



She looks 20 years younger!

"I have taken Kruschen Salts for 7 years, and enclose my photo at 50, to ask your opinion of my record. I have been married 30 years, have 3 sons, 25, 22, 18; also 2 grandsons, 6 and 20 months. I put down my youthful appearance to Kruschen Salts taken each morning. I should never think of starting the day without taking them.
I am 5ft. 5in. in height, weight 119 pounds. I can assure you my husband is very proud of me."
Mrs. A. R.
Original letter on file for inspection.
To preserve your youthful charm you must preserve your health. Charm and beauty are mainly a matter of health, so are vitality and vigor. All will be yours if you pin your faith in the "Little Daily Doseful." Start tomorrow, and you will feel years younger before you are many days older.
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!

Made by Murray
EVERYTHING FOR THE ROOF
ALEXANDER MURRAY

MILLER'S WORM POWDERS
AS SWEET AS SUGAR
RELIEVE THE CONDITION BROUGHT ON BY THE PRESENCE OF WORMS AND HELP TO RESTORE THE CHILD TO NORMAL HEALTH.

USE RAMSAY'S PAINT

A little "good" paint works wonders—it transforms ugliness into beauty and provides the finest and cheapest insurance to the surface against decay.

Ramsay's Paint has been used for preserving and beautifying Canadian property for nearly one hundred years and during this time has won an enviable reputation for itself.



For Sale by Chas. Pierce & Sons Limited
TIMMINS, ONT.
Porcupine Hardware
South Porcupine

Favours Ferguson Highway For the Trans-Canada Route

Writer in The Canadian Motorist Urges Hearst to Orient Bay Road to Complete Trans-Canada Route. Lake Superior Route Too Costly to Construct. Hearst-Orient Bay Route Presents Greater Possibilities From All Standpoints.

In view of the great interest at present taken in the matter of the Trans-Canada highway in this North Land, the following article by J. Agapit Clermont in The Canadian Motorist for May, 1930, should be read with much attention by all. The article is headed:—"Ontario's Gap, the Last in the Trans-Canada Highway, Can be Completed in Three Years," and Mr. Clermont writes as follows, a note by the editor of The Canadian Motorist being prefixed:—

The only gap in the Trans-Canada Highway at the close of the current year will be in the central province of Ontario. Canadian Motorist has championed the Trans-Canada Highway from the time of its conception. One of the most vigorous protagonists of the completion of the Trans-Canada Highway through Ontario's great hinterland as expeditiously as possible, Canadian Motorist has been and is a non-partisan in the controversy regarding the relative merits and demerits of the two proposed routes there for the "Nation's Main Street." Both have advantages and doubtless in time motorists will have the alternative of driving between the Twin Ports and North Bay via Sault Ste. Marie or via Cochrane. The following article is an able presentation of the case for the northern route by the Secretary of the Cochrane Chamber of Commerce. The scenic advantages of the southern route via Sault Ste. Marie and the North Shore of Lake Superior will be described in an early issue by one of Canada's most distinguished artists, Mr. Fred Brigden—Ed. Note.

One of the main topics of interest, if not the main topic, at this time, in automobilist and tourist circles is the completion of the Trans-Canada Highway.

In the Canadian Motorist, last November, the leading article was headed: "Motorists' Parliament of Canada Demands Completion of Trans-Canada Highway in Five Years." The article related to the Sixteenth Annual general meeting of the Canadian Automobile Association held at Quebec in September last.

With the opening of the Quebec bridge to motor traffic during that Convention, the eastern part of the Trans-Canada Highway between Halifax and Quebec was completed and the Western part, from Winnipeg to Vancouver is, or will soon be, all linked up.

MacLean's Magazine has just come out with an article entitled: "Wanted: A Trans-Canada Highway," "A Canadian should be able to motor from coast to coast in his own country."

There remains one considerable blank space on the automobile road map of Canada, and that is in Northern Ontario. This gap in the Trans-Canada Highway reaches from Hearst at the North, or Sault Ste. Marie at the South (of Northern Ontario) to Manitoba's Eastern boundary, with a few stretches of road-way already built between Hydro and Stewart, through Port Arthur, Dryden and Vermilion Bay; Kenora and Clear Water Bay, as shown on the accompanying map.

Recent press despatches from Winnipeg contain the assurance that the Winnipeg to Kenora portion of the highway, some 84 miles, will be completed this year. There are 30 miles of road from Kenora south-east towards Fort Frances and it is suggested that the Trans-Canada Highway connect with this road 15 or 20 miles from Kenora and link up, at Vermilion Bay, with the road built from Vermilion Bay to Dymont, over 50 miles south-east. Still farther south-east, in the Kenora District, there are 5 miles of road at Ignace.

Then going towards Port Arthur, it is reported that the road is cut from Savanne, on the C.P.R. to Stewart or thereabouts, on the road from Port Arthur to Kashabowie.

From Port Arthur, one can motor to Camp Alexander about 12 miles north of Nipigon, which itself is about 75 miles east of Port Arthur. From Camp Alexander to Orient Bay on Lake Nipigon, the distance is 20 miles or so, and this road is not yet completed.

The linking up of these important odds and ends of roadways between Winnipeg and Nipigon, a task that can be rapidly accomplished, if attacked with some energy, will then reduce considerably, if not by one half, the 600 mile void from Winnipeg eastwards, mentioned recently in the House of Commons during the debate on the

motion for Federal subsidies towards the completion of the Trans-Canada Highway.

In passing, it might be said that if the various Provinces will link up their highway system from Coast to Coast, then it is likely that Federal aid could be obtained towards straightening, shortening, altering, paving and maintaining what would then really amount to a National Highway.

East of Nipigon comes the real problem in the linking up of what can at least be a temporary Trans-Canada Highway. Should it go Northwards to Hearst, on to Cochrane and down the Ferguson Highway, or down around the North Shore of Lake Superior to Sault Ste. Marie?

If speed, short distance, economy and usefulness are the factors relied upon to complete the highway, then there can be very little doubt that the road-building should be pushed on immediately from both ends between Nipigon and Hearst, while the Winnipeg to Port Arthur section is being linked up.

The distance between Hearst and Nipigon is considerably shorter than that between Sault Ste. Marie and Nipigon, as any casual reference to a map will show.

The nature of the terrain is also all to the advantage of the more northern route which practically follows the height of land and is fairly level, while the shore of Lake Superior is so rugged and hilly than any practical highway would have to go so far inland as to be away from the lake itself and from the railway and therefore lose most of the attractiveness and safety that a lake shore route would ordinarily command.

It is a known fact that the portion of the Canadian Pacific Railway skirting Lake Superior is the most expensive bit of railroading per mile in America, while the old Canadian Northern right of way to the north followed the height of land and was one of the easiest built road-beds East of Winnipeg.

The difference between blasting through mountains, filling up canyons, bridging chasms and torrents, crossing the wide mouths of rivers along the uninhabited and untillable rock-strewn vastness of Lake Superior's shore, and cutting timber and grading on sandy loam and clay rolling soil on a height of land, where only the sources of streams are encountered, where there are already settlements and where a highway will open up wonderfully fertile soil, is again all to the advantage of the Nipigon to Hearst route.

This latter route could be more speedily laid out and built than the Sault Ste. Marie to Port Arthur project, as the distance from Orient Bay to Hearst, via the important settlement of Nakina is 265 miles compared to about 500 miles for the other. The cost of constructing the Northern route would be far less, being on more level ground, and with a minimum of rock cuts, fills and bridges.

The brunt of usefulness is also in favour of the Hearst-Orient Bay scheme as it presents greater possibilities from agricultural, lumbering, hunting and fishing standpoints and would be more accessible to railways and cheaper to maintain.

It is to the advantage of both motor and steam roads that they can be near each other, as one is the complement of the other. Canadian railroads have gained more in automobile business than they have lost through the competition of automobiles and trucks. E. W. Beatty, President of the Canadian Pacific Railway, told the Ontario Good Roads Association in February.

A glance at the map of Canada shows Hearst and Cochrane in line with Halifax, Quebec, Winnipeg and Vancouver, and the ultimate Trans-Canada Highway will likely run from Halifax to Quebec, thence practically follow the Canadian National Railways line through Northern Quebec and Northern Ontario right on to Winnipeg; thence to Vancouver by the most direct and practical route.

Of necessity, in order to be in Canada this National Highway, entering Ontario at its western boundary, must be located north of Lake of the Woods, as the southern shore of this lake is in the United States; then the shortest, most logical economical and practical location would be right across Northern Ontario, north of Lake Nipigon to the Quebec boundary, via Nakina, Hearst and Cochrane in order to link up with Quebec's system of roadways in its Abitibi region. But as a temporary expedient and owing to the fact that Northern Ontario is as yet sparsely populated, it is presently more practical to follow the lines of population and to link up the existing stray ends of roads by dipping the route down Port Arthur and pass south of Lake Nipigon.

But it would be extremely costly and unwise to persist in a southward trend of highway construction from Nipigon on to Sault Ste. Marie at the present time, as the completion of the Trans-Canada Highway would be delayed for several years. The most urgent matter is to plan and execute the quickest linking up of Western and Eastern highway system through Northern Ontario and the solution lies in the sand and clay soil on the height of land between Orient Bay and Hearst and not in the rocky hills of Lake Superior's forbidding northern shore line.

An engineer who worked on the C.P.R. construction around Lake Superior, who helped to build the Canadian Northern from Sudbury to Port Arthur, and who knew the old National Trans-continental Railway's days, stated to the writer, three years ago, that there was a mountain range (as eastern mountains go) along the north shore of Lake Superior and that it was impossible to build a highway along the shore; that there was also a range of rocky hills due north of the Soo, and that an automobile road from Sault Ste. Marie to Port Arthur would first have to go northeast from the Soo towards Chapleau to get around the Agawa range and from there on practically follow the old Canadian Northern Railway for some distance, to get away from the Lake Superior chain of mountains.

Moreover, the purpose of the Trans-Canada Highway would likely be defeated by running it through Sault Ste. Marie, as any motorist coming from the East would be tempted to cross the border and follow the United States to the West. A road across Canada should run, sufficiently deep into Canada as to retain in this country the tourists who are using it and should be laid out with a view of linking up Halifax to Vancouver.

From Quebec to Winnipeg the National Transcontinental engineers built the shortest and most level railroad via Cochrane and the same logic and common sense should apply to a cross country highway. An American visitor recently expressed the opinion that it would pay the Canadian National Railways to build an automobile road along its right of way from coast to coast. Quebec intends to link up its highway across the Abitibi district with Montreal by a motor road from Mont-Laurier to Senneterre and eventually will run the Abitibi highway right on to Quebec City.

The road from Cochrane to the Quebec boundary already runs 18 miles east to Norembege, and it will not be a difficult problem to reach the Quebec boundary.

By extending the Ontario road system westwards from Hearst to Nakina, another link would be completed in the logical road across Canada. The road from Nakina to Orient Bay and Port Arthur would later become a feeder to the National Highway, and Sault Ste. Marie could also be linked up to Hearst as an important tourist feeder.

The only real gap in the Trans-Canada Highway is in Northern Ontario and there is no insuperable obstacle to prevent its being closed within three years, if funds were released for the work.

The Ontario authorities apparently feel that the burden of linking up the

East and the West through a practically uninhabited wilderness should not be thrust upon their shoulders and the Federal legislators do not feel like subsidizing what they consider a provincial undertaking; and meanwhile motorists, both Canadian and American, are denied for a time an all Canadian highway from Halifax to Vancouver through the heart of Canada's incomparable natural attractions.

The revenue derived from tourists, who would flock to such a scenic route, would amply repay the cost of completing the National Highway, but only persistent agitation on the part of motorists, who are paying the shot anyhow, can end the apparent deadlock which is keeping closed to innumerable lovers of the open a vista of nature's treasure chest of loveliness.

More Bicycles in 1929 Than Any Year Since 1905

To the man on the street, who remembers the time when "bikes" were "all the rage," it will probably come as surprising news that more bicycles were made and sold in Canada last year than in any preceding twelve months in the last quarter of a century.

The advent of the automobile and its rapid rise in popularity, the "coming in" of the motorcycle and the "going out" of the horse, and the competition of new pastimes notwithstanding, the bicycle industry has gone steadily forward in Canada.

In confirming the statement that more bicycles were manufactured and marketed in Canada in 1929 than in any previous year, Canada Cycle & Motor Company executives also point out that 1930 bicycle prices are the lowest for 30 years, despite consistently improving quality season after season.

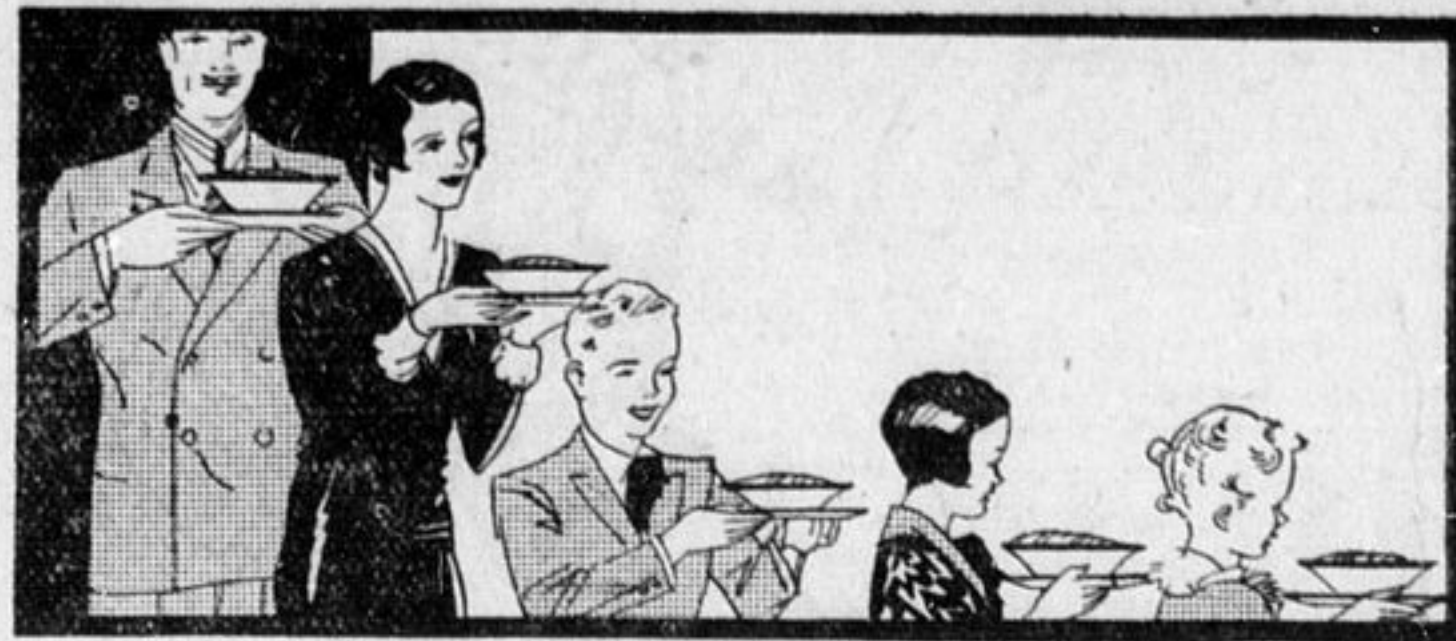
In other words, price reduction has not been the cause of the growing popularity of the bicycle, but has been the result of this increase in the number of "bikes" purchased in Canada. As output has grown from year to year to meet an ever increasing demand, production costs have been lowered and this saving has steadily cut down the price to the bicycle buyer.

In the opinion of the management of the Canada Cycle & Motor Company, Limited, that firm's consistent adherence to a policy of newspaper advertising has been one of the main factors in maintaining the healthy growth of the industry. By means of advertising messages, the safety, convenience, economy and healthfulness of cycling have been kept before the public, and these considerations have influenced more and more people to choose the bicycle as a means of easy,

speedy, low-cost transportation. And all the indications are that the peak in the bicycle market is still a long distance off.

Blairmore (Alberta) Enterprise:—Women are not so eloquent since they discarded the rolling-pin.

BOILSO GO OVERNIGHT
"Many Boils on neck. Doctor said lance. Tried 'Sootha-Salva' first; boil vanished overnight." C. T. Scott "Sootha-Salva" stops pain in 15 minutes boils go in few hours. At all druggists



A BETTER, BRIGHTER BREAKFAST

The better the breakfast, the brighter the day. Don't fog the brain and clog the body by eating a heavy, indigestible breakfast. Brighten the day by eating Shredded Wheat with milk and go to work with buoyant step and mental alertness. Shredded Wheat with milk makes a complete well-balanced meal containing everything the human body needs for growth and strength. Try it with berries and cream. It's a rare treat.



WITH ALL THE BRAN OF THE WHOLE WHEAT

THE CANADIAN SHREDDED WHEAT COMPANY, LTD.

A TORRENT OF POWER AND SPEED



Every one who has driven the entirely new Willys Six agrees that it is Willys-Overland's greatest manufacturing achievement... a triumph of value and versatility.

Uncramped comfort—a smooth, flexible flow of power—keen, clear-cut style lines—interior luxury worthy of a much more costly automobile... these lift Willys Six value above and beyond that of all other cars in the \$1,000 price class.

The new hydraulic shock-absorbers make a cushioned highway of the roughest road. The 65 horsepower engine, rubber insulated against vibration, easily sustains a speed of 72 miles an hour—48 in second.

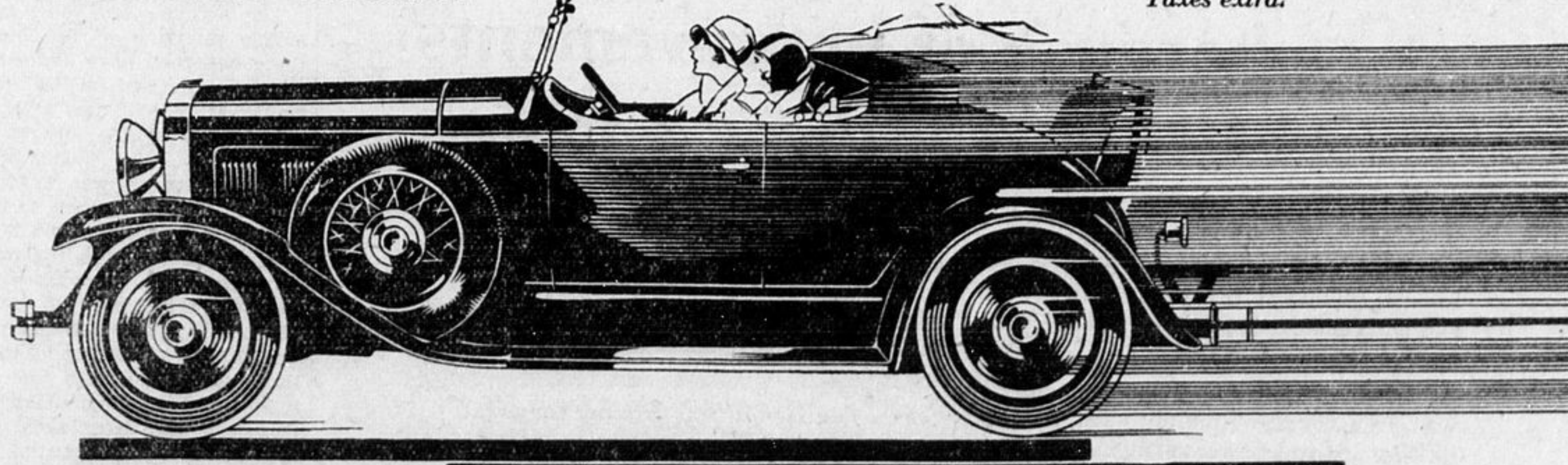
- 72 MILES AN HOUR
- 48 IN SECOND
- 65 HORSEPOWER
- RICH BROADCLOTH UPHOLSTERY
- INTERNAL 4 WHEEL BRAKES
- HYDRAULIC SHOCK ABSORBERS

Superb chassis and body construction increase driving ease and security. Rich upholstery fabrics, silver-finished hardware, handsome woodwork and luxurious interior appointments make an ensemble that establishes entirely new standards of distinction in a car so moderately priced.

Inspect and drive the new Willys Six—then compare it with other cars. Your nearest Willys-Overland dealer will gladly arrange a demonstration.

Willys Six Prices: Coach \$935; Sedan \$1020; Coupe (2 pass.) \$895; Coupe (4 pass.) \$935; Roadster (2 pass.) \$895; Roadster (4 pass. as illustrated) \$935; Touring \$895; De Luxe Sedan (5 wire wheels) \$1120. All prices f.o.b. factory, Toronto. Taxes extra.

WHIPPET SEDAN
\$760
f.o.b. Factory, taxes extra
The Lowest Priced 4-Door Sedan in Canada



THE NEW WILLYS SIX

BERINI MOTOR SALES
Timmins, Ont.

Travelling abroad?

A LETTER-OF-CREDIT from the bank will be honoured by our Banking correspondents in all parts of the World, and will obtain for you many little courtesies that a visitor to a strange land so much appreciates.

IMPERIAL BANK OF CANADA
HEAD OFFICE - TORONTO
TIMMINS - SOUTH PORCUPINE - CONNAUGHT STATION, Sub. to Timmins (Friday)
D. SUTHERLAND, Manager
C. A. KEHOE, Manager