

"CANADA AT WAR"

Article No. 2
MINESWEEPERS
(By C. Earl Rice)

One of the most vital contributions to our war effort is that of the ship-building industry. In this article I shall deal with just one type of ship being produced in Canada—the Minesweeper.

Minesweepers are trim speedy boats, extremely manoeuvrable, and capable of doing convoy duty as well as that of minesweeping. Their length is approximately 180 feet, with a displacement of close to 165 tons. Depth charges are carried, and guns are mounted on their fore-decks. When travelling at a moderate rate of speed a minesweeper can be turned around in its own length, and when travelling at full speed ahead can be turned in the opposite direction in just twice its length.

When the Canadian Government decided to build Minesweepers a contract was let to a construction company in an eastern Canadian port for four of these boats. The company had a personnel capable of directing and purchasing, and the financing of such a venture, and an office staff with facilities adequate to do the work. To date, not four Minesweepers, but twenty-four, have slipped down the ways. Of these twenty-four boats, six were designed for duty with the Royal Navy and the balance with the Canadian Navy.

Lying adjacent to the property where the construction company had its offices, machine-shop, stores, etc., was an old shipyard where freighters were built, during the last war. For many years the property had been used by a steel company for storage purposes, and fourteen months ago its appearance resembled that of a junk yard. To-day one can see five ships under construction at the same time. A year ago there wasn't a man employed in ship construction in this yard, but now there are 1200 men employed, working twenty-four hours a day. The superintendent in charge of construction is a man of wide experience in the ship-building industry. He it was, who supervised construction of freighters for the Government during the last war, and prior to that served in a similar capacity on the River

Clyde in Scotland, and in India.

I will call the superintendent Mac, for it was he who personally conducted me over the whole of the shipyard. Mac is the most important man in the whole organization. He is, in fact, the only member of the organization who has had any experience in the direction and supervision of ship-building. He has to check the pulse of every department, and this requires working from twelve to fourteen hours a day.

Before the construction of a ship can be started a full size plan of the ship must be constructed from the blue-prints and laid out on the floor of the Loft. Moulds are made of wood, exact in design and detail down to the last rivet hole, for each plate that goes into the construction of a ship. First, the moulds for the keel are laid down, and from the keel the sides are re-constructed using the moulds of every plate have been measured and are in place. The moulds are then taken to the punch-room and plates are cut to fit them, every rivet hole being marked on the plates and then drilled.

A year ago the large punch-room which covers about six acres of space was absolutely void of any form of machinery. In fact it was used as a storage space for trucks and cars. Today heavy presses and punching machines prepare steel plates for the construction of Minesweepers. Huge rollers capable of rolling steel twenty feet long, six feet wide, and a quarter of an inch in thickness, to any desired shape necessary to fit any part of a ship are handling steel to the volume of twenty tons a day. In the centre of the punch shop is a large heat-treating unit. This unit is used to heat the steel girders until they are a mass of glowing red steel. They are then taken onto a steel form and bent to fit the shape of the mould, and when cooled become the ribs of a ship. This heating unit is an oil furnace and raises a temperature of close to 3000 degrees Fahrenheit. The tooling of this punch shop is certainly a miracle of efficiency.

After the steel plates have been prepared in the punch shop the keel is taken out and laid on the ways. The ribs are then put in place, the plates riveted on, and the ship then begins to take form. There are several hundred steel plates of quarter-inch steel in each ship. They are of many sizes and shapes. Some are as long as twenty feet, while others may be only two or three feet in length. All are cut to the specified measurements to fit the part of the ship they are to cover. There are approximately 160,

"WHY DIDN'T I GET MY COAL EARLY?"



"Munitions, which are being shipped in ever increasing volume, must have the first call on our transportation systems, and there will be less space available in future for purely civilian goods," explained J. McG. Stewart, Coal Administrator of the Wartime Prices and Trade Board. "By placing your order for coal now, even though immediate delivery may not be possible in all cases, you will enable the government to make the most efficient use of all transportation facilities."

000 rivets in each ship, and outside of the furnishings practically no wood is used.

Minesweepers have twin screws, each propeller weighing one and a half tons. The rudder has a weight of fifteen hundred pounds, and is six feet in height and four feet in width.

As I left the ships that are on the ways I saw several wheelhouses under construction. They are constructed almost entirely of brass, the reason being that only non-magnetic metal must be used within a radius of ten feet of the compass. Consequently, the wheelhouse is one of the most expensive parts of a ship. These wheelhouses are assembled on the ground, and when completed are swung up on to the deck and rivetted into place.

These boats are powered with twin Diesel engines. They are capable of carrying many thousand barrels of fuel oil. Several hundred gallons of oil are used an hour when travelling at a moderate rate of speed.

The piping in one of these ships, if laid end to end, would run several miles in length, while the electric wiring, if laid in a straight line, would reach a length of more than a score of miles.

The boats are completely air-conditioned, have electric refrigeration, and living quarters for forty-eight ratings, five officers and a captain. The cost of one ship is \$600,000.

Every available foot of space is put to practical use. The deck, besides carrying the armament previously outlined, holds the tender, lifeboat, and sufficient life-rafts to accommodate a crew of fifty-four; depth-charge throwers and winches, etc., leave only sufficient room for the crew to move about the deck.

The job being done by this construction company is another evidence of the adaptability of both labour and capital to meet the ever-growing needs of our war effort. The keeping of the sea-lanes free from mines and the protection of our merchant ships in convoy, rests to a very great extent with these sturdy, adequate little ships, which are in all respects a pocket edition of the modern present-day destroyer.

The men standing on a steel hull, riveting under a blistering summer sun, or a biting north wind in winter, are contributing to the cause of freedom second only to that of the fighting forces. Due to the determination of these men to do a job, well done, ships are today sliding down the ways in this shipyard, at the rate of one every two weeks.

Canadians may justifiably feel proud of our ship-building industry. Canada is doing her part to see that Britain shall continue to rule the waves.

BOYISH LOGIC

Ethel—Please, can you tell me the time?

Willie—I don't know exactly, but I know it isn't 4 o'clock yet!

Ethel—Are you sure?

Willie—Quite; 'cause I have to be home by 4 and I'm not home yet.—Exchange.

Amherstburg Echo:—Scientific suggestion... It's too bad the United States can't find some way to make aluminium out of gold.

TIME TABLE CHANGES

EFFECTIVE SUNDAY, SEPT. 28, 1941 Full Information From Agents Canadian National Railways

TEN YEARS AGO IN TIMMINS

From data in the Porcupine Advance Files

Ten years ago there was an exhibition of swimming strokes, etc., by the noted marathon swimmers on tour of the north, the event being under the auspices of Col. S. B. Scobell of the Goldfield Drug Co. The crowd began to gather early, and at the starting time the bridge, the girders, the boat houses, the banks of the Mattagami river on both sides, the roads, and every place else near were lined with people. Cars were stretched out in all directions and people were clustered at every possible vantage point. There crowds perched on the girders of the bridge, more on top of the boat-houses nearby and even the expensive tops of some of the Clouthier boats were used to stand upon, as well as the tops of parked cars. One boat-house roof gave way with the weight of the people crowded on it. In the excitement one young man dressed in his Sunday best fell from the girders of the bridge to the water below, some seventy or seventy-five feet. He was promptly rescued from the water, but was found to be uninjured, though he was ill for some time from the effects of the shock and the striking of the water on his stomach.

The crowd was estimated to have totaled fully six thousand people and many believed the number would be nearer seven thousand. The noted marathon swimmers were introduced by the coach, Johnny Walker, Canada's most noted swimming coach. First, Mrs. Evelyn Armstrong, of Detroit, gave a display of swimming strokes that pleased the crowd. The wonderful display of swimming talent shown by George Young, world's marathon swimming champion, roused the greatest enthusiasm in the big crowd, as did the ladies' marathon swim champion of the world, Margaret Ravior. George Young and Miss Ravior in their horse-back swimming stunt delighted the crowd. The underwater swimming of Spender created a regular sensation.

A meeting of the directors of the Timmins Curling Rink was held ten years ago and it was definitely decided to go ahead with the building of two extra sheets of ice for the use of the curlers. One of the new sheets of ice was to be at one side of the rink and the other at the opposite side.

At the weekly Luncheon of the Timmins Kiwanis Club ten years ago at the Empire hotel the guests for the day included Johnny Walker, Mrs. Walker, George Young (the world's champion marathon swimmer), Isadore Spender, Mrs. Ruth Armstrong, Mr. Packer of the Vi-Tone Co., Col. S. B. Scobell of the Goldfield Drug Store, and Hap Watson, the original "Pigskin Peters". Johnny Walker gave the club a very interesting talk on how he had trained the swimmers. Lack of proper training he said, had been the cause of George Young dropping out of previous swims, but that year George had trained faithfully and well and his coach knew he would win.

In The Advance ten years ago: "Yesterday morning between ten and eleven o'clock the transients in Cochrane staged another parade and it is expected this will be the last one. The men, practically all of foreign extraction, numbered about three hundred, and paraded in a body to the town hall to make their demands. They had been warned by the police against such procedure, as it was useless and purposeless. Cochrane has

done everything possible to handle the transients gathering there and the burden has been a desperate one for the town. Recently in Cochrane there has been a determination that the injury and loss must stop. The recent riot, engineered apparently by the communists, and in which a provincial police officer was injured, was the last straw. When the alien paraders on Wednesday refused to observe law and order and it appeared as if there would be a repetition of the affair, some weeks ago, the people of Cochrane joined wholeheartedly with the police to assure the fact that Cochrane was handling its own affairs and not being trampled on by any communist-inspired foreigners. The paraders refused to disperse they found some hundreds of citizens of the town awaiting them armed with clubs and other weapons. They were given opportunity again to disperse quickly, but missed the opportunity. Another riot was started but it was not of long duration. So far no Cochrane citizens were injured to any extent, but the paraders received a very severe drubbing. They were beaten until there was no fight or disturbance left in them. Then they were taken to the railway tracks and started out of town, being helped along the way forcibly. Some of them headed west, a few went east, and a smaller number started for the south. The people of Cochrane once started on the work made a clean sheet of it, rounding up any stragglers in the gang of transients who have been living at the expense of Cochrane and repaying kindness with disorder and senseless agitation.

Among the local items in The Advance ten years ago were: "Mrs. J. Forrest, of Iron Bridge, Ont., is visiting her daughter, Ms. H. R. Grigg, Maple street, south." "Mrs. Ernest Biddget spent last week with Toronto Hamilton, Burlington and Durham friends." "Miss Hilma Baakko, who was visiting her sister, Mrs. Chas. Haapanen, during the past week, has returned to her home in Detroit." "Mr. and Mrs. Wm. Shewan returned last week after a very enjoyable motor trip to Toronto, Kitchener and other points east." "The directors of the Noranda Mine were visitors to Timmins on Sunday." "Born in Timmins, Ont., on Thursday, Sept. 10th, 1931, to Mr. and Mrs. Mark Hogan, 56 Viny Road—a daughter." "Mr. and Mrs. Jos. Sullivan, now of Winnipeg, but for some years among the pioneer residents of the camp, are visiting friends and relatives in Timmins and district, and are being warmly received by hosts of old friends here." "Lawrence O'Toole Cooper, son of Mr. and Mrs. P. E. Cooper, McIntyre Mines, left this week for Montreal to take up his new duties as lecturer at McGill University." "Mrs. R. Perrault, music teacher, 161 Maple Street south, is back from Montreal, Quebec, after a three months' holiday."

Motorcycle Backfires and Starts Blazing Thursday

Last Thursday afternoon about five o'clock the firemen were called to 51 Third Avenue where a motorcycle had caught fire. The man had tried to start the bike and it had flooded and then back-fired. The result was that a blaze started but firemen had it out

Alert Constable Breaks Up Ring of Car Thieves

Constable Harold Brown Has Quite a Fight to Stop Driver of Stolen Car.

The alertness of Constable Harold Brown, on Thursday night of last week, coupled with the investigation that was being carried out by Detective Ernie Gagnon resulted in the breaking wide open of a car stealing ring in Timmins. Police said that since August 30th nine cars have been stolen in Timmins and all but one have been recovered.

On Thursday evening just after six o'clock, Constable Brown was sitting in the living of his room at 274 Cedar street south, when he noticed two cars passing the house and turning to go up a hill on Ogden Avenue. One of the cars he knew was stolen and he went outside to investigate. He had only his trousers and bedroom slippers on when he went out. The two cars stalled on the hill and before they could get started the constable was there.

Two juveniles were sitting in one of the cars and another juvenile was standing on the road directing the two cars that were backing down the hill. Lloyd Doolan was sitting behind the wheel of one of the cars. As the constable approached the juvenile that was standing on the road ran away and yelled to the other young lads in the cars. The constable then went over to the car that Doolan was driving and as he opened the door, Doolan jumped out of the car and started to run away. He ran to the other car that was being driven away by this time and he jumped onto the rear bumper. The constable dove at the car and was successful in getting a hold on Doolan's legs and dragging him from the car. While the two wrestled on the road the car started to back up and an attempt was made to back the car over the body of the constable. He rolled out of the way just in time.

Some person who had seen the action on the street had telephoned to the police station and Sergeant Gariepy and Constable Handley appeared on the scene where they took Doolan in charge and brought him to the police station. The other juveniles got away but they were later taken into custody by police.

In the meantime Detective Ernie Gagnon was investigating the theft of

Former Hollinger Engineer Killed in Action Overseas.

Word was received in Milton last week by Mr. and Mrs. R. M. Clements that their son P.O. John R. Clements had been killed overseas. P.O. Clements was twenty-six years old, and enlisted at North Bay in the Royal Canadian Air Force in September, 1940, going over to England in July of this year.

After graduating from the University of Toronto he had worked in the Hollinger mine as an engineer until his enlistment. He was Milton's first casualty of the war.

MEAN FELLOW!

"John, dear," said Mrs. Brown, "such an odd thing happened today. The clock fell off the wall, and if it had fallen a moment sooner it would have hit mother." "I always said that clock was slow." —London Punch.

Toronto Telegram—Figures lie except when clad in a modern bathing suit.

a car that belonged to Father Martin-fund in Schumacher and in the car was found a registration card that belonged to a Timmins young lady. This lady was interviewed and she had been out driving with Doolan and one of the juveniles that the police had picked up and she thought she must have lost her registration card when she was with them.

After the youths were arrested they admitted the theft of a number of cars and showed the police where some of them were hidden in the bush near Timmins.

Men of 30, 40, 50

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"Don't you wish we could shorten the war?"

He: "Well, in a way we can, you know."

She: "But, George, we're not trained to do anything..."

He: "Training doesn't matter for what I'm thinking about. I was wondering whether we couldn't put more of our income into War Savings Certificates."

She: "And why not? We might have to go without one or two pet luxuries—but wouldn't it be worth it to bring back peace again?"

He: "And won't we be glad of the money—and the interest it will have earned—in a world without war restrictions?"

The help of every Canadian is needed for Victory. In these days of war the thoughtless selfish spender is a traitor to our war effort. A reduction in personal spending is now a vital necessity to relieve the pressure for goods, to enable more and more labour and materials to be diverted to winning the war. The all-out effort, which Canada must make, demands this self-denial of each of us.

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