

# TEN YEARS AGO IN TIMMINS

From data in the Porcupine Advance Files

The second annual Hallowe'en event under the auspices of the Timmins Kiwanis Club was held on the cyanide ten years ago and literally attracted thousands. For hours the crowds of youngsters and grown-ups flocked along the cyanide, all enjoying the evening. A large number of youngsters were in costume, there being prizes offered for the best make-ups in this line. A special centre of interest was the immense bonfire on the cyanide. This bonfire, which was made by the building of a square of railroad ties with the central space filled with old boxes and all sorts of waste material, the whole soaked with oil and gasoline, lit up the whole neighbourhood. The reflection of this immense fire could be seen all over the district. More than one man hurried down town from the hill in the belief that the glare he saw must be some big building in flames. It was only a real Hallowe'en bonfire, however. A couple of town firemen were on hand from the time it was lit, to see that by no possible chance should it be anything but a bonfire.

The feature proved most amusing and all were so interested and amused by the yarns told that no one was able afterwards to tell which was the prize-winner. "Laughed too much to judge the stories," was the common excuse. In any event the story-telling contest created a great amount of fun.

Among the local items in the Advance ten years ago were: "Mr. C. B. Alton, of Iroquois Falls, left on Sunday for Toronto, where he has accepted a position." "Miss A. Monck has taken a position with the Ingersoll-Rand Co. at Kirkland Lake." "Born—in Timmins on Wednesday, Nov. 6th, 1929, to Mr. and Mrs. Gordon Ross—a daughter." "Messrs. Geo. Reid and F. Leale, of Kirkland Lake, visited Timmins friends last week." "Misses Dorothy and Roma Porter returned last week from an extended visit to relatives at Vancouver, B.C." "Mrs. Alexander returned last week from an extended visit to friends and relatives in the south." "Mr. G. S. Lowe left on Sunday for Toronto to be present at the funeral of his brother-in-law, who died last week in New York."

## Former Soldier's Graphic Description of "Shelling"

But Men Can Get Used to Anything, he Says.

W. J. Gorman, who writes that always-interesting column, "Grab Samples," for The Northern Miner, in a recent issue gives a graphic description from experience and memory of what it feels like to be "shelled" in war. He served in the last war and so knows his subject, and he certainly knows how to write about anything that interests him. Here is his description:—

**Shelling**

The question most often and insistently asked of old soldiers by civilians is: "What was shelling like?" It is a hard question to answer. One way of replying is to say that the troops were never satisfied until they had heard or experienced shellfire and then they were never content until they could get some place where there was none. The writer distinctly recalls his own initial curiosity in the matter and the promptness and completeness with which it was satisfied.

The first reaction to shelling is a feeling of incredulity. It seems impossible to the new soldier that men should allow such a thing. A hurtling, screaming, invisible mass of metal arriving by air and then bursting with an incredible noise, smoke and eruption is a shock to the uninitiated which he never completely forgets. The first impression left with the recruit is that someone is driving an invisible locomotive over him at high speed and then wrecking it on his wishbone.

Shelling creates the feeling in the raw infantryman that he is utterly helpless. He is astonished at the nonchalance of the oldtimer who calmly takes the whole thing in his stride. Actually what has happened is that the experienced soldier has been listening consciously or unconsciously to the arrival of missile and has gauged its flight with great accuracy. If he figures that it is to be a close one he will move with plenty of promptitude. But if he has it doped out as a rather distant hit he pays no more attention.

To those who have not experienced shellfire it seems incredible that the experienced soldier can tell where a shell is going to land. But it becomes second nature in a short time. It was not uncommon to see the front line men turn and climb up on the parapets to note where the explosions took place. It was a grim gratification to them to see the rear lines getting a dose of hot metal. In trench warfare shelling was not particularly dangerous, on account of the manner in which the trenches were built with traverses and bays. The infantry could and did move about so that the shelling of a particular sector usually was fruitless after the first few missiles had arrived; there was nobody there to get hurt. It was annoying, of course, because the parapet had to be rebuilt and new duckboards installed but apart from that there was little harm done.

Open warfare or a general attack was something else again. Shells in the open were usually pretty bad medicine, particularly so if the targets were visible to the opposing artillery. Yet, in spite of the fire, the fury and the noise that shelling made—part of the effect was psychological—the most casualties were suffered from machine gun and rifle fire. When a machine was sweeping the field it was far more devastating than a barrage of gunfire. The whispering, crackling bullets that sped low over the ground could not be dodged and when they hit they had the blow of a heavy hammer, knocking the soldier flat.

There were many kinds of shells. The ordinary field gun projectile was not much respected or feared. It arrived with telegraphed well in advance by its whistle; the speed of the shell was not as great as that of sound. But naval gun shells were something else again. The boys called them, for some mysterious reason, "rubber heels"; they arrived before the sound and they caught many a man napping with their terrific speed and their flat trajectory. They were really not very effective except for breaking down walls or

## 1940 CHEVROLET FEATURES



Striking new body styling, new all-silent transmission, exclusive, improved steering-column gear shift as standard equipment and unexcelled "ride," are among the many outstanding features of the Chevrolet 85 and the Special DeLuxe Series announced by General Motors Products of Canada for 1940. Upper right shows that attractive new steering wheel. A Special DeLuxe sedan is illustrated (centre) and the lower left shows the finger-tip control steering-column gear shift. The famous Chevrolet valve-in-head engine (lower right) has been improved for smoother, quieter operation and longer life.

buildings and they could not hit a trench except accidentally but they did not act true to form.

The trench mortar shell was another bad egg but it had characteristics which made it fairly easy to dodge. It was projected at a steep angle high into the air, where it came almost to a point of rest at the top of its trajectory, then turned and plunged almost straight down. It could be seen as it turned and the troops had time to get out from under. It was a demolition bomb and certainly tore up the trenches beautifully. The boys called it the "Flying Pig" because of its resemblance in the air to that animal.

The large calibre shell was another unwelcome customer but was seldom heard in the front lines. It could be heard coming from afar, high in the air and rumbling along like a thousand kids hollering down a thousand rail barrels. When it landed it really blew things about, leaving a huge crater. It was known as the "coal box" and when such shells were arriving there was the hint of heavy pressure on the front. The enemy used this shell to destroy roads, railway lines and bridges, as well as supply dumps.

The Germans did not use much shrapnel, the type of shell that bursts in the air and sprays bullets downwards in a con pattern like a watering can. The British, on the other hand, used a lot of this kind for some reason or other which was not clear to the infantry on our side. The troops did not consider them to be very effective.

In the winter time when the ground froze hard the Germans used a small calibre shell which they fired from a misty position in a flat trajectory in forward position. This was a thoroughly detestable missile which the men called "minnies." It had the regrettable habit of ricocheting around, bouncing two or three times at crazy angles. A fanfare of these on rock-hard terrain kept the troops on the dodge. There was no calculating where they would wind up and when they did explode they were damaging.

It has been the experience of many of the front line troops to come under the direct fire of enemy batteries, shooting over open sights on open ground. In the last months of the war the Germans flooded an area east of Arras, withdrawing their infantry and leaving field gun batteries and machine guns to hold the line. They were unapproachable on account of the deep water. It was weird to watch British infantry marching in single file along the banks of the river, with the Germans sniping at them with their 16-pounders. You could hear the artillery officer giving the commands, could see the flash of the guns and duck before the shells arrived. It must have been irritating for the enemy because they never seemed to be able to hit anyone. At another place a sniping battery cover a rise in the ground so accurately that if a man stood up he would be hit but if he crawled he was safe as houses because the shells just skipped over his back. This business of travelling under a curtain of fire was a little nerve racking, however.

The fear of shelling was more demoralizing than the actual damage done. Yet men got used to it. Nothing truer was ever said than that man can adjust himself to anything, no matter how painful.

## Notable Advance in New Chevrolets in Engineering and Style

Luxuries of the High-priced Cars to be Found in 1940 Models.

Longer, lower and roomier than ever, the 1940 Chevrolet comes before the public with a long list of advances in consolidate Chevrolet's dominant position in the low-price field.

Luxuries from the costly-car class are combined in both Master and Special DeLuxe Series, with all of the year's major automotive innovations. Headliner: the new features are complete restyling inside and out, all-silent transmission, alligator-jaw hood, smoother and more balanced "ride" improved safety glass, improved steering-column gear-control with vacuum power shift, and the revolutionary Sealed Beam headlights.

Incorporating these and other improvements with the time-tried Chevrolet dependability and economy, the new models of both Series are today officially announced by General Motors of Canada, and simultaneously make their public debut in dealers' showrooms across the Dominion.

The racy new Chevrolet body styling, from gleaming new grille to twin tail lamps, expresses fleetness and low-slung beauty. Longer, wider and more massive fenders blend into a Unisteel body whose turret top is less deeply crowned than heretofore, and whose door pillars slope inward gracefully. Nor is the impression of lowness and compactness purely illusory, for roadability has been actually improved in all models without sacrificing road clearance.

**Longer Wheelbase**

Contributing to this increased stability and smoothness at all speeds are the lengthening of the wheelbase to 113 inches throughout the line, the balancing more closely of front and rear suspensions, and the introduction of tension-type rear shackles which make the springs conform automatically to the load and road condition. Again in 1940, the Special DeLuxe offers knee action, while the Master features the noted pullman ride so successfully introduced by Chevrolet in 1939.

Completely silent gear-operation is achieved in all speeds, including low and reverse, by means of the 1940 all-silent synchro-mesh transmission. The steering column gear-shift, improved and simplified, now is standard equipment on all models. Once again, this gear-control with vacuum power shift is offered exclusively by Chevrolet in the low-price field. It reduces muscular effort in gear-changing to a minimum. Servicing is greatly simplified by the introduction of the latest type alligator-jaw hood which opens from the front, and is secured by two catches—one which is operated from the instrument panel, and the other at the front of the car which can be operated only when the first catch has been released by the driver. When opened, this style of hood gives greatly increased access-

sibility to the engine compartment.

**Intakes on One Side**

Further facilitating the servicing of the car is the locating on the right side of the engine block of oil intake, radiator opening and battery—the latter being of new design, and mounted this year for the first time under the hood. Also at the right side of the car is the gasoline tank filler-neck at the rear.

The Chevrolet six-cylinder valve-in-head engine has been re-located 1 9-16 inches farther ahead on the frame, on a five-point cushion-balanced mounting. Other changes, for quieter and more trouble-free operation, have been made in the valve mechanism and tappet design. Oil pump capacity also has been increased. Smoother clutch engagement is insured by means of click-spring steel cushions between the clutch disc facings.

**Safety Features**

Safety features on the new cars include the Sealed Beam headlights which are expected to revolutionize night driving, and in which the lamp reflector and lens form one integral unit plugging into the headlamp frame; a new safety plate glass made plastic middle layer; a red light on the new instrument panel which flashes a warning at speeds of 50 miles an hour and upward; and "shock-proof steering" on all models.

Roominess and comfort is increased in all models. The front seat is three inches wider, with 2 1/2 inches more headroom. The rear seat is one inch wider and half an inch higher from the floor with 1 7-16 inches more headroom. Upholstery options are taupe cloth and taupe checked cloth and taupe cauda fabric in the Special DeLuxe. Additional luxuries are sunshades, twin windshield wipers, dual horns, dual tail and stop lamps, separate rear license lamp and dome light.

The 1940 Chevrolet is offered in the following body models: Master Series—two passenger business coupe, four-passenger coupe, sport sedan with trunk, town sedan, and cabriolet.

### Influence

The actress's small son was sent to Sunday School and returned an hour later with his collection money intact. Mother asked him why he had not put the pennies in the plate. "Well, you see," explained the child, "I met the parson outside the door and he put me in free."

## Man Saved Three Children Loses His Barns While Away

Fire Wipes Out Buildings on Farm of Sam Junk.

Cochrane, Nov. 8.—Sam Junk, district farmer who saved the lives of three children when he battered in the door of a burning car, pulling the youngsters from the flaming trap, reported to police here on the week-end that fire had destroyed his farm buildings during his short absence in Cochrane.

Junk was recently discharged from hospital and had returned to his farm home early last week. He returned to Cochrane Wednesday or Thursday to pick up supplies, and on going back to his farm, found the buildings in ashes. Everything, he told police was in order when he left to make his trip to town. An investigation is under way.

Bravery and presence of mind of Junk the night of the crash on the highway south of here which claimed the lives of Elmer Mahaffey and Linton Lebaron when the car in which they were riding with three Mahaffey children crashed into a truck, went unnoticed until several days after the accident.

It was known at the time that someone had smashed into jammed doors of the burning auto and dragged three badly burned kiddies to safety. (The

children are still under treatment in the hospital.)

But it wasn't until three days later that police found the identity of the man who had rescued the children and then disappeared into the night. Junk came to Cochrane relief office for treatment to an injured foot, and it was then determined that he had kicked in the car doors to make the rescue, smashing the bones in his right foot and sustaining severe facial and leg burns.

Toronto Telegram—It's mighty hard for a man to beat his way on a train of thought.

Wise Men Will Tell You

'WHITE OWLS ARE BETTER'



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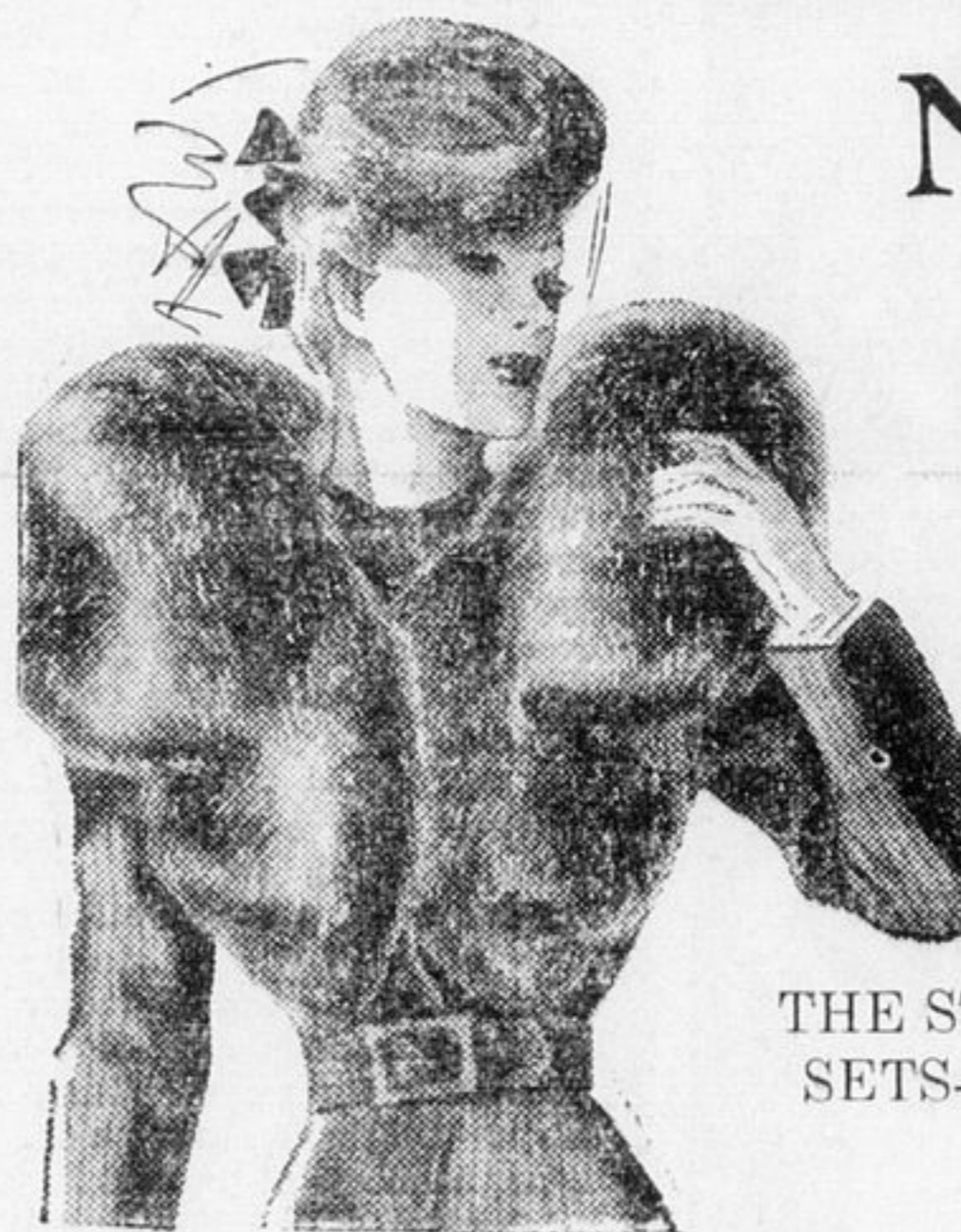
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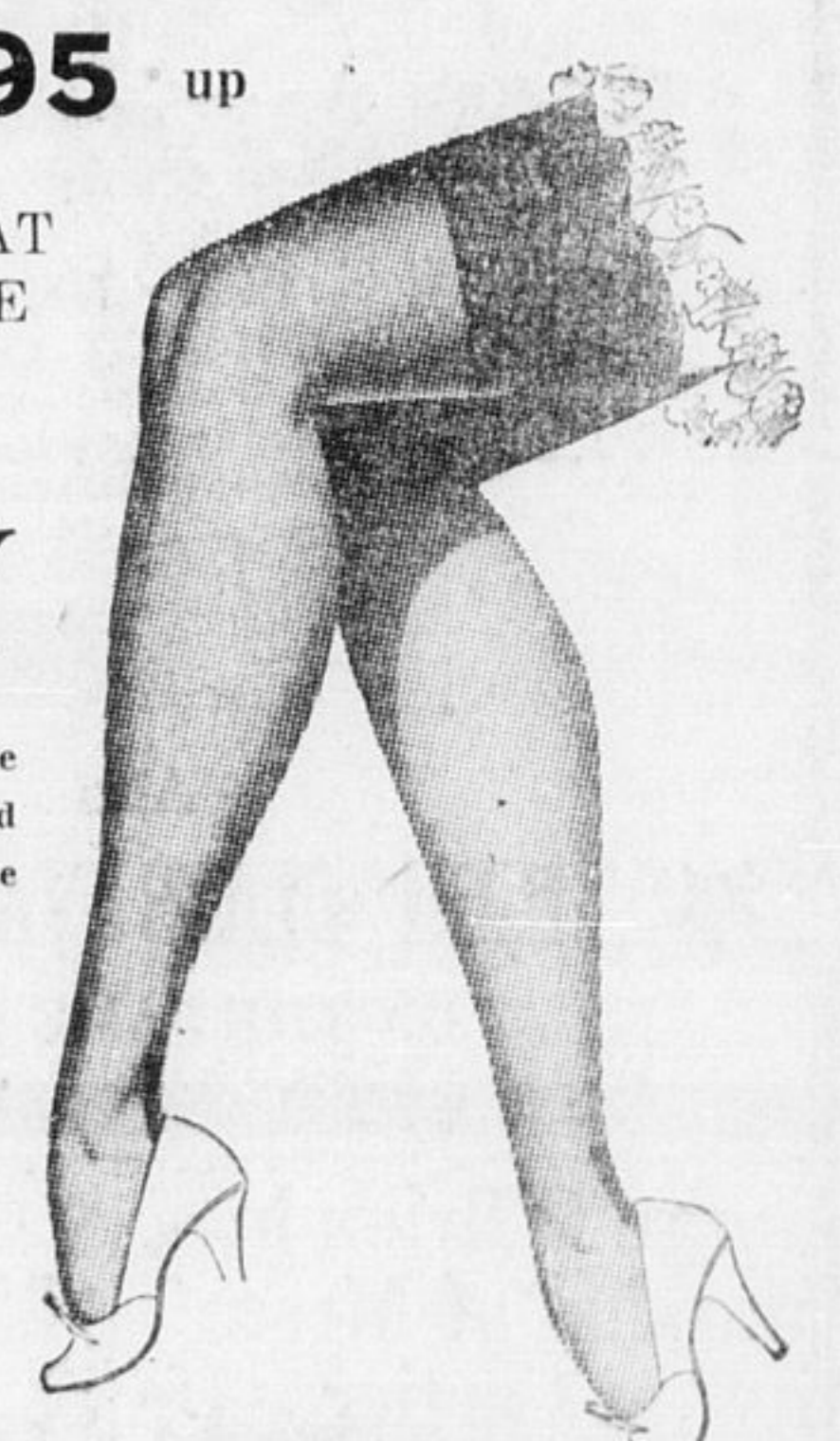
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