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Mr. Bradette Answers Toronto Paper on Highway Question

Member for This Riding Points Out Why he Considers Ferguson Highway Should be on Route of Trans-Canada Highway. North Shore Route Too Costly. Ferguson Highway and West From Cochrane Has Scenic Advantages. Proposes Conference to Discuss and Decide Matters.

Last week The Advance received a letter from J. A. Bradette, M.P., for North Temiskaming, in regard to the Trans-Canada highway. The covering letter was as follows:—

Ottawa, Ont., Sept. 25th, 1930
 To the Editor of The Advance, Timmins.

Dear Sir:—You will greatly oblige by publishing, if possible, in your valuable paper the letter herewith enclosed dealing with the important question of the routing of the Trans-Canada highway in Northern Ontario, which is an answer to an editorial article that appeared in The Toronto Saturday Night in its issue of the 20th instant.

Thanking you in anticipation of your kind consideration and also for the great courtesy that you have shown me in the past and which I greatly appreciate, I beg to remain,

Yours very truly,
 Joseph A. Bradette.

The Advance has great pleasure not only in publishing the letter enclosed by Mr. Bradette, but also would urge its careful perusal by all interested. Mr. Bradette upholds the case for routing the Trans-Canada highway by the Ferguson road and west from Cochrane. He shows this to be the logical route and the most economical one. His suggestion for a conference in the matter is also well worth considering. Mr. Bradette's letter to the editor of The Toronto Saturday Night follows:—

House of Commons,
 Ottawa, Sept. 24th, 1930

To the Editor of Toronto Saturday Night:

Dear Sir:—It must have been quite a surprise to a good many of your patrons when they read the editorial article published in the "Saturday Night" issue of the 20th inst., entitled "Where will the National Highway Run?" to note your limited knowledge of the exact situation in regard to that road as applicable to the northern section of Northern Ontario. Anyone who has studied and knows of that situation fully realizes that the northern routing of the Trans-Canada highway, via North Bay, Cochrane, Hearst and westward of that town along the C. N. R., is the most logical on account of lower costs of construction, shorter mileage and also for its scenic attractions. In the matter of construction costs alone, millions of dollars could be saved by the province and the country.

As for the scenic aspects of the question, again the points are in favour of the northern route. Apparently, you have never travelled over the Ferguson highway from North Bay to Cobalt, where the scenic beauties of that section of the province are unrivalled anywhere on the continent, and I have heard that statement repeated time and time again by motorists who had visited it; you decidedly have not traversed what is called the Clay Belt or the agricultural district of New Liskeard, Cochrane and Hearst, nor the mining areas of Kirkland Lake, Porcupine and Red Lake, or the industrial centres of Iron-ore Falls, Smooth Rock Falls and Kapuskasing, and the same scenic wonders that are revealed along the presently constructed section of the road are just as existent and in the same profusion, all the way from Hearst to the Manitoba border.

Undoubtedly,—or at least your article leads one to believe so,—you still belong to the school of thought, which at one time in the history of Ontario, stren-

uously opposed the building of a provincially-owned railway, now called the T. & N. O., north of North Bay, when it was stated that no money should be wasted in trying to develop a part of the country where only stunted poplar could grow and bottomless muskegs covered the land, but fortunately, the wonderful developments of the last 25 years have destroyed such statements.

As to your argument about dust. There will always be a certain amount of dust during dry spells on any section of a gravelled road no matter in what part of the country it will happen to be, until such time as it will be hard-surfaced, because everyone is aware of the fact that no matter where a road passes through, either over clay land or a rocky country, it will have first of all to be gravelled and until that gravel is treated or covered, dust will be flying unless that in the southern portion of Northern Ontario, and particularly in the "rocky country of Lake Superior" to use your own words, for those who travel in that section, the scenic beauties will be enthralling both to the motorists and the motors that they will be forced to leave good old TERRA FIRMA and navigate in the ether away from dust.

As for the enterprise and aggressiveness of the citizens of Sault Ste. Marie, we have no quarrel and in fact we admire them for their activities. In that we have not yet as large an amount of population as they have, we do not seem to be able to get the same publicity from the daily press as they do, but this cannot be used as an argument against us and should not prevent us from receiving the same amount of attention as any other section, on that score. At least we have the right to expect that no unfair fallacies should be used against our section of the province.

We of the North maintain with logic, and substantiate our opinion with solid arguments, that the northern routing is the most logical and practical one and coming back to the question of costs which is of primary importance, we still have vividly in our mind what was said with regard to the construction of the C. P. R. That that institution almost "Went Broke" in the building of its road on the north shore of Lake Superior.

Let us all be logical and reasonable in dealing with this important question. Let us treat it in a broad national way, always having in mind the spirit of fair compromise that will make us consider that problem from every angle, and which could be solved in a way that would be fair to all parties, and certainly no good will be attained in pitting one section against the other in an acrimonious verbal or written battle or the using of false arguments that might prejudice public opinion, if it is not properly enlightened on the exact situation.

To my viewpoint, the most acceptable way to deal with that question would be for the authorities, provincial and federal, to call a meeting of all the parties interested, having if possible all the municipalities represented in a neutral centre, let us say like North Bay, and if necessary the Governments to defray the expenses of the delegates, and after a thorough discussion of the problem, to arrive at a definite conclusion which I have no doubt, would be acceptable to all parties concerned.

Yours very truly,
 Joseph A. Bradette

TRANS CANADA MOTORIST MEETING WITH ADVENTURE

Gus McManus, of Hearst, With H. F. Needham on His Trip Across Canada by Car. Some of the Adventures Already Encountered.

Several references have already been made by The Advance to the trip across the Dominion by H. F. Needham, of Toronto, who for a probable prize is attempting to prove that a trip can be made across Canada by motor car within a specified time and without using roads across the boundary line. Mr. Needham started in the far east and had no difficulty in travelling through the Maritimes and Quebec and reaching North Bay without misadventure or delay. Indeed, he reached Cochrane ahead of schedule, and found the road from Cochrane to Kapuskasing in good shape. Between Kapuskasing and Hearst there was a strip of unfinished roadway that added some piquancy to the journey that far but did not present any serious difficulty.

Mr. Needham had it figured out that the real part of his journey would commence at Hearst, and he spent a couple of days at Hearst making preparations for the more difficult sector of the trip. It would appear that at Hearst he arranged to have Gus McManus, former mayor of that town and prominent in board of trade circles, accompany him on the more difficult part of the Trans-Canada journey, that stretch of country between Hearst and the Manitoba system of roads. In this stretch of country there are no roads and for several hundred miles it will be necessary for the Trans-Canada motorist to break a trail for himself. It is doubtful if Mr. Needham could have secured a better man than Mr. McManus to accompany him. Mr. McManus is an old-timer of the North, knows the bush thoroughly and from his wide experiences as a prospector is a most valuable man in new country. If the trip is made in safety and with success The Advance for one will be tempted to ascribe the greater part of the credit to Mr. McManus. As a member of the staff of the Northern Development Department for some time and from his general experience in the North, Mr. McManus should be practically invaluable in a case like this.

Two weeks ago, Mr. Needham left Hearst to continue his trip across the Dominion. As Mr. McManus was one of the delegates of the meeting of the Northern Ontario Associated Boards of Trade at Cochrane on Tuesday, Sept. 16th, and did not leave Cochrane until that evening, it must have been at least the 17th before Mr. Needham could leave Hearst if Mr. McManus accompanied him. Although a week or so out from Hearst there was no definite word from the expedition last week until towards the end of the week. Last Friday, however, there was word at Hearst reporting the progress of the unusual motor trip. A despatch from Hearst on Friday last said that blazing a motor car trail across Canada is slow work. H. F. Needham, Calgary motorist has discovered. Word brought out of the bush by foresters showed that the pioneer on the all-Canada motor route was steadily piercing the 600 miles of wilderness which separates him from the next road link.

Wednesday last week Needham and his assistant, Gus McManus, cut five miles of trail and Thursday they planned to motor over it.

The day before they crashed into a bear pit and spent an hour getting out. Then they had to build a bridge to cross the stream.

McManus stood on one end of the home-made structure with a movie camera while Needham piloted the car across his first attempt at bridge building. Midway across there was a crash. The car smashed through. The whole structure collapsed. McManus was thrown from his perch into the stream.

But the bridge is crossed now and the main worry of the train blazers is whether or not the film of the first disaster was ruined when cameraman and camera were given a bath.

France in Better Shape Than Any Other Country

Wm. H. Ingram writing from Paris, France, to The Ottawa Journal says:—According to all appearances France continues to be in a better condition than any of the other European countries. One authority states that her invisible exports yield a credit balance of \$520,000,000. If her commercial imports exceed her trade exports by \$400,000,000, she is still on the right side by \$120,000,000.

The reasons for this happy state of affairs are fairly plain. The territorial acquisitions resulting from the war enable France to sell eighty million dollars' worth of potash and steel a year. The reparations in kind which she receives from Germany also enable her to economize in her purchases abroad.

The second and perhaps the most important reason is that the Republic decided on an economic revival after the war before anything else. She rebuilt her factories and equipped them with the most modern machinery and the farmers were supplied with those agricultural implements which previously they had never used.

In their turn French manufacturers are careful not to produce more than the market can consume. In this they are aided by the trade unions, which do not object to a member changing his trade when there is no work in his particular calling.

If Great Britain had proceeded along these lines instead of putting financial reconstruction first and trying to solve the social problem next, the French believe that she would not have the unemployment she has today. The same holds good for Germany.

Sudbury Star—A pessimist is one who worries because there is nothing to worry about.

RUMMAGE SALE, AUSPICES OF DAUGHTERS OF ENGLAND

Announcement was made last week of a rummage sale to be held in the Miners' Union hall, Third avenue, opposite Shankman's store, on Saturday, October 4th. Doors will be open at 10 a.m. Everybody will be welcome to this event, and there will be a large variety of useful and attractive articles on sale for the occasion.

MINING MAN SAYS FOOTBALL MAKING HIT IN URUGUAY

In its column of "Grab Samples" last week The Northern Miner has the following of interest:—

"Jim McMillan, well known in the North through his association with the mines in the capacity of inspector, has been in Uruguay working for the government for the past few years. He has done very well there, and although he has not been heard of since the revolution a few weeks ago it is believed by his friends that he would survive any little disturbance like that.

"In a letter received from him about a month ago he said that football has the country by the ears. From his description of the interest which the Uruguayans have developed in soccer it is surmised that a little revolution would be a mere sideline. In fact, it is just possible that football caused the revolution. He reports attending a game, a national playdown affair, where such feeling developed that the whole army of Uruguay was obliged to turn out to prevent wholesale bloodshed. As an evidence that they take their soccer seriously, Jim says that a regulation was put in force demanding personal search of spectators before being allowed on the grounds. The soldiers removed over 600 deadly weapons from the crowd.

LAKE SHORE MINES NOW AFTER LOWER SCALE OF COSTS

Despatches last week from Kirkland Lake say that a drive toward lower costs is to be made from this date forward on Lake Shore Mines. The fact that profits during the past fiscal year reached nearly \$5 per ton, is not considered good enough by those who are guiding the destiny of the mine. The reason for the profits not being higher is because of the heavy expenditure involved in construction as well as in deepening of shafts. A change in mining methods along the line of that made at McIntyre and other mines is expected to modify dilution and bring the average grade of ore to a higher level. The larger mill and general improvements is expected to increase the percentage of recovery. The full details relative to Lake Shore at this time would indicate every reason to expect profits from this date forward will reach at least \$7 per ton.

HOW ONE WOMAN LOST 47 POUNDS OF FAT

"I have been taking Kruschen Salts for nearly 3 months. I have continued taking one teaspoonful in warm water every morning. I then weighed 217 pounds, was always bothered with pains in my back and lower part of abdomen and sides. "Now I am glad to say I am a well woman, feel much stronger, years younger and my weight is 170 pounds. I do not only feel better but I look better, so all my friends say. "I shall never be without Kruschen Salts, will never cease taking my daily dose and more than glad to highly recommend it for the great good that is in it."—Mrs. S. A. Solomon. "P.S.—You may think I am exaggerating by writing such a long letter but truly I feel so indebted to you for putting out such wonderful salts that I cannot say enough."

FOR YOU AND YOURS



It Might Have Been Me

A Sudden shout! A crash! Silence! Then hurrying feet and the imperative clang of the ambulance bell. Industry has claimed another victim.

Looking on, saddened and awe-struck, the thought strikes home, "It might have been me."

Risks like these cannot always be avoided. The wise man sees the moral and is prepared—makes certain, through planned insurance, that whatever happens his home and all that it means to him will remain secure.

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Try this Recipe for Muffins

- | | |
|---------------------|---------------------------------|
| 1 tablespoon butter | 3 teaspoons Magic Baking Powder |
| 2 tablespoons sugar | 1 teaspoon salt |
| 2 eggs | 1 cup sweet milk |
| 2 1/2 cups flour | |

Cream butter and sugar. Add eggs one by one, beat well. Sift dry ingredients together and add to first mixture alternately with milk. If batter not stiff enough, add a little more flour. Put in well-greased muffin pans and bake for 20 minutes in a quick oven.

*This fact was revealed in a recent Dominion-wide investigation.

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