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BUILD BOTH HIGHWAYS AND ROADS FOR THE SETTLERS

Roads for Settlers and Trans-Canada Highway Cost Less Than the Lake Superior Route Alone. Work on Highway Should be Started at Once.

Some weeks ago The Advance received a letter from a settler in regard to the appropriations spent for roads in the North. The Advance pointed out then that the proper procedure seemed to be to thank the Government for the settlers' roads built this year and to press for more. The idea that The Advance has held all along has been that both highways and roads for settlers in this North should be built and that in fact there is more chance of getting both than securing the roads for settlers alone. This is due to the attitude of the people in the south who do not realize the real need for roads for settlers. They do not understand conditions in this country and it is almost impossible for them to visualize the

situation of the settler in this North. This fact was emphasized by Mr. E. Wharton Shaw who plans a Trans-Canada motor trip in 1931, going by way of Cochrane. He says that the people of the south are inclined to favour the route by way of the north shore of Lake Superior because they think it has scenic advantages. The fact that the other route would open up agricultural land and help the settlers by giving them access to markets does not appeal to the people of the south in their present state of lack of information and misunderstanding of conditions so far as the settlers are concerned. As another example of this attitude it may be pointed out again that it would have been hopeless to expect that the people would have approved the expenditure of three or four million dollars for settlers' roads in Temiskaming and Cochrane within two or three years' time, yet the Ferguson highway was approved and it has provided roads for many settlers, while branch roads to connect up with the highway have also been obtained without undue opposition. The Ferguson highway appealed to the imagination of the people of the south and has done much to centre favourable attention on this North. The money spent on the Ferguson highway, instead of being all taken from that possibly available for settlers' roads has helped to make it easier to secure money for other settlers' roads, while the highway itself is a considerable stretch of roads for settlers. The Advance would as a matter of fact have preferred to see all the roads for settlers that are necessary built before highways were undertaken, but such an idea was recognized as absolutely impractical. Anyone who feels that way might as well forget about it. To condemn the highway would have been worse than foolish. There was no doubt but that it was needed, and badly needed. There was no doubt but that directly and indirectly any money spent on it would prove a profitable investment. Also it promised to prove and has proved of great value and advantage to settlers. The argument of The Advance was, and is, that BOTH roads for settlers and highways in this North should be built and will be built. The results have proven this to be true. To oppose the building of a highway or highways is no service to the settlers. It is simply rousing unnecessary opposition. The people who properly are asking for highways will naturally oppose roads for settlers if it is argued that the two are impossible. The proper attitude seems to be to consider the matter from all angles and with the progress of the country generally in mind. From such a viewpoint it seems necessary that all should co-operate to secure both highways for the North

SUGGESTS WAR TANKS FOR CLEARING FOR ROAD WORK

The Northern Tribune, of Kapuskasing, recently made this suggestion in its editorial columns:—"Facetiously (having seen war tanks and projectiles in action) we have wondered what kind of a job the tank corps and the artillery would make of crashing a pathway through from Hearst to Sioux Lookout, to be followed up by the road makers. How would the large tanks make out, bumping over standing trees and allgatoring over other obstructions? It could be done alright, and speedily, if there were virtue in pursuing such a method. Put the job up to Canada's war veterans and they would get a great kick out of making the trip through and blazing a national trail; and it would be great a triumph of peace instead of a war saturnalia."

SETTLER LOSES APPEAL AGAINST MINING COURT

Echoes of a case tried before Mr. Justice Godson, in Mining Court at Haileybury some time ago, were heard in Osgoode Hall recently, when T. Olsen, Pacaud township settler, carried an appeal to a higher court on his lordship's disposition of an action for damages brought by him against the Barry Hollinger Mines, Limited. He lost the appeal. Olsen had sued the company alleging that pollution of a stream by the depositing in the creek of tailings with his water supply. He was awarded \$1,380 damages, but when he took an appeal to the First Divisional Court at Toronto, their lordships held that no appeal lies and therefore dismissed the case with costs. Olsen thought he was entitled to an increase of the amount of damages.

and roads for settlers. What applies to the consideration of the Ferguson highway applies equally to the question of the Trans-Canada highway. The building of the necessary links to complete the Trans-Canada highway will make it easier to secure more roads for settlers. If the proper route is chosen for the Trans-Canada highway that roadway itself will prove a material addition to "roads for settlers." Still further will it increase the notice given the North and the attention to the demand for roads for settlers as feeders for the highway.

In commenting editorially on the matter last week, The Northern Tribune said:—

"We have this week a letter from a settler of this district who complains that too large a portion of the Northern Development funds have been and are being used to construct trunk roads, while oft-promised settlers' roads are still in abeyance. His letter speaks for itself. The Northern Tribune has already arranged to secure presently some statistics of the actual road work done in North Cochrane in 1930, and when these figures are available a check-up can be made. Our friend can not of course expect a reply in any form from government officials to his political suggestions; these are open for consideration by our readers, and may be further discussed in our columns at their pleasure.

"Now it must be admitted that the trunk roads have been in the limelight recently, and not much has been heard of settlers' roads. This does not necessarily mean that the actual construction of the latter has been deferred, but the public attention has been focussed on main highways. A little reflection will convince anyone that this position of affairs could not be avoided, in this district, without disastrous results to the whole clay belt. It has taken a vast amount of political and non-political propaganda to force the trans-Canada highway into the realm of practical politics; and when it was perfectly obvious at the very outset into the matter of its route through Ontario would be in contention, it became a matter of self-defence to keep the advantages of the routing through the fertile clay belt to the fore. The protagonists of every alternative route so far suggested were in much better position than the advocates of the Northern route to get consideration of their pleas, so it was vital to incessantly draw attention to the fact that the passing of the trans-Canada highway through this great area, capable of sustaining a very large agricultural and industrial population, literally meant millions of dollars to the district as a whole and would affect the welfare of every resident. We trust our rural friends will see that this situation concerned them as much as anyone else in these parts, and that the fight for the trans-Canada highway could not be avoided without irreparable loss to them as to the rest of us. Furthermore, it was not of our choosing; we either had to assert our rightful and superior claims to the national road or let it go by default to the districts which asked for it to traverse their sections. It has a very direct bearing on the value of every settler's lot near to where it passes, and when built through will lend weight to the demand for necessary side roads for settlers. Our friend, and all our other settlers, would be sorry men indeed in a year or two if the governments (by reason of our indifference to the topic now) made the staggering commitments for years ahead that would be necessary to build the trans-Canada highway via the Lake Superior route, and then could not also finance the settlers' roads. The national highway is going to be built; the route must be chosen now, having regard to representations made; it is good business for us all in this section of the North to pull together and convince the governments that the trans-Canada highway section, plus every needed settlers' road, can be built for a much less sum than the highway alone would cost if placed through the Superior rockery."

To Hold Investigation On Mine Tax Question

The Northern News last week says—"A hopeful sign is given to mining municipalities in Northern Ontario that one of their municipal evils will be remedied to a certain extent by the visit in the near future of J. A. Ellis, chairman of the Ontario Municipal and Railway Board and Director of the Bureau of Municipal Affairs. J. W. McBain, clerk of Teek Township, has been informed that Mr. Ellis will arrive in Kirkland Lake on October 9th in connection with a mining tax investigation by the provincial municipal auditor.

The assessment of profits in mining companies has long been a contentious point in mining towns and even as late as last spring a delegation went to Toronto to discuss the matter and consideration was promised. At the present time only one sixth of these taxes come back to the municipality two sixths to the provincial government and the balance to the Federal government. If an equality was established between the province and municipality, it would mean a healthy increase in taxation to the Township of Teek.

"Legal right to assess the gross profits from operations carried out in the organized municipalities in which the mining companies are engaged will be urged by representatives of the town of Cobalt and the Township of Coleman upon J. A. Ellis when he comes here on October 6 in his capacity as commissioner for the Ontario government to enquire into the subject of taxation of mines by municipalities. At present, the companies are permitted to deduct from their profits the cost of developing other properties in Ontario, but it is contended here that this practice is unfair to the municipalities in which the major operations are carried on and where the profits are made. Mr. Ellis is to visit all of the mining camps situated in organized municipalities in the course of his survey, in which he is to have the assistance of Professor G. R. Mickle, the provincial mine assessor. A joint meeting of the council and officials of Cobalt and Coleman Township will be arranged when Mr. Ellis will be present."

KIRKLAND LAKE NOW HAS GUN CLUB ESTABLISHED

Kirkland Lake sportsmen recently organized a gun club, and the new club is now well away to a good start. It is proving very popular and is being largely attended. The president of the Kirkland Lake Gun Club is Bill Deveney; Bill Rogers is vice-president; Jack Perry, secretary-treasurer; and Gar Bowser, field captain. There was a charter membership of about 20, with other names being added right along.

CHARLES SANDRELLI, NORTH BAY, COMMITTED FOR TRIAL

Last week at North Bay Charles Sandrelli, well known in that town and district, was committed to stand trial on a charge of perjury arising out of an enquiry held by a representative of the Ontario Fire Marshal's office into the fire at the Dufferin race track last fall when a horse owned by Sandrelli was destroyed. In his evidence under oath to the Fire Marshal's representative Sandrelli is said to have claimed that he paid \$2,500.00 for the horse while the Fire Marshal's office claims to have information that the price was really only \$1,100.00. The man who sold the horse to Sandrelli stated at the preliminary trial that the price was \$1,000, this being settled at the time by a cash payment of \$100 and a note for \$1,000.00 due in six months.

FIRE IN HOUSE AND TRAIN WRECKED AT HAILEYBURY

At Haileybury last week there was a house destroyed by fire and also a train wrecked, the two incidents being more or less associated. A northbound freight train had just entered the yards at Haileybury when the engineer noticed the old Swedish church, now used as a residence by Mrs. Lapierre and three daughters was on fire. He sounded the whistle as an alarm and at the same time the brakeman ran to the burning house to notify the occupants. It was while the brakeman was away on this errand that the wreck occurred to the freight train. The accident to the freight is said to have occurred when an auxiliary on its way north left the rails and turned over, hitting the switch and dragging part of the train off the rails. As is the custom with the T. & N. O. wrecks no one was injured, and as the accident happened in the early morning, and also because the line is double-tracked at the section where the wreck occurred there was little delay to traffic. One of the cars that went off the track was carrying liquor, but this had nothing to do with the cause of the wreck.

The burning house was located in Bucke township and by the time the fire brigade reached it the building was a mass of flames. At first it was feared there might be occupants in the house who had been unable to get out, but the fear was dissipated when it was learned that Mrs. Lapierre and daughters were spending the night at North Cobalt. The home and most of the contents were a total loss. The old church, recently converted into a dwelling, was one of the few buildings that escaped the big fire of 1922, and it was an odd commentary on fate that it should be destroyed in a fire of this kind.

Toronto Mail and Empire—Science now predicts that cottonseed will become a popular food, since, on a cost basis, it contains seven times as much protein as roast beef. In fact, there is not much to say for roast beef except that people like to eat it.

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Moose Exhibition and Carnival
The Officers and Members of Moose Lodge 1658, Timmins, have completed arrangements and will hold
A Mammoth Exhibition and Carnival
IN THE SKATING RINK
October 15th, 16th 17th and 18th
Something different and novel has been thought of in the way of giving a 1930 Ford Sedan away. The car will run on the streets for twenty-eight hours and the person guessing the correct mileage will be the happy winner of the car. Tickets are \$1.00 which in addition to giving a guess of the mileage also has five admissions to the Rink. Tickets may be purchased from any member of the lodge. Beautiful merchandise will be displayed in attractively decorated booths. Good music and dancing will help those so inclined to make merry. Some high class Vaudeville Acts have been engaged that will come direct from Buffalo, Detroit and Toronto. The best prizes that money can buy will be given to the winners at the various concessions.
The Moose have always shown a spirit of co-operation for the good of any cause in Timmins, and in a very quiet way take care of and help those in need and are distressed in any way, regardless of creed.
It is to be hoped that every person will boost the Moose Exhibition along, and make it the biggest event ever staged in Timmins.
Remember the place and date—Skating Rink
October 15th, 16th, 17th and 18th.



Taking A Hill on High

It takes lots of power and a good start to climb a hill without shifting gears. Get a good start for the hills of the day's work by eating a breakfast of Shredded Wheat and milk. There is a quick "get-away" in this delicious, whole wheat food. No need for shifting gears in the middle of the hill—just go right on up with increased energy and power. And Shredded Wheat is in such a delicious, easily digestible form.

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