

Celebration of Tenth Wedding Anniversary

On Monday evening of this week Mr. and Mrs. Chulak celebrated the tenth anniversary of their wedding by a big event in the Oddfellows' hall to which a large number of friends and acquaintances were invited. Officers and members of Timmins Branch of the Canadian Legion were among the guests of Mr. and Mrs. Chulak for the evening. Mrs. Chulak, who was in the Royal Air Force during the war, being one of the few lady members of the Timmins Branch, No. 88, Canadian Legion. Other guests noted included former mayor, E. G. Dickson and A. Odgers, Dictator of the Moose. Dancing was the order of the evening and very pleasing songs were rendered by R. Lowery and Mrs. Gregson. The Timmins Branch Bugle band, under the direction of Bandmaster Pat Cherry, gave an exhibition of their talents, the file and drum music providing splendid harmony for the square dancing. The orchestra for the modern dances was under the direction of Mr. and Mrs. J. Huxley of Schumacher. The many presents displayed evidenced the regard in which the couple are held by many friends and acquaintances. A delightful buffet lunch was provided and the 3-tier cake cut and passed around. The health of Mr. and Mrs. Chulak was toasted from a mixture mixed by President Austin Neame of the Legion. The hall was beautifully decorated for the occasion. The party broke up at 2 a.m., all present declaring this delightful party one of the best night's enjoyment they had had for some time.

NEWSPRINT PRODUCTION SHOWS DROP IN SEPTEMBER

Production of newsprint in Canadian mills during the month of September showed a decrease of 6,553 tons as compared with the previous month of August. Shipments were off and an increase was shown in stocks. The production percentage rating of mills showed a slight increase, moving up to 66.8 from 66.4 in August.

The total production for both United States and Canadian mills for the month was 290,751 tons as compared with 303,644 tons in August. United States shipments were also off.

The total North American production for the month was 315,518 tons, and of this total 23,767 tons were produced in Newfoundland and 1,000 tons in Mexico.

The Canadian mills produced 96,321 tons in the first nine months of 1930, less than in the first nine months of 1929, which was a decrease of 5 per cent. The United States output was 53,663 tons or 5 per cent. less than in the first nine months of 1929. Production in Newfoundland was 25,623, or 14 per cent. more in the first nine months of this year, and in Mexico 3,357 tons less this year, making a total decrease for the North American continent of 127,718 tons, or 4 per cent.

AFTERNOON TEA AND SALE OF HOME COOKING, OCT. 22

Announcement is made by the Timmins I.O.D.E. of an event of special interest, an afternoon tea and sale of home cooking to be held at the home of Mrs. L. Halperin, 7 Maple street, south, on Wednesday afternoon, Oct. 22nd, from 3 to 6 p.m. Everybody will be welcome to this event and it is sure to be a pleasing affair. The I.O.D.E. social events are always enjoyable and the fine home cooking for sale will be a special feature of this occasion. Those who have attended previous social affairs by the I.O.D.E. will know that this event is sure to be well worth attending.

LITTLE GIRL BADLY BURNED IN COBALT HOME ON SUNDAY

Theresa Bedard, the two-year-old daughter of Mr. and Mrs. Emile Bedard, Earl street, Cobalt, is in the mines hospital at Cobalt suffering from rather severe burns sustained at her home on Sunday evening. Mr. and Mrs. Bedard had gone to church, just across the road from their home, leaving the little girl safely at home with her brother who is seven years old. While the parents were away, this seven-year-old Gerald, was searching in a closet to secure an apple and being unable to see as clearly as he wished he struck a match. According to the dispatches about the matter, the lad apparently set fire to some papers and the flames spread to some clothing hanging in the closet. The little girl evidently had also entered the closet and her clothing took fire as well. If the boy may be said to have been thoughtless or careless in his use of the match, it would seem quite evident that he showed very commendable presence of mind and considerable skill and courage after the event. He secured water from the tap and first extinguished the fire on his little sister's clothing. Then he extinguished the blaze in the clothes closet which would undoubtedly have reached serious proportions had it been allowed to proceed unchecked. After he had thus done all he could do to undo the harm he had accidentally originated the seven-year-old boy ran over to the church and secured his parents to give the little girl any further attention necessary. When the parents arrived home and noted the condition of the little girl they at once sent for medical aid. It was found that the little girl was burned about the legs, arms, body and face. Although none of the burns seemed especially serious in themselves they were numerous enough to warrant every precaution being taken and so Dr. Case, who was called in to attend to the child, had her removed to the hospital for treatment. The youngster passed a fair night on Sunday evening, and though her condition is recognized as serious, there seems to be good hopes and excellent chances for the boy's recovery without serious injury of any permanent kind.

ROUTE URGED IN 1920 FOR THE TRANS-CANADA HIGHWAY

Mistake to Suggest That Route Through This Part of the North Land is Something New. Route Suggested Ten Years Ago.

Recently one of the daily newspapers in referring to the proposal that the Ferguson highway should be used as part of the Trans-Canada highway, it was casually suggested that this route was "among the new routes mentioned." This is quite wide of the mark. The use of the North Land highway and a route from Cochrane west has been advocated for more than ten years. As The Advance pointed out in its last issue one of the arguments used ten and eleven years ago in connection with the advocacy of the North Land highway (now known as the Ferguson highway) was that it would form a logical link in the Trans-Canada highway. Instead of this route being one of the new routes it is really one of the old ones. It is true that the route by way of the north shore of Lake Superior was advocated strenuously years ago and it may be noted that perhaps nothing else delayed so much progress of work on the projected road across Canada. From the beginning the advocates of the route along the north shore of Lake Superior were constantly faced by the fact that such a route would cost a mint of money to build, and when built would pass through a country unfit for settlement. The argument that it would have scenic charm was used then, as now. Indeed, it seems to be the only argument that can be bolstered up for this route. Ten years ago, as now, there was not much weight given in this North Land to the scenic idea for it was known here that it is not necessary to go through useless country to find scenic effects in this North Land. The variety and charm of the route from North Bay to Cochrane and west far exceeded the north shore route, in the opinion of the people of the North Land who knew something of both routes. The one route had short stretches of rocky country to lend rugged attraction to a trip, but in addition it had beautiful forest.

Asked by Commissioner Thomas Vien if there was any consumption of Russian pulpwood by Canadian mills, Mr. Piche replied in the negative. It was, however, exported to the United States at the same rate from Canadian points as Canadian pulpwood, and underdole the Canadian product in the United States markets.

Mr. Piche gave some figures of freight rates from Three Rivers to various stations across the line.

roads, resulting in increased and more congested settlements, solving to a great extent the educational question of the rural districts and giving increased opportunity for social advantage."

In the report of the committee that resulted in the resolution passed by the Associated Boards there are further references that are applicable also to the Trans-Canada highway. For instance:—

"Speaking generally for the different claybelts, the all-important question is the increasing of the settlers on the land. Nothing could accomplish this more satisfactorily or more rapidly than the construction of this highway. One important point to consider is not the fact of the land that the highway would actually open up, but the fact that it would be a focus for other roads. With this as an objective roads would be built where they would do the most good to the most people. There is no doubt that the different Clay Belts one day will be great farming countries. A great many settlers only live on the land a few months in the year and this would be overcome with good all-year roads. To a farming community the economic advantage of a road uniformly good at all seasons is greater than might appear at first glance. It may in many instances amount practically to a saving equal to the entire cost of hauling by permitting the work to be done at times when other work is impossible, this making men and teams available for other duty in good weather. The greater benefits derived from good roads are in increased comfort, together with social and educational advantages which they make possible and which add greatly to the happiness and success of rural life."

This paragraph also should be of interest suggesting, as it does, that the same idea applies to the use of this North Land route as part of the Trans-Canada highway:—"A large quantity of timber to be cut only awaits the construction of a good road to enable the settlers to bring it to the market. In addition considerable cedar is to be had for telegraph poles, and railroad ties, from which with the other timber mentioned the Government would derive considerable revenue. There is quite a large part of this section that is good farming land and has not been settled on account of lack of transportation. This road would remove this handicap. A great assistance would be given to a number of mining areas now held back in development by lack of transportation facilities."

The concluding words of the report previous to dealing with the matter of probable cost (which is given as not more than \$10,000.00 a mile) are especially worth reviewing, with the thought of the Trans-Canada highway route in mind. The report says:—

"Apart from the direct commercial value of the highway, a very important fact to consider is that it would open up the country to tourist traffic in a way that no railroad could ever do. One may travel for days on a train without receiving any lasting impression of the country travelled through but the same cannot be said about motoring. It is safe to say that thousands would see this country each year, who otherwise would be unable to see it. This influx of tourists would mean capital brought to this country and in a good many cases investments would follow to develop its unlimited resources which have hardly been tapped. One day there will be constructed a trans-continental highway of which the North Bay to Cochrane highway would be a natural and important part.

Born—in Timmins, Ont., on Thursday, Oct. 16th, 1930, to Mr. and Mrs. J. D. Archer—a son.

SUCCESSFUL WHIST DRIVE ALL-BRITAIN SOCIAL CLUB

A very successful whist drive was held on Tuesday last under the auspices of the All-Britain Social Club, a very pleasing time being spent by all. The prize winners were as follows:—ladies and gentlemen, first, Mrs. B. Richards and A. Parker; second, Mr. and Mrs. L. Bound; third, Mrs. Briggs and Mr. McCarthy.

The next event by the All-Britain Social Club will be a dance on Saturday, Oct. 18th, with the Club Royal orchestra furnishing the music for the occasion. Everybody will be welcome and sure to have a pleasant evening.

SAYS RUSSIAN PULPWOOD NOW A MENACE TO QUEBEC

Russian pulpwood transported by steamer to Canada and re-exported from Canadian points to the United States was underselling Canadian pulpwood in that market and seriously injuring those settlers who, having acquired and cleared sections of bushland, were experiencing difficulty in disposing of their cut timber, G. C. Piche, chief forestry officer of the Provincial Lands and Forest Department of Quebec, told the Board of Railway Commissioners last week. The board was hearing the application of various newspaper interests against the imposition of an increased freight rate on that commodity, transported to United States points.

He had been at Sorel, Que., the week before, said Mr. Piche, and had seen a vessel, the "Panama City," unloading Russian pulpwood. This wood was mostly spruce, between four and six inches in diameter, and had a good appearance.

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Highway Should Not be Routed Through Rocks

In commenting last week on articles in The Toronto Saturday Night and The Sault Ste. Marie Star, The New Liskeard Speaker says:—

"While the advocates of the Cochrane route would be quite willing, we imagine, to allow the route of the Trans-Canada highway to be selected by the Province of Ontario, because hundreds of miles of the Ferguson highway can be taken for the route, yet we cannot think that it would be the policy of the Dominion Government to provide the money and then allow the Provinces to spend it where they felt disposed. The Star and some central and western Ontario papers seem to forget that the road to be built is a trans-Canada road, and not a province road, and hence it is important that there be one engineering head for all the provinces as there has been when building the railroads. Of course we refer to the main road, but the provinces doubtless will have the right to select the routes for the roads which will connect with the through road, which, as we have said before, should be the shortest possible from coast to coast compatible with a route which will cost the least to build.

"We noticed that the Hon. Mr. Robb now seeking re-election, was asked when on the platform to tell the electors his views as to the route which should be taken for the Trans-Canada road. He was emphatic in declaring that this was a matter for the engineers to settle, and he refused to answer the question. Dr. Robb was quite right. The engineers must ultimately decide, and in the matter of the selection of a "scenic" route there is nothing in the country to surpass the Ferguson highway, say between New Liskeard and North Bay, and more especially the central part—Temagami, Moose Lake, Leg Lake, Nine-Mile-Lake, the Montreal River, indeed there are pretty lakes and rivers all along the highway for about one hundred miles. Last week, a lady and gentleman who motored from Fort William via Minneapolis and the Soo, to New Liskeard, said they could have made the run from the Bay here much quicker had they not been constrained to stop and view the pretty scenes en route. But those of us who prefer the "substance to the shadow" think the nicest scenes afforded to visitors of Ontario are the fields of ripening grain swaying in the breeze during harvest time, and these are the scenes which please the tourists while passing over the great highway of North and South Temiskaming for upwards of 200 miles.

"Three Commissioners of Crown Lands, the Hon. E. J. Davis, the Hon. Dr. Rheume and the Hon. Wm. Finlayson, have each said it would pay the province to move farmers from the poor land of certain sections and settle them in Temiskaming. Mr. Finlayson is still in authority, and he is not likely to waste money in building highways which will not add to the material wealth of the province, while people along the Ferguson highway are crying out for roads so that they may settle along this highway in Northwestern Ontario.

"And we might remind the Star that along the Ferguson highway there are two Government Demonstration Farms which ought to speak for the agricultural capabilities of the territory along this highway. Governments do not establish demonstration farms where there is not good agricultural land."

A meeting of the Timmins Welsh Male Choir is called to be in the United Church on Sunday, Oct. 19th, at 4 p.m. Important business will be before the meeting and so as large an attendance as possible is naturally desired.

SUGGESTS WIDENING OF FIRE BELTS IN THE NORTH

As a method of helping the unemployment situation in the North, The Northern News suggests that work be carried through this winter on the widening of the protective fire belts around towns and other communities in the North. For some years past Timmins has been in no danger from forest fires, there being a goodly belt of cleared land now on all sides of the town. Only a very serious fire, such as that which destroyed Halleybury in 1922, would do any particular harm to Timmins now, and it is not likely that even the Halleybury type of fire would be permitted to get away here. During the past season the Forestry Branch has shown the value of its men as fire-fighters. They have done much indeed to reduce the forest fire menace,—more, perhaps, than is generally recognized.

While the fire belt around Timmins may be sufficient, there may be some other risks in this area that could be removed this winter, giving employment to men needing work and adding to the general safety. Whether this is so or not could easily be found out from the fire-ranger staff. In any event, The Advance believes as it has done for years, that a force of the fire rangers should be kept on the job all the year round. Such a plan would pay in the long run.

There is considerable unemployment in the Kirkland Lake area it is said, and it is also believed that the fire belt

in that district needs widening. Acting on this double thought, The Northern News suggests that the unemployed could be aided by widening the fire belt. In this connection, The Northern News last week says:—

"With unemployment practically unknown the first of the past summer, it has now reached a serious problem in Kirkland Lake. It is estimated that the number jobless in town range from 500 to 700 men, consisting chiefly of men who have drifted here in the hopes of getting work in the mines. Every day at the leading mines large number of men are to be seen hanging around the gates but apparently very few are meeting with success. At the council meeting on Monday, members discussed the proposal of the Ontario Government to spend \$80,000 in clearing more bush lands around towns in the North of which the Dominion Government is to pay half, out of the \$20,000,000 voted to relieve Canadian unemployment. It is estimated that \$10,000 will be spent for this work in Cochrane district, which include all the territory from Kirkland Lake to James Bay. If work of this kind is undertaken in Teck township, the council felt that clearing should be done to the south of Chaput-Hughes and continued eastward to Poplar Ave. A fire belt was cleared to the south of Kirkland Lake on May 23rd last when fire raged from Good-fish Road to Gull Lake. Further clearing to the north of Swastika was also included in any work that may be undertaken."

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Rummage Sale

Auspices Girls' Club, United Church Basement of the Church, Saturday, Oct. 18th Commencing at 9 a.m. SPECIAL:—Limited number of Men's Overcoats for Sale

TEA AND SALE OF HOME COOKING

(Auspices of the I.O.D.E.) TO BE HELD AT THE HOME OF Mrs. Halperin, 7 Maple Street South Wednesday Afternoon, October 22 from 3 to 6 p.m. EVERYBODY WELCOME

BLAHEY'S Schumacher

Specials for Friday and Saturday, October 17 and 18

ROUND STEAK per lb.	23c	Fresh Killed Chicken 40c lb.	LEG LAMB per lb.	35c
BLADE ROAST BEEF per lb.	18c	Fresh Killed Fowl 33c lb.	SHOULDER LAMB per lb.	23c
MONTREAL SHOULDER PORK, per lb.	25c		STEWING LAMB per lb.	15c
		PORK TENDERLOINS	CALVES LIVER	
		Fresh, Smoked and Salt Fish Always in Stock		
		Fresh First Eggs, in Cartons.....		43c
NEW LISKEARD PACK PEAS, No. 2 tin, each	10c	H. P. SAUCE per bottle		28c
PINEAPPLE No. 2 tin, each	15c	AUSTRALIAN RAISINS New Crop, 2 lbs. for		25c
No. 1 New Brunswick Potatoes, per bag.....				\$1.90
No. 1 Grauenstein Apples, per hamper.....				\$2.25
Choice Creamery Butter, per lb.....				38c

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