

Twenty Years Ago

From the Porcupine Advance Files

Twenty years ago the dust nuisance was a menace to the people of the town of Timmins and there were many complaints. The matter came before the town council, but Councillor King thought the cost of oiling the streets was too high. The use of a chemical dust layer, such as was used ten years ago in Timmins, had not been considered twenty years ago. It was eventually decided that the watering cart should go out earlier each morning and put on more water. Yes, you're right first guess! There was no abatement of the dust nuisance. The dust was dry again and blowing strong on the first streets watered before the watering cart had gone around the town. It would have taken about four watering carts going all the time to keep the dust down. There was always a prejudice against the use of oil as on one or more occasions, oil slobbered on the street's spalled ladies' shoes and tracked into stores and houses with disastrous results.

Twenty years ago Councillor Kimberley of the township of Tisdale, put up a notable battle to secure water for Moneta for fire protection purposes, without the township or the residents paying an exorbitant rate. At first the town council wanted \$1.50 per month for each house on the main street in Moneta and \$1.00 for each house on the back streets. Mr. Kimberley thought this would be burdensome and he appealed to the town council to put in a meter instead and charge by the amount consumed. This was not favourably considered by the town as it was felt that Timmins had to carry the overhead for the Moneta service whether any water were used or not. Eventually a conference between committees of the Tisdale and Timmins councils agreed upon a flat rate of \$200 per month to be paid by Tisdale township for the water used. At the meeting of the town council twenty years ago Councillor L. S. Newton placed the suggestion before the town council of finding a residence for the chief of police and turning the upstairs of the municipal building into offices, so as to relieve the crowding of the building for municipal uses. Consideration was given at the meeting to the growing dangers of automobile traffic and plans were made to deal with the same. The question of a band stand was again before council but nothing was done in the matter. Another important question before the council was the matter of the erection of stores in the residential areas of the town. There was no by-law governing the matter, but there was a clause in the deeds from the Timmins-Townsite Co. The town asked the Townsite Co. to enforce this clause, until such time as the town could pass a by-law in the matter.

Twenty years ago it is interesting to recall the contract for cutting the right-of-way between Porcupine and Connaught on the proposed highway from Timmins to Porcupine Junction was divided into sections, and the tenders of Mr. Dipolito were the lowest for the sections between Golden City and Connaught. The highway from Timmins to Porcupine Junction, said The Advance twenty years ago, was to follow the route laid out by C. V. Gallagher except as regards the Night Hawk area where there was some doubt as to the exact line that would be followed.

A party of the members of the Temiskaming Mine Managers' Association, of Cobalt and district, spent a week-end on a visit to the Porcupine camp twenty years ago. Most of the leading mines of the Cobalt camp were represented in the party and everybody had a good time. On the Sunday the party went up the river on the Steamer Minga, enjoying a very pleasant sail and outing.

The front page of The Advance twenty years ago was well represented in the line of sports. The mines league baseball league schedule was published, as was also the district baseball league schedule. There was an article on a golf match between the town and the Hollinger, the latter being nosed out by the town by 5 to 4. The feature of the match was the victory of John W. Fogg over Dick Lillie, who had pre-



After the Bath

Dr. Chase's Ointment
for Chafing, Skin Irritations and Baby Eczema

viously been considered invincible. There were two football games reported on page one. One of these was a match between Iroquois Falls and Timmins in the N.O.F.A. schedule for the King cup, the score being a draw, 2-2. R. Sherett of the Dome refereed. The line-up of the Timmins team included: Street, Alex Cadman, Field, Vendore, Hawkey, Robertson, Geo. Cooper and Gerow. The other match was a match at which there was a record crowd.

The Advance twenty years ago noted the closing down of the Porcupine Crown Mine. Development work was stopped, but the mine was kept dewatered, ready to resume operations at any time when conditions could be adjusted.

A. C. White, of Hoyle, was in Timmins twenty years ago in connection with a proposal to form a company for the erection of a number of houses in the town of Timmins to relieve the house shortage. The plan was not carried out on account of various conditions, one of them being the fact that the 150 houses built by the Hollinger did much to relieve any house shortage in town.

Remarkable Amount of Work Being Done by the Red Cross

But More Workers Needed to Keep Up to Needs.

Red Cross women in Ontario turned in during April and May more than 352,000 garments for British bomb victims, military hospitals, armed forces and women in England's voluntary services. These figures were presented last week to an Ontario executive meeting of the Red Cross at which the president, Mrs. Wallace Campbell, presided. The articles made by women volunteer workers included: 131,511 garments for British civilians; 208,617 articles for armed forces and hospitals; 12,525 comforts for women's auxiliary forces. This report was submitted by Mrs. John C. Fraser, chairman, who noted that the summer had brought a distinct slackening of war work and urged all women's groups to keep up their quotas in the holiday season.

Miss Jean Kirkness, a member of the Red Cross Outpost nursing staff, has received the Ontario Division scholarship and will enroll in the public health nursing course next autumn at the University of Toronto. It was also reported by Miss Florence Emory, chairman, nursing advisory committee, that a refresher course in the teaching of home nursing will be given next October 6th to 9th, at the School of Nursing, University of Toronto. She stated that a similar course would probably be offered early in the new year at the University of Western Ontario.

The report of the Permanent Workroom, presented by Miss Frances Campbell, showed that 39,463 garments had been made since the first of the year. In case of emergency, such as fires in Northern Ontario, Miss Campbell pointed out that the permanent workroom had on hand complete linen supplies to equip a 20-bed hospital and could also supply 50 blankets, 50 quilts and clothing for 50 families.

The Purchasing Committee of the Ontario Division has, in April and May, bought 35,200 pounds of wool valued at \$41,292 for the use of Ontario branches. Wills MacLachlan, chairman, stated. Other purchases included 169,506 yards of woollen and cotton materials valued at \$43,908; an ambulance and purchases for military hospitals in the province amounting to \$2,316, he said.

At the end of May there were 9,466 branches with 293,349 members of the Junior Red Cross in Ontario. Dr. J. T. Phair, chairman, reported. In the present school year, membership has more than trebled, he said, and pointed out that enrolment in High Schools had increased to 324 branches with 11,641 members. This spring the Ontario Junior Red Cross contributed \$6,200 to the National Junior Red Cross Fund to buy two mobile Field Kitchens for overseas, Dr. Phair stated. Since there was an increasing need for more of these kitchens in England he said the Ontario group expected to purchase another soon at a cost of \$3,100.

Mrs. H. P. Plumtre tendered her resignation as honorary director of the Ontario Division in order to devote her full time to the National Office of the Society. The executive committee passed a resolution expressing appreciation of her generous services and her contribution to the Division. Mrs. Plumtre in 1919 was first president of Ontario.

Honorary memberships, given for long and distinguished service to the Red Cross, were presented to Mrs. Wallace Campbell, O.B.E., Windsor, president, Ontario Division; Miss Barbara Bathgate, Willowdale; Louise Blake Duff, Welland; H. B. Galpin, Sarnia; Dr. J. T. Phair, Toronto; Mrs. George Lynch-Staunton, Hamilton; Mrs. R. H. Turner, Peterborough; Mrs. Fred Woods, Sudbury and Mrs. George Wegenast of Waterloo.

Unfinished Letter Pathetic Relic of Air Raid on England

Tragedy Beyond Help of Money, but Bomb Victims' Fund Helps Others.

The following story comes to the Queen's Canadian Fund for Air Raid Victims from Merseyside, Britain's Dockland of the North which has been repeatedly bombed by German airmen, and where the raiders have taken a pitiful toll of life and property in many savage attacks.

The story centers round the letter of an 18-year-old girl, written in the terrifying suspense of a fierce bombing attack, as she sat in a room of her home and tried to forget her fear by writing to a young man friend, while the bombs were falling all around.

The letter survived, the last document of a young girl now numbered among Hitler's victims, for as she wrote her last words the house received a direct hit and all its five occupants were killed.

It is a pathetic story, yet only one of many human tragedies from Britain's industrial centres and crowded dockland homes. In this case an entire family perished in the wreckage of their home, leaving only this pathetic record of their fatal hour.

Yet many victims are saved from the ruins, and while some must give their lives, to others falls the task of finding another home and carrying on. For those of them (and there are many) who need help, the Queen's Canadian Fund sends Canadian dollars to the scene of the disaster, to be administered wherever the need is greatest and the call most urgent. The need of Britain's bomb-victims will continue and the Queen's Canadian Fund will continue in operation, as long as German bombers persist in their attacks and create the need for assistance to the victims.

Here is the conclusion of the letter from the wreckage of the Merseyside home:

"The time is now 8.45 p.m. The warning has just gone and the guns are going. It sounds as though the whole German Air Force is over our house. Oh, I hope they don't drop any bombs. But they are diving, like they do when they drop bombs.

"I wish you were here with me. Every time they dive I go all sick inside. Here they come again! I'm afraid it's our night to-night. To make things ten times worse, the wind is howling.

"My two aunts are knitting. Mum's just sitting; Dad is smoking, and I am writing to you. Oh, you would laugh if you could see us all sitting by the inside wall ready to make a dive under the table if things get too hot.

"If you don't mind, dear, I think I will stop for a bit as—(My Lord, they have just dropped something not far away—the house shook!)—as my hand is getting tired.

"I am going to read your letter and see if it will give me a bit of pluck. My Lord, what a row—machine-guns and bombs and planes, ours and Hitler's. It is our night all right, to-night.

"9.45—I am now lying under the table. We have just had an incendiary bomb in the yard. My hand is shaking . . ."

It is believed that the end came within a quarter of an hour of the penning of those last words.

Contrasting Whistles Here and in Old Country

(From Northern Miner)

In an age when there is a widespread campaign against unnecessary noises and when even some of them are made illegal the railway trains continue at all hours of the day and night to broadcast billions of decibels at sound with their whistles and bells. At night especially this is a nuisance. There is one section of Toronto where a number of lines converge, coming in from the east. The railways have to cross a series of ravines which make wonderful sounding boxes for the whistles who seem to delight in making the most infernal racket possible. Surely in the middle of the night there is no necessity to screech wildly at every level crossing. If any pedestrian or vehicle is about to use the crossing the headlight of the engine should supply the necessary warning.

When the Canadian troops were in England and France they used to be amused at the sight of light engines hauling small cars with great speed and practically in silence. The engines were confined to a tiny whistle for signalling purposes; it just said: "peep, peep" and that seemed to serve the purpose adequately. The contrast to Canadian trains of to-day is striking. Nothing short of a tremendous roar will satisfy our engineers and firemen, while the objective may be only a few feet away from the engine the whistle can be heard for miles and all the people within the radius get their ears slightly bulged.

It may be possible that some injustice is being done in these comments, to the railway whistle pullers and bell ringers. Yet the mass of evidence is against them. Such remotely separated towns as Belleville, Edmonton and Vancouver have the same complaints. In the case of Belleville, for example, the two main lines run in a narrow groove and residents state that in the night hours the only people who are not annoyed are those who live in that city's famed deaf-and-dumb institute.

Even steamers which certainly have to do some signalling with whistles are much more conservative in their ideas of noise making than the railways. An occasional dignified blast seems to satisfy the captain, even in heavy water traffic. Even street car noises have been minimized and this is especially welcomed at night. Rubber tires

Horror Endured by the Czecho-Slovak Prisoners

The following has been received from the Czecho-Slovak Press Bureau:

"In nine concentration camps in France there are approximately 600 Czecho-Slovaks. Living conditions in these camps are unbelievably terrible, not only as regards living quarters but hygiene and food. People in these camps sleep on the ground in filth. There is no soap and an absolute lack of covers, clothing and shoes. It is logical, therefore, that they are over-run with vermin which it is impossible to exterminate.

"Having visited six camps in all, I personally verified the following: those interned receive per day 200 grammes (about 7 ounces) of bread, black water—impossible to call it coffee—twice daily soup and a portion of squash or beans. Twice a week a small piece of meat. Nothing more in the way of food. They never receive fats, butter, fresh vegetables or salad."—Report by Julius Heger, who recently made a tour of investigation for Czecho-Slovak Relief Inc. Chicago.

Substitutes Used in Europe in Place of Gasoline Fuel

Wood, Charcoal and Gas Replace Gasoline.

In view of the fact that one form or another to ration gasoline appears to be coming in this country, the following article from The Christian Science Monitor will be of special interest:

Efraz Fuel Drives Autos (By Otto Zausmer)

Many Americans who never have experienced a shortage of gasoline soon may be called upon to give up Sunday pleasure trips in order to save gasoline for defence and for Britain's war effort. People in Europe have long forgotten that there is anything like a pleasure trip—week-days as well as week-ends. For Europe, it is badly gasoline, and what there is, is badly needed by industry and the war machines.

The European shortage goes back to the times prior to war and blockade. There are few countries that produce gasoline and all Europe except Rumania had to buy all it needed in America or Asia. That required foreign exchange and most European nations wanted to be as self-supporting as possible. Thus they attempted to find substitutes for gasoline.

Germany made a thorough study of the use of wood as car fuel, shortly after the First Great War. France spent a lot of money on similar research in which the army took great interest. Austria, Czechoslovakia, and Hungary, too, rebuilt many a car for "ersatz" or substitute fuel, usually wood.

In the past two years these groping trials have acquired paramount importance. In every city of the continent you may see strange looking vehicles, some of them drawing a generator that feeds the motor with the gas produced from wood.

Others have the generator behind the driver's seat. There is one that has the appearance of an old-fashioned hot water reservoir of a bathroom stove, there is one the shape of a radiator. There are big things that create the impression of a rolling factory. Others carry huge bundles of wood on the top. Occasionally you find cars that do not differ much from "natural automobiles" with a "gasoline diet."

A few months ago Sweden arranged a race of cars run on all kinds of synthetic fuels. The race proved to be very satisfactory, including 60 different types of cars.

Cars Are Converted

Germany organized a special department in the Berlin ministry for transport and traffic that was to deal with the ersatz fuel problem. A general commissioner was appointed and he had to approve each new type of generator before it could go into production. However, it would be a mistake to believe that one could buy such an "ersatz fuel" car and go riding around the country. For the driving of such a car required the same "red angle" permit on the windshield as any gasoline-fed car.

The so-called generator staff of the transport and traffic department has a complete list of every car owner with the details of profession, car, fuel consumption, etc. Every once in a while owners of a number of vehicles are informed that they must turn their automobile in at a certain factory for the changing of the gasoline motor to an ersatz fuel motor. There are six factories that have the privilege to produce those motors of which some 30 types have received approval so far.

Other countries are facing the same problem. The Swiss postal bus service recently put a comfortable bus on trial that is run on wood, consuming about four pounds a mile. A Zurich firm produces generators that may be placed in the luggage compartment and do not change the appearance of the automobile.

In German-occupied Norway thousands of cars have been remodeled for different kinds of ersatz fuel, the most frequent ones being gen-gas automobiles (generator gas) and carbide cars.

and rubber bumpers in the right places do the trick. Motor cars can scarcely be heard on the streets at night. Everybody co-operates in the removal of unnecessary noises but the railways which continue to roar, blast and bang across the city in a cacophony of noise that would wake the dead. There should be a law.

Denmark already has a huge number of this new kind.

Belgium, another Nazi-occupied land, has experimented with street gas as truck fuel. The apparatus can be installed on any vehicle driven by gasoline. Three or more steel flasks of gas with a compression of 770 pounds to the square inch are placed on the roof or running board of the car. Some small changes on the engines and the whole readjustment cost the car owner 10,000 Belgian francs (about \$300). But in exchange for that the state tax is reduced by 90 per cent for such automobiles.

Makes Great Effort

Finland has made a great effort to relieve the gasoline shortage by using ersatz fuels. A business corporation has been organized to help finance the re-building of automobiles for the use of synthetic fuels.

Sweden has gone to great length in replacing gasoline. The number of cars using wood and charcoal has jumped several times during the past year or so. Today it is assumed that the number is over 25,000. However, the pace of evolution was too fast and caused difficulties in providing enough ersatz fuel. Charcoal production, for example, could not keep pace with the increase in demand and the result was a deficit of some 30,000 cubic feet of charcoal.

One suggestion under consideration in Sweden is to utilize the sulfite spirit (sulphite spirit) of the cellulose production as a substitute for gasoline. This by-product of the fabrication of another "synthetic" could provide one-tenth of all the fuel needed for cars in Sweden.

The State Gen Gas Corporation expects that soon between 40 and 50 per cent of all agricultural tractors will use gen gas. An equally high figure may be reached by motorcycles and motorboats.

Experiments with a new generator gas motor have shown that a medium truck requires about 90 pounds of charcoal (11 Swedish kronen) or 180 pounds of wood (7 Swedish kronen) for 100 kilometres (65 miles) as compared with 32 litres of gasoline (29 Swedish kronen).

To facilitate the use of wood-fed cars, a network of wood "tank-stations" have been set up. A similar organization is operating in former Austria and in parts of Southern Germany.

Mostly for Trucks

Wood as fuel for automobiles is used mostly for trucks because the apparatus that makes the burning of wood possible is usually too heavy and clumsy for lighter cars.

The change from gasoline to wood is easily accomplished. The main requirement is a wood-gas generator, a big apparatus ready-made and for sale in many automobile factories. It consists mainly of a wood-burning furnace in which wood is burned and gas is produced that feeds the engine.

One counts roughly three pounds of wood to the mile. The main problem is to get the engine running. Usually this is done by using gasoline to start the car. It takes several minutes to reach the point where the generator produces enough gas to make the car run. As a rule every 40 miles or so new fuel must be put into the furnace. From time to time the generator has to be cleaned, the grate shaken, and the slag removed.

Stockholm buses are being run on marsh gas. Erection of a settling pond for the daily production of 7,000 cubic meters of marsh gas is planned. This would be about seven times as much as all the town buses consume and, therefore, would leave a surplus for trucks or cars. Experiments have indicated that a cubic meter of marsh gas is equal to 1.8 liters of gasoline. Germany also is using marsh gas. All cars owned by the City of Stuttgart and all buses are using marsh gas instead of gasoline. That means a daily saving of 4,000 liters of gasoline in this one city.

Marsh gas is produced from the fumes in the city's sewage prepared in a settling pond and then compressed into steel flasks.

Funeral on Friday of Mrs. Hanninen, Long Lake

Sudbury, June 25.—Funeral services for Emma Hanninen, wife of David Hanninen, of Long Lake, were held at 2 o'clock on Friday afternoon in the chapel of Jackson's Funeral Home. Rev. P. H. Shaw, of the Church of the Epiphany, officiating. Burial took place in Long Lake Cemetery. Pallbearers were L. Joki, P. H. Hakkarainen, George Maki, V. Hakola, Charles Saari and A. Makinen. Two quartets, close friends of the deceased, sang Finnish hymns at the graveside. The death of Mrs. Hanninen occurred on Wednesday, June 18th, at St. Joseph's

Hospital following a lengthy illness. She was in her 53rd year. Born in Finland, the late Mrs. Hanninen came to Copper Cliff in 1910, and had lived there ever since. She was married to Mr. Hanninen at Long Lake in 1921. Surviving are her husband; one daughter, Mrs. John Kopsala, of Timmins, and four sons, Onni, of Manitoba; Walter, of Garson, and Taivo and Taisto, both of Long Lake. Also surviving are one brother and three sisters living in Finland.

Ducks Come Down Chimney at Kapuskasing Cottage

While breakfasting in his cottage at Lac Seul, 15 miles east of Kapuskasing, Friday, Fred Peterson heard a noise in the fireplace. Believing a small animal might be inside, he opened the damper and put a spark screen across the hearth. Returning to his morning coffee he heard the screen fall and saw a duck zoom past his head to a forced landing against the veranda wire screen. Peterson obtained some feathers for evidence and released the bird. The duck apparently fell down the wide chimney and lodged in the smoke chamber during the night.

Toronto Telegram: "The Irish are feeling the pinch" says a writer. Some think de Valera should be feeling the pinch, too.

DID YOU TAKE A LAXATIVE TODAY?

Do you really know why constipation is so harmful? You probably know that constipation sets up poisons in the large intestine or colon. But do you know that these poisons seep through the walls of the colon and infect the bloodstream? They set up toxic accumulations in kidneys and liver and are contributing causes of rheumatic pains, sciatica and back-ache. Most laxatives only act in the colon. *Kraschen* does more. It is the laxative with a double action. Besides ridding the colon of stagnating waste matter, *Kraschen's* mineral salts have a diuretic action. They flush the kidneys, help to clear the bloodstream of all poisonous matter, and so protect your whole system from that form of infection. You can get *Kraschen* from all drug stores. Prices 75c, and 25c.



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