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I'd take Scott's Emulsion daily, all winter. It's the pleasant, easy way to take cod-liver oil. A rich food-tonic that helps protect against winter ailments. Start today.

SCOTT'S EMULSION

Winter Health Protector

T. & N. O. REVENUE LAST YEAR EXCEEDED MILLION MARK

General Reduction in Railway Earnings in Canada Affected Ontario Government Railway. Prospects for Future Especially Bright.

Last week at Toronto Premier G. Howard Ferguson released to the press the annual report of the Temiskaming and Northern Ontario Railway, as submitted by Geo. W. Lee, chairman of the T. & N. O. Commission. Coincident with the release of the report, Premier Ferguson announced that plans for extension of the railway through Blacksmith Rapids lignite fields to Moose Factory on James Bay this summer will be discussed at a conference this week which will include the Premier and the railway executives.

The T. & N. O. report shows a very satisfactory and pleasing report under all the conditions, there being a general reduction in earnings of all railroads. The T. & N. O. escaped better than many of the roads, thanks to the clever and capable management and enterprise of the commission and the railway staff, as supported and encouraged by the Ontario Government. For the year there was a decrease of seven per cent. in total revenue. At the same time the railway for 1929 exceeded a million dollars.

In his preface to the 28th annual report covering the fiscal year ending October 31 last, George W. Lee, chairman of the Railway Commission, attributed the lessened revenue chiefly to adverse agricultural conditions encountered during the year in Northern Ontario. The newsprint business showed slight improvement and he expressed the belief of the country's economic position was "fundamentally stronger than some recent events would indicate."

Mr. Lee will head the officials who will represent the T. & N. O. in Toronto for the extension conference. The Premier stated plans must be made now so that supplies necessary to the extension as well as for the development of the Blacksmith lignite field should be moved in as far as possible prior to the spring break-up.

An evidence of the Government's faith in the possibilities of Northern Ontario is seen in the decision to push the extension of the railway. Lignite runs about 20,000,000 tons to the square mile around Blacksmith and about 60,000,000 tons has been charted, says the report. There are indications this coal underlies much of the Blacksmith Basin, which comprises about 625 square miles, continues the report.

In addition, there are high grade clay deposits in the Moose River basin as well as possibilities of oil and gas, continues the report, which adds that beside the lumber and the possible further mineral discoveries through the opening up of the country, there are said to be great commercial fishing possibilities in James Bay.

By routing the railway extension through the lignite field, about four miles will be cut off. The present end of the steel is 30 miles south of Blacksmith and thence the rails would have to extend a farther 65 miles to reach Moose Factory.

No final decision has been made regarding the routing of the railway, but it is understood it will follow the Abitibi River north then cut across to the Moose, striking it just where it begins to widen out in the archipelago with which it meets the waters of James Bay. The rails will probably cross the Moose River at this point then follow the northwestern shore to Moose Factory.

In connection with the mining industry, the report states the fiscal year just closed has been one of satisfactory growth. "And while in many cases," it continues, "individual mines have proved somewhat disappointing and some retrogression is noted, on the whole, progress has been highly gratifying and new properties are approaching the producing stage."

Regarding the future of mining, the report says the industry appears to be assured an increasing production and expansion. The intensive campaign of exploration of recent years has opened up new fields which promise in time

INTERESTING SIDELIGHTS ON OLD AGE PENSIONS ACT

Receipt of Cheques Banish Gloom. The Story of the Fourth Wise Man Applied to Some of the Old Age Pensioners.

Bowitz, the famous correspondent of The London Times, once said that an ounce of comment was worth a pound of information. There is much in that idea, applied to newspapers, as Bowitz applied it. This is called to mind by an article in The New Liskeard Speaker on the working of the Old Age Pensions Act. There have been all sorts of articles written on the Old Age Pensions Act, its provisions, good features, evils and whatnot. The Speaker article approaches the subject from a new angle and while imparting considerable information and stating many facts, gives its data in such a way as to make special appeal because of the human touch that make all folks kin. The Speaker last week says:—

"Those who are receiving Old Age Pensions, the people with whom they live, and the general public, we believe, would vote the Old Age Pension Act the most popular act which the Ontario Legislature has ever passed."

"The receipt of the cheque banishes gloom and makes a new man, or a new woman of the recipient. We are reminded of Mark Twain's talk in favour of accident insurance. He told of a man who was badly crushed in an accident hugging his insurance receipt while being taken to the hospital. It is no longer necessary for the aged man or woman to ask a son or a daughter, or some friend for a dollar when it is needed, some-thing they very much dislike to do. They get what they need from the Government—that is the people—without being under obligation to appeal for charity. And the money they get is theirs, coming to them legally, and on the authority of an act of parliament."

"Some of these who are receiving pensions have not had much to do with business, and after signing the application to be entered on the list of pensioners, they wonder why they do not get their cheque by return mail, and for weeks it may be, they are very much cast down, fearing that they will never get the money; but it always comes, although time is necessary to have investigations made."

"It is not for us to inquire into the antecedents of pensioners; to ask 'Why is it that while 'A' has so much money (he) he has to pay income tax, 'B' is receiving a pension?' Both are about the same age, and had about the same chance to succeed in life. No. It is not for any one to inquire into this. However, it might be, if inquiry were made, that whereas 'B' is a poor and 'A' is rich, that 'B' has actually done more good in the world than the rich

to record further advances along the line.

Discussing the lignite beds, the clay fields and the possibilities of oil and gas, all in the Moose and Abitibi basins, the report declares the probabilities of an industrial north are greatly enhanced by these factors.

"It is conceded to a certain extent," the report comments, "that the great rise in security prices during the last five years—and which ended abruptly last October—contributed largely to the prosperity of the country. This influence has now been largely withdrawn and to this extent the stock market will be responsible for slowing down the wheels of industry."

"The slackening of the pace is not serious but nevertheless it has occurred," the report continues, "and despite the fact a minor recession of business is undoubtedly visible, we are not warranted in supposing a serious industrial depression must ensue. It is but a pause in our economic progress and its duration should be comparatively short, due to the strong economic position of the country and its legitimate expansion."

Outlining activities of the different branches of the railway, the report states the total mileage operated during the year was 523.29 miles. Of this, the main line from North Bay to Island Falls Junction, 43 miles above Cochrane, comprises 295.29 miles.

Total assets are given as \$39,574,890. Of this sum, the cost of the road comprises \$27,791,303, the cost of the equipment \$5,101,233, and the Nipissing Central Railway \$4,679,953. Against this in the balance sheet are entered the total of provincial loan account, \$30,207,934 and unamortized long term funded debt, \$6,000,000.

Freight revenue during the year amounted to \$2,308,624 compared with \$3,437,452 in 1928. Passenger traffic yielded \$1,063,426 compared with \$1,277,950 the preceding year.

In the expenditures, maintenance of way and structures cost \$854,102.71 as compared with \$916,619.47 in 1928. Maintenance of equipment ran to \$732,917.83 as against \$763,884.66 in the preceding year. Transportation, that is, the actual cost of operating the trains, cost \$1,667,634.61 as compared with \$1,770,146.53 in 1928. Wages and fuel for train locomotives ate up most of the latter sum.

The dining and buffet service was run at a loss, as is the case with nearly all railways. Revenue from this quarter was \$36,718.45 as compared with \$42,721.87 expenditures.

Attached to the T. & N. O. statement was that of the Nipissing Central line which operates the Rouyn route from Swastika to Noranda, Que., about 70 miles. This line showed a deficit of \$39,235.32. Its total revenue on steam lines was \$196,353.29 and the total operating expenses were \$204,610.46. On electric lines, total revenue stood at \$54,825.60 and total operating expenses \$62,851.42.

"A." The story of the "Fourth Wise Man" might well apply here: This man started off to join the Three Wise Men," but on the way he encountered so much distress and suffering that he was constrained to stop and help helpless ones, and was not able to join the others at Bethlehem. He spent his life and his wealth in doing good, and just as truly worshipped Christ as did the other three.

"The full amount paid to Old Age pensioners is twenty dollars per month, but in some cases the amount is reduced because the pensioner has some income, or is able to do a little work. We heard of the case of one man who receives \$15 per month. Asked about it, he said 'I could get \$20 per month if I could say I cannot earn anything.' This man was quite honest about it and preferred to work and earn some money."

"We understand there is a case where a man and woman in this district, both of whom are receiving pensions, pooled their money by getting married. Assuming that they are congenial companions this seemed a sensible course to pursue and it is the system recommended by the British Army Pension Board."

"We are unable to say how many have applied for pensions in Temiskaming, as Mr. Roberts, the first Secretary of the Board, has moved out of the district, but 41 applications have been forwarded to the Department by Mr. R. R. Woods since he became Secretary. Perhaps there were as many more sent down by Mr. Roberts."

WINDBREAKS AND HEDGES FOR THE NORTH COUNTRY

Advisability of Having Strip of Bush on North and West Sides of Building Sites to Act as Shelter Belts.

L. H. Hanlan, of the Dominion Experimental Farm at Kapuskasing, takes up an important matter in the question of windbreaks and hedges for the various homes of the North. Mr. Hanlan points out that the tendency is too often to cut down all the bush and leave the new homes in the North unprotected from the winds and weather. He suggests that every farm home in this North should be protected by shelter belts, and in cases where all the bush has been cut these windbreaks should be planted as is done in the West on the treeless prairie. Mr. Hanlan last week in writing The Advance says:—

"Each year more of the beautiful green forest of Northern Ontario is being cut away as the first essential process of transforming the large areas of dense bush into productive agricultural land. Unfortunately only a few of those engaged in this work have stopped to consider the advisability of leaving some suitable strips or blocks on the north and west sides of the building sites to serve as shelter belts or windbreaks. In some cases the settlers have taken this precaution but the trees were later destroyed by fire while burning the adjacent slash. In any case many sections of the North appear far too much like a bleak plain almost entirely void of trees or windbreaks and as a result the wind gets a clear sweep for miles."

"Every farm home in Northern Ontario should be protected by shelter-belts, windbreaks or hedges, and where these have not been retained from the original forest artificial planting should be undertaken immediately. A windbreak is of very great value in providing shelter to the buildings and live stock, as well as forming an excellent protection to the garden and flowers. Trees and shrubs take away the barren appearance of lone buildings and add materially to the scenic beauty of home surroundings, besides providing a suitable sanctuary for many native birds."

"At the Dominion Experimental Station, Kapuskasing, Ontario, many species and varieties of trees and ornamental shrubs have been under test and a large number have been found to be quite hardy and give good satisfaction."

"For rapid growth the Russian poplar (Populus Petrowskyana) and laurel-leaved willow (Salix Pentandra) are among the best. The Russian poplar when planted diagonally in rows about 20 feet apart, soon becomes sufficiently large to make an excellent windbreak. The laurel-leaved willow may be used in the planting of a windbreak or for hedges. For the latter purpose it has been found that the land should be enriched and put in good tith with good drainage the previous autumn. Early in the spring the cuttings which should be about 12 inches in length are set 18 inches apart in the row with 2 or 3 buds above the ground. This deep planting prevents the cuttings from drying out before they have taken root. The next spring every second tree may be removed and used in extending the hedges this leaves the permanent plants 3 feet apart which seems to be a satisfactory distance for hedge purposes."

"Another shrub which has been found to be very excellent for hedge purposes in Northern Ontario is the Siberian Pea-tree (Caragana Arborescens). It does not make as rapid growth as the laurel willow but it is equally hardy and possibly gives a little more compact hedge."

"The above sorts are deciduous and consequently do not give the same winter protection as do the evergreens. The native white spruce, has been found to do very well indeed and forms a wonderful protection either in hedges or groves. These may be obtained free of charge from the Ontario Forestry Branch."

St. Mary's Journal—Argus—How do you like this "old-fashioned winter?"

Sa'ada Orange Pekoe has by far the finest flavour

"SA'ADA" TEA

ORANGE PEKOE BLEND

'Fresh from the gardens'

LITTLE FOREST FIRE RISK NEAR BIG MINING TOWNS

Does Not See Why Any of the Mining Sections of This North Should be Closed to Tourists in the Coming Year.

Writing to The Advance last week from Matheson, that old-timer of the North, H. A. Preston takes up the question of the suggested closing of parts of the North to tourists to avoid forest fire hazards. Mr. Preston's letter is as follows:—

Matheson, Jan. 10th, 1930
To the Editor of The Advance, Timmins.

Dear Sir:—I notice that the papers state that sections of this North may be closed to tourists and prospectors. It states that 1929 was the worst hazard in 25 years. Will anyone tell me of any big forest fires in this part of New Ontario where we want the belt-line of roads and where there have been erected many lookout towers and where all the great gold mines are. I hope it is not these parts that are to be closed.

Last summer I never noticed a single airplane flying over the mass of green forest east of Kirkland Lake, and neither did I see any big fires, nor have I seen any for the last four years in this part of Northern Ontario where there are thousands upon thousands of people, gold camps, silver camps, nickel camps, mills and settlers, and more tourists than anywhere in Northern Ontario. So the question is:—Where did this great hazard happen in 1929? If I am correct, and I am sure I am, the place to pay attention to is all south of Gowganda Road from Liskeard west and all that area east of the Kirkland Lake,—for those are the two places where the country is teeming with good timber. But south of Timmins to Gowganda one can easily go up on a tower and see that it is already burnt over, and settlers living to the east and several towns along the T. & N. O.

Before closing I will say this, that where the big fires of 1929 that made such a hazard were not in the east, where the fires were least, but away cut west where they did such damage and in 1930 can burn up the balance. So why be so afraid of these parts where it has been burnt, and no fires during 1929, and where not many plans have fled.

Where the hazard was please show me any great gold mines that have been found or are the equal of Hollinger, Dome, McIntyre, Lake Shore, Tack Hughes, in these parts, where many more like them are to be found in BURN-OVER areas where big fires could not do any damage and where they could easily be reached by roads and trains or autos. Why stop the growth of this great North because fires are doing damage far from where the tourist and auto have reached yet?

Yours truly,
H. A. PRESTON.

It may be added to this letter that Mr. Preston is not only an observant old-timer of this North Land with facts and information about forest fire hazards and other matters gathered at first hand, but he has also acted for several years as fire ranger and so is in special position to write on the subject with knowledge and authority.

Since Reformer—That the United States leads the world in per capita wealth is an opinion so generally held that surprise will be occasioned by a table issued by a Wall Street financial concern showing that the United States stands in third place. Switzerland leads with a wealth per capita of \$3,126. This is a tribute to the value of leading a peaceful life and avoiding expensive wars. New Zealand, the industrious British Dominion in the South Seas, stands second with \$3,029. The United States is third with \$2,908. Other important countries are not far behind, Canada following with \$2,779, Australia \$2,710, and Great Britain \$2,677. Soviet Russia brings up the rear with the sorry showing of \$215 per capita.

TEMISKAMING AND NORTHERN ONTARIO RAILWAY

TRAIN SERVICE

The Continental Limited, Trains Nos. 1 and 2, between Montreal and Vancouver daily, operating through sleeper between Cochrane and Toronto. These Trains use Canadian National Railways Station at North Bay.

Trains Nos. 46 and 47—Through service daily, between Toronto and Timmins, also to Rouyn and Noranda, Que. Operating Parlour Cafe Car Service between North Bay and Timmins. Through sleepers operated between Toronto and Timmins, also between Toronto, Rouyn and Noranda, Que. These Trains use Canadian National Railways Station at North Bay.

Trains Nos. 17 and 18—Daily except Sunday service between North Bay and Cochrane, operating through sleeper between Timmins and Montreal. These Trains use Canadian Pacific Railway Station at North Bay.

Local service between Cobalt, Fountain Falls and Silver Centre—Monday, Wednesday and Saturday.

Connections at Earleton Jct. for Elk Lake, daily except Sunday.

Connections at Englehart for Charlton, daily except Sunday.

Connections at Swastika, daily, with The Nipissing Central Railway for Kirkland Lake, Larder Lake, Cheminis, Rouyn and Noranda, Que. and intermediate points.

Connections at Porquis Jct. daily for Iroquois Falls.

Tri-weekly service between Cochrane and Island Falls Jct., leaving Cochrane 8:30 a.m., arriving Island Falls Jct., 11:20 a.m. Tuesday, Thursday and Saturday—leaving Island Falls Jct. 12:20 p.m., arriving Cochrane 3:10 p.m. Tuesday, Thursday and Saturday.

See current timetable or apply to any T. & N. O. Railway Agent for full particulars.

A. J. PARR,
General Freight and Passenger Agent
North Bay, Ont.

The Brading Breweries Limited

COMMON DIVIDEND No. 24

NOTICE is hereby given that a Dividend of Fifty Cents (.50) per share upon the No Par Value Common Stock of the Company has been declared, payable February 1st, 1930, to shareholders of record at close of business January 15th, 1930.

By Order of the Board,
OTTAWA, JOHN RANKIN,
Jan. 2nd, 1930 Secretary-Treasurer.

FARMER'S WIFE GETS STRENGTH

By Taking Lydia E. Pinkham's Vegetable Compound

Wilton, Ont.—"I am taking Lydia E. Pinkham's Vegetable Compound through the Change of Life. It helps me and I cannot praise it too highly. I was troubled with heat flashes and my limbs were heavy so I could hardly walk to do my farm work. I saw in the newspapers your ad about the Vegetable Compound and thought to give it a trial. The first bottle gave me relief and I have told others what it does for me. I am willing for you to use my letter if you choose."—MRS. D. B. PETERS, Wilton, Ontario.

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Insurance of Every Description.

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IROQUOIS FALLS versus TIMMINS

Turn Out for This Game and Support the Boys!

Mon., Jan. 20th

Puck Faced at 8.30 Sharp

Admission

Adults 50c Tax Included Children 25c