

# Election Returns by Polls

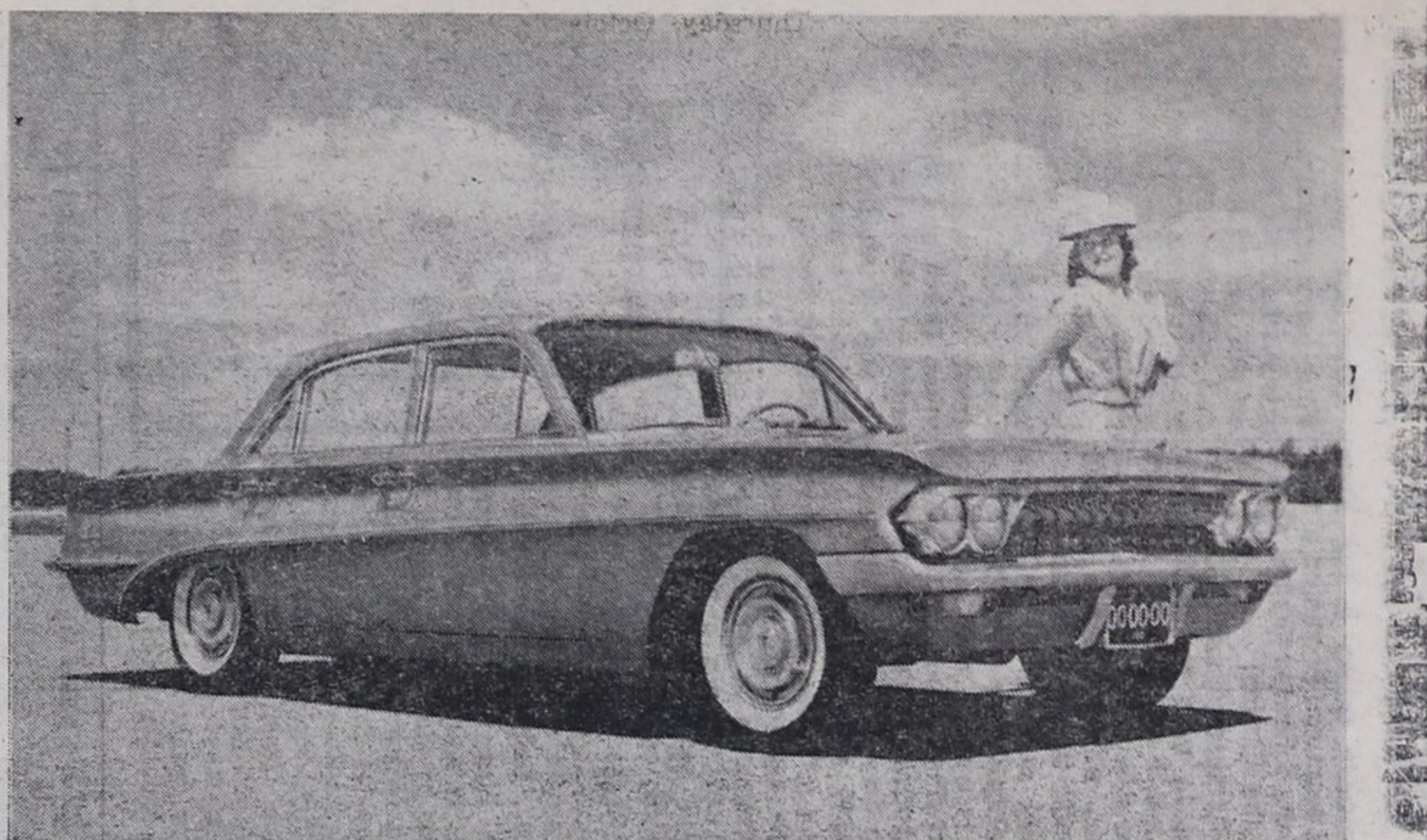
District	Hoffman	Plaunt	Taylor
1 —Haileybury	145	66	24
2 —Haileybury	63	29	12
3 —Haileybury	70	49	21
4 —Haileybury	101	136	35
5 —Haileybury	36	89	47
6 —Haileybury	27	27	7
7 —Haileybury	34	16	22
7a —Haileybury	17	32	14
8 —Cobalt	26	53	81
9 —Cobalt	18	57	49
10 —Cobalt	8	15	15
11 —Cobalt	17	39	20
12 —Cobalt	19	11	32
13 —Cobalt	24	21	29
14 —Cobalt	58	29	42
15 —Cobalt	38	29	46
16 —Cobalt	30	12	25
17 —Cobalt	22	21	15
18 —New Liskeard	103	105	38
19 —New Liskeard	86	104	26
20 —New Liskeard	57	73	29
21 —New Liskeard	60	62	17
22 —New Liskeard	80	69	27
23 —New Liskeard	116	94	18
23a —New Liskeard	93	105	33
23b —New Liskeard	65	62	48
23c —New Liskeard	56	81	31
23d —New Liskeard	107	119	73
24a —New Liskeard	78	28	49
24b —New Liskeard	111	25	32
24c —New Liskeard	33	12	22
25a —Englehart	78	28	49
25b —Englehart	72	25	41
26 —Charlton	37	21	10
27 —Latchford	101	74	49
28 —Thornloe	34	19	6
29 —Bucke Twp.	9	6	10
30 —North Cobalt	28	49	63
31 —North Cobalt	44	75	69
31a —Bucke Twp.	13	42	16
32 —Clover Valley	30	31	19
33 —Moore's Cove	54	39	20
34 —Gillies	37	33	38
35 —West Cobalt	15	23	20
36 —Coleman Twp.	20	13	29
37 —Mileage 104	17	21	25
38 —Kerr Lake	6	6	8
39 —Dymond Twp.	44	75	31
40 —Chester's Corners	43	77	7
41 —Earlton	141	115	28
42 —Earlton	83	54	4
43 —Hudson Twp.	33	58	26
44 —Milberta	45	73	45
45 —Heaslip	70	67	33
46 —Evantural	36	25	17
47 —Charlton	20	17	12
48 —Dack	28	9	41
49 —Brentha	25	12	3
50 —Elk Lake	110	36	29
51 —Elk Lake	51	19	19
52 —Wawbewawa	38	14	67
53 —Chamberlain	23	20	14
54 —Hilliardton	61	60	15
55 —Judge	50	50	15
55a —Belle Vallee	57	35	6
56 —Harris Twp.	45	52	33
57 —Harley Twp.	57	64	44
58 —Brethour	50	27	14
63 —Matachewan	57	104	1
64 —Matachewan	55	73	16
66 —Matabitchoan	9	1	4
67 —Lorrain Valley	11	1	11
68 —Lorrain Twp.	11	3	6
69 —Bear Island	34	8	5
69a —Temagami Island	22	6	35
69b —Scholes Twp.	6	12	4
70 —Goward	25	25	24
71 —Temagami	187	98	36
71a —Temagami	137	38	30
72 —Fountain Falls	9	10	8
73 —First Brook	25	3	5
74 —Elk Lake	12	6	2
75 —Henwood	39	17	23
76 —Cane	36	14	17
77 —Beauchamp	21	27	2
78 —Robillard	48	24	38
79 —Hill's Lake	24	16	19
80 —Sharpe Twp.	12	4	10
81 —Hough Lake	13	2	4
82 —Gowganda	62	23	41
83 —Mosher Bay	3	1	4
84 —O'Brien	55	14	24
85 —Tomstown	52	31	13
86 —Marter Twp.	9	11	11
86a —Marter Twp.	13	10	13
87 —Pense Twp.	11	2	5
88 —Krugerdorf	13	2	3
89 —Pacaud Twp.	12	7	6
90 —Boston Creek	16	5	11
91 —Tarzwell	27	12	36
92 —Dane	26	26	31
93 —Eby Twp.	16	8	11
—Northdale Manor	21	9	10
—Ray Township	12	7	18

Advance Polls:

District	Hoffman	Plaunt	Taylor
Englehart	32	10	38
New Liskeard	24	19	6
Temagami	4	2	3

The Trend

Hoffman	Plaunt	Taylor
10 Polls in	162	117
20 Polls in	381	256
34 Polls in	897	826
44 Polls in	1361	1266
52 Polls in	1866	1737
60 Polls in	2300	2024
70 Polls in	2817	2408
80 Polls in	3554	2899



New addition to the Oldsmobile line is the 1961 F-85 four-door sedan. The F-85 is Oldsmobile's entry in the lower-priced, smaller-sized automobile field. It seats six people and is 188.2 inches long — 30 inches shorter than the 1960 Oldsmobile 88. Built on a 112-inch wheelbase, it is 71.6 inches wide and 52.6 inches high. It is powered by a new aluminum Rockette 155 hp V-8 engine designed for increased fuel economy.

## New Oldsmobile 85 Has Rockette V - 8

OSHAWA, Ont. — A completely new, economy-size Oldsmobile — the F-85 — was introduced today by General Motors of Canada, Limited. Just 188.2 inches long and 71.6 inches wide, it seats six people and is powered by an aluminum "Rockette" V8 engine.

Built to give maximum economy, the F-85 was designed to create a new market for Oldsmobile. It is not a substitute for the regular Oldsmobile 88, Super 88 or 98 series.

The F-85 is available in 15 exterior colors with interiors keyed to match, in combinations of five colors.

The Rockette engine is lighter and gives 25 per cent more miles per gallon than a standard V8 engine.

A 215-cubic inch power plant with dual-throat carburetor and a compression ratio of 8.75 to 1, it is designed to operate efficiently on regular-grade gasoline. The engine's cylinder bore diameter is 3.5 inches. Its exceptionally short stroke of 2.8 inches means less piston travel per mile and consequently reduced bore and piston ring wear. The engine has one of the highest power-to-weight ratios in the industry.

Making up the other half of the F-85's power team is a new, lightweight Hydra-Matic transmission. Offered as optional equipment at extra cost, the new automatic unit is more compact and 95 pounds lighter than the Hydra-Matic transmission previously used.

The new Accel-A-Rotor (fluid multiplier) feature for 1961 makes Hydra-Matic's operation even smoother by providing a variable transmission ratio in "first" or starting gear.

With Accel-A-Rotor, the car starts with a high accelerating transmission ratio of 3.64 to 1. This automatically decreases to 3.03 to 1 before the transmission drops into "second" gear with a ratio of 1.58 to 1, whence it moves into the "direct" (1 to 1) drive ratio.

A rear axle gear ratio of 3.23 to 1 is used with the Hydra-Matic. With the standard synchro-mesh transmission, the ratio is 3.07 to 1.

The F-85's new frame-integral construction gives the car the lightest weight yet strongest body structure for its size.

Floor "tunnel" heights are minimized by the smaller Hydra-Matic transmission and a newly-designed two-piece propeller shaft that incorporates a constant velocity joint.

Underbody area of the F-85 is

specially treated to resist rust and corrosion.

The complete front suspension — a new ball joint, anti-dive design — is mounted to a separate front crossmember. The crossmember is assembled to the body frame side rails but is completely insulated from them by rubber mountings. A unique feature of the F-85's front suspension mounting is that the steering gear is also mounted to the rubber-cushioned crossmember, isolating the steering system from road shock.

A "twin triangle" stabilized coil suspension is used in the rear. Two rubber-mounted links on each side connect the axle and the differential to the body side rail structure. The outer links (between the ends of the axles and the frame) transmit driving and braking forces and also control vertical stability. The inner links (between the differential housing and the frame) are used principally to control lateral stability. A more rigid assembly with higher capacity-to-weight ratio and improved ground clearance result from the design of the differential housing. Axle housing tubes are welded to the differential housing.

The F-85 is braked with 9.5-inch drums front and rear. Front lining width is 2.00 inches and rear linings are 1.75 inches wide.

The car's 13 1/3 imperial gallon fuel tank is horizontally mounted and filled from the left rear fender in both sedan and station wagon models. Standard tire size is 6.50 x 13, with 7.00 x 13 available as over-size.

The F-85 uses a 3.07 rear axle gear ratio with the standard synchro-mesh transmission and a 3.23 rear axle ratio is used with the Hydra-Matic transmission.

The F-85 and F-85 Deluxe are available in a full range of 15 exterior colors, including nine metallic finishes. Two-tone exteriors are offered at extra cost.

The Oldsmobile F-85 offers smartly luxurious interiors of all-Moroccan, or cloth and Moroccan combinations in gray, blue, fawn, green or red. In the F-85 sedan, fawn or red all-Moroccan are available along with three cloth and Moroccan combinations.

The F-85 station wagon offers a choice of the five colors in all-Moroccan.

The station wagon is a four-door, six-passenger vehicle with 73.5 cubic feet of cargo space. The Easy-Load rear gate, hinged to the roof, lifts above head height so that a person may reach directly into the cargo compartment without lean-



Brian McFarlane, prominent radio and television personality in both Canada and the United States, has been appointed Sports Director, CFCF-TV, Channel 12, Montreal, it has been announced. Mr. McFarlane was formerly sports director of a Canton, N.Y., radio station, before moving to CFRA, Ottawa, and immediately prior to this announcement was sports director of station CFRB, Toronto.

He was a sportscaster with WRGB-TV, Schenectady, N.Y., and has had television experience in Canada in addition to playing film leads for the National Film Board, and appearances in CBC drama productions.

A native of New Liskeard, Ont., Mr. McFarlane studied at St. Lawrence University, N. Y., and in an outstanding amateur and semi-professional sports career was named an All-American hockey star, captained a Canadian Memorial Cup semi-final team, and became the only man in the history of St. Lawrence to net more than 100 goals in a collegiate career.

ing over an extended tail gate.

A smaller version of the Roto-Matic power steering unit is available at extra cost. This has an overall steering ratio of 20.82 to 1 and a gear ratio of 17.5 to 1.

The standard manual steering gear is a ball nut design with overall steering ratio of 26.18 to 1 and a gear ratio of 22 to 1.

The F-85 has a turning diameter of 37 feet. Its steering gear column is assembled to the gear through a universal joint for silencing.

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90 Polls in	4049	3238	2140
100 Polls in	4513	3648	2336
105 Polls in	4655	3809	2466
107 Polls in	4704	3825	2538
<b>Unofficial Results</b>			
Hoffman	4704		
Plaunt	3825		
Taylor	2538		