

Mrs. Walter Nixon and Baby to Return to Canada

Word has been received in Cobalt from Northern Rhodesia that Mrs. Walter Nixon, widow of the former Noranda mining engineer fatally injured in an accident at the Mufulira copper property late last fall will be returning to Canada late in the present year.

Many Nazi Attempts to Escape Spoiled by the Authorities

Guards at Canadian Internment Camps Constantly Outwitting the Germans.

Ottawa, Feb. 19.—All the world admires a success story. Accordingly considerable publicity has been given to the escapes of German prisoners of war interned in Canada or while in transit to camps.

position and when this was done the subsequent search led to the discovery of no less than three tunnels leading from three different rooms of the building. In one room the wallboard had been removed, a large stone taken out of the wall and the rubble carefully concealed.

Canadian Reports Good Holiday Time at Gibraltar

Soldiers at the Rock in the Best of Spirits.

Tommy Barnes, who joined the Royal Canadian Engineers from Timmins at about the same time as three sons of Mr. and Mrs. J. McChesney, now of Schumacher but formerly of Timmins often writes interesting letters to Mrs. McChesney to whom the lad is "another son", and recently one of the letters received from Gibraltar, Mrs. McChesney kindly allowed The Advance the use of the letter, which in part is as follows (written in Gibraltar, January 12th):

"It was quite a surprise to receive your lovely Christmas cards and parcel. They reached me a few days ago and from the bottom of my heart I want to thank you. With you having three boys over here I know it must have been quite an item to send one to me, and only hope the boys did not suffer through your generosity.

"We're all having a wonderful time down here. There is only a small detachment of us, in fact, we're the first Canadian troops to ever land in Gibraltar. Things in general are very cheap—especially cigarettes. We have plenty to eat and each pay day we all chip in a shilling and our cook buys a lot of extras. We manage to have pie and cake at least three times a week. You can't scoff at pie in the army.

"Christmas and New Year's passed over fairly well. There was no fowl but we managed to get all the other trimmings. Our officers were very good. They treated all of the boys to oranges, nuts and two bottles of beer each. Besides two days on each occasion to recuperate.

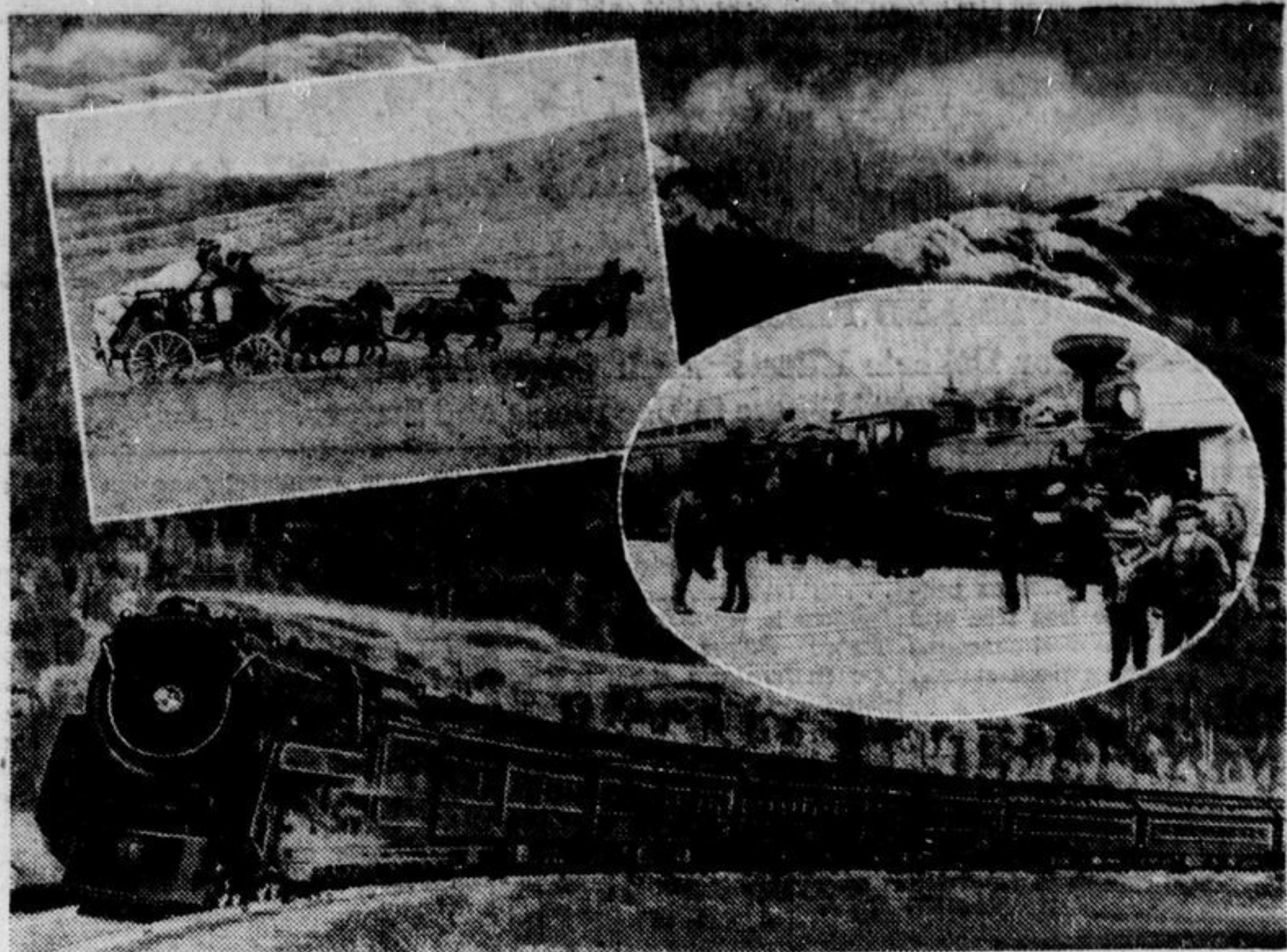
"Don, Clay and I had a good time New Year's Day. We layed around our room and besides our regular meals ate seven times and you can imagine how we enjoyed that. Bruce had gone aboard one of the warships in the harbour to spend the day.

"I hope you and Mrs. McChesney had a swell Christmas and New Year's. I'll bet it wasn't a green one. A person certainly misses the snow and there being no women and children makes quite a difference. But still it isn't every day we can go south for the winter.

"Did you get down to Toronto yet? Have you seen my mother, as I sure would like her to meet you. I know it must be hard to go through the same thing again. I hope you never have to. Well, Mrs. McChesney, as per usual, news is very scarce. Owing to the strict censorship of our letters there are a lot of things we would like to say, but can't.

"At present the boys are working hard, all on different shifts. Don is growing a mustache and the next time you write to him ask him to shave it off."

Sixty Years of Progress



Sixty years of faithful and valuable service to Canada form the background for the sixtieth anniversary of the Canadian Pacific Railway Company in mid-February. On February 15, 1881, the Government of Sir John A. Macdonald granted a charter for the building by a private company of a railway to the Pacific Coast.

In 1881, Canada was a country with 4,324,810 population, possessing total export trade of \$83,484,701 and import trade of \$90,488,329. Its field crops were worth \$155,277,427, its dairying \$22,743,939, and its manufactures \$309,676,068. In the last year of record, Canada's estimated population was 11,315,000, exports totalled \$1,178,954,000 and imports \$1,081,550,000. Field crops were worth \$651,228,000, dairying \$217,716,029 and manufactures \$2,337,681,266.

Its property and equipment represent an investment of more than one billion dollars. Other facts of interest concerning the world's greatest transportation system are that it operated 370,000 circuit miles of telegraph line last year and carries 120,000 passengers across the Atlantic in a normal year. In 1940 the Canadian Pacific rail services carried nearly eight million passengers a total of more than 924 million passenger miles, in addition to transporting approximately 37 million tons of freight representing more than sixteen billion ton miles. During last year the company paid out in taxes more than nine million dollars and, since incorporation, a total of approximately 172 million dollars. The gross earnings in 1940 totalled \$179,964,000, every dollar of which represented a unit of service to the Dominion and the Empire.

HOW DO YOU LIVE TO BE 100?

All of us are interested in long life, and many are the recipes for it. A daily pint of beer—no beer—smoking—no smoking—hefty breakfasts—no meat—vegetarian has a different tale to tell. There is, however, just one point on which all doctors agree—that no man or woman ever reached extreme old age without a healthy colon.

It is impossible to have a healthy colon if you are the victim of constipation. Waste matter stagnating in the intestines gives up toxic poisons, which seep into your bloodstream, and cause lingering ill-health. The main cause of constipation is lack of moisture in your large bowel. Relief comes only when that moisture can be induced to return.

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THE FARMER

"You know," said John Perkins, "it used to be said that anybody could farm—that about all that was required was a strong back and a weak mind, but nowadays to be a successful farmer a fellow must have a good head and a wide education in order to understand the advice ladled out to him from all sides by city mean and to select for use that which will do him the least damage."

Expect Lignite Will be Developed By Fall of 1941

Cochrane, Feb. 19th.—Full development of the Onakawana lignite fields by next fall was forecast last week. Providing continued tests prove as encouraging as present ones the vast fuel deposits lying north of Cochrane in the region pierced by the T. & N. O. railway will be unearthed and put to use.

Poland Suffering Seriously Under the Evil Gestapo

(Based on material from the Polish Ministry of Information). The Gestapo rules in Poland with barbaric severity. Starving driven from their homes heavy prison sentences on trumped up charges the Poles face annihilation.

T. & N. O. Commissioner Hopeful Concerning Future.

The process of steam drying which has been in use at the Onakawana, a new process in the lignite industry which Mr. Nixon states was developed by Mr. Crozier, leading Ontario lignite expert impressed Dr. Sutherland greatly. Dr. Sutherland is considered one of the finest scientists on the continent.

Western Canada Special Bargain Excursions

From All Stations in Eastern Canada GOING DAILY FEB. 15 — MAR. 1, 1941 inclusive. RETURN LIMIT—45 DAYS. TICKETS GOOD IN COACHES at fares approximately 1-1/2c. per mile. TOURIST SLEEPING CARS at fares approximately 1-1/2c. per mile. STANDARD SLEEPING CARS at fares approximately 1-1/2c. per mile.

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Of 'Prime Importance'

Outlining the question of costs Mr. Nixon stated that the interest in the northern fields was of prime importance now as in 1940 the Dominion imported 500,000 tons of American coal which represents a large amount in American funds. He also cited the fact that Nova Scotia and Alberta fuels were subsidized by the Dominion government, and this affects the local market, therefore the government have explored every possible channel to make absolutely certain before marketing the lignite it will be economical and will stand all tests.

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proven that the lignite had a commercial value. Mr. Nixon related that he had himself filled his own furnace one evening at 10.45 then examined the furnace to make certain no objectionable gas was escaping that there was no possible hazard created. The following morning the temperature had been maintained as with other fuels and there was a bed of coals in the furnace. Referring to the tests on locomotives on the T. & N. O., he stated that it had been planned to conduct these tests in December but that they had been deferred till this spring as it was felt it would not be a fair test to experiment with the fuel on locomotives in temperatures of 32 degrees. It has been ascertained much more success will be attained if three tons of lignite are mixed with one of Nova Scotia coal as it lessons any possibility of damage to boiler tubing.

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Although nothing definite has been established as to the method of development of the fields, it is felt that it will either be a huge dragline operation or shovel project from the open pit.