

NEW Brunswick RECORDS On Sale To-day

4355
"LOVER, COME BACK TO ME"
"The Vagabond King"
Jessie Dragonette, Soprano, with Orchestra

4337
"I'M WALKIN' AROUND IN A DREAM"
"Until You Get Somebody Else"
Fox Tots with Vocal Chorus by Earl Burtlett and his Los Angeles Biltmore Hotel Orchestra.

4299
"DANCE OF THE PAPER DOLLS"
"The Toymaker's Dream"
Fox Tots by the Anglo-Persians

4360
"THE ONE IN THE WORLD"
"Blue Hawaii"
Sung by Chester Gaylord, "The Whispering Serenader"

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Parents Should Keep Children Off Streets

Many motorists grow grey trying to avoid youngsters on the streets. On some of the streets of this town, where there isn't even the excuse of there not being yards to play in, children of tender age are often permitted to play on the streets, and motorists have their work cut out to avoid serious accidents. The Advance believes that motorists should have their cars in such control as to be able to avoid the ordinary accident, but at the same time there should be co-operation on the part of parents. Few motorists wish to injure a child, even in the rush of speed. Most of them make frantic effort to avoid accidents, especially where children are concerned. The same trouble appears to be present at North Bay, and has prompted The North Bay Nugget to the following editorial:—

"The Nugget has frequently called the attention of the public to reckless automobile drivers. There is another type of citizen who is just as open to criticism. And for want of a better term, this newspaper classifies them as reckless parents. In this class are parents who evidently care not for the lives of their little ones, or if they do, are too ignorant to realize the dangers that confront the little tots when they are permitted to play on crowded thoroughfares, particularly those streets that are paved. Within the radius of a few blocks of this office, several near accidents have been witnessed by members of this staff, while thoughtless parents sat on their verandahs, ignoring the terrible possibilities. The near accidents referred to, were averted by alert drivers or by the grace of God, according to your viewpoint. If any of the children who play on Main street in the vicinity of The Nugget are killed or injured, it is the opinion of this newspaper that their parents would be just as much to blame, if not more so than the drivers of the automobiles. Motorists, particularly those who are visitors in our midst, can hardly be blamed if on rounding a corner, they find four or five helpless little tots at play. Only yesterday at noon hour, four motorists in succession applied their brakes in the space of less than a minute and avoided striking a beautiful little blonde cherub, not more than three years old. The same child several days previous chased a big rubber ball across the street as it rolled into the path of a large automobile. Whose

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NEXT MEETING ASSOCIATED BOARDS TO BE IN ENGLEHART

According to the report of the last meeting of the Englehart Board of Trade, as reported by The Englehart Times, the next meeting of the Associated Boards of Trade will likely be held in Englehart about the middle of July. The Northern Ontario Associated Boards of Trade comprise practically all the boards of trade of the North Land. It has been the custom to hold quarterly meetings when delegates from the various local boards gather to discuss the various questions affecting the North Land as a whole. It was the ambition of a former president of the Associated Boards to make the organization "the voice of the North," and it was remarkable how this aim was achieved. The present president, Mr. C. W. Wright, of Englehart has followed along the same lines and has given the whole North excellent service and advantage by his good work as president of the Northern Ontario Associated Boards. There will be the usual pressing questions before the next meeting of the Associated Boards and all towns desiring to see the North Land prosper and advance should see that their delegates attend the meeting, as the efforts of the Associated Boards have been of the greatest benefit to the advance of the North.

fault will it be if this child or some of her playmates are killed? If parents do not realize their responsibilities, the police department must assist them to do so."

Detroit News: In days of old men became great by using their heads; now the most of them hire press agents.

MEMBER OF THIS RIDING MAKES HIT WITH GLOBE

Address by Jos. A. Bradette at Kew Gardens, Toronto, Given Much Prominence by Toronto Daily.

At a recent picnic given by Wards 2 and 3 Liberal Associations last week there were several speakers, but Mr. Jos. A. Bradette, Liberal member in the Dominion house for this riding of North Temiskaming, was the one that took the fancy of The Toronto Globe. As will be noted by any who care to see, The Globe devoted half a column to Mr. Bradette's address and five lines to two other speakers. The rest of the picnic received only a line or two of mention, and judging from The Globe's report the address of Mr. Bradette threw all the rest of the proceedings in the shade. The full report of The Globe is given below, as follows:—

"Canada's reply should not be some angry theatrical gesture which would upset the whole economic life of the Dominion, but should be an act designed to impress our neighbours with the facts that Empire producers can supply vast quantities of goods now purchased in the United States."

In the above words, Joseph Bradette, M.P., Temiskaming North, summarized the opinion of the speakers at the Wards 2 and 3 Liberal Associations picnic at Kew Gardens in regard to retaliation by Canada for the recent proposed alteration in the United States tariff.

Mitchell Hepburn, M.P., and Arthur Roebuck advocated a cool-headed attitude instead of blind blows in reply to the tariff increases which may affect Canadian exports to the United States. "If we have to retaliate," Mr. Bradette continued, "we should do so by increasing the British preference and making favoured-nation treaties."

Mr. Bradette, who has only recently acquired facility in English, spoke for over an hour at the insistence of his hearers, who were not only anxious to hear from him about the tariff, but also about the needs of the great Northern Ontario district which he represents.

Lack of roads was deplored by the Federal member, who said that too many townships were opened at one time for settlement. "We have today," said he, "settlers who have been resident on their farms for fifteen years and are still without any roads. No new centres of colonization should be opened until such time as roads are constructed in the older sections and that land in them is occupied to the extent of 75 per cent. of the total area."

Mr. Bradette held that the best way to keep the settler on his farm was to subsidize the bona fide settlers, the real farmer, to the amount of \$25 per acre, on ten acres per year on a total of at least 60 acres of his farm. This was verified by the case of the Province of Quebec, which had just spent nearly \$250,000 along this line.

The whole of the North country, he said, strongly objects to the decrease in the size of the farms from 160 to 80 acres. This reduction, made about four years ago, was still causing people to wonder why the Government acted without consulting the people.

"No person from Old Ontario, Quebec or any other section of the world would settle on 80-acre farms while they can get large areas in the West," said the speaker. Mr. Bradette also advocated the extension of the T. & N. O. to tidewater and the building of the branch into Kamiskotia.

The young Parliamentarian hit out from the shoulder in replying to the Tory cry for retaliation. He believed in buying, first, where possible in Canada; secondly, within the Empire, and lastly, from the United States.

HARD TIMES NOW WOULD HAVE BEEN THOUGHT EASY

Writing last week in The Englehart Times, Zalek Vertlieb says:—"When the T. & N. O. was being built the settlers first started to locate, and they certainly did have a hard time of it. Groceries had to be carried in often ten and fifteen miles, and settlers who had a cow or two had to haul hay a good many miles. There was no roads of any description, and no cleared land whatever. People worked hard for very small wages, and worked on their new farms from daylight till dark without complaining of hard times. But nowadays people don't want to work, but ride around in cars and complain about the hard times we are having."

TO STABILIZE MILK BUSINESS

"I do hope you keep your cows in a pasture," said Mrs. Newlywed as she paid the milkman. "Yes, madam," replied the milkman; "of course, we keep them in a pasture." "I'm so glad," gushed Mrs. Newlywed. "I have been told that pasteurized milk is much the best." —Watchman-Examiner.

Route to Rouyn Camp Available for Motors

The roads leading to the Rouyn camp are reported as in good shape now, motorists being able to go from Toronto to Rouyn as well as from the different centres in the North Land. In this connection The Northern Miner last week said:—

"Rouyn is rapidly becoming a motorized camp. Not only is it now possible to reach such properties as Noranda, Aldermac, Amulet, and a number of others, but motor roads are now fairly close to all the other operating properties. Good motor connection with the outside world is also now available by way of Ontario and Quebec roads. It is now possible to get to the Quebec camp quite comfortably in cars from Montreal, Toronto and other southern points. Motors are frequently making the trip from Toronto to Cobalt in a day of 12 or 14 hours' driving, good time considering the 335 miles of the route. From Cobalt to Rouyn is taking motorists around four hours. It is 102 miles, according to car speedometers, and the time speaks well for the new highway built by the Quebec Government. The route from Cobalt to Rouyn is via Haileybury, New Liskeard, North Temiskaming, and the new road that can be ascertained by inquiry by those in doubt when the last-named town, near the Ontario-Quebec border, is reached. Those who have travelled the new road to Rouyn are delighted with its condition, and believe that only severe weather would make it impassable during the Summer months. The whole route is gravelled, some of it newly surfaced and a little heavy, but on the whole it is excellent. It goes through one of the finest farming lands in the North, and except for burned timber in quite big areas in the last 40 miles, has many scenic spots. For a big part of the distance the Quinze-Rouyn power transmission line is followed, and when the N.C.R. branch to Rouyn is reached, near the Aldermac, it is close into the camp. Roads throughout the North are, generally speaking, improving wonderfully after a bad spring season, when the frost was coming out, causing heaving of underlying clay. The Ferguson Highway is in good shape from Toronto to near Englehart, except for widening work in different sections, particularly between Latchford and Cobalt. For 20 miles out of Englehart bad spots are frequent, but on the whole the road is quite passable clear through to Timmins and Cochrane, touching, of course, Kirkland Lake. With road gangs out everywhere the highway should soon be in first class shape again."

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