

Must Have Been Another of Those Mystery Books

(From The Northern Miner)
When the novelists take to the woods for material they sometimes pull amusing boners. The writer ran across one of those Royal Northwest Mounted Police-get-your-man-type of yarns last week, with scene laid in the Mackenzie River Valley. It is hard to say what the police will think of the story, because the author broke pretty nearly all their rules and regulations. However, from the viewpoint of the ordinary reader there were some terrible solecisms. For instance the hero, who had just bought himself out of the service in order to follow a gang of bandits got a flier to join him in a vengeance stunt.

The author described taking off a plane at Edmonton. They had mechanics kick the chocks away from the wheels. Next stop was a water landing, and from that time on they used pontoons. The change-over was evidently made in the air, a trick that the Western Canada Airways boys should pick up.

At Edmonton the two daredevils had stolen a machine gun, a parachute, an extra gas tank and lots of things. That was O.K. except that the author had the machine gun mounted out in front, where it naturally would have to shoot through the propeller. It worked all right apparently, even without a synchronizing equipment, and the hero sprayed the bandits fore and aft without ever touching the prop. That's what you might call fine shooting.

When the hero and his pal got away up to Fort Norman the hunt started in earnest. At one place they were three hours behind the fugitives, who were paddling canoes upstream and had made 30 miles in the three hours. That's pretty good going for loaded canoes without kickers. Ask any prospector. The climax of the story was the fight between the hero and the five bad, bold men, all of whom had rifles. They brought down the plane in a shallow lake, the ex-R.C.M.P. dismounted his Lewis, paddled it 400 yards in a withering fire, got hit five times, but set up his gun in the water and wiped 'em all out. It wasn't a good day for wiping either, seems as though.

The thing the present writer particularly objected to in the book was the absentmindedness in the heroes. They only ate three meals in three weeks. One of them stayed awake for five days continuously according to the story. Of course a guy that can go without food or sleep, who can start a flight with wheels and wind up with pontoons who can shoot through a prop, is a tough egg to have trailing you. Their heroine, by the way, was educated in Toronto, worked in the Department of Indian Affairs at Ottawa for a while, and her name was... let's see... what was her name? And the name of the book? And the author? All forgotten.

A TURKEY HE WOULD A-GOLFING GO

(Canadian Golfer)
Many extraordinary golfing stunts have been recorded this season. From Woodstock, Ontario, came word of a dog picking up a golf ball which had landed on the green and dropping it in the hole for a "one." From Howard, Sask., a "birdie" was reported by a player when he killed a plover with his tee-shot, but it remains for Brantford to register not "a doggie," a "birdie," nor an "eagle," but a "turkey." Dr. C. Race, son of the president of the Brantford Golf and Country Club, Mr. W. B. Race, principal of the Ontario Institute for the Blind, searching for his drive on the blind 13th hole of the Brantford Golf and Country Club the other day found his ball reposing beside a prostrated turkey gobbler, which had wandered from a nearby farm onto the 13th fairway and was gasping its last. First thing we know some lusty hitting golfer will be accounting for one of the bears which playfully amble over the fairways at Jasper Park, Alberta.

THE MOST EXCLUSIVE CLUB

(Regina Star)
—Now and then you are reminded that fact is stranger than fiction. London, for example, is the home of many queer things, if you know where to look for them. But possibly the queerest thing in London is an obscure club, so exclusive that even King George or the Prince of Wales would be blackballed if either applied for membership. The qualifications for admission are that you can pay the dues, that you are sane and that at one time you were a lunatic. A certificate of previous insanity from a recognized asylum is insisted upon. The membership list is fairly large, and would be larger except that many candidates have been rejected because they had forged their credentials.

Toronto Mail and Empire.—The Fort Erie, Snake Hill and Pacific Railway will be scrapped. It is said to be the shortest line in Canada, in which case it can hardly be said that the name is descriptive.

THIS PART OF NORTH AGREED ON TRANS-CANADA HIGHWAY

Boards of Trade of Haileybury, Cobalt and New Liskeard on Record Again for the Ferguson Highway Route as Part of Trans-Canada Road.

During the recent Dominion election campaign The Advance named the matter of the Trans-Canada highway as one of the two most vital issues before the people at the time, and this newspaper thinks the question has lost none of its importance in the meantime. The Advance believes that if the Trans-Canada highway is completed at an early date it will soon return its cost in the amount of extra money brought into the country from tourist traffic, provided, of course, that the right route is selected. For some time past, however, there has been an organized agitation for a route that The Advance believes to be a wrong one and impractical. This route would include the building of part of the Trans-Canada highway through a rocky section along the North shore of Lake Superior. It would be costly and when built would not be as attractive as the route by way of the Ferguson highway to Cochrane and Kapuskasing and west. The necessity for combatting the wrong route and urging the right one has been apparent for some time and the press and the boards of trade in this part of the North have been busy working on the matter. In connection with the question there was a meeting of representatives of the Haileybury, Cobalt and New Liskeard boards of trade last week, and The Advance presents here with the report of the meeting as given by The New Liskeard Speaker:—

"A joint meeting of the Boards of Trade of Cobalt, Haileybury and New Liskeard, held at Haileybury on Wednesday night left no uncertainty in the minds of those present as to the desires of the Central Temiskaming towns, and that, of course, means the towns and communities of the entire T. and N. O. country. A proposition was laid before the meeting by Mr. E. Wharton Shaw, who is contemplating an "across the continent" tour, by which the Temiskaming Boards were asked to sponsor the building of a road from Blind River, Chapleau, Oba, etc., from which a hook-up line would be run to connect with the road at Hearst. The sentiments of those present were quite freely expressed. It would appear that Fort William and Port Arthur residents have signified their desire to join with Sault Ste. Marie in having a road built along the shore line of Lake Superior. The districts east of the Sault do not appear to be favourably impressed with the route these three Western towns favour, and are out with another proposition which calls for the building of a line as above stated.

"The Temiskaming and Cochrane people have no objections whatever to the Government building any roads they may see fit in any of the Western sections. The more the better, so far as the present unemployment situation is concerned, and The Speaker has already suggested that lines be run north from various points to connect with the Trans-Canada highway, as we desire it. But what they do object to is any scheme which is or may be calculated to interfere with and nullify the immense benefits which are sure to follow the early completion of the Ferguson highway—which is already built to a point practically nine miles west of Hearst—on to the West boundary of the province. Up to the present time the people along the Ferguson highway have only thought of the proposed road following the line of the C.N.R. to the Manitoba boundary. If the information given by Mr. Shaw is correct—he has been able to secure—then we of Temiskaming and Cochrane districts must be prepared to have our original scheme more or less modified.

"The people of Fort William, Port Arthur, Rainey River, etc., certainly have a right to an Eastern outlet. Already, we are told, the Manitoba Government is completing a road to the Ontario boundary to hook up with a road which is proposed from that point to the Twin Cities. Some of this road is already built; some in course of construction, while the balance is under construction, at the present time and apparently sure of construction at an early date.

"Looking over the drawings as presented by Mr. Shaw, it would appear to The Speaker that results from an unemployment point of view, and hav-

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A Happy Quartette at Empire Games



It was a great day at Hamilton, Ont., when the British Empire Games were opened; a day of sunshine and smiles, as is shown by the above picture of four distinguished Canadian citizens in the vice-regal box. Whatever the smile is born of, it is unanimous. Left to right: E. W. Beatty Chairman and President of the Canadian Pacific Railway; His Excellency Viscount Willingdon, Governor-General of Canada; Hon. R. B. Bennett, Prime Minister of the Dominion; and Hon. J. Howard Ferguson, Prime Minister of the Province of Ontario.

PANAMA VISITORS GREATLY PLEASSED WITH THE NORTH

The Haileyburian last week says:—"Mr. and Mrs. N. Knight, of the Republic of Panama, who visited this section of the North Country last week-end, are the most southerly people to come here so far this season. They motored from New York, after shipping their car to that city from their southern home, and were on their way to the western States via the Soo when they were met at Burk's Falls by Mr. A. J. Carson, who persuaded them to come North and see the country. Mr. and Mrs. Knight were greatly impressed by their visit here. They had a drive with Mr. Carson through the farming districts and saw the sights around the three towns. While they knew something of the geography of Northern Canada, they expected nothing but woods and trappers this far north and were agreeably surprised. They told Mr. Carson that they would spread the gospel of the North among their friends when they return home and we may look for other visitors in the future as a result."

ing regard to the colonization of the north Country, as well as the earliest time in which the Trans-Canada highway could possibly be put in operation, would best be achieved by carrying on construction on the Ferguson Trans-Canada highway some distance west of Hearst along the C.N.R. line, to a point conveniently situated from which the line could go in a south-westerly direction crossing at the northern end of Longlac and proceeding on to Fort William and Port Arthur, joining the road which already extends towards the Nipigon Lake section from those cities. This proposal would allow of immediate work proceeding from each end of the suggested road, the greater part of which would be comparatively easy of construction.

"Before the close of the meeting at Haileybury last evening a resolution was unanimously passed that "This meeting of representatives of the Boards of Trade of Cobalt, Haileybury and New Liskeard endorse the action previously taken by the Boards of Trade for this district in supporting the completion of the Ferguson highway via Cochrane, Hearst, Fort William and Port Arthur, as a part of the Ferguson Trans-Canada highway.

"A Sudbury Star despatch appearing in the Nugget intimated that President Wright of Temiskaming Associated Boards had expressed himself in favour of this Blind River detour.

"Knowing Mr. Wright as we do, The Speaker assumes that he was "incorrectly reported."

The Speaker under the heading, "North Bay Stands Put," also published the following report of a North Bay council meeting from the columns of The North Bay Nugget:—

"I sincerely hope the Board of Trade did not approve of that scheme," remarked Mayor Rowe after listening to J. H. McDonald, president of the Board of Trade, tell the council last evening that the Board of Trade had conferred with E. Wharton Shaw, Hamilton, earlier in the evening regarding a compromise route for the projected Trans-Canada highway. Mr. McDonald had told council that Mr. Shaw's proposition entailed the building of a road north from Blind River, through Chapleau, to Oba to continue from that point.

"We were just listening," was Mr. McDonald's reply to the Mayor's remark. He added that the compromise route had the endorsement of Mr. Wright, president of the Northern Ontario Associated Boards of Trade. Mr. McDonald remarked that opinion on the route question would have to be united if it is hoped to have the road projected.

"I sincerely hope the Board of Trade did not commit itself to any proposition such as Mr. Shaw advanced," said Ald. Cherry. He claimed the only route that North Bay should be interested in is by way of the Ferguson highway, he considered North Bay should turn its back on any proposition that would lead to the construction of loops that would mean diverting the traffic through other points. "North Bay should stand firmly behind the Ferguson highway as the route through Northern Ontario and I do not believe the towns along the T. & N. O. will support any compromise route, Ald. Cherry stated.

"I heartily concur in Ald. Cherry's opinion," said Mr. McDonald. "It was a coincidence that J. A. Labege, president of the Sudbury Board of Trade should happen along just when Mr. Shaw was advancing the compromise proposition to the Board of Trade. Mr. Wright may have difficulty in convincing the Northern Ontario municipalities on the compromise route," he said in conclusion.

ANOTHER NATURAL HISTORY NOTE FROM THE OLD FARM

(From The Boston Transcript)
The young farmers were boasting about the size of the vegetables they had grown. Finally, one of them turned to Uncle Seth.

"What was the biggest thing you raised this year, Uncle Seth?"

"A squash."

"Well, how big was it?"

"We never measured it," drawled Uncle Seth, "but we used the seeds for snow shoes."

Blairmore, Albert, Enterprise:—Some endurance tests are started in the other on the dance floor, but the greatest of all being when the preacher asks you to repeat "I will."—Hanna Herald.

Permit Inspector Not Badly Hurt as Reported

Last week there were stories current here to the effect that the gentleman who looks after the travellers' permits at Latchford has been so badly injured that he died later. The story further suggested that a car from this section was responsible and the driver of the car had driven on without stopping to see what harm he had done. Then came further details saying that the motorist had been arrested at North Bay and was being charged with murder. An odd feature of the stories was the fact that they differed materially in detail but all seemed to agree that the permit examiner at Latchford had been hit by a car. So far as the truth of any of the stories was concerned it was still more odd that the police did not appear to know anything about it at all. It turns out that there was a grain of truth in the rumours circulated but not a very big grain at that. Probably as brief and complete an account of the matter as possible will be found in the following paragraph from The New Liskeard Speaker last week:—

"Various stories were circulated around town during the past week concerning an alleged accident at the bridge at Latchford, where all motorists going south are required to stop for travelling permits. It was currently reported "that a car had struck the permit man, and had deliberately gone on without any delay and that after the injured man had been taken to the hospital he had died." We are very pleased to say the circumstances have been greatly distorted as passed on from one to another. We made enquiries at Latchford and learn that a

SOME OF THE FALL FAIRS IN THIS PART OF THE NORTH

Some weeks ago The Advance published a list of the fall fairs to be held in the North Land this year. Since then, however, every day or so there come enquiries as to when the Porcupine fair, or the New Liskeard fair or some other fair is to be held. New Liskeard fair is being held on Sept. 11th, 12th and 13th. The Porcupine fair is over, being held on Tuesday and Wednesday of this week. Kapuskasing fair this year is on Sept. 11th, 12th and 13th. Some of the other fall fairs in the north are as follows:—
Charlton Sept. 16th and 17th.
Cochrane Sept. 16th and 17th.
Matheson Sept. 17th.
Porquus Junction Sept. 18th.
Englehart Sept. 19th and 20th.

North Country car, whose driver had not been down over the road for some years, did bump Mr. W. Sweetnam, the man in charge of operations at that time of the day. The elderly gentleman had his shin hurt when the car struck him as the brakes were applied. The driver apparently was attracted by something on the East side of the bridge and did not notice Mr. Sweetnam step out from his little house and in applying the brakes his foot came in contact with the accelerator which caused the car to give a jump forward. Our informant tells us the driver made no attempt to "get away."

Action Free Press:—The ghost in a farm house in Mulmur Township refused to perform for visitors to the home. About the only time these country spooks really do their stuff is in a city daily.

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