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Monday Evening, May 26th

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PLAN TO PLANT SHRUBS AT STATIONS ALONG THE C.N.R.

Canadian National Railways to Try
Experiment at Cochrane, Kapuskasing and Nakina This Year
as Part of Its Annual Programme.

The Temiskaming and Northern Ontario Railway is justly noted for the beautiful garden plots at stations along the line. At Latchford, Halleybury, New Liskeard, Englehart, Swastika, Porquus Junction, Timmins, and many of the smaller stations along the line the garden plots are certainly noteworthy. Some of the displays of flowers and shrubs are really remarkable and do much to give travellers a favourable opinion of this country. Judging from despatches sent out from Toronto this week the Canadian National Railways is planning something similar in the way of garden spots all along the line from Cochrane west. If the plans prove as successful as those carried through by the T. & N. O. the result will be pleasing to travellers and a good advertisement for the North Land. In reference to the beautification of stations along the C.N.R. the despatches say that preparations are under way for the distribution of 200,000 bedding plants and annuals, and 2,000 shrubs and trees as the C.N.R. commences its yearly programme of beauty treatment for stations and grounds in the central region.

Distribution is made from Stratford and Montreal, where the National system has its own greenhouses. It will require 12 cars to distribute the embryo blossoms between Riviere Du Loup, Que., on the east and Armstrong, Ont., on the west. Eight hundred and fifty stations will benefit by the beautification programme. To provide a greater variety of bloom and more permanent shrubs and perennial plants are used wherever possible.

Along the northern line of the C.N.R. an experiment is being conducted. Kapuskasing, Cochrane and Nakina stations are being concentrated on. Shrubs, trees and perennials are being planted there with especial care, and it is hoped to demonstrate that these can be used in spite of rather severe climate conditions.

"Neatness is of course an essential factor in connection with our stations beautification programme," stated S. G. Skinner, landscape engineer of the

Y.P.S. HOLDING EXCURSION TO WAWAITIN ON SATURDAY

The Young People's Society of the United Church, are holding an excursion to Wawaitin on Saturday, May 24th. The boat will leave the dock at Timmins at 9 a.m. Anyone wishing to go on this pleasant trip should let the secretary of the Y.P.S. know before Saturday.

INFORMATION AVAILABLE FOR TOURING MOTORISTS

More than 200,000 enquiries for touring information are dealt with each year by the head office, of the Ontario Motor League and the branch offices. The Iroquois Falls and District Motor Club is affiliated with the Ontario Motor League and the members of the Iroquois Falls and District Motor Club have all the privileges of the Ontario Motor League. This is of special interest to readers of The Advance in view of the fact that the Iroquois Falls and District Club has members all through this area, with a large number at Timmins. Routings covering all parts of the continent are compiled for members. Assistance is given to thousands of motorists in crossing the International Border. Automobile clubs and individual motorists in the United States are furnished on request with information regarding Canadian tours.

Road conditions are subject to sudden changes due to weather, construction work, accidents and road tarring. It is important, therefore, that motorists, before starting on a trip, obtain the latest available information regarding the roads to be followed. Time and money may be saved in this way.

The touring department of the league compiles from many sources reports on road conditions in Ontario and throughout the continent. Nowhere else in Ontario can a motorist obtain such complete information regarding road conditions as is available in the league's touring department. This service is at the command of members the year round. The Iroquois Falls Club secretary, M. F. E. Wood, will be pleased to give local road information to members at any time.

central region. "The local staffs at all stations, whether flowers are to be planted or not, have been busy for the past three weeks cleaning up."

Buffalo Evening News:—A successful talkie comedy is one that keeps the audience laughing so you can't hear anything to laugh at.

MEETING AT ENGLEHART DISCUSSES POWER RATES

Resolution Passes at Meeting of Municipalities and Industries Asking Government to Make Plans for Reduction of Power Rates in the North.

J. D. MacLean, town engineer, represented the town of Timmins at the meeting of the representatives of municipalities, mines and other industries, and interests of the North Land adjacent to the T. & N. O. Railway to discuss the rates for electric power in the North. After considerable discussion the gathering passed the following resolution, which was moved by Reeve Sommerville, of James township, and seconded by Councillor Robitaille, of Cobalt, and adopted unanimously:—

"Whereas power and lighting rates charged at present in the North Country are considered excessive, and

"Whereas reasonable power rates would be of great assistance to the mining industry, both gold and silver, enabling mines now operating to mine lower grade ore, employ more labour and prolong the life of the mine and would enable properties now dormant to operate, and

"Whereas reasonable rates are necessary to the farmers in the district to enable them to enjoy some of the privileges of southern Ontario farmers, and

"Whereas rates to the ordinary householder and municipality are excessive, and

"Whereas other industries are handicapped and new ones have been prevented from establishing in Northern Ontario owing to excessive power rates.

"Be it moved, that the provincial government be petitioned to take the necessary steps to assure the North Country of a substantial reduction in rates."

The meeting at Englehart last Thursday was the result of efforts made at Cobalt to find some plan to secure reductions in power rates. At first it was thought that the result could be obtained through having the new power transmission line from Abitibi Canyon to Sudbury follow the T. & N. O. line to North Bay and go from there to Sudbury. The mayor of Cobalt sent out circular letters to boards of trade and municipalities in the North Land suggesting such a plan. Later, however, it was decided that this might not be the most feasible plan and that the best plan would be to petition the Government for a reduction of rates and allow the Government to adopt whatever procedure might seem best. To secure the co-operation of all the municipalities, mines and other interests concerned a meeting was called for last Thursday at Englehart.

The meeting last Thursday voted Mayor Fred Sullivan, of Cobalt, to the chair, and discussion commenced on the matters that the gathering had been called to consider. There was reference to the route which might be followed in bringing power from the Abitibi Canyon to Sudbury. John Anderson, of Krugersdorf, said that he could see no reason why a power line should not be run along the T. & N. O. as well as directly across country to Sudbury. There was a general opinion among those present along the line that the Government should be asked to deal with this part of the North along similar lines to the arrangement made for Sudbury. J. W. McBain, clerk of the township of Teck, said that the municipality he represented took the attitude that the Government had the remedy in its own hands and that it was not the part for the North to dictate the particular plan that might be put upon the idea of urging relief from high rates. A similar opinion was expressed by Mr. MacLean, of Timmins.

Despatches in regard to the meeting say that an unexpected feature of the meeting was the appearance there of Walter Hill, representing the Temiskaming Board of Agriculture, who explained that that body had gone on record as heartily endorsing any attempt that might be made to lower power costs in the North and in securing an extension of power services to the farming sections. Mr. Hill told the gathering that the farmers realized the necessity of cheap power for this country and they felt that it was about time that the settlers in the agricultural sections had the benefits of power for their farms, as was the case in old Ontario.

President C. W. Wright of the Northern Ontario Associated Boards of Trade read extracts from the report of the Hydro engineer who, three years ago, made an investigation into the rates being charged by the power company for domestic power used in the towns of Cobalt, New Liskeard and Halleybury, and which had shown how the company, on a valuation of \$82,000 placed on its system in Cobalt, had made a profit of more than 25 per cent. in that town.

Mayor Sullivan, the chairman of the meeting pointed out that he felt that lower power rates would prolong the life of the mining camps and for this and other reasons felt that the Government should be asked to relieve the district in the matter of power rates.

Carl Rheinhardt, of Cobalt, thought the peak load or stand-by charges very high and that they should be eased off.

One despatch from Englehart says:— "On behalf of mining companies, it was claimed that rates now charged were unreasonable and that while for argument's sake, it might be admitted the rates to mines may have been fair in the earlier days, they were unfair now that mining was a permanent industry. Investigation had shown, according to one delegate, that the rates of the Power Corporation were based on its ability

to supply the power by steam and still make a profit. While figures relating to the cost of power to Kirkland Lake mines were not submitted to the formal sitting, they were available for individual inspection. They showed that approximately 12,000 horsepower was being taken by the different mines in that camp, and that Kirkland Lake Gold Mines were paying on a basis of \$82.60 per horsepower consumed per annum, Teck-Hughes at \$59.62, Wright-Hagreaves at \$72.49 and Sylvanite at \$87.42. These figures were independent of the municipal load. The mine rates were based, according to the contracts, on \$4.63 per horsepower per month for each of the first 5,000 horsepower; \$2.78 for each next 5,000 h.p.; \$1.85 for each of the next 5,000 h.p. and \$1.39 for each of the next 5,000 h.p. Ten per cent. was allowed for prompt payment, but it was stated that no one mine ran over the 5,000 horsepower mark."

There were no representatives present from the power company and so none of the argument on that side of the case was presented. The resolution as given above was the outcome of the discussion and consideration given in the matter.

The Advance is of the opinion that was given in these columns a year or so ago—that the Hydro Commission of Ontario will eventually take over the whole distribution of power in this North Land and that rates will then no doubt be adjusted so as to be more equitable for all parts of the North. The resolution may help on the Government's action in the matter. From statements credited to Premier Ferguson, however, it would appear that he has in mind a plan for the Government adjusting power rates all through the North.

PORCUPINE LADS SHOWING GOOD BUSINESS INSTINCT

According to the reports made by motorists who have used the Timmins-Porcupine Junction road this year there are a couple of young boys living near Connaught who have the money-making instinct all right. About a mile or so from Connaught there has been a rather bad mudhole on the road. Most of the cars trying to get through from Porcupine to Porquus, or vice versa, have found this mudhole very difficult to negotiate. Indeed, most cars give up the attempt in short order and start to look around for some assistance. This is where the young lads come in. One of the lads is just about eight years old and the other younger. But they know how to plan to make money and they have been making money all right. The lads have a team of big horses, together with chains and the other equipment necessary. They stand by without a word until a motorist calls for help out of the mudhole. As soon as the call for help comes they are right on the job. They tackle the job of pulling motor cars out of the mudhole in very effective and skilful fashion.

"NOTHING TO COMPARE WITH SARGON" HE SAYS

"In spite of tonics and special treatments I took I steadily lost strength and energy and I kept going down hill.



JOHN HARRISON

I suffered with indigestion and bilious spells and hardly passed a day without a headache. I couldn't half sleep and would get up mornings completely fagged out. Four bottles of Sargon restored my appetite, my weight has increased 10 pounds, I sleep fine and have more strength and energy than I've had in years. In my opinion there's nothing to compare with Sargon!

"Sargon Pills put my liver in fine working order and rid me of constipation."—John Harrison, well known farmer, Woodbridge, Ontario.

Sargon may be obtained in Timmins at The Goldfield Drug Store.

They hitch onto the car as if they had spent a long life in the business and knew exactly how to do it. When the job is done and the car on solid ground again the young lads collect a dollar for their work in pulling the motorists out of that mudhole, then they sit back and wait for the next victim. It is said that for a few days the youngsters netted quite a respectable sum daily from their enterprise.

Simcoe Reformer:—Windsor printers are publicly complaining because so many of the business men of that city place their orders for printing supplies with outside firms. Windsor is not the only locality where such a condition exists. We are glad to say, however, that the majority of Simcoe business men believe in patronizing home industry. The local newspaper at all times faithfully supports the business and other interests of the community in which it is published and is entitled to expect support in return.

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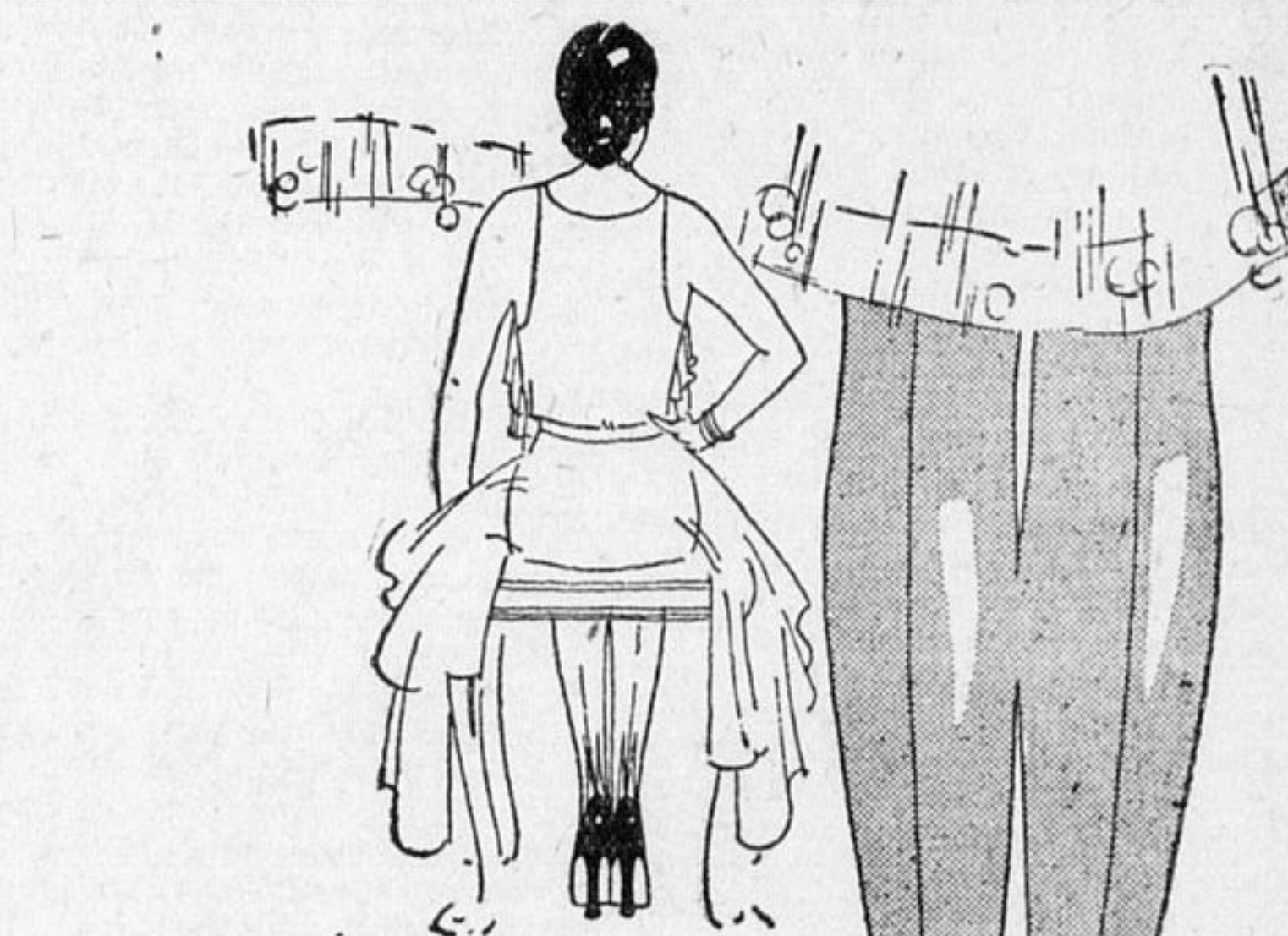
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