

ONTARIO LEADS CANADA FOR OLD AGE PENSIONS

When old age pensions were first proposed in Canada some people wondered why Ontario had so much to say about the proposal. In answer to this it was pointed out that on account of the Dominion treasury, the matter was of very special importance to this province. If the Dominion had taken over the whole payment of old age pensions Ontario would have had to pay more than half of the total cost. Under the method adopted of requiring the provinces to pay part Ontario still is the chief supporter of the old age pensions money. There were 34,450 persons in Canada receiving old age pensions on Dec. 31st, 1929, according to figures issued by the Dominion Department of Labour last week. It was pointed out these pensioners do not include aged persons from the provinces of Quebec, Nova Scotia, New Brunswick and Prince Edward Island, which have not yet adopted the old age pension scheme.

Ontario leads in number of pensioners with 19,300; Manitoba is next with 4,891; British Columbia has 4,407; Saskatchewan, 4,335, and Alberta, 1,517.

North Bay Nugget—A former department store salesman in United States has been made a judge. Now we can expect to hear of somebody being fined \$2.99.

TEN NEW RADIO STATIONS FOR NORTHERN ONTARIO

Construction of 10 new continuous wave stations in Northern Ontario, was announced by the Forestry Department last week at Toronto. As soon as weather conditions permit, they will be built and placed in immediate operation, as further safeguards against forest fires.

Two of the stations definitely have been allocated to the Lake Nipigon area, and two others to the Red Lake district. Allocations of the other six stations have not been settled.

When the 10 are completed, it will mean that the Ontario Government will have 28 stations in operation.

Expense of construction and maintenance will be met, to a considerable extent, as in the past, by revenue from the transmission of private messages.

All government stations have an arrangement with the Canadian National Telegraphs to act as their agents.

A report given out last week by the Demonstration Farm at New Liskeard shows that the lowest temperature recorded there this year was 37 degrees below zero, this figure being reached on two days, Jan. 4th and 11th.

Suggests Air Line From Toronto to Hudson Bay

In these days of wonderful inventions and material progress along lines that only a few years ago would have been considered impossible, it is not well to question the feasibility of even the most optimistic plans. This may be considered as especially true of air services. Who would have thought ten years ago that the airship would become a vital factor in the work of the prospector? Who would have believed ten years ago that radio communication would be a common matter to communities in even arctic circles? There may be some who may think that the editor of The Northern Tribune has especially large visions when he considers air services to supply quicker mail for Kapuskasing and to give transportation to passengers from Toronto to Moose Factory. The remarkable strides made in communication in various ways during the past few years do not argue for any disregard of plans even as ambitious as those proposed in a recent issue of The Northern Tribune. An editorial article in that paper recently said:

"Last week Haileybury had an aerial visitor from Hamilton, Ont., who flew up to look over the possibilities of establishing a commercial flying route from Old Ontario right through to James Bay. The Haileybury states that he came on farther North to visit other centres before deciding on his plans. The editor of The Northern Tribune knows from personal correspondence that other experienced fliers have given thought to these possibilities, and there is good ground for thinking that very soon a service will be inaugurated. Until such time as the C.N.R. build a branch line up from Foley to Kapuskasing, there seems to be an excellent opening for a flight service between these points, and it is also the logical crow-line for a regular service up from Toronto to James Bay, via Sudbury and Remi Lake, which are both flying bases. If some enterprising aviator would pick up mail and light express, etc., at Foley at 11 a.m. from the Toronto-Winnipeg flier, we would have mail matter in Kapuskasing just after the noon whistle instead of having to wait till next morning for it. There are going to be many interested persons eager to see Moose Harbour this summer, now that the railroad extension is booked to reach there, and they would gladly avail themselves of such a service from Toronto. They could leave the Queen City after a comfortable breakfast and be at Moose Harbour early in the afternoon. With a little encouragement, tourists would also be attracted to take such a trip in numbers. A pleasant stop-over at Kapuskasing—a half-hour's ride from Remi Lake—would appeal to some of them. Once the aerial pathways are blazed, the rest is easy. Pilots become accustomed to every configuration below them, and travel becomes safer and speedier."

The classic theatre at Cobalt is installing talking equipment and will, on or about March 1st show talking and musical pictures.

DATES, ENTRIES, WINNERS, IN PREVIOUS DOG RACES

Fifteenth Annual Dog Race Now Scheduled to be Held at Timmins on Saturday of Next Week, March 1st.

Each year as the date for the Porcupine Dog Race is announced there seems to be a renewal of interest in the results of the previous years and a desire to have a review of the dates, entries and the winners of the contests in past years. While the general interest in the Dog Race is not as great as it was in the earlier years of the camp, when, apart from hockey, it was considered the big event of the winter sport season, still even to-day there are many who look upon it as an outstanding event and who are anxious for all possible details in regard to the feature this year and in years past.

This year the event is to be held on Saturday of next week, March 1st. This date was decided upon at a meeting on Saturday afternoon last when fifteen or twenty interested in the race gathered to discuss the 1930 event and to make plans and arrangements for it.

Each year the date is a matter for much discussion. Last year in referring to the event, The Advance reviewed public opinion in general in this particular as follows:—"Every year there has been discussion about the date. This year is no exception to this rule. There are at present many who think that March 6th is too far advanced a time for the race. Many think that February should always be the race run, while some others favour even as early a date as January. In 1927 the date was set for March 16th, but the weaker broke and it was not possible to run the race without danger of abuse to the dogs. Those with dogs that they value did not want to have the race. As a result of the weather 1927 was the only year since the inception of the feature in 1916 that the event was not proceeded with. On the other hand the very first race was held as late as March 25th. It was postponed from earlier dates for one cause or another and eventually was proceeded with on March 25th, when it was decided that only in one year—1919—has the race been held in February. It is true that the climate and conditions appear to be changing in this country, and the general opinion is that it would be well to arrange to have the Porcupine Dog Race in February each year. While all the various years have seen success attained by the event, there is the general feeling that success would be easier to attain and more assured if a February date were usually selected."

In reference to the above it may be said that this year the event is being held mighty close to February, with the date being March 1st. Unless it is necessary to change the date, the 1930 event may be classed as practically a February affair.

The dates, winners, times made, and number of entries for each year's race are as follows:—

- March 25th, 1916—Joe Brisson, winner; 1 hour, 32 minutes, 37 seconds. Second, L. S. Newton, 1 hour, 34 minutes, 51 seconds. 9 entries.
- March 10th, 1917—Geo. Cousineau, 1 hour, 18 minutes, 35 seconds. Second, O. Laroque, 1 hour, 27 minutes. 10 entries.
- March 16th, 1918—W. Martin, 1 hour, 33 minutes, 23 seconds. Second F. M. Wallingford, 1 hour, 47 minutes. 8 entries.
- February 22nd, 1919—W. Martin, 1 hour, 33 minutes, 23 seconds. Second, Jean Pare, 1 hour, 35 minutes. 7 entries.
- March 20th, 1920—W. Martin, 1 hour, 28 minutes, 19 seconds. Second, F. M. Wallingford, 1 hour, 44 minutes, 2 seconds. 8 entries.
- March 19th, 1921—W. Martin, 1 hour, 26 minutes, 13 seconds. Second, A. Belek, 1 hour, 35 minutes. Third, D. Gudis, 1 hour, 36 minutes. 11 entries.
- March 14th, 1922—W. Martin, 1 hour, 33 minutes, 50 seconds. Second, Walker, 1 hour, 35 minutes, 56 seconds. 12 entries. Of this dozen entries, three were women drivers namely, Mrs. H. Darling, Mrs. Murley and Miss H. Martin.
- March 10th, 1923—W. Martin, 1 hour, 14 minutes, 45 seconds. Second, John Landers, 1 hour, 21 minutes, 20 seconds. Fourth, Bridges, 1 hour, 24 minutes, 5 seconds. 15 entries—the largest entry list yet.
- March 8th, 1924—W. Martin, 1 hour, 18 minutes, 56 seconds. Second, St. Pierre, 1 hour, 19 minutes, 55 seconds. Third, McLean (Cochrane), 1 hour, 20 minutes, 55 seconds. Fourth, Bridges, 1 hour, 20 minutes, 55 seconds. Fifth, McMillan, 1 hour, 29 minutes, 10 seconds. There were twelve entries in this race, but only nine of these turned up to make the actual start. 9 entries.
- March 6th, 1925—Wilbord Poirier, 1 hour, 18 minutes, 5 seconds. Second, W. Martin, 1 hour, 22 minutes, 6 seconds. Third, M. MacMillan, 1 hour, 27 minutes, 26 seconds. 11 entries.
- March 12th, 1926—S. Panooff, 1 hour 8 minutes, 16 seconds. Second, W. Poirier, 1 hour, 9 minutes, 40 seconds. Third, M. MacMillan, 1 hour, 11 minutes, 3 seconds. 9 entries.
- In 1926 a new record was made for the present course of the speed race. The present record was made by W. Martin, 1 hour 14 minutes and 45 seconds. For the old course, Geo. Cousineau's record of 1 hour, 18 minutes and 35 seconds.
- March 10th, 1928—S. Panooff, 1 hour,

14 minutes, 25 seconds. Second, D. Larcher, 1 hour, 15 minutes and 20 seconds. Third, P. Lamoreaux, 1 hour, 18 minutes, 4 seconds. There were 8 entries in the speed race in 1928.

March 6th, 1929—S. Panooff, 1 hour, 6 minutes, 24 seconds—a new record for the course. Second, W. Tourangeau, 1 hour, 24 minutes, 33 seconds. Third, P. Lamoreaux, 1 hour, 26 minutes, 13 seconds. Fourth, D. Larcher, 1 hour, 27 minutes, 49 seconds. There were only four entries, the lowest number making entry in the history of the race.

The Freight Race was inaugurated in 1922 and has attained great popularity. In 1922 the winner was Mr. H. Darling. Mr. J. Clifford's team won the 1923 event. The 1924 winner was Mr. L. Reid, and Mr. Philos Bouvureau was the 1925 winner. The 1926 freight race was won by Fountain, of Ansonville, his time being 24 minutes, 7 seconds. Boudreau was nine seconds slower for second place and Bissonnette a close third. In 1928 there were 14 entries for the freight race. In recent years the freight race has usually managed to attract more entries than the main speed race. The winners of the freight race in 1928 were as follows:—1st, H. Veino, 18 minutes; 2nd, Geo. Churney, 19 minutes, 45 seconds; 3rd, W. Tourangeau, 21 minutes, 30 seconds. In 1929 there were eleven entries in the freight race. The following were the winning teams in last year's freight race:—First, G. Chormier, 19 minutes, 5 seconds. Second, C. Furze, 19 minutes, 33 seconds. Third, W. Boyd, 20 minutes, 40 seconds. Fourth, F. Granton, 21 minutes, 19 seconds.

More radio fans than ever before in the town of Timmins now have the necessary Dominion radio licenses. The reason for this is that some weeks ago a Dominion policeman and a representative of the department at Ottawa handling the radio licenses made a visit here and called at practically every house where there was a radio. Those who had radios were asked to produce their licenses, and if they had no licenses they were warned to get them at once, as all radio owners must have a license.

Mooseheart Charity Ball Proved Decided Success

The Mooseheart Charity Ball, held in the McIntyre hall last Friday evening, St. Valentine's Night, was a great success in every way. The attendance was very gratifying, about one hundred and twenty couples being present from all parts of the district. The Club Royal Orchestra supplied a nice programme of up-to-date, peppy dance music, and the refreshments, served under the direction of Mrs. Shippam, was excellent and much enjoyed.

For the two special numbers, the Spot Dance and the Lucky Number Dance, handsome prizes were given. Mr. and Mrs. Dan Newlands won the gentlemen's tie and lady's scarf for the Spot Dance. The set of silver drinking cups and lady's bracelet were won by Dr. J. W. Caswell and Miss B. Cooper, who held the Lucky Number. The officers and members of the Timmins Lodge, Loyal Order of Moose, are to be congratulated on the success of their Charity Ball, which will result in a neat sum being sent as the Timmins contribution to the boys' village at Mooseheart.

GOLD PRIZES FOR WINNERS AT CARD CARNIVAL, MARCH 3

One of the features of the card carnival—euchre, five hundred and bridge—to be held in the parish hall of St. Anthony's church on Monday evening, March 3rd, will be that there are to be gold prizes for the winners at cards. There will several other special features and the evening is sure to be a most pleasant one for all who enjoy cards and a good time. There will also be a gentleman's entrance prize and a lady's entrance prize that will certainly be prized by the fortunate winners.

Toronto Mail and Empire—"Coddling care of callow customs clerks" is the alliterative description of a proposed ban on obscene books in the United States. The coin of the phrase is anonymous but suspicion points toward the author of "K-k-k-Katy."

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FREE TRIAL OFFER

If you have never tried Kruschen—try it now at our expense. We have distributed a great many special "GIANT" packages which make it easy for you to prove our claim for yourself. Ask your druggist for the new "GIANT" 75c. package. This consists of our regular 75c. bottle together with a separate trial bottle—sufficient for about one week. Open the trial bottle first, put it to the test, and then, if not entirely convinced that Kruschen does everything we claim it to do, the regular bottle is still as good as new. Take it back. Your druggist is authorized to return your 75c. immediately and without question. You have tried Kruschen free, at our expense. What could be fairer? Manufactured by E. Griffiths Hughes, Ltd., Manchester, Eng. (Estab. 1756). Importers: McGillivray Bros., Ltd., Toronto.

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TWIN-IGNITION SIX
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FRESH **MANYFLOWERS Toilet Soap 4 CAKES 25c** **FRESH ROASTED**
Jelly Rolls Each 15c **A MALT TONIC DRINK** **Ovaltine** 4 1/2-OZ. TIN **50c** **1/2-LB. TIN 31c**
ROYAL **NEW LOW PRICES** **Olives STUFFED** 12-OZ. JAR **27c** **1-LB. TIN 57c**
Fruit Cake lb. 19c **GREEN LABEL AYLMER** **Catsup** BOTTLE **19c** **ALSO**
CHOCOLATE ICED GINGER CAKES **CANADA OR DURHAM** **Corn Starch** PKT. **10c** **Special Blend lb. 42c**
EACH 15c **NORWEGIAN** **Sardines** 2 TINS **25c** **NO. 1 TIN**
BOVRIL 2-OZ. BOTTLE **40c** **AYLMER** **Apple Sauce 2 FOR 19c** **HARDY OR STAR**
HORSE RADISH BOTTLE **14c** **SHIRIFFS** **Ammonia** 3 PKGS. **25c** **Roman Meal** PKT. **32c**
CHILI SAUCE BOTTLE **29c**
Pure Extracts 2 1/2c SIZE **23c**

Cooked Ham, sliced, per lb. 45c
Roast Leg of Pork, whole or half, per lb. 28c
Fresh Pigs Feet, per lb. 11c
Creamery Butter, per lb. 41c
Head Lettuce, large, 2 heads for 27c
New Carrots, 2 bunches. 25c
Sweet Potatoes, 2 lbs. for 17c
Cooking Onions, 7 lbs. 25c