administrative costs of \$1,128,892, equalled \$5.97 per ton. After providing \$36,190 for taxes, operating profit was \$503,692, compared with \$312,039 in 1937 and \$292,876 in 1936.

Other deductions included \$91,494 as balance of deferred development and \$187,321 depreciation. Included as further income was \$26,482 on sale of securities and \$3,247 in disposing of fixed assets.

John Redington, mine manager, computed broken ore reserves at 138,688 tons at 5.4 pennyweight (9.45 gross per ton), compared with 151,885 tons (\$8.75) at end of 1937.

Greatest emphasis is placed by the manager on work from the Goldale wing. This work has pretty well delimited vertically at least, the favorable zone which showed maximum action on the 4,000-foot level. The bottom of this zone is known to be somewhat below the 4,250 level, and occurrences are completely cut off by the easterly plunging porphyry. There are still possibilities to the west in No. 21 region. Between the 4,000 and 3,000 foot levels there are many good shoots of ore, and undoubtedly more will be found. Another favorable zone is indicated by drilling 600 feet westerly on the 5,000 foot level, and drifting is in progress. Other work is being done on upper horizons, including the West Goldale claim. During the past year new porphyry masses previously unknown, have been found well to the north of the Pearl Lake and Coniaurum masses, and another shear zone, roughly parallel and north of the main shear, in which some 90 per cent. of the ore has been found, has been supported by work in the McIntyre mine. A long crosscut northwesterly from the Bishop shaft on the 3,500 level is in

progress, being a speculative chance. Current assets include \$319,618 cash; \$144,148 bullion; marketable securities at cost \$304,994; receivable accounts \$10,078; supplies \$103,094; and shares in other companies at cost \$221,500. Current liabilities total \$114,784.

### Statement Issued on the Canada Temperance Act

Toronto, March 15th, 1939

In view of the announcement in the Speech from the Throne of the intention of the Ontario Government, The Ontario Temperance Federation has issued the following statement:

About the year 1914 the areas above mentioned having extended the application of municipal local option as far as was practicable under the three-fifths handicap, sought to protect themselves by adopting with substantial majorities county local option as provided under the Canada Temperance Act.

It has been the practice of all Ontario governments from 1887 down to 1934 to enforce the Canada Temperance Act where it obtained for offences of selling, and the provincial liquor Act for other liquor offences committed within the area concerned. Under this procedure, the Canada Temperance Act was found to be a workable and reasonably satisfactory and effective county local option law. The present Ontario government has departed from the practice of its predecessors. It has ignored and violated the law. It has sought to destroy its operation by action before the Supreme Court of Ontario, the Supreme Court of Canada and the Privy Council, and in each case it has failed.

It has now been announced in the Speech from the Throne in the current session of the Legislature that a bill will be introduced to petition the Dominion Parliament to repeal the Canada Temperance Act in so far as it applies to Ontario. If the aim of the government were simply to bring about unity of authority it could easily make provision in the Liquor Control Act for county local option on the same basis as that afforded by the Canada Temperance Act.

In a letter under date of February 21, 1935, calling hotel-keepers to a conference, Mr. Geo. H. O'Neil, honorary president of their Association refers to the action of The Federation in seeking to bring certain questions regarding the Canada Temperance Act before the Supreme Court of Canada. He states: "Votes can be taken throughout the province in counties, which includes towns and villages, and in cities under the Canada Temperance Act whereby a majority would make such county or city dry. The brewers and this Association are endeavouring to have this (submission) postponed if possible. . . . If the temperance people are successful this is going to make it a very serious situation for the hotels throughout the province."

It is evident that the liquor trade fear and hope to destroy the Canada Temperance Act. The government of Ontario in seeking to destroy county local option is implementing the wishes of the liquor interests. It is also endeavouring to deprive the people of Ontario of their democratic rights and to coerce the citizens of Huron, Perth, Peel, and Manitoulin into accepting in their midst the widespread sale of liquor against which they have sought protection, and further to prevent the extension of the Canada Temperance Act to other areas in Ontario.

Citizens who are interested in preserving a county local option law in Ontario would do well to communicate with their local member urging opposition to the petition.

A. J. IRWIN, General Secretary, The Ontario Temperance Federation.

### To-day's Stocks

Listed	
Afton	3 1/2
Aldermac	40
Ashley	8 1/2
Augite	55
Base Metals	22
Beattie	1.30
Bidgood	23
Bobjo	13 1/2
Bralorne	11.25
Brouhan Porcupine	44
Buffalo Ankerite	12.50
Canadian Malartic	87
Castle Tretoway	95
Central Patricia	2.55
Central Porcupine	9 1/2
Coniagas	2.00
Coniaurum	1.45
Dome	33.25
Eldorado	1.79
Falconbridge	5.70
Gillies Lake	3 1/2
Glenora	7
Goldale	21
Hardrock	1.44
Hollinger	14.75
Howey	29
Hudson Bay	32.75
International Nickel	51.25
Kerr Addison	1.87
Kirkland Lake	1.59
Leitch	74
Lake Shore	43.75
Little Long Lac	3.35
McLeod Cockshutt	2.40
Macassa	5.20
McIntyre	68.50
McKenzie Red Lake	1.20
McWatters	55
Mining Corporation	1.62
Moneta	1.17
Naybob	30
Nipissing	1.79
O'Brien	2.65
Palmer	3.75
Paymaster	47
Pickaxe Crow	5.30
Pioneer	2.60
Preston East Dome	1.51
Premier	2.16
San Antonio	1.57
Sherritt Gordon	1.17
St. Anthony	13 1/2
Sullivan Consolidated	90
Sudbury Basin	2.55
Sylvania	3.25
Siseco	1.20
St. Hughes	4.55
Waite Amulet	7.20
Wright Hargreaves	8.80

### Dust Control Cost \$75,643 at Hollinger

#### Paper at Mining Institute at Quebec by P. J. Dunlop.

Quebec, Que., March 15th—Special to The Advance

Measures taken by Hollinger Consolidated Gold Mines, Limited, in the control of dust in its milling plant, and the results obtained were described on Tuesday by P. J. Dunlop, the company's ventilation engineer, to members of the Canadian Institute of Mining and Metallurgy in attendance at their annual meeting in Quebec. Intended chiefly as a means of safeguarding the health of the workmen, control of the dust has resulted also in lowering the overall operating cost of the plant. It is effected by the threefold means of enclosing the source of the dust, general ventilation and vacuum cleaning of floors, ledges, and machinery.

So unsatisfactory had conditions become, Mr. Dunlop stated, that it was decided in 1934 to make a thorough study of the whole problem of dust control. Following the consideration of different methods, it was decided to use low velocity cyclone-dust collectors; to return the collected dust to the ore stream, to discharge the dusty air into a high stack; and not to heat the incoming air.

All machines that produced a great deal of dust were closed in as tightly as was possible without interfering with the proper operation and maintenance of the enclosed equipment. These measures proved successful in eliminating most of the dust nuisance, but there were still a number of operations which together caused a condition that had to be remedied, the chief offenders being the conveyor belts. Closing in all such sources of dust was out of the question, and accordingly four ventilating fans were installed in the roof of the roll plant, and another in the crusher plant wall. To overcome air pollution caused by sweeping, an experimental vacuum cleaning unit is installed in a fixed position, with permanent piping from which there are outlets on each floor of the plant for flexible hose and tools.

The cost of the dust control equipment was \$59,143, while the cost of the experimental work, including the extra expense to the design of plant totalled \$16,500.

### Special Matinee for the Children at the Goldfields

Next Wednesday and Thursday, March 21st and 22nd, there is a double feature programme at the Goldfields theatre, with one of the pictures, "Tom Sawyer, Detective." This will make special appeal to the youngsters, and as usual the Goldfields has remembered the children. There is a special children's matinee on Wednesday, March 21st at 4:45 p.m., with a merely nominal charge, so that all the boys and girls may have the chance to see "Tom Sawyer, Detective." There will be few of them who will not wish to see this picture. "Tom Sawyer, Detective," has such stars as Donald O'Connor, June Travis, Robert Kent and others in the cast. While "Tom Sawyer, Detective" will be the chief attraction, perhaps there is also the picture, "Flight Into Nowhere," with Jack Holt and Jacqueline Wells in the leading parts. A musical novelty will also be a feature of the programme.

North Bay Nugget: There's something ridiculous about Nazi Germany electing a champion jester who, naturally, will be in competition with Herr Hitler.

### New York Puts Ban on Cars Painted "Fire-Wagon" Red

In an attempt to rid New York's streets of all private vehicles which might be confused with Fire Department or Fire Patrol apparatus, Fire Commissioner John J. McElligott has announced that all vehicles painted "Fire Department red" must be changed to another colour within the next three months. Penalty for failure to comply will be a fine of \$100 and a 30-day jail term.

The ban also applies to vehicles of such design that they might be mistaken for fire equipment. The only exceptions are emergency trucks of public service corporations and of companies doing construction work under franchise.

Commissioner McElligott estimated that at least 10,000 concerns operated vehicles which looked like fire apparatus. The estimate was based on a census taken by firemen of red-colored vehicles passing the doors of their respective stations.

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