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**Cripple now walks well thanks to Kruschen**

"For over eight months I was laid up with rheumatism, unable to move, when I was advised to try Kruschen Salts. It is almost a miracle, but without a word of a lie, I was able to be taken to the front door in less than a week. In a few days I was out with the help of crutches, and in a short time I was walking well. This is not a one-week testimonial, but four years."

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—Mrs. Williams.

Original letter on file for inspection.

Kruschen Salts is obtainable at drug and department stores in Canada at 75c a bottle. A bottle contains enough to last for 4 or 5 months—good health for half-a-cent a day.

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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.

**T. & N. O. FIREMAN TEACHES CLASS IN BOGUS GEOLOGY**

There is always a tendency among the old-timers to "kid" visitors to this North Land who show too much assurance for all they may really know or understand. This tendency often makes complications, but there is no way to avoid this. The temptation to take a rise out of the sophisticated ones is too strong. From this sort of thing, it must be confessed, there arises occasionally weird stories of wild animals or unusual mineral discoveries, or what have you? In a recent issue The Northern Miner in its column of "Grab Samples and Tallings" gives a specimen of the Northerner's tendency to "spoon." Here is the tale as told by The Northern Miner:—

"Years ago, when Swastika held the spotlight and Kirkland Lake was just a place back in the bush, when the old Lucky Cross and Swastika mine were in their heyday of interest, a party of shareholders of some property farther north was passing through and stopped at Swastika for a half an hour. The party, mostly easterners whose knowledge of mining, geology and ore was not extensive, spreading out along the tracks and examined the Lucky Cross dump with every evidence of interest. They brought back chunks of country rock to the train, studying them with portentous brows, spitting on them and looking them over with mineral glasses. This performance was too much for a blase fireman, who solemnly ascended to his tender, fetched down a piece of coal and stood alongside the engine, peering at it and turning it over and over. Presently he was surrounded by a group of the trippers, who silently watched his manoeuvres. It looked like coal to them, of course, but up in this mining country they could not be exactly sure of what it might be. So pretty soon one of them asked him what it was. The fireman hesitated for a moment, and said: "Well, I was just wondering how this piece of molybdenum ore got out here on the right-of-way. I guess some highgrader dropped it." "Is that really ore? It looks like coal," said one of the innocents. "Sure, it looks like coal. That's what fooled the first prospectors up here," said the mendacious trainman. "Toot! Toot!" said the engine, and the class in geology broke up."

Brookville Recorder and Times: The proposal is made that two bang up Canadian hockey teams should tour Great Britain with the idea of establishing that great winter sport upon a solid foundation in the Old Country. Well, why not? Hockey has "caught on" with a vengeance throughout the United States and might very well receive equal acclaim in the British Isles, where a number of artificial ice surfaces already exist, and where there are numerous exponents of the game who have received their training upon those surfaces or in Switzerland.

**IN REGARD TO COMPULSORY AUTOMOBILE INSURANCE**

**Toronto Newspaper Thinks the Question has Been Considered Too Little From the Standpoint of the Pedestrian.**

On innumerable occasions The Advance has had reference to the matter of compulsory insurance for automobiles. The idea of The Advance has been that every motor car should carry some form of indemnity insurance to guard the interests of the public. It seems to be a fair proposition to suggest that anyone who can not afford to carry such indemnity insurance can not afford to operate a motor car—at least from the standpoint of the general public. To put it another way, the public can not afford to allow anyone to run an automobile if that person can not afford to carry indemnity insurance. There have been a number of cases in this district where persons suffered injury or sustained damages to property through auto accident and no redress could be secured because the automobile driver at fault carried no indemnity insurance and was not worth anything and so could not be sued for damages with an hope of satisfaction being secured through the law courts. There should surely be some plan whereby every person driving a car could put up bond or secure indemnity guarantee in some fashion so that other motorists and the general public might be protected. It is a matter of common knowledge that many in this province and other provinces are operating automobiles and at the same time are without reserve funds of any kind. Indeed, in many cases they do not possess a material interest even in the motor car they operate. If they figure in a motor accident in which damage is done to another car or to other property or injury caused to other persons, the injured party in the accident is unable to secure any redress for the injury or damage resulting from the injury or damage resulting from the accident. At the same time it is well known that those who have little at stake are very prone to be more careless than other drivers. There is a general belief among motorists that the old car and the cheap car and the car upon which little has been paid is the car that appears to be driven the most recklessly and with the least consideration for others. The man with a specially good car or one for which he has actually paid out a considerable sum is usually found to be particularly careful, in the natural effort to protect his valuable property, and so he figures but seldom in accidents, unless through the fault of other motorists with less to lose.

The question of compulsory motor insurance has repeatedly been referred to by The New Liskeard Speaker. On several occasions The Advance has republished in the past articles from The Speaker on the question. In last week's New Liskeard Speaker there was the following paragraph:—"With the risk of becoming tiresome to our readers, in connection with the subject of "Compulsory Motor Insurance," we again refer to the question. The Government is about to enact a law which, we believe, will compel the motorist who has been in an accident to take out public liability insurance. Until such time as he has that accident—and it won't be his fault if he has enough witnesses to outwear the other fellow—he is at liberty to drive as he pleases. It would appear that the sympathy of the learned jurist, who brought in the insurance recommendations and the members of the Ontario Legislature who are enacting the law in that connection, are altogether with the motorist and not with the pedestrian who may be the unfortunate victim, and who will be without recompense if the person responsible for the accident is finally worthless. Does the general public not desire protection from the motorist's hand?"

The Speaker uses this paragraph more or less as a preface to an editorial article from The Toronto Telegram on this question of compulsory insurance for motorists. In the opinion of The Speaker the article from The Telegram "hits the nail on the head." The editorial in question from The Telegram is as follows:—

"The bill introduced into the Legislature by Hon. George S. Henry is a negation of the right of anyone using the highway to assurance of indemnity for injuries in a motor accident unless the offending motorist has previously been involved in an accident of this sort. Protection against first offenders is denied because, it is said to provide such protection would entail too heavy a burden upon the motorists."

"A little of the sympathy which is bestowed upon the overburdened motorist might well be reserved for the unfortunate victim of the motorist who is guilty of his first offence, who carries no public liability insurance, and against whom there is no recourse. When a motorist uses the highways he should be prepared to accept the burdens which are incident to that use. There can be no moral justification for permitting him to transfer to his victim the burden of paying the cost of his own negligence."

"It is argued that to impose compulsory insurance upon all motorists would result in making the reckless driver more reckless. The absurdity of that suggestion has been pointed out more than once. The imposition of compulsory motor insurance would not remove the penalty for criminal negligence, nor would it provide indemnity for injuries to the negligent driver of his car. The insurance contemplated when compulsory insurance is referred to is that which has to do with public liability. That a motorist would be in-

**The Rugged Land I Love the Best—Away Up North**

The following fine poetic tribute was paid to the North Land by Miss Addie McDonald, of Gardiner, in the March issue of The Canadian Forest and Outdoors, the journal of the Canadian Forestry Association.

**AWAY UP NORTH**  
(By Addie McDonald, Gardiner)

The fair, far North holds a charm for me,  
Away up North, where I-long to be,  
Where the quiet lakes through the dreaming night  
Mirror the shores bathed in silvery light,  
While the sentinel moon sails a cloudless sky  
And the bull-frogs croak and the night birds cry,—  
Away up North.

Away up North where the heights are steep,  
Where the trails are long and the canyons deep;  
Where the frosts are keen and the snows are white,  
Where the huskies howl to the pulsing night,  
Where work is work and rest is sweet,  
Where cold is cold and heat is heat,—  
Away up North.

Away up North where the spruce and pines  
Keep a steadfast guard while the woodchuck mines,  
Where the birches sway and the hills around  
Are laughing back each wild-wood sound,  
Where the mountains tower and the camp-fires glow,  
Where the water swirl and the mad winds blow—  
Away up North.

Away up North there's a little shack  
By a tamarack swamp and it calls me back;  
There's a friendly pine by my cabin door,  
And I seem to hear it, o'er and o'er,  
Whisper and croon and sigh for me,  
Till the shadowed path, by my home,  
I see—  
Away up North.

Oh the lone land calls! and I know she waits;  
I forsake the lusts, the greeds, the hates,  
For to-night, methinks, my kit I'll pack  
And at early dawn I'll be hiking back  
To the fair, far North, where my soul finds rest,  
To the rugged land I love the best—  
Away up North.

**FOUR HUNDRED EMPLOYED IN WORK OF T. & N. O. EXTENSION**

A despatch from Cochrane last week says:—"With weather conditions quite favourable to date, good progress is being made with the work of extending the James Bay branch of the T. and N. O. north from Coral Rapids to the Moose River. Approximately 400 men are engaged on the job at present, it is stated. It is estimated that steel can be laid at the rate of a mile and quarter a day on an average, and to date the rails are down for a distance of several miles north from Coral Rapids. The country to be covered is very level, with no rock work, and with little interruption in the form of gullies. A gang of men is cutting down the brush ahead of the crew handling the steel laying part of the work, and behind both are two trains hauling ballast. On the first day of operations, about a mile and half of track was put down, but a machinery breakage stopped work temporarily, although this since has been resumed. Constable George Keirnan, of the Cochrane post of the Ontario Provincial Police, is stationed at Coral Rapids, representing the majesty of the law, and he will be joined by a comrade later. Inspector W. T. Moore, is in charge of the district stated."

**McMANUS BREAK MAY BE CONTINUATION OF HOWEY**

A despatch to The Mail and Empire says that a crew of men working on the McManus Red Lake Mines has recently disclosed an important deposit. Advice direct from J. B. St. Paul, in charge of the work, declares the work is revealing visible gold in a strong fracture.

The first gold discovered in the Red Lake district was on the McManus group. The mineralization occurred in narrow veins. The strike of these veins does not correspond with the HoweY. This led to the recent opinion that perhaps the small veins were feeders to a main deposit striking more in the direction of the HoweY. Systematic work with this thought in mind has disclosed the fracture in question which is striking about 62 degrees north of east, and in which gold is visible.

The discovery is on claim K1582, and is believed to place a more important complexion on this part of the Red Lake area close to HoweY Gold Mines on the east and northeast. Properties in this section include the McManus Red Lake, Red Lake Centre and Red Lake Gold Shore.

duced to risk his life or his machine because of the knowledge that his policy would protect anyone he hit is a far-fetched suggestion.

"The burden of public liability insurance is voluntarily accepted by many motorists who have never been in an accident. It should be compulsory on all motorists."

Farmers' Advocate:—Even now there are some farmers making money, it is said. They should be employed by the Government to go on lecture tours and explain their methods. But that won't work either! As soon as they start running around they cease to make money.

**PLANS FOR PROTECTING THE ROADS OF THE NORTH LAND**

Determination of the Northern Development branch to assiduously protect the highways of the North against spring damage by overloading of trucks is a step in the right direction, and will undoubtedly be commended by the great body of people who are obliged to use the roads, says an editorial article in The Sudbury Star, which continues as follows:—Experiences of the past have demonstrated that more damage is done to the thoroughfares during the two months, April and May, when the frost is coming out of the ground, than in the case throughout the balance of the year. For this reason, it is essential that special care be taken to see that vehicles are not overloaded, so that the surface of the roadways may be protected while the "break up" is in process. Stringent measures, it is announced, will be taken to secure the desired results. The highway act provides that during this period of the year trucks shall carry only half the usual load, and while an appeal is being made to users of the roads to govern themselves accordingly, it is intended to prosecute those who wilfully break the regulations. In the long run, care of the thoroughfares throughout the province between now and the end of May will save the public many thousands of dollars.

Brookville Recorder: When the Provincial Minister of Health and representatives of his department visited this district last year and inspected some of the old cemeteries in Leeds county, it was the expectation that steps would be taken at an early date to place them in a state more befitting their purpose and that energetic measures would be taken to correct a condition that does not reflect very great credit upon the municipalities in which they are situated. The months have, however, passed without anything of great consequence having been done and, in spite of repeated representations which have been made to the municipalities and the provincial authorities, the cemeteries in question remain practically as forlorn and unkempt as ever.

Sudbury Star:—A Mounted Police Officer who rides the steppes above the Arctic Circle is peeved at the "influx of outsiders." Accustomed to wide open spaces, he now frequently strikes areas where the population numbers as many as one to 100 square miles. But it can't be helped. The drift to urban life like that seems irresistible.

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