

BRANTFORD SCORES IN FIRST AID WORK

St. John Ambulance Corps Work Staged by Phone Company Teams.

Brantford's entry in the final divisional first aid contest of the Bell Telephone company scored the highest number of points at the contest held in the central collegiate auditorium last night.

Six teams, all winners in the elimination contests, were entered from the six divisions of the western division of the Bell Telephone Co. The contest consisted of a series of problems in first-aid work, including bandaging of all kinds of injuries, including fractures, burns, severed arteries, and resuscitation in cases of asphyxiation. In each case one member of the team was upon him the work was done. Speed and accuracy marked the performance of every team and it was a question which one was the best until the judges' decision was made.

The Brantford team finished with a total score of 98. Team members were: H. H. Drescher, captain; H. H. Cooper, C. F. Morrison, J. C. T. Jefferies and H. H. Smith.

St. Thomas came second with a score of 97. On the team were: L. C. Hind, captain; M. C. Mailing, A. A. McNamara, R. Osborne, L. E. Smith. The St. Thomas team was the representative team for London district.

Kitchener and Stratford tied for third place with scores of 91.1. Teams were: Stratford—L. C. Campbell, captain; W. J. Hodge, W. U. Cooke, A. A. Gale and J. McGowan.

Kitchener—W. G. Selby, captain; F. J. Gillard, P. W. Schindler, L. R. Bisset and H. Williamson.

Chatham's score was 90.4. The team: H. V. Kaidwell, captain; A. R. Sanderson, H. Paulson and W. McIntyre.

Windsor finished with a score of 84. Team members: W. M. Frazer, captain; F. E. Hoffert, W. T. English, C. H. Westman, W. D. Smith.

The Bell Telephone orchestra of this city furnished a splendid musical program during the contest. Other numbers included two solos by L. C. Bullen, a reading by Miss L. Grant, and a very enjoyable comedy skit presented by Gordon and Krany.

W. H. Winters, general plant manager of this city, presented the awards to the winners. The first prize was the Bell first aid shield, which will be held by Brantford for the year. The members of the winning team were also presented with shawls, which are souvenirs of the occasion.

R. H. Hunt, plant superintendent of the western division, occupied the chair during the evening, and Dr. A. R. Penney, medical adviser to the Bell Co., was the chief judge.

At the conclusion of the evening Dr. C. Sanborn demonstrated the use of the new portable chemical apparatus for resuscitation from gas poisoning, which was presented to the city by C. M. Duffield of the City Gas Co.

France Shivers In Intense Cold

Only Five Above Zero at Paris—Even the Riviera Is Cold.

Associated Press Despatch.

Paris, Dec. 17.—France is suffering from the most intense cold spell in thirty years. The thermometer in Paris last night dropped to five degrees above zero Fahrenheit.

Even the favored Riviera is feeling the bite of winter. The best that its propagandists can say for it is that "it is warm in the sun here." The cold weather is accompanied by fog of varying density. This has been responsible for a half dozen railroad accidents of a minor character, but which have caused delay on the system, which had only partially recovered from the effects of Tuesday's blizzard.

POLICE COMMISSION CONTROLS BUSES

Continued From Page One.

streets, neither could they give the street railway an exclusive franchise. All the council could do was to pass resolutions and make recommendations, the mayor declared.

The mayor pointed out that the council two years ago had passed a resolution asking the police commission to allow overworkmen from the police commission refused to do unless the council passed a resolution absolving the commission from blame in case of accident. The council did that and it was the reason the bus drivers were summoned to court several weeks ago.

In the opinion of Mayor Weighe the 1926 council would have to pass another resolution absolving the commission from all responsibility and legal tangles that might result by refusing to grant license to the Metropolitan Bus Company in 1926.

Cancellation Right.

There is nothing in the municipal act which says bus operators should have their licenses cancelled, but the police by-law states that the police commission has the right to cancel a license for any cause and it is not necessary to state a reason or reasons.

It is also reported today that several aldermen who were in favor of giving the street railway sole transportation rights in the city are wavering and it may be that the first gathering of the council on Monday will see some startling oratory and a sharp divergence of opinion.

DEATH OF GEORGE MIDDAGH.

On Friday afternoon at 3:30 the funeral of George, 9-year-old son of Mr. and Mrs. Leeman Middagh, who passed away at the family residence, 322 Forbes street, on Wednesday, will be held to Woodland cemetery.

The services will be in charge of Rev. Bruce Hunter. He had been a student of the Manor Park public school. He is survived by his parents, four sisters, Lulu, Muriel, Dorothy and Lottie, and four brothers, Earl, Hudson, Mervin and Roy.

Dorchester Peat Has High Ash Percentage

Comparative analysis of American anthracite coal, a sample of Dorchester peat and a sample of peat from the bogs at Portadown, Ireland, shows considerable variance in fuel qualities. It will be noted that the Dorchester peat shows a high percentage of ash and that the amount of fixed carbon is low. The table below represents a typical analysis of American anthracite, having a 10 per cent moisture content:

	American Anthracite	Irish Peat	Dorchester Peat
Fixed carbon	84.50	41.50	24.14
Volatile matter	10.00	35.32	24.95
Moisture	5.00	18.98	18.65
Ash	10.00	1.10	22.25

HOT, SMOKELESS FUEL SOUGHT AT DORCHESTER

Analysis of Sample From Middlesex Peat Bogs Provides Encouraging Reports of High Carbon Content—Compares Favorably With Irish Peat—Drying Process Simple.

Samples of peat taken from bogs at Dorchester have been analyzed and, according to reports today, qualities of the fuel have surpassed all expectations.

A sample of the fuel, taken from bogs owned by Dr. J. McWilliam at Dorchester, was analyzed this week by Prof. J. W. Russell and G. H. Reavely, of the geological department of the University of Western Ontario.

Result of these tests, conducted through The Advertiser, has given decided impetus locally to interest in the fuel situation.

The analysis definitely establishes the fact that peat possesses all the mechanical and heating properties of the anthracite coal, which is now being used to such an extensive degree, and which many citizens have come to believe is the only fuel which will keep in motion the wheels of Canadian industry.

Moreover, it definitely testifies that peat, which is one of the greatest, but as yet one of the least developed Canada's mineral resources, also possesses many distinct advantages over the use of anthracite coal.

Smoke Means Loss.

Not only does a large waste in the heat value of many coals, due to the loss of gases containing unburned carbon, but with the lower grades of coal especially, considerable quantities of unburned carbon are carried off in the form of smoke. Peat, burned under proper conditions in either stoves, furnaces or grates, is practically smokeless, and the consequent loss of unconsumed carbon in gases thus formed is exceptionally small, owing to more complete combustion.

Actual heating results obtained from a sample of peat, therefore, depend to an unlimited extent upon the completeness of combustion, and the results of Prof. Russell's analysis show peat to contain 24.14 per cent of fixed carbon. The amount of volatile, or gaseous matter, contained in the sample amounted to only 35.32 per cent, which is a comparatively small proportion in relation to that contained in many varieties of anthracite and non-bituminous coals. The moisture content of the peat sample amounted to only 18.65 per cent, while the amount of ash contained was but 22.25 per cent.

In fact, an estimate of the comparative heat value of peat by the customary method of basing it on the ultimate analysis of the fuel is some 25 per cent in excess of the value which represents the real value of the substance. The result of a sample recently analyzed at Portadown, Ireland, where the fuel is extensively used, showed it to contain 44.60 per cent of carbon, 18.98 per cent moisture, and 35.32 per cent volatile matter and only 1.10 per cent of ash.

Theoretically, one and a half tons of this peat would equal in value the same amount of coal containing 11.43 British thermal units. In real practice,

however, the heat value of the peat would be much higher than these figures would indicate, owing to the fact that more efficient combustion of the peat than of the coal would be obtained under working conditions. This is due to the fact that a pound of carbon giving 14,600 B.T.U., when completely burned, gives only 4,450 units when the combustion is not complete.

Peat Retains Heat.

One of the outstanding properties of peat is its capacity for retaining heat. It burns with a much smaller air supply than coal, and this directly affects heat losses, through the necessity of employing a greater draft to burn coal. According to tests, the total loss in the dry chimney gases, in best practice, averages more than 25 per cent of the total heat generated from the burning of coal.

Another element of much practical importance is the greater uniformity of the product. Machine made peat, which is made by methods approved by the government, is practically uniform in quality, although that obtained from different bogs will vary somewhat in quality. Coal, which shows a high B.T.U. from analysis of selected samples may be so mixed with slate and other impurities as to give poor results. There are, however, no such drawbacks with peat. It is a uniform fuel, and its heat value is not affected by the quality of the coal.

Peat, when taken from the bog, contains about 30 per cent of moisture. An air method during an average drying season, to contain less than 25 per cent, which is a comparatively efficient fuel. This is to say that ten pounds of raw peat will produce 1½ pounds of fuel, 8½ pounds having to be discarded. Thus, to produce 23½ pounds of fuel, 1,000 pounds of the raw peat are required.

Drying Method Simple.

"It is a comparatively easy matter," states Dr. McWilliam, "to produce peat in a large and successful manner by simple and natural process of maceration and air drying, but to develop it in such quantities as to put the industry on a large and successful commercial basis involves the use of mechanical excavators, machinery for distributing and spreading, extensive drying racks, and other expensive equipment. During the past few years rapid advancement has been made in Canada along these lines, and a great impetus has been given to the industry in many parts of the Dominion."

But then again he may, and it must be remembered also that boys do not develop physically and mentally at the same rate always. Lumping everything together, the brilliant scholar will certainly outshine the dull boy.

The present age is one in which boys must be prepared," declared Mr. Beal, "and it is an accepted fact that a boy who is successful in school will be successful after he leaves school, because it requires both brains and natural resources to be successful in school today, and furthermore, the courses of study are of a practical nature. The well-prepared and well-educated boy or girl, too, for that matter, will today outstrip the dull or poorly educated boy and any statistics that are at all general will prove that fact."

Bookworm a Failure.

"It is a very rare exception today for a dull boy to outstrip the brilliant scholar," pointed out Mr. Miller, "and in these few cases it is because the brilliant scholar is brilliant merely as a bookworm and not in all-round development. This explains the fact that young men who have been chosen as Rhodes scholars to study abroad sometimes fail to show up as brilliantly in the business world after they come back to Canada. But the colleges have made the mistake of choosing men solely on their class records, bookworms, perhaps, men whom the authorities considered would do credit to the colleges which send them over to the continent for post-graduate work."

"The proper men to pick as Rhodes scholars would be those who carry off the scholarships for all-round work and merit, not the scholarships for brilliancy in any few particular branches of learning. But even at that the average student boy will certainly far outstrip the dull boy in business or any other sphere of activity in life."

POLICE DOG FINDS CHILD.

Lewiston, Me., Dec. 17.—Three-year-old Kenneth O'Hara, for whom nearly 1,000 persons searched the woods fifteen hours, was found this morning.

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TRAVELLERS' VOTE NEARLY COMPLETE

Officers of O.C.T.A. Will Be Named at Annual Meeting on Saturday.

On Saturday afternoon of this week the new officers for the Ontario Commercial Travellers' association will be made known when the report of the scrutineers is heard at the annual meeting of this body in its rooms in the Dominion Savings building. The meeting will start at 3 o'clock.

The scrutineers, E. J. Dawson, J. F. Kern and W. R. Grant, have been receiving ballots from the members for the last month or so, and these are now about all in.

Aside from the discussion of general business, several notices of motion given at the last meeting in November will be heard. One of these, that dealing with a mortuary benefit, is considered of great importance to all members.

Another notice of motion has to do with the permanent relief fund which is doing a great deal of good at present in relieving distress among aged, sick and ex-soldier members of the association. This fund was begun in 1918, its object being to help members who are without any other person than the officials in charge of the work, knowing anything about it.

It is the purpose of the committee in charge, during 1924, to help the widows of deceased members, and to assist in the education of orphans. It is expected, with the large membership and the very generous response which is made yearly, that this will soon be possible.

A letter stressing the need of support in this work has been mailed to all members during the past few days.

It says: "Your permanent relief committee is again appealing to you on behalf of the charitable work of our organization. During 1924 we received donations amounting to \$1,310, being an increase over the previous year, but if our work is to be continued in a real way, we must have help from a greater number of our members."

"It is our desire to build up a fund that will not only take care of indigent cases, but will enable us to help the widows and orphans of our deceased members, in distress. We have many members of very limited means. If we supplied their wives' full needs, we would be able to help them. Why not get in the game in a real way? Why not help to educate the orphan? Even with our limited funds, we could undertake you with stories of relieved distress that would make you feel proud that your association is engaged in such service. Our members receive much—less draft, it does not need frequent shaking, and combustion being practically perfect, no clinkers are formed, which is the residue of the burning of coal."

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LORD CHEYLESMORE, who is suing his wife, Baroness Cheylesmore, for divorce. The latter, in turn, has started similar action against her husband. Lord Cheylesmore has a ranch at Happy Valley, Alberta.

MOTORIST GIVEN SEVEN DAYS TERM

Anthony Stanczak Blamed Liquor For Collision With Street Car.

"I must convict," said Magistrate A. H. M. Graydon this morning, and Anthony Stanczak, anticipating a seven-day jail term, picked up his hat and coat, emerged from among spectators seated on courtroom benches, and voluntarily walked over to the policemen and down to the cells below.

Stanczak sensed that his case was not proceeding favorably after numerous street railway motormen and conductors and constables gave evidence against him, telling the court that he collided with a street car on the Hamilton road Monday evening, and was later found to be under the influence of liquor.

"Seven days in jail," the court said when Stanczak, through his counsel, Fergus Murphy, refused to give evidence. Mr. Murphy asked that the term date from today that Stanczak might be out of jail on Christmas Eve.

"Motors are dangerous instruments even in the hands of persons in their common senses," the court declared. "This is not an ordinary case, because we are under the influence of liquor. Stanczak collided with a street car. However, that he might be out by Christmas I will impose only the minimum penalty."

Police officers and street railwaymen told how Stanczak whizzed by a standing car on Egerton street switch, scraping the side and then veering towards the center of the tracks. He collided head-on with another street car proceeding west. Following the smash a woman in the car faintly uttered a cry of alarm.

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