

**MOTHER OF TIMMINS MAN
DIES AT SUDBURY RECENTLY**

The death of Mrs. Michael Belanger, mother of W. Belanger, of Timmins, occurred at Sudbury on December 29th, 1929. In reference to the death, The Sudbury Star last week says:—
"After three days of illness, the death occurred on Sunday, Dec. 29, at her home on Louis St., of Victoria Ouellette, wife of Michael Belanger. Deceased was 67 and was born in St. Mathieu, Que., coming to Sudbury 35 years ago. One of the oldest residents of the town, she was admired and respected by her many friends. She was an indefatigable church worker and up to her death carried on her work as a promoter in the League of the Sacred Heart. She was also a prominent member of the Federation of the Ladies of St. Anne's. Besides her husband she leaves three sons, Joseph of Sudbury, Willie of Timmins, and Edmund of Sudbury; four daughters, Mrs. A. R. Ranger, Mrs. Jerry Flesch, Mrs. H. M. Gagnon and Mrs. Gordon Draper, and three sisters, Mrs. L. Beaulieu of Trois Piteles, Que., Mrs. A. Ouellette of Ottawa and Mrs. A. Daoust of Sudbury. She is survived also by 25 grandchildren. The funeral was held

this morning at 8.30 from her late residence to Ste. Anne's church. High Requiem mass was sung with Rev. Father Pare officiating priest, Rev. Father Gamache as deacon and Rev. Father Mailhot as sub-deacon. Interment was in the Roman Catholic cemetery."

**KIRKLAND LAKE MAN KILLED
BY FALLING BUCKET IN MINE**

Jim Burton, aged 34, single, last week was so badly injured by a falling bucket at the Lake Shore mine at Kirkland Lake that he died about nine hours afterwards at the hospital. The bucket was used for conveying steel and the ball broke allowing the bucket to go down the slide. Burton was at the 1,200-foot level and was struck by the bucket. He sustained a badly fractured skull and other injuries. The coronor's jury returned a verdict of accidental death with no blame attached to anyone, after a considerable amount of evidence had been heard and considered in the matter.

Blairmore Enterprise:—Because of a disease hereditary among newspaper editors, lack of funds, we were obliged to spend Christmas at the office.

**NEW TOWERS TO BE BUILT
BY THE FOREST SERVICE**

Extensive Network of Towers to be Erected for Forest Fire Protection Service by the Ontario Department Concerned.

A network of observation towers, each connected by telephone with the head office for the district of Cochrane is the aim of the forestry protection service for the extensive area included in the territory in charge of Fred Hamilton, chief ranger for the district of Cochrane. In a recent interview Mr. Hamilton is quoted as outlining his intentions for the future, and said that the entire programme would take five, and possibly six years to carry through to completion. The district extends from Swastika to far north of the C.N.R. tracks, east to the Quebec boundary and west to Moonbeam. Included in the territory is the section served by the T. & N. O. James Bay extension.

At present, there are 12 towers, located at strategic points in the vast area, some of these having been placed in commission during the past season. Next year, it is hoped to erect towers at Nighthawk Lake and at Watabeag, and the work will be gradually extended until the entire district is covered. Operations to date have been carried through since the summer of 1928. Mr. Hamilton said, and include the erection of 120 miles of telephone wires to different outlying posts. In this connection, the principal stretch of specially constructed lines is west along the highway toward Moonbeam, where 54 miles were built, and to which two towers in that section located respectively ten and five miles from the road, will be linked up next spring.

Wherever possible existing lines have been used to connect the district office here with the towers, the T. & N. O. and the Canada Northern Power Co. wires having been utilized in some instances. A special line, 22 miles in length, connects Kamiskotia tower with Timmins, but messages to and from that observation post have to be relayed, so far as the head office here is affected. When the Nighthawk tower is ready, it will be joined up over the poles of the abandoned system of the former Great Northern Power Co. which is quite close, and permission to use which has been obtained. The government system in the district is additional of that maintained by the Abitibi Power and Paper Co. in its own limits, which includes ten towers, all connected with the company's plant at Troquois Falls. Mr. Hamilton said that the government rangers had always had the best co-operation possible from the big private corporations operating in the district.

**SECTIONS OF NORTH MAY
BE CLOSED TO TOURISTS**

Information was given at Toronto last week by Hon. William Finlayson, Minister of Lands and Forests, that legislation would be introduced at the next session of the Provincial House which will vest his department with authority to close sections in the North to tourist travel and prospecting activities where and whenever the bush-fire hazard renders such action imperative. Last summer, in the face of the worst hazard in the past 25 years, the department actually took such a step in various sections of North Ontario. In many cases the public readily co-operated, but there were also many instances where departmental instructions were completely disregarded, and, in fact, several specific cases where the legality of the department's move was challenged. To make certain of ample authority for the season of 1930, the department has now under preparation the required enabling legislation.

**High-Grade Samples From
Week's Run of the Press**

Farmer's Advocate:—The returned soldier is certainly entitled to all and more than the Canadian people have so far been willing to bestow. The words of the United States Senator are still applicable: "Let's not make this a rich man's war and a young man's fight."

Los Angeles Times:—America now has more than 3,500,000 miles of good roads, which is more than the rest of the world put together. Incidentally, nearly 99 per cent. of the world's output of motor cars is American production. The one statement explains the other.

Dundalk Herald:—We have all heard the expression: "The Law is an Ass," sometimes it is; more often it isn't. However, when a supposed law has been enforced and it is discovered that no such law exists, needless to say it isn't on the law where the onus of blame should rest. In the town of Durham a number of citizens were fined for allowing their dogs to run at large in contravention of an alleged by-law. One of the citizens appealed his case, and it was discovered that Durham never had a by-law prohibiting dogs from running at large.

Kitchener Record:—When a St. Louis woman was rushed to the stomach pump department of a hospital, she disgorged a love letter which she had been writing to her sweetie and which she had hastily swallowed when her husband came in without knocking. Again may we pause to inquire, why bring that up?

Edmonton Bulletin:—"Has my boy," wrote the proud parent to the schoolmaster, "a natural bent in any direction?" "He has," replied the master. "He gives every indication of being an industrial magnate some day. He gets all the other boys to do all his work for him."



SOVIET AMBASSADOR TO BRITAIN

Comrade Sokolnikof has been named ambassador to represent the Soviet in Great Britain. The post is one requiring great diplomatic skill. It is believed that Sokolnikof's experience as a statesman particularly fits him for the position.

**Roads for Settlers the
Big Need of This North**

As The Advance has repeatedly urged for many years past the great need of this North Land is for roads. And among the roads needed The Advance sets roads for settlers as first and foremost. The Advance is an ardent advocate of the belt line of roads for this North, but except so far as this belt line of roads would mean roads for the settlers, would even hold back the completion of the belt line of roads until such time as roads for the settlers are put in, that is, of course, unless both can be done. The Advance believes the sensible and economical idea would be to build both roads for the settlers and the belt line of roads at once.

In a discussion of an article in The Advance in regard to the proposed road from North Bay to Temiskaming, The New Liskeard Speaker hits the nail on the head when it urges the Government "to build roads to promote settlement of our farm lands and thus encourage farmers to settle here." To this, The Advance would add the thought of "encouraging the settlers to stay on the land they have taken up." Right in this district there are a number of settlers who have been practically forced off their homesteads because of the apparent impossibility of success without roads to accommodate them. After the roads for settlers are built, and the belt line of roads completed, there are no doubt many other roadways that will be of advantage to the North. At present the roads for settlers and the belt line of roads should take precedence over all other road-building in this North Land.

In discussion of the proposed road from North Bay to Temiskaming, The New Liskeard Speaker last week said:—

"We quite agree with our confere that conditions sometimes arise when the building of a road to the border of another Province is necessary. A case in point was the building of the road from New Liskeard to the border near North Temiskaming. This was one of the first roads built in the Liskeard section, and the first to receive attention when the Northern Development Branch entered upon a more intensive road-building campaign. But this road passes through well-settled and excellent farm land, and a daily mail and stage passes over it. Besides, the Quebec Government was anxious to have Ontario build this road, carried it on from the border and later built a road from Rouyn-Noranda to connect with this road. It may thus be seen that the Rouyn-Noranda road via Ferguson highway, a reference to which was ignored by the North Bay deputation, was built by both provinces and is the recognized road which both provinces must keep in repair. Upwards of 20 miles of North Bay's proposed road would pass through an unbroken forest where no one lives, and over land which is not good for agricultural purposes, while there would be no bridge across the Ottawa, nor connecting road across on the Quebec side. As we see matters, North Bay is blind to its own interests. Far better would it be for the Northland Gateway—to join The Advance and The Speaker in getting the Government to build roads to promote settlement of our farm lands and thus encourage farmers to settle here. This would be of permanent benefit to the Province, and far better for North Bay than this proposed tourist road. In The Nugget's last issue there is another reference to this road question, but no arguments in its favour were advanced, nor was any statement made by us refuted although two paragraphs of our article were quoted. So it is not needful that we should have anything more to say at present. Perhaps it will be as well to leave the question to the Minister and his engineers."

Huntingdon Gleaner:—The Wieboldt Foundation has just completed a study of 10,062 children to see whether they preferred books to movies, or movies to games. It was found that the average child attended the movies once or twice a week, and that children went to the movies more frequently if they were not members of the Boy Scouts or Girl Guides. The Scouts and Guides like their games better than the movies. It was also found that most children preferred movies to books.

Blairmore (Alberta) Enterprise:—Even the Eskimos are said to be suffering from jazz.

**Power and Performance
in Dynamic New Erskine**

A new Erskine Six of completely new design, greatly increased power and priced below \$1300 is announced by The Studebaker Corporation for presentation at the New York and Montreal Motor Shows in January. The new car is known as the Dynamic New Erskine "because of its dynamic appearance, power and performance, symbolizing the forceful trend in present day living." According to Studebaker, the new Erskine has more power per pound of weight than any other car under \$1300. The new Erskine engine is of Studebaker design and manufacture.

The Dynamic New Erskine is offered in seven body types. All reflect the general characteristics of the Studebaker Dictator Six introduced the middle of 1929, and are marked by smart new colours authoritative of the latest vogue.

Mounted on a wheelbase of 114 inches the new bodies are exceptionally roomy and are finished inside and out with a fine regard to detail. Extremely low and graceful lines have been achieved through the adoption of double drop frame construction, which also tends to give the cars an even lower centre of gravity for increased safety and roadability. Clear vision bodies of welded steel over a selected hardware foundation are of Studebaker's own design and manufacture.

The complete model range includes a 5-passenger club sedan, 5-passenger 4-door regal sedan, 5-passenger 4-door sedan, 5-passenger regal landau, 2-passenger business coupe, 4-passenger regal coupe with rumble seat, and a 5-passenger touring. Upholstery is of fine quality throughout. Extra wheels or tire rims in front fender wells and a folding luggage grid are standard equipment on the regal sedan, landau and 4-passenger regal coupe.

Sweeping body lines are emphasized by the skillful use of trilateral belt mouldings—a new and distinctive treatment of design originated by Studebaker artists—and by gracefully curved windshield pillars topped by a smart polo cap vixor. Wide crown fenders hang low over the wheels, flanking chrome plated head lamps and a deep, narrow radiator. Headlights, of the Tilt Ray type for added convenience and safety, are controlled by switch on the steering wheel. All exterior bright work parts are finished in tarnish-proof chromium.

Specially beautiful fittings and many new features make the new Erskine Six of particular interest.

**Accepts Challenge for
Boxing Bout in the Camp**

Last week Joe Thomas, of South Porcupine, issued a challenge to Harry Dundas, of the Dome, for a boxing bout, the proceeds of the event to go to charity. This week The Advance has received the following reply:—
January 4th, 1930
To Editor of Porcupine Advance, Timmins, Ontario.
Dear Sir:—I notice a challenge in the January 2nd issue of your paper from Mr. Joe Thomas, of South Porcupine, to meet me in an eight or ten round bout in the town of Timmins between January 7th and February 15th, and proceeds of fight to go to charity.

As Mr. Thomas has been so generous in leaving the fight to any promoter, and to any referee, I also wish to accept his challenge under the following conditions:—that the fight is staged in Mr. Thomas' home town of South Porcupine, that Mr. Thomas pick the date and make all arrangements for a ten, three-minute round fight between Mr. Thomas and myself. As the proceeds are liable to be very small from such a match, and charity therefore benefit very little, I will personally donate \$50.00 to charity when the above-mentioned match is brought to a conclusion.

Thanking you in advance to give the same publicity to my acceptance, as to Mr. Thomas' challenge, and wishing you the compliments of the New Year, I am,

Yours truly,
HARRY DUNDAS

Now, it would appear that all that remains is for Mr. Thomas to personally confer with Mr. Dundas, arrange details as to the charity to be benefited and other particulars, such as the date, place of the bouts, etc.

**TOWN OF ENGLEHART HAS
NEW MAYOR FOR NEW YEAR**

At the municipal nominations at Englehart last week there were three nominated for the mayor's chair, these three being H. Weeks, D. Korman and H. N. Williams. Messrs Weeks and Korman withdrew, leaving H. N. Williams elected mayor for 1930 by acclamation. The 1929 council was re-elected for 1930 as follows:—Councillors Errett, Neal, Vernon, Clark, Scott and Woollings.

Throughout the North Land there will be general regret that H. Weeks is no longer mayor of Englehart. Englehart will not seem the same to the general public, though the new mayor may be ever so competent. For four years Mayor Weeks has been a very pleasing "institution" in Englehart. Able and genial he has kept Englehart to the front at all times and always in agreeable way. He has ability, public spirit and good humour, and the courage of his convictions, so Englehart is certainly the loser by the retirement from municipal politics of Mr. Weeks.

Sudbury Star:—The science of profanity is constantly on the march. The Herald Tribune of New York points that to call a limb a leg was indelicate once; and in France the height of cursing a fellow is to call him a cow. The Herald Tribune should spend some time in the lumber woods.

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