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McLAREN'S INVINCIBLE JELLY POWDERS

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BY SAME REMEDY**

Recommends
**Lydia E. Pinkham's
Vegetable Compound**

Cobourg, Ontario—"Years ago when I had a sick father and a nursing baby to care for, I got all run down and I took Lydia E. Pinkham's Vegetable Compound to get strength to do my work. Another time at Change of Life, I had severe headaches and felt tired all the time. I took seven bottles of the Vegetable Compound and felt like a new woman. I recommend it to any woman who is at the age when she needs building up."
—Mrs. J. E. SLEZMAN, R.R. 4, Cobourg, Ontario.

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—Mrs. J. E. SLEZMAN, R.R. 4, Cobourg, Ontario.

**Superintendent's Report
Children's Aid Society**

The following is the report of the superintendent of the District Children's Aid Society, A. G. Carson, for the month of March:—

Applications for children	3
Interviews	3
Complaints received	3
Investigations made	21
Children involved (apart from shelter)	49
Mail received	43
Mail sent out	54
Court attendance	5
Children made wards	7
Children placed in homes	1
Children returned to shelter	1
Children in shelter during month	36
Children boarding out	11
Mileage travelled in the interests of children	868

During the month the society assisted 7 children in their own homes.

Barrie Examiner:—In his write-up of a home talent play a western editor commended a neighbour for his "clever impersonation of a gentleman."

The Canadian Legion in the Porcupine
By the Secretary-Treasurer.

One of the most impressive sights ever seen in the Porcupine was the funeral on Sunday last of the late Comrade L. V. Lumley. In spite of the bad weather, hundreds of people gathered both at Schumacher and Timmins. The pall-bearers were:—Comrades J. Nicholls, G. Byrom, J. Harris, J. Bown, W. S. Pluff and A. Odgers. The coffin was covered by the Union Jack, and there were a number of wreaths, and a Flanders Cross, and a wreath from the Timmins Branch Canadian Legion. The Algonquin Rifles under Lieut. K. Stirling formed an escort. President Neame was in charge of the Schumacher part of the service and Comrade H. C. Garner had the Timmins part of the service all ready when the cortege arrived from Schumacher. There was a full attendance at the United Church, Schumacher, where Rev. Kennedy paid tribute to the splendid record of the late Comrade Lumley, and conducted a very impressive service. At Timmins the funeral procession was headed by the Algonquin Rifles, followed by the Timmins Citizens' Band, and the members of Timmins Branch, Canadian Legion. The pavements from the station, down Third avenue, along Pine street to Kirby avenue were lined with thousands of people. Passing through Moneta, the amount of our Italian citizens who bared their heads was quite noticeable. The procession from the station to Kirby avenue was at the slow march. At Kirby avenue owing to the bad condition of the road the coffin was transferred from the motor hearse to the sleigh, only one car making the journey to the cemetery. Several hundred people followed the cortege to the cemetery where Rev. Kennedy read the committal service, with the Algonquin Rifles at the "Present" with fixed bayonets. The Legion part of the service was read by President Neame after which the "Last Post" and the "Reveille" were sounded by the Legion buglers, Comrades Pearce, Hornby, Phillips, McCann and Cherry. Poppies were then dropped into the grave by the Legion members and the impressive service came to a close.

The splendid record of service in many lands for King and Country of the late Comrade Lumley, was not forgotten as the parade of Legion members and ex-soldiers was attended by most of the ex-soldiers in the Porcupine, who braved the miserable weather to pay their respects to one who had been a true "Soldier of the King," also of the late Queen Victoria; who had helped in many climes, in many wars to keep the Union Jack flying.

So I think we will have to introduce chutes and chute bars in the regular boxers training.

I understand Comrade Trollope from Schumacher has to go into hospital soon for an operation. I'm sure we all wish Comrade Trollope a speedy recovery as Comrade Trollope is one of our foremost members and is a Legion "artist" of note, his fine voice being greatly appreciated by all.

In conclusion everyone remember the Ladies Whist Drive on April 14th and then ring the calendar for the dance at the McIntyre hall on April 25th, also for the general meeting on April 28th.

The thanks of the Canadian Legion are due to the officers, N.C.O.S. and

men of the Algonquin Rifles, the Timmins Citizens' Band, Mr. Jack Dalton for the loan of the bus, and the gentlemen who so kindly lent cars and lastly but not least the members of Timmins Branch 88 Canadian Legion, and the ex-soldiers of the Porcupine for attending the impressive service of the late Comrade Lumley. The wreath and poppies were made in Toronto by the crippled soldiers in the Vetracraft Shops and the Flanders Cross, was painted and inscribed by Comrade Stroud. This cross is the replica of the cross which marks the graves of thousands of comrades who gave their lives for King and Country. The funeral arrangements were carried out under the direction of Mr. S. T. Walker, of Timmins.

I had the pleasure of having a visit from Comrade Parsons, who brought in an application for Comrade A. F. MacDwell from Schumacher. Tom says he has a number of comrades lined up at the Dome and Porcupine, and hopes to bring their applications in soon. I think after Tom gets them all rounded up from the Dome and Porcupine, we will have to turn him loose in Timmins as this runs Tom's score up to over twenty already from that part of the camp, and there certainly is a good field for Tom's efforts to secure members in Timmins.

Letters have been returned from the Timmins post office as not called for for the following comrades:—A. E. Johnson, A. R. Thomas, R. H. H. Mitchell and W. Marsden.

The ladies are holding a whist drive in the Oddfellows' hall on Monday, April 14th. The whist drives put on by the Ladies' Auxiliary of the Canadian Legion, Timmins Branch are always well attended and the whist drive on April 14th will be no exception to the regular Legion whist drives which are of the best. I have great pleasure in stating that the Ladies' Auxiliary sent in a cheque to assist in the formation of the bugle band. This kind and thoughtful action on the part of the ladies is certainly appreciated so everyone who can turn out Monday and make this whist drive a record one as the ladies certainly deserve our support. Let's see they get it.

I also have great pleasure in stating that Comrade Jenkins is his usual self again after his accident, and as Comrade Jenkins says if Sharky got a wallop on the jaw same as he got with a chute bar down the mine, Sharky would have been counted out once for all. I think all will agree with Comrade Jenkins that a chute bar has some wallop especially if it hits a person on the jaw.

So I think we will have to introduce chutes and chute bars in the regular boxers training.

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—The Secretary-Treasurer.

THE LADIES' AID

The following verses are starting the rounds of the press. They had a place in The Renfrew Mercury last week:—

The old church bell had long been cracked,
Its call was but a groan,
It seemed to sound a funeral knell
With every broken tone.
"We need a bell," the brethren said,
But taxes must be paid;
"We have no money we can spare—
Just ask the Ladies' Aid."

The shingles on the roof were old;
The rain came down in rills,
The brethren slowly shook their heads
And spoke of monthly bills.
The chairman of the board arose,
And said, "I am afraid
That we will have to lay the case
Before the Ladies' Aid."

The carpet had been patched and patched,
"Till quite beyond repair,
And through the aisles and on the steps
The boards showed hard and bare.
"It is too bad," the brethren said,
"An effort must be made
To raise an interest on the part
Of members of the Aid."

The poor man blushed to meet
The grocer and the butcher as
They passed him on the street;
But nobly spake the brethren then,
"Pastor, you shall be paid,
We'll call upon the treasurer
Of our good Ladies' Aid."

"Ah!" said the men, "the way to heaven
Is long and hard and steep;
With slopes of ease on either side,
The path 'tis hard to keep.
We cannot climb the heights alone,
Our hearts are sore dismayed;
We ne'er shall get to heaven at all
Without the Ladies' Aid."

Farmer's Advocate:—Two neighbours were discussing the season's crops, and one bemoaned the fact that it had been a lean year. The other said, "Yes, some crops have been light, but the work of harvesting has been easier than usual, the crops has not been so hard on the land as a big crop. We will have big crops next year." Every cloud has a silver lining.

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BABIES**

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which is pure
milk from selected
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**HUGE IRON ORE DEPOSITS
REPORTED IN NORTH IN 1920**

Party Travelled by Flat Boat and Motor
Launch Up the Coast of James
Bay and Hudson Bay to Look
Over Iron Ore Deposits.

A couple of weeks The Advance referred to huge coal deposits expected now to be opened up by 1932 in the James Bay and Hudson's Bay area. The Advance mentioned that several years ago reference had been made in these columns on different occasions to these iron ore deposits. In looking through the files of The Advance this week for the necessary material for the weekly column "Ten Years Ago in Timmins," the following article was encountered in the issue of April 7th, 1920:—

"Despatches from Toronto last week refer to the leaving of that city of a party who are to travel by flat boat and motor launch over 300 miles up the coasts of James and Hudson Bays. Lying on three flat cars and a standing freight car were four river and lake flat boats, 40 feet long and 9 feet broad, with a 4-foot draught, a motor cruiser launch 43 feet long, and two small launches, along with two years' provisions for ten people, stowed away in the freight car. The destination of the party is Belcher Islands on the east coast of Hudson's Bay. To go there the cargo of boats and provisions travelled to Cochrane by T. & N. O., and from Cochrane on the Canadian National Railways to Pagwa, where the boat takes the water in the Pagwachewan river, and commence their journey of about 200 miles to Moose factory on James Bay and thence around the bay and about 300 miles up the coast to Belcher Islands. There are 400,000,000 tons of ore in sight on Belcher Islands, according to E. A. LaDuke, one of the two men who say they discovered the iron ore on the island in 1914. "There is enough ore to supply Canada for a century," says Mr. LaDuke who adds that there is only one other iron mine in North America with a bigger showing of iron ore. On the cars containing the equipment and supplies big signs were placed, bearing the words, "On to the Bay," to help boost the Cochrane and Moose Factory extension of the T. & N. O. If Mr. LaDuke's judgment of the value and extent of the iron deposits is justified Premier Drury will have to revise his ideas regarding the building of the extension to James Bay. If there is a deposit of iron ore on such an extensive scale the new railway will become a national necessity that will not permit of delays in construction. The prospectors at present going on the trip to Belcher Islands says they may be away for a year or more before they return. They are fully equipped for such a stay. They give many new and interesting statements about the geography of the district, Belcher Island, they say, is 80 miles long and about 30 miles wide. So far as explored at present the island shows a deposit of iron ore fairly staggering in size. Nearby islands are also thought to have deposits of iron ore and explorations will be made to test out this theory. The two prospectors of the islands are E. E. LaDuke and Sam Sainsbury. They have figured out that the iron ore can be gotten out at a reasonable cost by using the water route. The iron ore, they say, can be cheaply shipped to England, by a route around the bay from the Belcher Islands, and also that iron ore could be delivered in Toronto at slightly over \$4.00 a ton."

**Teachers' Bowling Scores
for Week of April 2nd**

A. TEAM			
W. James	178	171	349
J. Bogle	172	141	313
B. Gowan	94	127	221
J. Harris	95	155	250
Total	539	594	1133
B. TEAM			
M. Morrison	156	130	286
I. Roberts	76	96	172
G. Hughes	118	88	206
H. White	150	144	294
Total	500	458	958
C. TEAM			
M. Barr	55	214	269
G. Everett	196	187	383
O. Ramsay	141	111	252
M. Thorburn	105	47	152
Total	497	559	1056
D. TEAM			
W. McKelvie	89	106	195
M. Smith	174	199	373
M. Tackaberry	118	108	226
N. Macleod	134	148	282
Total	515	561	1076
SUB TEAM			
E. Blyth	123	87	210
E. Connor	88	113	201
R. Davey	80	101	181
H. Everett	66	112	178
E. Ohlman	78	105	183
R. Rinn	112	98	210
Total	547	616	1163

Standing of Teams: A—12; B—5; C—7; D—6.

**Has Conducted Store in
Liskeard for 29 Years**

Wesley McKnight, of New Liskeard, is widely known throughout the North Land on account of his interest in board of trade and other public matters. He has been mayor of New Liskeard on more than one occasion and in other ways has given public service to his community. In addition to this he has found time to attend to his own business, being a successful general merchant. Like all successful merchants he has been a good advertiser, advertising every week and in generous space. On April 1st this year he celebrated the twenty-ninth anniversary of his entry into business at New Liskeard. In this New North this looks like a record.

The Brandon Sun thinks it a poor town where the folks won't spend money to boost their community unless a stranger asks for it.

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TO SUPPRESS
Coughs, Colds,
affections of the
Throat, Bronchitis,
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naturally "takes it out"
of the tubes.
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**Increase Your Estate
\$10,000 or More
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Rates

Age 25	\$15.73 per \$1,000
Age 30	18.21 per 1,000
Age 35	21.51 per 1,000
Age 40	25.93 per 1,000
Age 45	31.79 per 1,000
Age 50	39.57 per 1,000

Dividends apply on second and every year thereafter to reduce premiums.
Disability Benefits can be added covering Total Disablement from Sickness or Accident.

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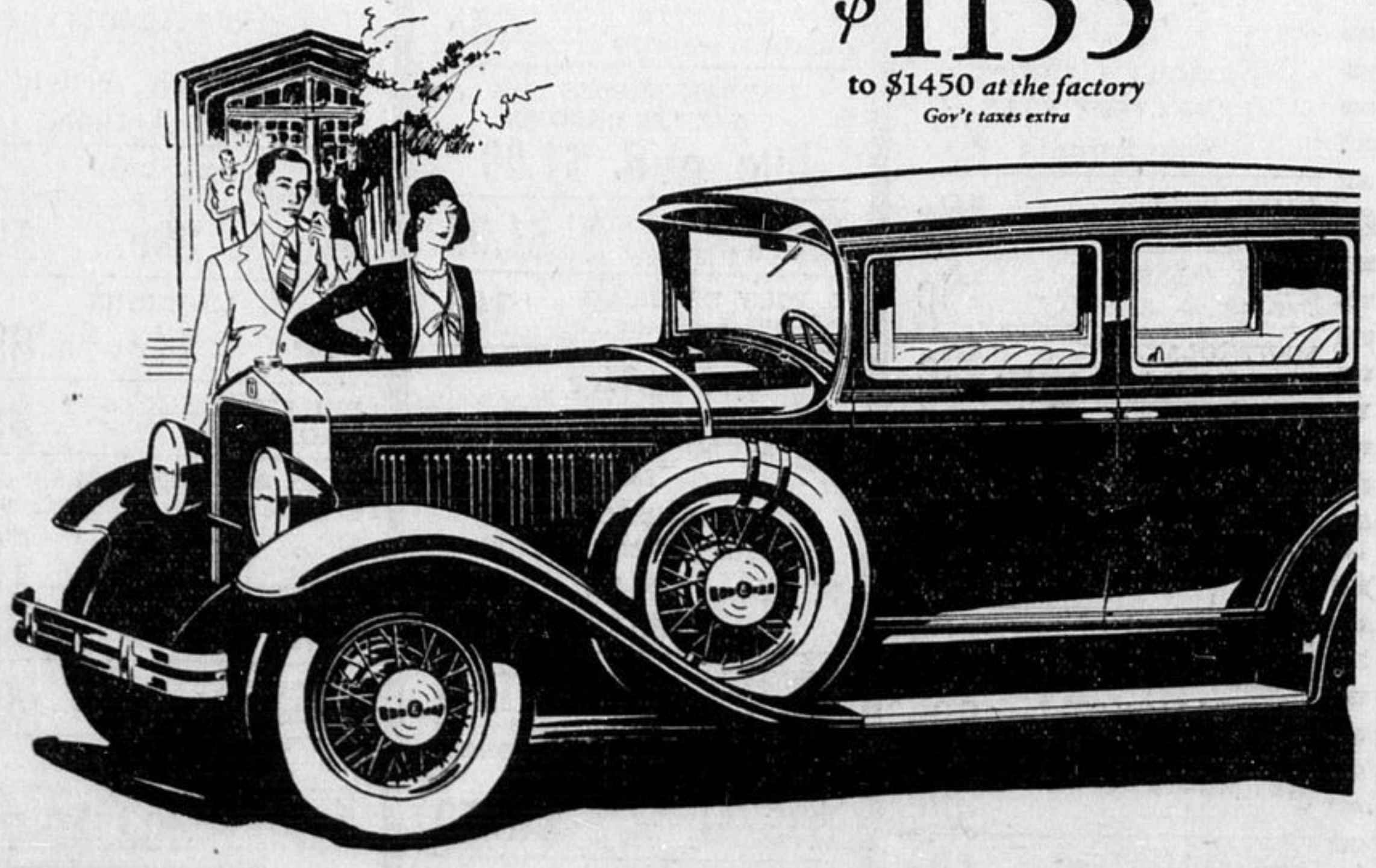
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ERSKINE

This BIG 70-horsepower car offers a high ratio of power per pound and due to a new full-power muffler, pioneered by Studebaker, this power leaps to full action at your touch. Lowness, and a wheelbase 114 inches long, provide generous leg-room and head-room. The Dynamic New Erskine reveals its quality by such fine car features as Duo-Servo 4-wheel brakes; hydraulic shock absorbers; Costlier double-drop frame; Self-adjusting spring shackles; Lancheater Vibration Damper; Thermostatic cooling; Timken tapered roller bearings; Ross cam-and-lever steering.



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