

## KIWANIS CLUB TOLD ABOUT

(Continued from Page One)

Toba roads. Mr. Shaw thought such a route might be part of the ultimate Trans-Canada highway, but for the present it was impractical as it passed through difficult country where for hundreds of miles there was no settlement and where road-building would be extremely costly. He himself had proposed a fourth route which he had named for convenience the Nicholson route this name catching on at once. The Nicholson route would run from Sudbury through Chapleau and join up with the Trans-Canada highway from Hearst at Oba or other point to be selected and proceed southwesterly on the route proposed for what he called the Cochrane route, the second route named here. This Nicholson route, Mr. Shaw urged as the best route to advocate for political reasons. It would suit Sudbury, Blind River, Chapleau and other towns. If the North could not agree on a route, Mr. Shaw thought the Government would shelve the highway for a time rather than antagonize large sections of the country calling for an outlet. To meet this political need he advocated the Nicholson route. For the several routes mentioned Mr. Shaw gave the following figures of the mileage of roadway to be constructed: North Shore route, 640 miles; Nicholson route, 691 miles; Cochrane route, via Hearst, Oba, etc., 507 miles; Northern route, straight west from Hearst alongside the C.N.R., 518 miles. In regard to costs, Mr. Shaw said the North Shore route would be so costly as to put it out of the running; the Northern route would also be very costly; the Cochrane and Nicholson routes were

through country where road building would be easy and economical and where gravel, etc., were plentiful. He graded the usefulness of each of the routes for settlement, as follows:—North Shore, 5 per cent.; Nicholson, 63 per cent.; Cochrane route, 80 per cent.; Northern route, 60 per cent. In their attraction for tourists Mr. Shaw thought the routes about equal, but felt that for usefulness to promote settlement and for economy of cost the choice must go to either the Cochrane or the Nicholson route. As the western parts of both these routes were the same and as this gave all this part of the North and also the Sudbury, Blind River, Chapleau, etc., areas an outlet, and also because of the political advantage in all uniting on one route, he specially favoured the Nicholson route.

In referring to his expedition next year, Mr. Shaw said they would start from Sydney, N.S., and would conclude at Alberni, Vancouver Island. They would use only mechanical means for travelling and would use only the men and equipment with which they commenced. A direct route was impractical as there was 500 miles of forest, and to go straight across would mean cutting down trees which would be an impossible plan. To some extent the right of way at the side of the railway tracks would be used. For the fording of streams the trailer shown on the letterheads would be used, there being mechanical means for turning it to raft purposes. An outboard motor was included in the equipment and this would be available when the water routes were used. The tractor would be necessary over tote roads and right-of-way and in some cross-country sections. Mr. Shaw had been all over the route to be followed and knew it was practical. He said that the expedition

would not only be valuable as indicating the route for the Trans-Canada highway but he believed it would be very valuable in giving the idea of the coast to coast road good publicity and popularizing the idea in the South. Mr. Shaw stressed the fact that false figures as to the probable cost injured the chances of the road being built. The highway would be completed across Canada for seven or eight million dollars. Higher figures were for paved roads. The U.S., though 26 years ahead of Canada for highways, did not have a trans-continental highway that was all paved. Gravel roads were good enough for the present. The estimates for costs that he used were based on \$15,000 per mile through easy country, while \$14,000.00 per mile was the cost of the Temagami section of the Ferguson highway through difficult country.

## TIMMINS GOLFERS AT THE IROQUOIS FALLS COURSE

A number of the Timmins Golf Club played a friendly match at the Abitibi golf course at Iroquois Falls on the week-end and had a very pleasant game after which they were entertained to lunch at the Iroquois hotel. Those going over were:—Messrs G. S. Lowe, J. Stokes, R. Eddy, W. H. Pritchard, E. Pritchard, J. Dominico, F. Rodgers, Geo. Ross, Reg. Smith, Thos. Blackman, Geo. Jones, D. Leggat, J. Morgan, E. H. Hill, J. T. Heffernan, H. Gordon, G. Irving.

Born—In St. Mary's hospital, Timmins, on Wednesday, Sept. 10th, 1930, to Mr. and Mrs. John Phillips, Schumacher, a daughter.

## NOVA SCOTIA CONVENTION OF WEEKLY NEWSPAPERMEN

Annual Convention of the Canadian Weekly Newspaper Association Held at Halifax. Event Proved Notable Success. Beauties and Hospitality of Nova Scotia.

The eleventh annual convention of the Canadian Weekly Newspaper Association was held at Halifax, N.S., on Sept. 8th, 9th and 10th. There were 250 members of the Association present, all parts of Canada being represented. Geo. Lake, publisher of The Advance Timmins, one of the directors for the past three years of the C.W.N.A., was among the newspapermen present at the convention, accompanied by Mrs. Lake.

The convention was a very interesting and successful one and the delegates were greatly impressed with the wonderful beauty and attraction of Nova Scotia, while the kindly hospitality shown them on all sides and by all the people was greatly appreciated.

The first day's session was featured by the presidential address in which Hugh Savage, of The Cowichan Leader, Duncan, B.C., made an eloquent appeal for true Canadianism and Empire spirit. Welcome to the city of Halifax was cordially extended the delegates by Deputy-Mayor McCarthy in the absence of the mayor. Very special interest was taken in the presentation of a gavel to the association by Arthur W. Marsh, of the Amherstburg Echo. The gavel is of some historic interest, being made from walnut taken from the fortifications of Fort Malden, at Amherstburg. Reports of the various committees were presented.

The second day's business session featured excellent addresses as follows: "Efficiency in Layout of Plant," by J. L. Pepper, of Graphic Arts, Toronto; "The Editorial Page," by E. E. Kelley, editor of The Halifax Herald; "Newspaper Make-up," by John E. Allen, of New York, editor of The Linotype News; "Advertising Forum," conducted by S. N. Wynn, proprietor of The Yorkton, Saskatchewan, Enterprise.

The addresses for the third day were equally good, including:—"Are You Properly Insured?" by J. L. Pepper; "A Mechanical Talk on Linocasting Machines," by Harry E. Reid, of Toronto; "Newspaper Advertising," by John E. Allen, of New York; and "Free Publicity," by Herb. McCree, proprietor of The Hanna, Alberta, Herald.

The election of officers for the ensuing year resulted as follows:—

President—Malcolm MacBeth of Milverton, Ontario.

1st Vice-president—S. J. Doran, Alameda, Sask.

2nd Vice-president—Arthur Marsh, Amherstburg, Ont.

Managing Director and Treasurer—E. Roy Sayles, Renfrew, Ont.

Directors were chosen as follows:—

Maritimes—H. S. Anslow, Windsor; Don. F. Fraser, New Glasgow; H. B. Anslow, Campbellton, N.B.

Quebec—George Legge, Granby; C. E. LaBranche, Three Rivers; Adam Sellar, Huntington.

Ontario—George Lake, Timmins; Colonel Macdonald, Alexandria; C. V. Charters, Brampton; J. A. MacLaren, Barrie; L. A. Eddy, St. Mary's; David Williams, Collingwood; W. A. Fry, Danville; George Mitchell, Hanover.

Saskatchewan—Cameron McIntosh, M.P., North Battleford; Samuel Moore, Swift Current; Donald Dunbar, Estevan; S. N. Wynn, Yorkton.

Albert—Charles Clark, High River; Fred Turnbull, Red Deer.

British Columbia—Ralph White, Kamloops; Charles Barbour, Chilliwack.

The entertainment features were remarkably attractive and delighted all. Among the special features along this line were the following:—

Excursion to the Evangeline country, through the courtesy of the Dominion Atlantic Railway, with luncheon at Cornwallis Inn, Kentville.

Auto trip to Blomidon and the Look-off, through the courtesy of the Kentville Rotary Club and the Board of Trade, and the Wolfville Chamber of Commerce.

Band Concert in the Halifax public gardens, as guests of the Gardens Commission and the Halifax Board of Trade.

Harbour excursion through the courtesy of the Halifax Harbour Commissioners, the Dartmouth Ferry Commission, the Halifax Board of Trade and the city of Halifax.

Musical entertainment and moving pictures in the ball room of the Nova Scotia hotel, guests of the Halifax Board of Trade.

Garden party at Government House, guests of Hon. J. C. Tory, Lieutenant-Governor of Nova Scotia.

Supper dance in the ball room of the Nova Scotia hotel, guests of the Canadian National Railways.

A feature of the visit worthy of special mention is the series of courtesies shown the delegates by the Halifax and other Nova Scotia newspapers. The reports of the convention by the several Halifax newspapers were particularly full and accurate.

It was a memorable convention held in a country of remarkable attraction.

ANNUAL BAZAAR BY LADIES' AID OF THE UNITED CHURCH

The Ladies' Aid of the United Church Timmins, are holding their annual bazaar on Saturday, Nov. 29th. They are planning this year to have all kinds of useful and attractive gifts for Christmas at a moderate charge. Orders for special knitting may be left with the convenor of the knitting booth, Mrs. Alexander, 14 Maple street, south, phone 143.

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## GLORIFIED MOTOR CYCLE CAUSES ATTENTION HERE

Very considerable attention was created in town on Saturday last by the presence on street of a miniature, Tom Thumb, or Baby Austin automobile. While these small cars are quite plentiful in the Old Country they have not yet secured any great circulation in this country. The one here on Saturday came from Toronto and was the first one to visit here, though a dealer here has had these cars in stock. A baby Austin auto will travel sixty miles an hour, it is said, so they are little, but oh, my! They were originally made in Birmingham, England, but latterly have been manufactured on this continent. Recently a factory for their manufacture has been opened in Canada.

The Austins appeal to people who want a handy car that takes up little space and yet can travel. Anyone who is willing to use a motor cycle would find a baby Austin much better. The car is finished and equipped like an ordinary car, only on about a fifth of the scale. One boy seeing the car standing behind an ordinary car on Saturday said it looked like a man and his grandson. A big crowd gathered around the baby Austin here on Saturday and there were many amusing comments as well as a lot of good sense. One man said the engine was the same as that in a motor cycle. Another said the baby Austin cost little more than a motor cycle and looked a lot better. Still another believed that it would not be much use in bad roads. Several of the by-standers tried to lift

the car, and some of them found they could, at one end at least. A youngster of three or four years of age was alone in the little car most of the time, but seemed to be accustomed to the crowd and the attention given the wee car.

## RUMMAGE SALE UNDER THE AUSPICES OF THE I.O.D.E.

The I.O.D.E. announce a rummage sale to be held on Saturday of next week, Sept. 27th, in the basement of the United Church. The doors will be open at 9 a.m., and a large variety of attractive and useful articles will be on sale for the occasion. Anyone wishing to contribute any articles for this sale will kindly phone Miss Sinclair, phone 625.



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Accenting the new simplicity of the mode. Softly shirred to reveal the figure, this Real Silk Flat Crepe Dress is a typical value from our big new catalogue. Comes in sizes for the Junior Miss 14 to 20 years. Colors: Japanese Red; Independence Blue; Black, all with Eggshell trim. Order by No. 58-244. Outstanding value. Price, delivered.....

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The distinctive Hat shown with this costume is a charming Felt in colors: Black; Monet Blue; Almond Green; Sand; Dark Brown. 51-803. Price, delivered.....

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A smart style with generous size cape shawl collar and cuffs of Mountain Beaver is this fine Imported Broadcloth Coat. Lustrous saten and full warm interlining. In sizes for the Junior Miss 13 to 19 yrs. Colors: Brown or Navy. Priced extremely low. Order by No. 82-607. Delivered.....

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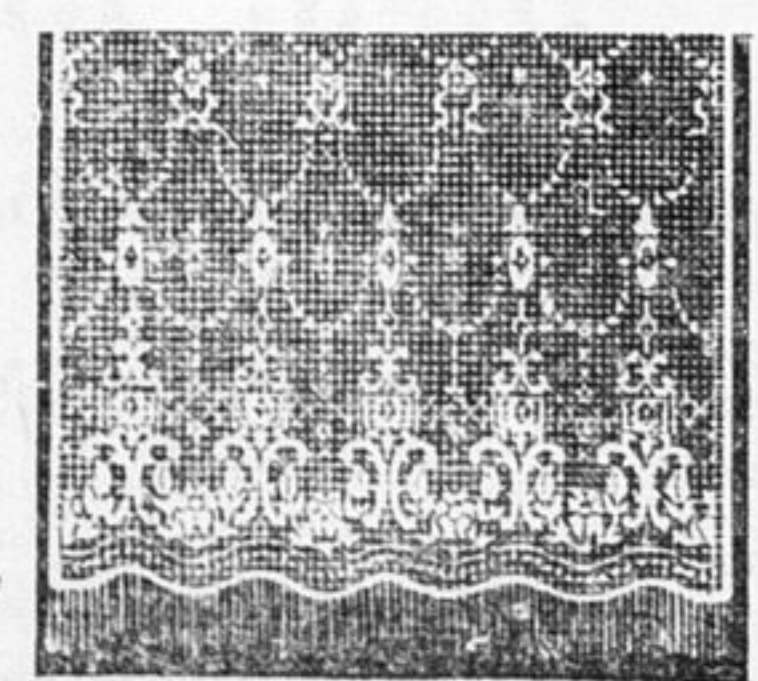
The popular styled Hat on this model is Felt in colors: Black; Brandy-Wine; Almond Green; Grey; Panetela Brown; Navy; Sand. Has matching ornament as shown. Order by Number 51-533. Price.....

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Samples of Dress and Coat on Display at the Order Office

For Further Particulars on This Merchandise Telephone or Call at the ORDER OFFICE

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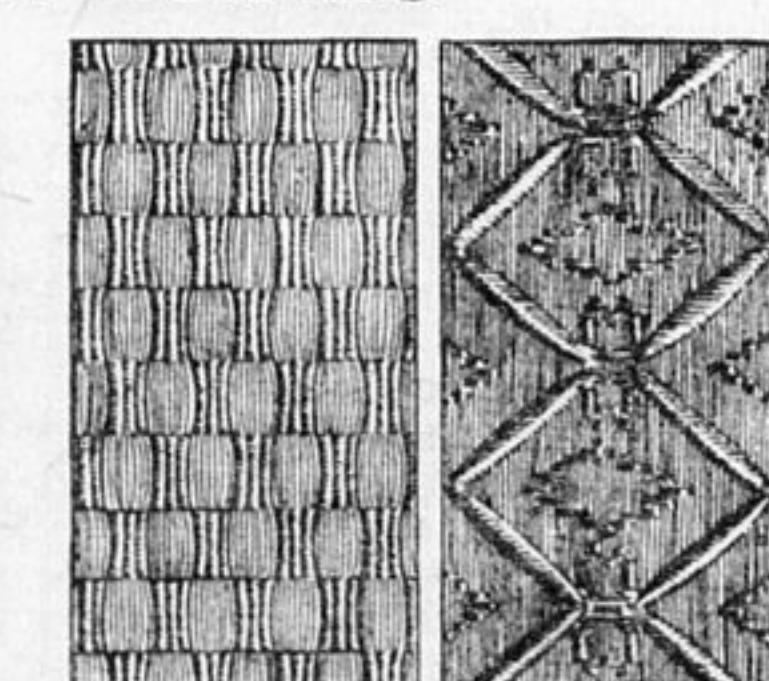
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