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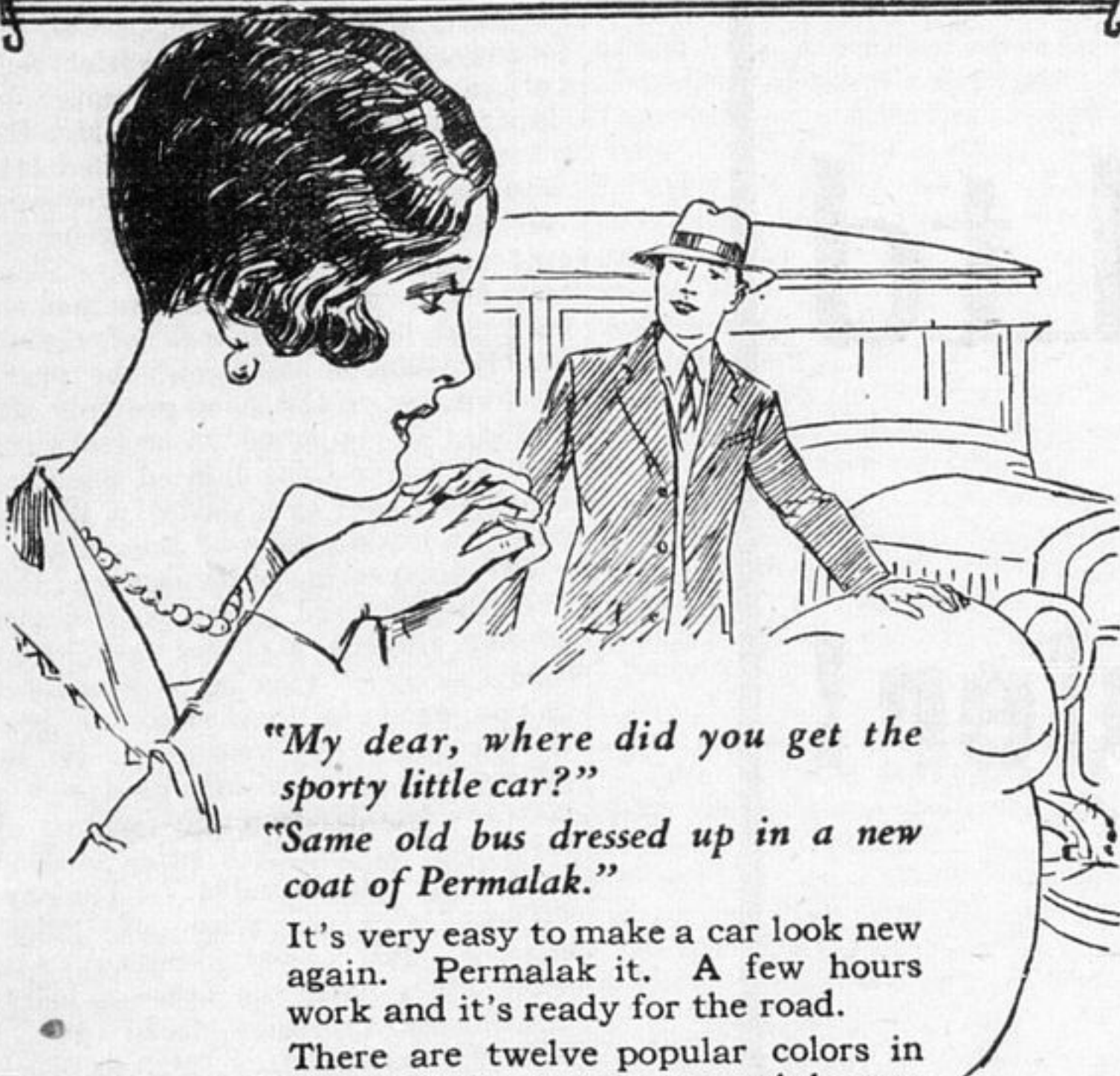
Haugh Work Pants are cut full and roomy from specially-selected tweeds, worsteds and hard twists. Strongly reinforced to defy wear. Seams are double stitched. Good, strong belt loops and neat trouser cuffs.

Extra heavy pockets have the new safety feature, exclusive with us.

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Haugh Work Clothes



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Carnation Milk Products Co.
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Carnation Milk

"From Contented Cows"

ONLY ONE AUTO USES THIS ROAD FOR THIRTY MILES

Chief Fire Fanger Has Monopoly on Use for Cars of Road from Elk Lake to Matachewan

The following letter of "Belt Line News" was received this week from Mr. H. A. Preston:—

Schumacher, April 16th, 1928
To the Editor of
The Advance, Timmins.

Dear Sir:—From Elk Lake to Matachewan it is just thirty miles and there is an old road that was cut by the N. C. Power Co., following its steel tower line. During the summer there is only one automobile that runs up that road, and the auto is the property of the Government, and the man in charge is Lloyd Acheson, the chief fire ranger. During the summer of 1926, and also 1927, he made two trips each year over the road in his small Ford. This road runs quite a piece along Montreal river where several creeks empty into that bigger river. Now, who would think that Mr. Acheson could make the trip as he has done and not a spade, shovel or axe used and not a foot of repairs done to this piece of road. Taking into consideration the long winter and deep snow and spring floods one would think it impossible to make the trip. But Mr. Acheson has been doing it, and no doubt will do it again this summer. So, who can say that this belt line idea of roads would be an expensive undertaking when thirty miles have stood the long winters and spring floods for years, and no work done on them? Yet a small car can make the trip easily, and from Matachewan it is only a short run to Timmins. From Elk Lake to Gowganda anything on wheels can run quickly for twenty-eight miles. The question is: How many men in Northern Ontario have a road all to themselves for thirty miles, and no one else with a car? For years the road has not had one foot of work done on it. Would it not be a grand thing to make this road ten times better and have large cars running on it? If a small car can run thirty miles on it in the present shape, what could large cars do, if it were widened and made A1? Where is there going to be any great expense in completing this Belt Line of Roads for the North?

Yours truly,
H. A. Preston.

SCHEME WOULD INJURE THE CANADIAN MARINE

Premier Ferguson Distrustful of Waterways Project Under Joint Control

As soon as the people of Canada awake to the significance of the conditions under which it is proposed to put through the St. Lawrence Waterways scheme there will be very general and determined opposition. For years past quiet propaganda has been in progress for the scheme, but thoughtful public men have been convinced that Canada is not in financial position at present to put through so immense a scheme. To have some other country or interests put it through means of course, that Canada would have to pay the price one way or another. In brief, if would appear that at present Canada can not afford this immense work.

If the waterway would not prove as useful as its advocates suggest, then it is not so badly needed as they claim. If it would do all they allege, then the Canadian cross-continent railways, already hard-pressed to keep on right basis, would have to go out of business altogether.

Other interests than the railway interests would be affected. "If this proposition goes through," declared A. E. Mathews, of the Mathews Steamship Company, "there will not be a Canadian mariner left a year after. The ocean ships take only a Canadian pilot to the lakes, and this would eliminate the Canadian marine to a large extent. In an interview with Mr. Hoover, when he asked me what I thought of the St. Lawrence waterway scheme, I told him Canada was not in shape for any such undertaking at present, because she has not the money. He said the United States would lend us the money, but I reminded him we would have to pay the interest."

Many other business men and public men have been expressing opposition to the project. They need to express their opinions or Canada is in danger of being hurrahed into a very undesirable situation. Just for the glory of a canal that the country can get along without for the present, Canada should not allow itself to be hurrahed into selling out to any neighbour or any power interests.

According to reports in the Toronto newspapers last week, Premier Ferguson had read sufficient of the correspondence to arrive at a conclusion that the United States stands to acquire too great an interest in what ought to be a Canadian enterprise.

The report appears to indicate that the negotiations have been carried on on the assumption that the Canadian people are prepared to sell a proprietary interest in the St. Lawrence waterway, the biggest national asset we have, for a few dollars of American money," he said. "We should retain complete sovereignty of

CHINCHILLA RABBITS DO WELL AT SCHUMACHER

Mr. W. Trollope Meeting Good Success in Raising the Chinchillas

There have been several references in The Advance to Chinchilla rabbits, this breed appearing to be a profitable side line for any fancier in this North Land. Mr. W. Trollope, of Schumacher, as has been noted in the past, has met much success with the Chinchillas. As Mr. Trollope has recently had additions to his family of Chinchillas by new ones born and bred in the North Land, another reference to the Chinchillas may not be out of place at this time.

The Porcupine Poultry and Pet Stock Association has always emphasized the desirability of standard-bred varieties of recognized kind, whether in poultry or pet stock. For a small outlay of capital there seems to be good profits in the business of raising rabbits, so the principle would seem to apply that the Chinchilla should have first consideration. Mr. Trollope's experience suggests that the Chinchilla will thrive in this North.

Mr. Trollope recently loaned The Advance a booklet on "Chinchilla Rabbits," by John C. Fehr, official judge of the American Rabbit and Cavy Breeders' Association. This booklet gives advice on the housing, feeding and care of Chinchillas. Mr. Fehr says that the housing and management of nearly all domestic rabbits is about the same. The Chinchilla does not require any more care than the ordinary type, for success. "The origin of the Chinchilla is shrouded in mystery," says Mr. Fehr. He believes the breed to be a cross between a gray rabbit and one of the small domestic breeds. To Mr. Dybowski, a French breeder, he ascribes the credit for the present day Chinchilla.

"There is absolutely no doubt," says Mr. Fehr, "that the Chinchilla has different fur from any other domestic rabbit, not only as to colour, but as to quality of fur. In blowing into the fur of a Chinchilla rabbit, you will find a heavy undercoat, making it almost impossible to see the skin." This was proven by a Chinchilla fur shown The Advance by Mr. Trollope recently. The fur is extremely soft and beautifully coloured. On account of the way the fur shades through it cannot be successfully imitated by dyeing other furs. The climate in this North Land tends to make the Chinchillas especially healthy and to assure a particularly rich fur.

navigation to the sea. "There is no doubt in the world that this is the view of the Canadian people. Besides, we have unhappy recollections of former international relationships with our neighbours to the south. I would prefer to give them the privilege of using as neighbours our front yard and gate, rather than to give them a right as joint owners."

Chuck—I thought you promised to save me some of that liquor you had. Wally—I tried to, but it ate holes through everything I put it in and I finally had to drink it.

An Aberdonian on holiday in Dundee went into a restaurant with his wife and three children and ordered two cups of tea and five saucers.

Almost any 200 pound woman would like to be weighed and found wanting.

ILLUSTRATION OF HARD LABOUR IN MINING WORK.

The Advance very cheerfully admits that there is one column in The Toronto Star each day that is well worth reading. That is the column headed, "Don't Quote Me." It is always bright, interesting and well written, with a decided touch of originality. Here is a sample paragraph from last Wednesday's column:—

"If you want to give readers of 'Don't Quote Me' an idea of what mining means tell 'em to go up to the corner of Bay and Adelaide and watch the drills work," said a mining man this morning. They have had sixty

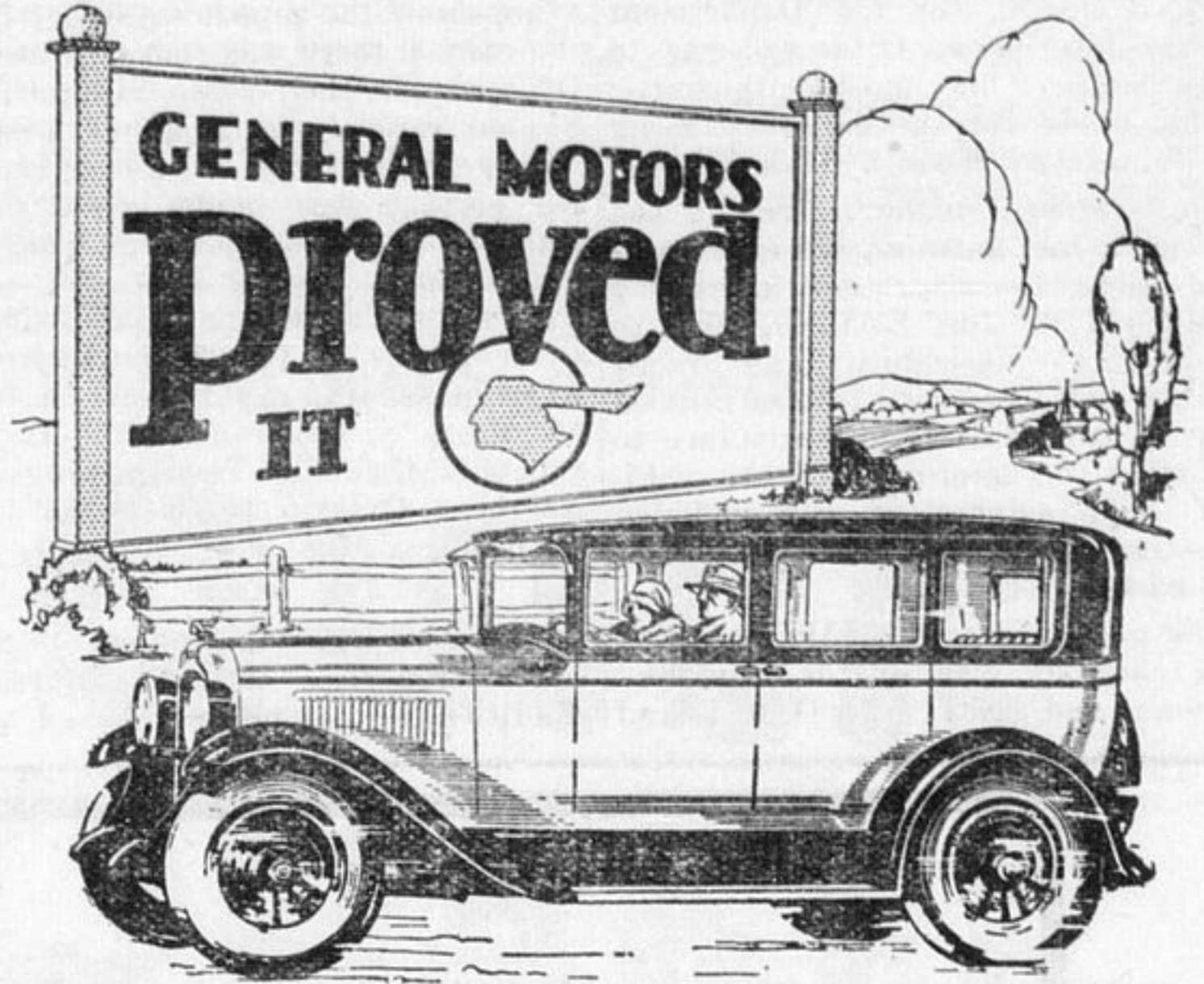
or seventy-five men fixing the few yards of track for a week on Bay street and you can hardly notice the work move. "This will give people an idea of what 100 miles of underground workings at Hollinger means in hard labour," said the mining man we have just mentioned.

To fill the working people's minds with fancied wrongs may be a temporary short road to popularity, but it has always proven a sure road to failure.

—Exchange.

Affections that may be alienated are never worth the price asked for them.

—Exchange.



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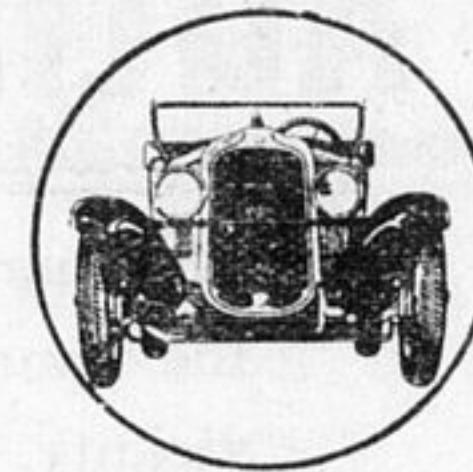
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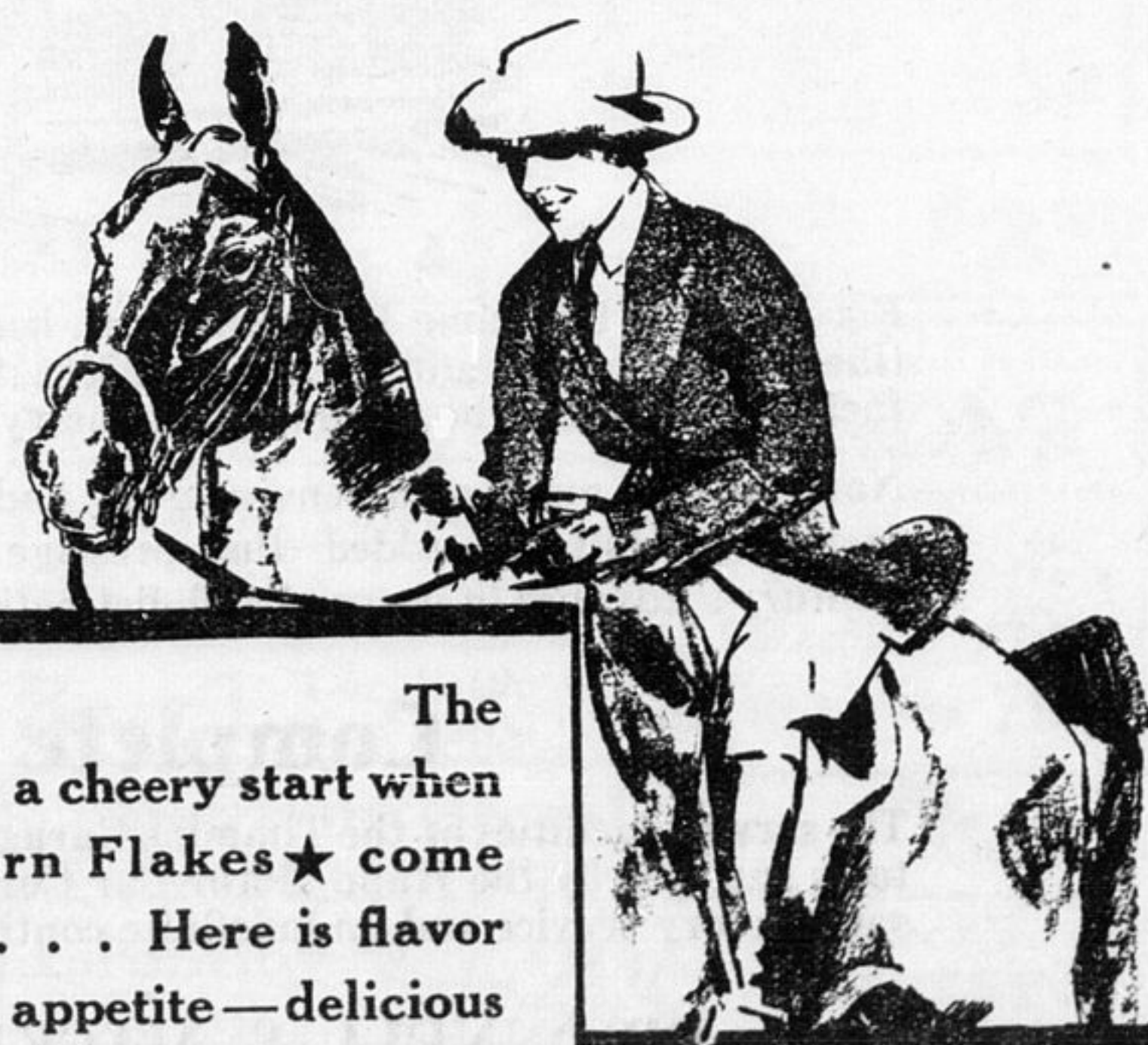
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