## THE JARVIS RECORD

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GEO. L. MILLER
Editor and Proprietor


## INCREASE OF FOREIGNERS

(Simcoe Reformer)

Norfolk has had a striking illustration of a growing Canadian problem in the vast horde of foreigners who in recent weeks have invaded this country in search of work in the tobacco fields. Unskilled and without knowledge of any sort of farming, the majority had not the slightest hope to secure employment. They were simply taking a chance on bettering their condition by leaving the city where there are absolutely no opportunities for gainful employment.

Many of these foreigners doubtless have seen service on the new transcontinental highway in Northern Ontario, or in construction work in the north or on such projects as the Welland Canal in recent years. Many of them have drifted back to Ontario after becoming discouraged in Western Canada. If Canadian industry and farming had continued prosperous they might have fitted into the scheme of things. Under present conditions, our immigration policy in the past appears to have been foolhardy. Despite the deportation of hundreds of these foreigners in the past year or two, thousands are now in the bread lines in Canadian cities. It was fortunate at least that the Department of Immigration two years ago shut down completely on the immigration of all classes of foreigners.

Figures recently released by the Bureau of Statistics in connection with the 1931 census indicate that Canada has been letting down the bars too freely in bygone years and that but for the recent restrictions, we would have soon been in a predicament similar to that of the United States. The percentage of native-born making up the population of Canada has fallen from 88.06 in 1881 to 77.76 in 1931, while the foreign-born (excluding British) has grown from 2.87 per cent. in 1881 to 10.83 in 1931. In other words we have over one million foreigners today as compared with slightly over one hundred thousand fifty years ago. We can only conjecture where such a policy would have led. Certainly it has created a problem now and has caused much unrest in the metropolitan centres. It is futile now to point the finger of blame in any direction, but railway representatives in Europe in their over-anxiety to colonize the Canadian West must bear some of the responsibility. Many of these foreigners would not have come to Canada but for lurid pictures painted of the golden opportunity awaiting the in this country.

## THEN — WHAT ?

"Well, it's about over, isn't it ?" remarked an old college instructor to the young man before him as he bade him good-bye. "Yes," returned the youth. "It's about over, as you say I graduate today." "And then ?" "Oh, I suppose I shall enter a profession, marry a fine woman, make a fortune, succeed in the world." "And then ?" "Then I hope to retire, to travel, to see the world, to take life easy." "Yes, and then ?" "Well, I suppose old age will come; it usually does. But I hope to enjoy that, too." "And then ?" "Well then I shall have to die, I suppose; all men do." "And then ?' the older man continued.

But the young man did not care to pursue the inquiry further. He shrugged his shoulders and walked away.—Ex.

The day is coming when the fellow who has horse sense will be considered terribly old-fashioned.

:—:

A girl may love you from the bottom of her heart, but there's always room for some other guy at the top.

## TOWNSHIP ROAD ORGANIZATION

(By W. H. Kelly, Engineer of Municipal Roads, Ontario Department of Highways.)

**The Road Superintendent's Position**

Operating under The Highway Improvement Act, as are nearly all townships in the organized portion of the province, the actual work on the roads of a township becomes the responsibility of one official, the township road superintendent, who corresponds in many ways to the manager of a commercial company. In brief, his duties are to execute in the best possible way, the orders of the council and not to carry out his own ideas regardless of the wishes of the council and ratepayers. He is directly responsible to the council in all his operations and should never lose sight of this fact.

Carrying our comparison just one step further, it might be mentioned that the action of a council in seeking to dismiss an unsuitable road superintendent is quite similar to that of the board of directors of a company in discharging an unsatisfactory manager. In each case, if the board fails to act wisely, the ratepayers or stockholders can supply the remedy by electing a new board, a remedy they seldom fail to put into effect.

The township road superintendent's chief duty is to carry out the wishes of the ratepayers as expressed to him by the council. In simpler form, he is to take his orders from the council, acting as a council, not as individuals. Just here it may be mentioned that sometimes trouble occurs, through a reeve or councillor deciding that the superintendent should take orders from each individual member of the council. When it happens that one member is anxious to have some work carried out in opposition to the wishes of his fellow councillors he can be very unfair in ordering the superintendent to proceed with the work. If the superintendent grants the request he is acting without proper authority and inviting censure and possible dismissal by the rest of the council; on the other hand if he refuses to comply with the request, he is reasonably sure of the displeasure of at least one councillor. If each member of the council should decide to act in the above manner the superintendent would never know what was to be done nor would the ratepayers or the councillors themselves.

**Preparing the Estimate.**

One of the duties of the road superintendent is to prepare, early in each year, an estimate for his council. This estimate should show in detail the work throughout the year—so much for ordinary maintenance on each road, so much for surfacing, so much for bridge repairs, and so much for special works that may be urgently needed. Such estimates merit very careful consideration by the council because the superintendent is familiar with all the roads in the township and from past experience is able to estimate the need and cost of the proposed work. As soon as possible in the spring the whole council should inspect the road of the township with the superintendent at which time the estimate for the year's work may be enlarged or curtailed. In fact the superintendent's estimate may be discarded entirely as by this time many deputations often have petitioned the council for various works. The council, of course, has full power to reject, revise, or accept the superintendent's estimate, but at this time it is important that the superintendent be told how much money he may spend throughout the year and what work he is required to carry out. If he is reasonably sure of his year's program early in May, he is in a position to plan his work efficiently so that the greatest economy may result, and in this planning he should consult fully with his council. Having done so, he should carry out his work as planned and should have the full support of the council in so doing. Any councillor desiring later to enlarge or revise the schedule should discuss the mater in open council rather than interfere personally with the superintendent of the work.

**Hiring and Firing**

Assuming that a program for the year has been approved and the proposed expenditure decided upon, the superintendent should be given a reasonably free hand in carrying out the work. The council, of course, are not expected to go home and forget about township roads but they should remember that the superintendent is carrying out the work for them, and give him a fair chance without interference. He needs to have complete command of the men under him so that he may discharge at once an incompetent or unsatisfactory employee. Sometimes the council feel that it is their duty to appoint the patrolmen, foremen, and workmen, just as they do the superintendent, but without exception inefficiency results from such action.

If a man knows that he will be discharged by the superintendent if his work is not satisfactory he is much more likely to be a useful employee than one who has been appointed by council and who can not be discharged by the superintendent. In other words, the superintendent should be completely in charge, and the only one in charge, of the actual work. At first thought this may seem to take control away from the council, but a superintendent who can not be trusted to assume full charge of his work and to carry out in full the orders of the council is not qualified to be township road superintendent.

At every meeting, or oftener, the superintendent should report fully to the council as to money spent and work accomplished, so that the council will be at all times sufficiently informed about the work; to know that the estimate is not being exceeded and that the program is being followed. The word co-operation has been used so often in this connection that I hesitate to mention it again, but actually the success of the whole organization depends on just that and many a poor superintendent has spoiled the record of a good council, and vice versa, by failing to co-operate.

**Properly Trained Staff.**

If the superintendent is reasonably efficient and in control of his work he will have a well-trained staff of patrolmen to carry out his requirements regarding routine maintenance work without special orders on his part. That is, the patrolmen will take care of dragging, weed-cutting, ditch cleaning, and small repairs, when necessary. By careful attention to the training of patrolmen in this respect many dollars will be saved the municipality by having small repairs effected before the damage becomes extensive enough to require a large expenditure. The superintendent should be continually in touch with all his roads and patrolmen to be sure that such work is being carried out efficiently and economically. The purpose of ordinary maintenance work is conservation, or in other words, is to ensure that all roads of the municipality are kept up to the standard of the preceding year, and, if possible, improve beyond that standard.

For projects other than routine maintenance the superintendent and council together should decide the best method of carrying out the work. Whether grading, resurfacing, bridge building, or other activities are contemplated, the decision must be made between contract work and day labor. If tenders are to be called the contract should be awarded by the council, and it then becomes the duty of the superintendent to see that the contractor lives up to his agreement to the fullest extent. On the other hand, if the decision is to do the work by day labor, the superintendent should make all arrangements to ensure that the best possible work is obtained at the least possible expense and to do this he should have a free hand in directing the work.

**Duties of the Superintendent.**

May I here quote from a list of some of the duties of the road superintendent:

To attend regular meetings of the council or special meetings if so desired; to receive instruction regarding work to be carried on by him; also to report at council meetings as to progress of work under way.

To report to council early in each year as to work necessary during the coming season; to carry out the wishes of the council with regard thereto; and to perform such business or other services pertaining to township roads, as may be required of him from time to time.

To supervise all work of construction and repair on the road; and bridges within the exclusive jurisdiction of the township council.

To properly mark a road when closed and also indicate in a safe way any detours.

To acquaint himself with the best methods of constructing and maintaining roads.

To be familiar with the operation of all road machinery so that he may instruct as to its use.

To employ and direct and when necessary to discharge all men, teams, and trucks required in the work.

To advise council as to materials required.

To see that washout, drain and culvert obstructions, bridge failures and any unforseen defects receive prompt attention or are guarded to prevent further injury to the road and accident to the travelling public.

To keep records of all men employed and work done, and to furnish pay sheets, accounts and vouchers for approval at meetings of the council so that the treasurer under authority of the certificates of the council, and satisfied with the correctness of the accounts, may issue cheques for payment.

To examine and certify all bills or accounts against the township for material or labor used in road work.

To see that all machinery is kept in proper repair and is properly stored when not in use.

To supervise the opening of roads during winter as required by order of the council.

To arrange or the systematic dragging of the roads.

To make a complete report at the end of the season as to all work done and moneys expended.

It will be noticed that throughout this list the responsibility of the superintendent to the council is emphasized, as is the need of complete co-operation.

**Co-Operation with Highways Department**

So far we have carefully avoided all mention of the Department of Highways, but here again the thought of co-operation is paramount. Through The Highway Improvement Act the Department is in effect says to the townships that it realizes the importance of the township road and wishes to help the municipalities as much as possible. The fact that in 1931 the subsidy paid through the Department for township roads amounted to $2,451,334.10 shows the sincerity of this desire to help. Regarding the subsidy from the Department the requirements imposed on the township are not severe and may be easily condensed by saying that the subsidy may be obtained on all work properly carried out as regards financing, workmanship and supervision.

Contrary to occasional reports the Department does not insist that a township proceed with construction work, but does ask that when the council decides to build a road, a bridge or culvert such work be done as well and as permanently as possible. As you are well aware, cheap articles are usually the most expensive in the end, and in this respect the Department has been consistently economical, feeling that the best interests of the municipalities are also the best interests of the Department.

Assuming that proper co-operation exists in a municipality, the Department feels that good results are sure to follow when the superintendent and council each understand and carry out their individual duties. For this reason the function of the Department is to co-operate with both the council and the superintendent and thus with the municipality itself. Co-operation can not be entirely on one side, and it is not unreasonable that the townships should consult with the Department in carrying out their work. Invariably the Department is asked to pay subsidy on all township road expenditure and it is only fair that it be given notice in advance regarding the proposed work of the municipalities.

Your district engineer is always anxious to accompany the council in going over the roads in the spring and to assist in preparing the estimates for the year's work, and very often his suggestions are the means of a reduction in expenditure. The council, of course, is not forced to accept his ideas, but usually the soundness of his judgment, based as it is on wider experience, will be apparent.

The engineers and officials of the Department feel that the interests of the municipalities are their own and they are always anxious to advise and assist the council and superintendent in all phases of township road work. In this connection it might be mentioned that it is always more pleasant for your engineer to advise against a certain project than to refuse approval of it after completion.

In conclusion, may it be suggested that best results will be obtained in a township road organization where the council assume their full responsibility and insist that the superintendent carry out his proper duties under the council, and where the superintendent and council cooperate together with the Department.

## THUMB WAGGING !

(Chatham News)

The practice of "thumb-wagging" on the highways, in other words signalling to motorists in the hope of securing a free ride, has become a distinctive nuisance in this country, which is also attended by considerable danger. Motorists are complaining, not so much of the solicitation of a ride, but rather from the danger which is created by the manner in which the thumb waggers operate. People who stand on the travelled portion of the highway constitute a menace to even careful motorists, it is against the law for pedestrians to adopt this pratice; and no doubt the danger to life which is thus created was largely the reason for the passing of the law.

It is a good idea now to cut back any leaves which are shading tomato fruits; this helps them to color more rapidly.

## HOW TO SPEED "BETTER TIMES"

Prosperity is primarily an individual matter. What you personally think and do, from day to day, contributes to the aggregate; and when a sufficient number of persons think and act in the right way, we then have "Good Times."

Hence the following suggestions:

1. Think constructively. Constantly store your mind with helpful progressive, useful thoughts. Persistently exclude ideas of fear, worry, discontent, and depression. Open your mind to great and noble thoughts, and your character will be strengthened and you will be conscious of vastly increased opportunities.

2. Talk Hopefully. Right talking stimulates right action. Talk about the things and conditions you want. Waste no time about what might have been, but talk of what you wish to achieve. Be a cheerful optimist. Look for and expect the best in life. Intelligent optimism will make you an enthusiast, and enthusiasm is the driving force in all great enterprise.

3. Work enthusiastically. The best medicine for discontent and discouragement is useful occupation. A well-planned life has no place for worry. Make a program of practical usefulness. Resolve to do constantly better. Fortune favors the forearmed. The power of perseverance is inexhaustible. There is nothing too great for a courageous and enthusiastic worker.

4. Read wisely. Turn daily to good books for inspiration and refreshment. The vital thing in reading is what you assimilate. Read helpful newspaper editorials. Read good news of the day. Select your daily reading as carefully as you do your food. Read for useful information and uplifted thought.

5. Give liberally. Acquire the giving habit. It will repay you in surprising ways. Give intelligently freely, daily Give money, books, merchandise, counsel, sympathy, and encouragement The more you give to others, the less you will worry about yourself Give every day to the utmost.

6. Play frequently. It will lessen the tension. Stop often during the day and take a few deep breaths Learn to let go. Play and rest are as necessary as labor. Stop all nervous habits. Work in poise. Give your powers free play, but do not worry about results. Results are with God.

—Grenville Kleiser.

## CANADIANS USE MORE EGGS AS A RESULT OF GRADING

An idea of the great increase in poultry keeping and egg production in Canada within the past twelve years is given in some figures sent out recently by the Department of Agriculture at Ottawa In 1920 the total of Canadian egg production was 144,475,072 dozen By 1931 this figure had increased to 301,417, 012 dozen.

Even more surprising than this increase in production, however, is the fact that as production increased exports declined. In 1920 Canada exported 6,322,838 dozen eggs, in 1931 exports amounted to only 634,140 dozen.

The lighter exports in spite of the heavier production are explained by the great increase in the use of eggs by Canadian families during the past twelve years, states the Department of Agriculture. In 1920 the average consumption of eggs in Canada was less than seventeen dozen annually for every man, woman and child, in 1931 this figure was approximately thirty dozen.

This steady increase in egg consumption is said to be a direct result of egg grading. It is pointed out that with eggs being sold to consumers on a graded, dependable basis, almost everyone has bought eggs more freely than in previous years when every egg purchase carried with it some element of uncertainty. The larger home market developed by grading has, of course, been to the very decided benefit of all Canadian egg producers.

## BETTER THAN MONEY

This is an age and era when people are prone to collect money, and they are valued as they amass wealth. But we can see a change coming over the world. People are beginning to realize that it is not the wealth a man accumulates that is the thing to value but the contribution made for the betterment of the world. People are beginning to realise that work of any kind for the public service and advancement, making the community better is the real achievement.—General Smuts.

Too many young couples come to look upon marriage as an endurance contest.


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## THE UNWANTED YOUNG M

(London Free Press)

One of the most serious prob which has arisen out of the pre economic depression is the yo man just out of high school or v versity. The professions are crowded and business offices are ting men out rather than hi them. The usual opening, for yo men are barred. There are th ands of young men thrown on t world without jobs. They are loose ends they are set adrift w out any goal; they are liable to the wrong stand on life The Fr River Times, dealing editorially w this problem, remarks:

"If these young people are not schools, where are they to be plac Every door is barred to them. Th are, so far as industry is concer at the moment, an unwanted gen ation. The supreme tragedy of t past two years in this country, no doubt in other countries, has been hostility or indifference toward young people seeking work. So one stated recently that the av age of the amateur hobo on the from Vancouver to Halifax is years. The younger 'gangs' falling naturally into the life shaping up for professional ho but the 19 year olds remember thing better. The journey b point to point looking for w heartsick and spirit-broken. And far as is known no effort has b made to mobilize this tattered ar ing army into any constructive scheme."


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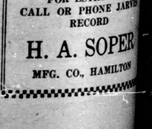

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## Health Service

OF THE

Canadian Medical Association

Edited by

GRANT FLEMING, M.D. — ASSOCIATE SECRETARY

### PLAY FOR HEALTH

In prehistoric times, man was kept busy by his efforts to secure food and to defend himself from wild beasts. Later, most men were engaged in farming or other pursuits, which call for bodily activity. At the present time, an increasing number of people gain their livelihood at occupations which call for little physical effort.

It is to be noticed, also, in general that active men live longer than those who are sedentary in their work. They seem to lack any ill effects from the physical effort; it is either the heat or too cold, or they are too tired. They would ride rather than walk, and prefer to stand in a crowded car rather than walk a block or two.

From these observations it would appear that the person who enjoys physical activity, play or sport is one who does a great deal of it. In most other habits of life, we find a practice of physical exercise because of the pleasure or satisfaction which we get out of it.

It means a moderate amount of exercise which is enjoyable, and at the same time helps to maintain good health.

Play strengthens the muscles, and the development is felt in the whole body which works with the muscles. Play provides a mental rest and a needed change of interest.

The normal child plays strenuously for the child is a very important part of his education. It calls for co-ordination, provides experiences and develops his capacities to get along with other children.

It should be regulated by age. Strenuous games of the young are not desirable forms of activity for the middle aged. When we are at middle age we need a form of play which calls for moderation; that will prove safe and useful.

Advice which can be offered here to avoid physical effort as much as possible is that they are missing a real pleasure in life. The only way they can gain that pleasure and at the same time keep themselves fit, is by seizing the opportunities which are offered to them. We may not be able to keep a horse to ride, or have the opportunity to swim or play golf, but everyone can walk. We may walk part of the way or all the way to work; part of the lunch hour can be given to walking.

The exercise of the body is necessary for health. No one can exercise your body for you. It is important for your own health and happiness that you enjoy some form of physical activity or play—which ever you wish—and you must give it a fair trial.

Questions concerning Health, addressed to the Canadian Medical Association, 184 College Street, Toronto, will be answered personally by letter.

## PRODIGIES OF MEMORY

There was once a mathematical wizard a young chap who was rather stupid in other respects, but could stand beside a railroad track while a long freight train was passing by, jot down in his brain the numbers of every box car, and after the train had passed recite the long list of five and six cipher numbers without one error. Memory experts have done some remarkable work in memorizing whole books, long legal statements, and other literature In the case of military spies it is often necessary for them to memorize secrets orders so that they cannot be caught with written evidence on their persons. A Mme Bessy Neumann, has memorized the Old Testament and can recite it from beginning to end. She now is learning Shakespear's palys by heart.—Exchange.

The grandstand at the C.N.E. is 725 feet in length.


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## NEWS IN GENERAL

In the "good old days" that too many love to talk about, grandfather walked behind a plow, grandmother sprained her back over a wash tub, a visit to town came about once a month, homes were dimly lighted by smoky kerosene lamps, mail was secured not oftener than once a week neighbors were seen only on Sunday, then only if you went to church, a telegram sent everybody trembling, the only music was purveyed out of a melodian, or listened to when the Swiss bell ringers came to town, farm wives went insane because of loneliness, a trip of twenty miles was an excursion, to be taken to a hospital was a disgrace, neighborhood epidemics had to run their courses, boys and girls had to drink sassafras tea every spring to thin their blood, boys had to wear their father's cut down pants, and calico dresses were handed down the female line. And so on and so forth. But most of us have no hankering for a return.

* * * * *

It is one of the good old perogatives of the baseball fan to abuse the umpire if his decisions do not please him. They may howl at him, and throw things, at him, and so long as he escapes from being carried to the hospital, well, everybody, including the official believes they have had a good time. Baseball fans, therefore will rejoice in the dictum of a learned judge at Chattanooga, Texas, who dismissed a charge of hitting an umpire with a pop bottle. In a general indictment of local baseball umpires the judge declared that "their decisions would exasperate a saint," and he wondered that umpires were not deluged with bottles. The judge would seem to be a better baseball fan than he is a lawyer. Of course no saint would patronize a ball game anyway. But umpires are mere pariah dogs at best, else they wouldn't be baseball umpires. Pop bottles are simply a part of their wages. The average official would feel that he wasn't a success unless some time in the course of his career he didn't get a shower of bottles at his head. Play ball ! And have your bottles ready boys.—Exchange.

## IN AND OUT

A woman called on her husband unexpectedly at his office. He was in, but she found him out.—High River Times, Alta

## SUGGESTIONS ON FLUE-CURING TOBACCO IN CANADA

(Experimental Farms Note.)

A good cure depends primarily on harvesting tobacco of uniform ripeness and all of the same variety. Proper ventilation is very important in maintaining the proper temperature and humidity relations. Avoid overcrowding and allow ample space for heat and air circulation, especially during hot weather. Tobacco should not be overripe or overwilted for best results. Good reliable thermometers, located about the centre of the kiln on a level with the lowest tier of tobacco, serve as dependable guides in curing.

All doors and ventilators should be kept closed while tobacco is starting to yellow because ventilation at this stage will delay yellowing. On the first day of curing the temperature should range from 80 to 95 degrees F. for 12 to 18 hours, depending on outside temperatures. However, the temperature should not be raised more than 20 degrees above the outside temperature while yellowing. If yellowing has started nicely and a high humidity is noticeable, raise the temperature to 100 or 105 degrees F. an dallow a little top and bottom ventilation Increase the ventilation as required to maintain a nice lemon yellow colour, which will require 12 to 20 hours Afterthe middle leaves have become nicely yellow, increase the bottom and top ventilation and raise the temperature to 110 degrees for from 5 to 10 hours. After the top leaves become yellow, with just a tinge of green left in them, the tobacco is ready for fixing the colour or drying the leaf. If a hygrometer is used, the difference between the readings at this tage should be from 22 to 25 degrees, to maintain the proper drying without sponging or scalding the leaves. The whole yellowing petriod requires from 30 to 48 hours with a temperature range from 80 to 110 degrees F. Fixing the colour requires 15 to 24 hours, with a temperature range from 110 to 140 degrees. Give full ventilation at this tage. Drying the leaf and stem requires 15 to 36 hours with a temperature range from 140 to 160 degrees. Top and bottom ventilation may be reduced about one-half at this stage. Killing the stalk requires 12 to 24 hours at a temperature range from 160 to 190 degrees F., with a little ventilation left at top and bottom o the kiln. The time required for completing a single curing varies from 3 to 5½ days.

## SELECTING PULLETS FOR WINTER EGG PRODUCTION

(Experimental Farms Note)

Egg prices are invariably higher in winter than in summer, hence winter egg production is one of the important factors contributing to a profitable poultry enterprise Winter egg production is influenced by breeding, feeding, health and general management of the flock.

At the Experimental Station, Fredericton, pullets are selected from high producing hens and males are used whose dams have been good winter producers as well as having a high total production. Pullets should be selected which are healthy well developed, vigorous and typical of the breed they represent.

Pullets of the heavy breeds should be hatched in April preferably about the fifteenth of the month. Pullets of light breeds should be hatched during the latter part of April or early in May. By hatching at that time the pullets will have time to develop sufficiently before being brought into production. These seems to be a correlation between body weight and size of egg so if pullets are forced into production before they are properly developed, egg-size may suffer.

Young birds should be fed on a good growing ration. More vigorous birds will be obtained if they are allowed free access to range which is abundantly supplied with green feed and provision should be made for rearing away from adult stock on ground that is not contaminated. Intestinal parasites are a very serious menace to the poultry breeder and they can best be controlled by rearing chicks away from the adult stock on ground which has not been ranged for at least a year and which in the meantime, has been ploughed and seeded. Birds should be brought in from range the latter part of September and placed in winter quarters with plenty of ventilation and also placed on a regular ration.

The ultimate collapse of Russia is inevitable. No house built solely on a material basis can endure. A nation avowedly anti-God, anti-Christ and anti-Christian, will perish. It is the Spiritual law. The Bible is our indisputable authority for this prophecy.—Grenville Kleiser.

## In The Automotive World

WEEKLY NEWS

Boy craftsmen from every section of the Dominion started this week on trips to Toronto and Detroit in quest of international honors in the Fisher Body Craftsman's Guild seventy-five thousand dollar competition. Fourteen young Canadians are making the journey as guest of the Guild and as part of their award for building the best miniature model Napoleonic coach in their respective Provinces. The boys range in age from 12 to 19 years and have been victors in either junior or senior age divisions.

Their coaches are now in Detroit and are being re-judged for the four major awards of University scholarships valued at five thousand dollars each.

From as far west as British Columbia and as far east as Nova Scotia the young winners arrive in Toronto Saturday, August 20th. A round of interesting entainment awaits them, and the following day they attend the four-day International Convention in Detroit. Announcement of the scholarship awards will be made by Alfred P. Sloan, Jr., President of General Motors, at the banquet which is tendered to Canadian and American newspaper men, leading educationalists who are the Guild's honorary judges, and many others interested in fine craftsmanship, as well as to the boys.

The Canadian boy who are making the trip are:

Ontario—1st Sr., Lawrence H. Berwick, Rosseau Avenue, Hamilton; 1st Jr., David Tennent, 65 Fullarton Street, London.

Quebec—1st Sr., Ellsworth Lorimer, Waterville, Que.; 1st Jr., George D. Guy, 6196 Notre Dame de Grace Ave. Montreal.

Maritimes—1st Sr., Wilbrod Cote, Laporte Ave., Edmunston, N.B.; 1st Jr., Howard W. Dickinson, Hartland, N.B.

British Columbia—1st Sr., F. J. Chalcraft, 1952, 12th Ave., East Vancouver, 1st Jr., Alec Charles Packford, 1715 Kings Road, Victoria.

Saskatchewan—1st Sr., Joseph Olafson, Mildmay Park; 1st Jr., George N. Orthner, 1862 Halifax St., Regina.

Alberta—1st Sr., Herman Rompain, 4 Harvey Block, Calgary; 1st Junior, F. J. Meester, 9848, 73rd Ave. Edmonton.

Manitoba—1st Sr., R. N. Walker, 29 Cornish Ave., Winnipeg; 1st Jr., Harry Cadario, Lac Dubonnet.

**"Nine Dog Power" Special**

In Saskatchewans far north, the method of transporting freight throu gh the rough woodlands in the winter months is by dog team, but during the summer this workis done by air transport. The dog freighters, therefore, have been up against it to find some method of exercising their dogs during the summer so that they are kept in condition for winter trips. Jack Robertson of Nipawin, Saskatchewan, solved the problem with the assistance of his 1932 special Chevrolet sedan. He hitched his nine huskies to the Chevrolet just as in winter he hitches them to a sled, and the dog team regularly hauls the car on exercise trips.

**Wooden Tires Adopted**

After a long period of grief, the traffic division of General Motors has at least found a satisfactory substitute tire to use on unbooked units in transit Since a policy of putting tires on export cars after they reach their destination without damage to rims had to be battled. After using longitudinal wooden strips then heavy hemp rope wrapped around the rims, and finally a device made fro mold rubber casings, these were all discarded in favor of a wooden tire made of a series of blocks which fit into the hollow of the rim This wooden tire is now used on all export shipments.

**Chevrolet Gets Business**

In the first six months of this year nearly one out of every three new automobiles bought in the United States was a Chevrolet Six. Chevrolet new ars titled were 32.9 per cent of all new cars, comparing with 31 per cent in the same period of 1931, and only 2 0per cent in the boom year of 1929 up to midsummer. Ten years ago when Chevrolet was getting its start in the volume field, it obtained less than 10 per cent of the total business.

**An Economical Carburetor**

Although it always has been noted for thrifty operation, the 1932 Pontiac operates with the economy of cars built for economy alone. The carburetor of the engine is of an extremely thrifty type, with three feed jets or graduated size which supply exactly the quantity of fuel needed at low, intermediate and high engine speeds. Further Pontiac's "economizer" provides still another assurance of maximum mileage by metering and controlling the amount of gasoline that can reach the carburetor at speed up to 50 miles an hour. Beyond this point, the added fuel required for full power is admitted to the mixing chamber. Instant acceleration is assured by an "accelerator pump" built into the carburetor. This pump traps a small additional amount of gasoline when the accelerator pedal is suddenly depressed, and feeds it into the mixing chamber, thus temporarily enriching the mixture.

**Old Sleuth Makes Good**

The better-business sleuth engaged by this column has just reported another interesting bit of evidence. It seems that sales of office equipment in the past two months have been steadily upward in trend. One big typewriter and office machine dealers association at an en rena ional convention in Toronto disclosed that purchases were up 20 per cent in the past six weeks throughout the continent Until two months ago sales for the year were only half those of the same period the year previous, but there had recently been a definite revival

"Firms don't buy typewriters just for stenographers to practise on," says the old sleuth. Seems to us like a pretty good piece of detecting. Must be some foundation for the optimism recently expressed by that Toronto department store head and that Nova Scotia bank president

**Veteran Has Birthday**

Birthday greetings to Oldsmobile, 35 years old on August 21st. Veteran of the industry, but still a hand some, aggressive youngster. Born 1897, when a small group of met to hold the first director's meeting of Olds Motor Works and it was "moved by Mr. Stebbins that the manager be authorized to build one carriage in as nearly perfect a manner as possible and complete it at the earliest possible moment."

In 1905 Oldsmobile brought out a two-cylinder automobile and later that year abandoned the one-cylinder curved dash car. During the succeeding years it developed larger and more luxurious automobiles with the Oldsmobile Limited produced in 1910, standing out as the peak of this effort. The Limited had 5x6 motor and 42 inch wheels and won fame by racing one of the fastest trains in the country from Albany to New York. This same year, 1910, the company was acquired by General Motors. Since then it has continued a conservative progress and has many contributions to the industry. These include pioneer work with multiple cylinder engines, the introduction of chromium-plating and several of the mechanical advancements found on the 1932 Oldsmobile Six and Straight Eight.

**Farm Cars In Canada**

There are 726,623 farms in Canada, and automobiles on 321,306 of them. Motorization of rural Canada has been proceeding rapidly According to Dominion Bureau of Statistics automobiles on farms in Canada have doubled in the past ten years. There is now a car for every 2.27 farms and the likelihood that this ratio will continue to change steadily. Ontario has more cars to the farm than any other province, with an average of one for every 1.53 farms, and Quebec has the smallest ratio, with one for every 5.106 farms. Saskatchewan ranks after Ontario with one in 2.10; Manitoba, 2.12; Alberta, .27; British Columbia, 2.46; New Brunswick, 3.26 Prince Edward Island, 3.31, and Nova Scotia 3.83.

**Motor Tourist Receipts**

Cheerful are the tourist trade experts who predicted Canada's annual income from motor tourists would not drop this year far below the previous ark of $250,000,000. Based on reports from key points, the outlook is good. While a decline was to be expected in time and money devoted to recreation this year on the American continent, the flow of motor travelers across the international border into Canada's holiday haunts has been kept up to within 7 per cent of volume during the same period a year ago.

**The Wife Goes Shopping**

Only case on record where a woman bought two motor vehicles and took them both home with her at once: Mary Bartholomew, of Miles City, Montana, went to Flint and bought a Buick, drove the Buick to Pontiac and bought a GMC truck. She loaded the Buick, pulled out of Pontiac at the wheel of the truck. Home was 1600 miles away, but it was nothing for Mrs. Bartholomew. She often acts as relief driver for her husband out Miles City way.