

NEWSPAPER MEN VISIT A GREAT MOTOR INDUSTRY

An event of special interest to the members of the Ontario Division of the Canadian Weekly Newspapers Association was held in Toronto, last week, at the plant of Durant Motors of Canada, Limited. On the invitation of the company, between fifty and sixty newspapermen visited the "home of Durant cars" and saw how these automobiles are built.

The Tribune was represented by Mr. H. J. Malloy, and the trip will remain as a memorable one to all present.

On arrival in Toronto, the newspapermen met at the King Edward Hotel where luncheon was served in a dining room reserved for the occasion. They were royally welcomed by Roy D. Kerby, general manager and Phil J. Duggan, sales manager and were told that it was solely for the purpose of acquainting representatives citizens of Ontario with the methods employed in building Durant cars that the meeting had been called.

Mr. Kerby spoke briefly on the importance of the automobile industry to Canada and gave some very interesting figures on the capital in-

vestment. He stated that the Durant company bought Canadian made materials from more than 300 Canadian sources of supply. He referred to the fact that the company was now on a dividend paying basis and that the cash position of the company was exceedingly satisfactory.

Mr. Duggan voiced the appreciation of the company for the large turn-out and said he hoped that each person would carry away a better understanding of the size and extent of this plant which covers nearly 15 acres of ground and has approximately half a million square feet of floor space.

The inspection of the plant commenced at the beginning of the chassis line. The first operation was that of fabricating the steel chassis frame by means of compressed air machines which rivetted the rivets cold. It was explained that this method did away with the natural shrinkage that follows the riveting of hot rivets. The cold rivet fills the hole in the frame with metal when it is clinched under a pressure of 20 to 25 tons, thus making the

chassis frame as nearly as possible one sturdy piece. The chassis frame when completed, started on the chassis line and gradually it seemed to gather together as if by magic the various units that go to make an automobile. The rear axle was put in position then the springs—all as the chassis moved slowly on the "chain" that inch by inch brought it nearer to completion. Fast, expert hands handled each operation and though it was done quickly there was no mistaking the fact that each operation received the utmost care and attention. Finally, after about 15 minutes, the chassis was completed to the point where it was ready to be enameled and go through the baking ovens.

During the period that the chassis were slowly passing through the ovens, a sub-assembly was going on apace. Various units were being installed on the Red Seal "L" head Continental motor so that when the chassis emerged from the enamel ovens, its motor was ready to be installed.

Compressed air hoists are used for all lifting and one of these handled the powerful motor as if it were a toy, picking it up quickly and lowering it gently to its position in the chassis. Expert hands soon had the motor bolted to the frame in a rubber mounting and as the job, completed to this point, continued its journey on the ever-moving chain.

the fenders and running boards, the steering wheel and radiator were added as were also the several "finishing touches" required in the construction of a Durant motor car.

This brought the completed chassis under what is called the "hatch" through which the Durant built Hayes-Hunt bodies are lowered but at this point the trip of inspection was halted, insofar as the chassis is concerned and was resumed in the body building plant.

The party viewed the elaborate area provided for body-building there being a half million square feet of floor space devoted to this portion of the business, but we must not enter into details.

The brake testing machinery proved interesting to the visitors. It is a very critical operation, but the work is done with accuracy and speed.

There is a battery of electric sewing machines kept constantly humming to keep the workmen supplied with materials. It was one of the busiest spots in the whole plant.

The entire plant of the Durant covers 15 acres with a series of buildings, well lighted and heated.



Phil J. Duggan, Sales Manager of Durant Motors of Canada, Ltd., who was chairman at a luncheon tendered the Weekly Newspapermen who visited the Durant plant last week.

LOCAL HEALTH BULLETIN

Milk and Tuberculosis
The value of milk is not limited to the first year of life. As the child grows, he needs to enlarge his diet, but milk continues to be the most important article in this diet during the years of growth. Every child should have one pint of milk a day to provide the necessary growing substance for the body.

Young children have very little resistance to tuberculosis. In their earliest years they are easily overcome by this disease. There are two types of the tuberculosis germ, two members of the same family as it were, which cause tuberculosis in children—the human and the bovine type. By far the greater number of cases are caused by the human type. The bovine type is responsible for about 25 per cent of all tuberculosis occurring amongst children. In children, tuberculosis often attacks the bones and joints, and so is responsible for much crippling.

The bovine type of the tuberculosis germ comes from cows suffering from tuberculosis, and reaches the child through milk. As a large percentage of milk cows have tuberculosis, it follows that a large percentage of milk is infected with the bovine type of tuberculosis germs. From this it is evident that, unless the necessary precautions are taken, milk is a real factor in the spread of tuberculosis to young children.

It is part of any campaign against tuberculosis or towards the improvement of child health to see that the milk supply is safe and pure. A safe, pure milk supply, free from all danger of carrying tuberculosis or any other disease to human beings, particularly children, comes from healthy cows, is produced and shipped in a clean way, is pasteurized to kill any disease germs, is kept cold and covered until cold.

Questions concerning health, addressed to Dr. F. A. Dales, M.O.H. will be answered. Questions as to diagnosis and treatment will not be answered.

Here and There

(50)
Victoria. — The area of forest land in British Columbia dedicated to future forest production is 5,360,000 acres, according to a Government report.

Calgary. — Plans are actively under way by the Calgary Terminal Grain Company to build a seven hundred thousand bushel elevator at Vancouver. It is announced by A. R. Betts, manager of the company. Mr. Betts said that an excellent suitable site had been secured on the north shore, approximately opposite Spillers elevator.

Five special trains carrying around 1500 pilgrims passed through Montreal recently on their way to Quebec City and the shrine of Ste Anne de Beaupre also visiting the shrine of St Joseph in Montreal on their return trip. They were from the church of St Adan, Jersey City and under the care of Father Thomas M. Curry, parish priest, were on their annual pilgrimage to these shrines.

Shipments of freight destined to points in the north-west of Canada via Port McNicoll, Ont., on the Canadian Pacific lake and rail route will now be accepted, the earliest date being April 9. There will be five steamers in the company's lake service between Port McNicoll and the head of the lakes during the coming season. Through passenger service will be resumed this season from Owen Sound May 7 and from Port McNicoll, May 19.

Installation of Mack Tractors and Lapeer Trailers for rapid movement of freight from Canadian Pacific depots to and from outlying terminals has now been completed in Montreal and will shortly be in use in Toronto. The tractor is immediately attachable to one or more of these trailers which each can hold up to 15,000 lbs. of freight and can be as swiftly disconnected. They are expected to immensely expedite the movement of C. P. freight.

Immigrants are flowing into Canada at record rates since lately and Canadian Pacific steamers from Great Britain and Europe are bringing them over at the rate of a shipload of close on a thousand per ship. The majority are farm laborers of British and North European stock and are mostly going in the land in the Prairie Provinces with a fair proportion going to Ontario and the Maritime Provinces.

Winnipeg. — Despite the heavy movement of immigrants to the West during the past two weeks, more positions are open on western farms than the railways and employment agencies can fill, immigration and employment officers state. Thousands of vacancies, the officers said, had been reported. Likelihood of an earlier commencement of seeding operations is generally conceded in the West, they added, and unless immigration continues at its present high peak the opening of operations on the land may find western farmers short-handed.

As the result of a conference between members of the Sheep Breeders' Association, financial representatives and members of the Winnipeg and Brandon Boards of Trade, a movement is under way for the placing of 100,000 sheep annually on Manitoba farms. These will be sold in groups of fifty to each farmer, somewhat similar to the plan now in operation in North Dakota. J. D. McGregor was appointed temporary chairman of a committee to make further arrangements for the carrying out of this plan.

AN OPEN LETTER

To The Shareholders of the COMMERCE & TRANSPORTATION Building, Ltd., Toronto

It has been brought to our attention that certain misleading and damaging statements have been made regarding the Commerce and Transportation Building. It has been stated that a bond issue will precede the reference shares. This is absolutely incorrect. The management have no intention whatsoever of placing any bond issue, nor does the present financial position of the Company require that any bonds be sold. It has been stated that a mortgage will precede the securities. With the exception of a temporary loan, the building will be completed free of all liens and mortgages. Canadian materials are being given preference throughout. Many tons of Canadian cement, brick, crushed stone and steel are being used.

The construction of the building is being pushed forward as rapidly as possible. Work commenced early in January, and there are now 119 men actively employed on the erection. The contractors are fully bonded to complete the building, ready for occupancy November 1st, 1928.

Commerce & Transportation Bldg., Limited
C. C. King, Vice-President

MAN SO NERVOUS GETS SORE WHEN SPOKEN TO

"It actually irritated me to have anyone talk to me, I was so nervous. Vinolend ed this and I feel wonderful now."—Wm. Fahy.
Vinol is a compound of iron, phosphates, cod liver peptone, etc. The very FIRST bottle makes you sleep better and have a BIG appetite. Nervous, easily tired people are surprised how QUICK the iron, phosphates etc., give new life and pep. Vinol tastes delicious. J. M. Storey, druggist, Stouffville.

The Better Things in Life

LEISURE!

Comfort in your old age depends largely upon your foresight in providing for it now.

This Bank will welcome your Savings Account—deposits may be made by mail when desired.

The BANK OF NOVA SCOTIA

ESTABLISHED 1832

Capital \$10,000,000 Reserve \$20,000,000 Resources \$260,000,000

Figure on GYPROC

For Your Summer Home

GYPROC walls and partitions will make your summer cottage much more attractive, comfortable and fire-safe. Gyproc takes any decoration—a perfect material with which to line your summer home.

Write for free book, "Walls That Reflect Good Judgment," on home planning with Gyproc; Rockboard and Insulex.

CANADA GYPSUM AND ALABASTINE, LIMITED
Paris, Canada

GYPROC

Fireproof Wallboard

For Sale by
STOUFFVILLE PLANING MILLS, Stouffville, Ont.

NOW RUBBER SHOCK INSULATORS ADDED TO GREAT NEW CHRYSLER '62'

at New Lower Prices—\$1350 and upwards—Same Luxury Features as Famous '72' and Imperial '80'

CHRYSLER now adds rubber shock insulators to the Great New Chrysler "62." And at no increase in price!

Thus Chrysler becomes the one manufacturer to offer a complete line of six-cylinder models—"62," "72" and 112 h.p. Imperial "80"—priced from \$1350 to \$4685, giving the entirely new and modern conception of riding ease and quiet that only this specially engineered device can provide.

By making possible, this greatest riding luxury at its new low prices in the Great New "62," Chrysler again shows conclusively how its Standardized Quality of engineering and manufacturing gives extra value to Chrysler buyers.

Chrysler Prices
Great New Chrysler "62"—Seven body styles, \$1350 to \$1600. Illustrious New Chrysler "72"—Seven body styles, \$1995 to \$2335. New 112 h.p. Chrysler Imperial "80"—Fourteen custom built body styles \$3745 upwards. All prices f.o.b. Windsor, Ontario, including standard factory equipment (freight and taxes extra).

SWIFT'S GARAGE
STOUFFVILLE, ONT

"Establishing a New Standard in Automobiles."

The New DURANT 4

The Durant "Four" Rideau Sedan
Built in seven models, Rideau Sedan (Illustrated), Front-end Sedan, Two-Door Sedan, Coupe, Standard Touring, Special Touring and Collector's Roadster.

Of striking appearance... because of the new radiator... long body... wide doors... low, sweeping fenders... cadet visor... and attractive Duco colors... the Durant Four performs as well as it looks!

Maintaining those splendid qualities which have firmly established the Durant products as "quality" automobiles, such as the Red Seal Continental

Motor with its superior engineering principles... the Durant Four offers the greatest value, the longest and most economical service that modern skill can devise.

The Durant Four is awaiting your inspection... your criticism... your judgment... at your local Durant dealer's. See it! Drive it! Then compare it!

Build by
DURANT MOTORS OF CANADA, LIMITED,
TORONTO - CANADA

DURANT

Rugby Trucks, Four and Six Cylinders; Capacity 1 ton and 1 1/4 tons C1428

HUGH BOYD, DEALER, STOUFFVILLE