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

Glasgow Herald:—In the local newspaper of a small Welsh town appeared the following announcement: "Mr. Thomas Jones, grocer, wishes it to be understood that he has no connection with Mr. Thomas Jones, turf commission agent. In the next issue of the paper appeared the rejoinder: "Mr. Thomas Jones, turf commission agent, admits he has no connection with Mr. Thomas Jones, grocer, and in future, in order to avoid misunderstanding, he will do business under the name or "Lucky Tom Jones."

London Free Press:—There is a lesson in Chicago for all of us, Canadians as well as Americans. The greatest menace to good government to-day is the lethargy of the so-called good citizens. The average business man is too busy making money and a living to take any part in public affairs. Chicago is not an exception. If our institutions are not to break down, to be succeeded by Soviet or anarchy, then citizens must realize their responsibility whether it be Chicago or Komoka.

Transfers Granted to O.A.B.A. Baseball Players

An executive meeting of the Ontario Amateur Baseball Association was held Saturday afternoon in the Carls-Rite hotel, Toronto, with Arthur Hillmer of Oakville presiding, and with the following delegates present: W. J. Smith, J. Turner, A. J. Walsh, P. Kennedy of Toronto, T. J. Birney, Copper Cliff; W. A. Smith, Galt; H. C. Maguire, St. Catharines; R. A. Elliot, Deloro; C. K. Jutten, Hamilton, and Secretary W. J. Snyder of Hamilton.

The following players were granted transfers:

Charles Anderson, Brantford, to Niagara Falls; Geo. E. Scott, Deloro, to Belleville; Jas. R. Rasson, Buffalo, N. Y., to Toronto; F. Green, Guelph, to Toronto; A. Maitland, Webbwood, to Sudbury; G. Jelly, Creighton Mines, to Sudbury; C. I. Comba, Renfrew, to Sudbury; W. R. Tweed, Renfrew, to Sudbury; J. W. Tennent, Kirkland Lake, to Sudbury; Gerald Scott, Oshawa, to Sudbury; W. W. Scott, Blind River, to Sudbury; J. V. Scott, Renfrew, to Sudbury; H. D. Bradley, Timmins, to Copper Cliff; H. W. Smith, Timmins, to Copper Cliff; Glen Small, Sarnia, to Hamilton; Jas. Anderson, Rochester, N. Y., to Hamilton; Geo. O. Shonfeldt, Guelph, to Hamilton; Clifton Wing, Smith Falls, to Hamilton; Carl Wood, Deloro, to Hamilton; E. E. Mellanby, Bridgeburg, to Hamilton; J. E. Lesage, Guelph, to Dundas; Fred Goyer, Guelph, to Dundas; O. McDermott, Kitchener, to Dundas; N. O. Markie, Chapeau, to Dundas; Ralph Beemer, Ingersoll, to Simcoe; W. Dick, Kitchener, to Galt; F. Leader, Hamilton, to Guelph; A. T. Waide, Guelph, to Kitchener; Ray Vaughan, St. Thomas, to Kitchener; R. Foster, St. Thomas, to Stratford; Edward Hicks, Amherstburg, to Ingersoll; F. Scully, Peterboro, to London; Hugh Stirling, St. Thomas, to Sarnia; A. Joyner, Dutton, to Stratford.

The following players' transfers were held up, pending further information:

D. S. Morton, Houghton, Mich., to Sudbury; P. A. Peeple, Pontiac, Mich., to Sudbury, and A. Des George, Ingersoll, to Sarnia.

The T.A.B.A. recommended that the following officers, Roberts, Doughty, Burry and Smith of the Toronto Viaduct League, who were suspended with the balance of the Viaduct League officials last year, be reinstated by the O.A.B.A., but that the Viaduct League secretary, Frank Feeney, be left on the suspended list. The executive decided to grant reinstatement to only Messrs Doughty, Burry and Smith, on the understanding that the O.A.B.A. be reimbursed to the extent of \$50 for the expenses of the special meeting called to discuss the suspension last year. The expenses would be collected from the Viaduct League before they be allowed to operate this year, and, in addition, the league would have to be re-organized to the satisfaction of the T.A.B.A. and the O.A.B.A.

Paul MacPhail won the boys' dog derby at Kirkland Lake, his dog making the course of two miles in 10 and 18 seconds.

NEW DEAR LAKE MAP SHOWS INTERESTING TERRITORY

Topographical Survey of Department of Interior, Issues Another Helpful Map of Country Bordering Manitoba in the North.

In this country motor cars and aeroplanes have converted us into a nation of map-users.

Every civilized country in the world carries on topographic mapping. The topographic map, if not the backbone, is at least one of the major bones in the complex body of our present day civilization. It is vital to the carrying on of national and international business. It is the father of future maps, the base on which each particularized one may be most readily plotted.

In the preparation of such maps by aerial photographic methods the camera of the aeroplane has become the eye of the surveyor, as for instance, in the Provincial edition of the Deer Lake sheet of the National Topographic series, issued by the Topographical Survey, Department of the Interior, on a scale of 4 miles to the inch. This region comprises 5800 square miles lying on both sides of the Manitoba-Ontario boundary, and east of the Berens River mapped area, the latter bordering Lake Winnipeg.

On one of Arrowsmith's maps of 1795 with additions to 1811 the error is made of showing Berens river, which features the southerly portion of the Deer Lake map, as emptying into the Severn in the country of the "Nena Wewhach Indians." Over an area of several thousand square miles he shows only three features, one of which is Family lake, a widening of the Berens river, in the southwest corner of the new sheet. In the same area the map of the Topographical Survey displays hundreds of lakes with meandering connecting rivers, numerous waterfalls, rapids and portages with many other topographical features, and indicates canoe routes to important points outside the map.

On one route in particular leading northeast diagonally across the sheet from Family lake to Deer lake at the source of the Severn river, the Hudson's Bay Company have expended considerable labour. Crossings over wet places and swamps have been made, steps erected or cut upon steep inclines, landings constructed and portages themselves well cleared out.

Historic interest attaches to the old Hudson's Bay Company's post of Little Grand Rapids situated about 14 miles west of the interprovincial boundary at the upper end of the narrows between Family and Fishing lakes. Founded by William McKay in 1848, at the time when eastern Canada was on the eve of the railway era it now forms a picturesque collection of buildings where Indians of the Saulteaux tribe come to trade. Rather curiously the Indians at Pauingassi on the lower end of Fishing lake are descendants of Indians from Moose Factory on Hudson Bay.

Supplies for Little Grand Rapids and Deer Lake posts formerly came in by the Hudson Bay route from York Factory to lake Winnipeg and up the Berens river. The records of the Hudson's Bay Company show that the last York boat on the river between Little Grand Rapids and Berens river post was seen in 1921. Canoes are now the chief means of transport in summer with dogs in winter, supplemented by an ever increasing use of the aeroplane.

On Family lake at the extreme south of the mapped territory is Indian Reserve No. 14, surveyed some 30 years ago. This and the two fur-trading posts, with the Pauingassi Indians, comprise virtually the only settlements in the tract.

The expanse divides itself into the hunting grounds of Indians from lake Winnipeg, Little Grand Rapids and Deer lake. To the layman the boundaries are not defined but to the Indians they are quite clear and a native sense of honour prevents encroachment on another tribe's preserves.

Many of the Indians put up sufficient fish during the fall to feed their dogs in the winter, and traders absorb still more, so that the fishing for tulabi, pickerel, lake trout, jackfish, whitefish, etc., has become a chief industry.

The survey of even that portion of the Manitoba-Ontario boundary falling within the area of the Deer lake map constitutes a story in itself. The necessity for a high degree of precision in all details of the survey, and the obstacles occasioned by a lack of known transport routes along the line made the task an unusually onerous one.

The surveyor in charge of the demarcation of that portion of the boundary run in 1922 reported: "The waters from these rivers are literally tumbling over themselves in an uncontrolled rush down this incline to their outlet."

As an instance, take Night Owl falls with a drop of 40 feet some 8 miles northwest of Little Grand Rapids, and below and within 30 miles of it, half a dozen other falls of varying heights, all shown on the map on the Berens river. The general elevation of the country in the vicinity of the boundary line runs from 300 to 500 feet above the level of lake Winnipeg, into which a considerable part of Ontario is drained by a series of rivers passing through large lakes with storage possibilities.

Part of Favourable lake shows on the northeast corner of the sheet. On the portion off the map farther east some prospecting and development work has been undertaken. South of the lake is a soil of fine rich, sandy loam. Sturgeon are particularly plentiful in these waters.

Copies of this interesting map may be obtained upon application to the Surveyor General, Department of the

Links with a Great Past



THE Hon. Barnaby Howard, little son of Lord Strathcona and a descendant of the great Canadian who was one of the founders of the Canadian Pacific Railway, is here shown embracing the small daughter of the Hon. Mrs. Arthur Howard in Hyde Park, London, England. Both children are living links with the great past when one of the major events in the history of Canada was in the making.

ober 31, last, amounted to \$442,007.92, considerably more than half of the money spent by the Department of Northern Development in the Cochrane division. Much of this expense was incurred by the erection of the big bridge at Mattice, which the Missanabi river is spanned, and the building of which had delayed the opening of the road into the railway centre of Hearst. Two other rivers remain to be crossed by bridges, the Mattagami, at Smooth Rock Falls, and the Ground Hog, at Fauquier, and this work will be necessary in the future. At present, the dam at the paper plant at Smooth Rock is used, while at Fauquier a ferry is operated, the cost in the fiscal year reaching \$3,413.86."

Sudbury is planning to hold an Old Home Week. The Star quotes Mayor Fenton as saying that the people seem strongly behind the plan. Even though he was not fully convinced of the success of Old Home Week, Mr. Fenton said it is too late to turn back now. "Sudbury Old Home Week has been advertised all over the country," he said, "and people have arranged their holidays for the week of July 28 in order to be here." He said he knew of people in Hamilton, Toronto, Timmins and other places who have made their summer's plans to include the visit to Sudbury "and if we turn back now it certainly cannot be held next year after disappointing these people."

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 Earlton 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, Island Falls Jct., and Corral Rapids leaving Cochrane 6.30 a.m. Monday, Wednesday and Friday, arriving Corral Rapids 2.55 p.m. same day, returning leaving Corral Rapids 8.30 a.m. Tuesday, Thursday and Saturday, arriving Cochrane 2.30 p.m. same day.

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.

Ottawa Doctor Left on Saturday for Far North

Known throughout the length and breadth of the Canadian Arctic as the world's most northerly physician, Dr. L. D. Livingstone, whose medical duties have carried him within the very shadow of the Pole, left Ottawa Saturday with Baker Lake and Chesterfield inlet as his destination.

He will remain in the Far North until the latter part of the summer when he will be picked up by the S.S. Beothic the ship chartered by the Department of the Interior, to carry out its annual patrol of the Eastern Arctic archipelago.

Dr. Livingstone plans to secure a dog team at The Pas, Manitoba, with which he will entrain on the Hudson Bay Railway travelling by rail as far as Mileage 327. From this point he will mush to Churchill, Hudson Bay, terminal of Western Canada's new outlet to the Atlantic seaboard, a journey of almost 200 miles, stopping at the various stationary camps erected by the construction gangs along the railway line.

On reaching Churchill he will re-entire and be joined by an experienced Eskimo from Eskimo Point with another dog team. This native will be his man "Friday" in the trip to Chesterfield which will be the base of operations throughout the summer.

Dr. Livingstone has ministered to the medical requirements of the Eskimos and the handful of white men who comprise the population of the Eastern Canadian Arctic almost continuously since 1922. A criterion of the high regard on which he is held is indicated in the fact that Byrd tried to secure his services in connection with the Antarctic expedition, his offer synchronizing with a similar offer made to Inspector A. H. Joy, famed ace of the Royal Canadian Mounted Police.

He was resident medical officer on Baffin Island, the third largest island in the world, during the 1926-27, and in connection with his duties travelled some 2,700 miles by dog team. In an epoch-making trip from Pangmirtung, Cumberland Gulf, to Pond Inlet, South Baffin Island, which lasted 43 days, Dr. Livingstone lost 11 out of 19 dogs, including his favourite husky, "Etah," whom he carried on his komatik or sled for days despite the fact that the going was very hard owing to deep snow. "Etah," who had been in Ottawa for two years, now rests near Cape Anorthous, along the east coast of the island.

Dr. Livingstone's equipment consists of medical and dental outfits and the usual paraphernalia used by the veteran of the Arctic trail. He will wear Eskimo clothing during his sojourn in the north and will depend on the country for "dog feed." Dr. Livingstone is said to be related to David Livingstone, the famous missionary and explorer, which perhaps explains his zeal for service and his desire for travel.

Interior, Ottawa. To prevent indiscriminate waste a charge is made of 25 cents for the publication in sheet form or 50 cents if mounted on linen, or in folder cover with a useful key of place names.

Companionship the Deer Lake sheet are the Island Lake, Norway House and Berens River maps of the north, northwest and west respectively, representing a total area of over 22,000 square miles, obtainable in the same forms and at the same price per map, that is, the set of four \$1.00 to \$2.00.

Hon. Wm. Finlayson, Minister of Lands and Forests, is expected to be one of the speakers at the annual banquet and meet of the North Bay Motor League on Wednesday of next week, April 2nd. Other speakers will include Dr. P. E. Doolittle, president of the Canadian Automobile Association, and Capt. Roy Maxwell, director of the provincial air service.

Urging Opening of Road Through to Orient Bay

A despatch from Cochrane last week says:—"Motorists who visit the north country in the course of the coming summer will be able to drive their cars all the way through to Hearst, and with the prospective opening of this addition to the Ferguson Highway there is a fresh agitation in the district to have the government at Toronto recognize the road west from here, as part of the transcontinental route. Boards of Trade and municipal councils are urging the Ontario authorities to have a survey made of the country beyond Hearst and on to Orient Bay, on Lake Nipigon, and pressure will be brought upon Queen's park to carry out this suggestion before the snow flies again next fall. Meantime, some very extensive improvements have been made on the road between Cochrane and Kapuskasing, which latter point is about half way to the immediate goal at Hearst. East of Smooth Rock Falls, 110 teams have been engaged over a stretch of 29 miles this winter in putting gravel on the road, while from Strickland to Kapuskasing, the highway has been widened out, making it safer to travel. Narrow stretches, bounded by deep ditches, had made the road in places dangerous, especially for strangers, but a great improvement has been carried out in this respect by the work this winter. The cost of work on the Cochrane-Hearst road during the fiscal year ending Oct-

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