

SUGGESTS DISPLAYING OF FLAGS ON CHRISTMAS DAY

The displaying of flags on Christmas Day was a recommendation contained in a letter sent by W. A. Edwards, Liverpool, Eng., to North Bay city council, and which was considered at a council meeting last week at North Bay. The writer stated that he had commenced in December, 1924, to advocate the marking of the "greatest birthday in history," and in December, 1926, prevailed upon the municipal authorities of Liverpool to adopt the suggestion. Since then a number of suburban municipalities had followed suit. He asked if it was not reasonable to display flags on the "greatest birthday of the year" when the birthdays of others, less worthy, are so marked. The matter was referred to the Contingent committee for report.

SUGGESTS BUILDING OF THE T. & N.O. TO PARRY SOUND

North Bay city council last week revived the idea of having the T. & N.O. Railway extended from North Bay to Parry Sound. This is a plan that has often been urged in past years though in the last few years nothing has been heard of it. This part of the North Land has not looked very favourably on the suggestion, chiefly because it has been felt that any extensions of the T. & N. O. should be in this North Land, it being agreed that the railway was built as a colonization railroad and with the chief purpose of developing the North Land. It should be admitted that the T. & N. O. has done well by the North Land, especially in recent years, in regard to development assistance. There could not be much enthusiasm in this part of the North for extension of the T. & N. O. at its present southern terminal. At the moment there appear to be several more pressing or desirable extensions from the North Land's standpoint. For instance, there is the railway to the Kamiskotia country, or, perhaps, better still a line connecting Timmins and Kapuskasing and passing through the Kamiskotia country.

There are many advantages quoted as likely to follow the extension of the T. & N. O. to Parry Sound. It is not so easy to see these advantages from this distance. North Bay and Parry Sound, however, are certain of the benefits that would accrue, and so the proposal has been revived again. At a meeting last week of the North Bay city council approval was given to a recommendation made by the Contingent and Industrial Committee that the city clerk advise the Parry Sound town council that North Bay council heartily endorses the suggestion that the railway commission be petitioned to extend the T. N. O. Railway to that point. It was also recommended that the municipal councils and the boards of trade along the proposed route be asked to appoint delegates to a meeting with a view to preparing an application to the railway directorate. It was also directed that the North Bay Board of Trade be informed of this action.

Slater News:—Many men who say they became rich through hard work neglect to say whose hard work.

North Bay Nugget:—Another Winter is coming on, and there is no rink. Not much wonder sport lovers look gloomily at the prospects for the season.

REMARKABLE GROWTH OF THE PULPWOOD INDUSTRY

Some very interesting facts and figures in regard to the pulpwood industry were given by Walter Cockburn to the Rotary Club at North Bay at a recent gathering of that body. This address by Mr. Cockburn was delivered as one of the "classification talks," as they are termed, such as are given from time to time by members of the club on the business in which they are engaged.

The first pulp mill in America was operated in Valleyfield, Que., Mr. Cockburn stated at the outset of his address. There were 33 straight pulp mills and allied mills there was a total of 110, he said, now in operation.

There were 6,329,586 cords of pulpwood cut in Canada in 1928, the speaker said. The valuation was \$74,848,000 and of this pulpwood, an amount valued at \$13,000,000 was exported. Mr. Cockburn went on to say that, according to Government statistics, there were 1,214,000 cords of pulpwood still in Canada, 200,000,000 cords of which were in Ontario.

"This means that the Government will have a revenue of \$320,000,000 in Ontario from pulpwood," declared Mr. Cockburn.

PRESENT IS A GOOD TIME TO BUY MINING PROPERTIES

(A. B. Parsons, in Mining & Metallurgy)

People and companies that get rich are those that can and do buy when others can't, because they haven't the money, or won't, because they are shrouded in prevailing gloom. Metal mining, like other industries, is at the moment in the dumps. Metal prices are lower than for years; production is sharply curtailed, but still stocks in producers' hands, generally speaking, continue to increase. Numerous large companies have discontinued exploration activities awaiting better times.

Others, per contra, are very busy, but very quiet. They have conserved cash and they have good credit. They know that now is an opportune time to get mines and potential mines at bargain prices. What if they cannot exploit them advantageously for a few years? The ore bodies can't be stolen; they won't burn up; and they won't be destroyed by flood or pestilence. The men running these companies have confidence in the future; they know that the world will need metals, and that it must pay enough to give the producer who owns a good mine a profit in the long run. Shareholders in such companies will reap dividends in years to come. The farseeing are not blinded by temporary pessimism.

The Sportsman:—An average moose will come from as far as four miles direct to the spot where the caller stood, hours after the woodsman has given up for the night, and he will not go a foot farther, but turn at that identical place. A bull carrying an immense spread, and having become suspicious that the call is not genuine, will walk away through an ordinary thick growth of timber and not make a single sound by striking a limb or other obstruction with his antlers or body. You, yourself, if you had a week to do it and the arms of an octopus to bend aside boughs, could not walk 50 yards through the same stretch of forest without making a racket.

PEOPLE IN THIS PART OF NORTH SHOULD GET BUSY

There Should be Concerted Action Here to Press the Real Advantages of the Routing of the Trans-Canada Highway Through Here.

"What is the idea of having so much in The Advance about the Trans-Canada highway?" This question has been asked by more than one reader of this paper recently, and the asking of such a question is proof of the fact that all the people are not awake to the importance of the fact that this part of the North needs to watch its interests and the interests of the country in regard to the route of the Trans-Canada highway. It is also indication of the need for all possible newspaper references. In the western part of Northern Ontario there is an extended and persistent campaign in favour of the Trans-Canada highway being routed along the north shore of Lake Superior—a costly and impractical route that will serve few good purposes. It may be that such a route needs a lot of publicity and backing, but unless other sections of the North look to their own interests and the general interests in the matter there is a danger that the wrong route may be "put over" just through skilled advocacy and publicity. It is to prevent such an evil that The Advance has given so much space to the Trans-Canada highway matter. Other newspapers in the North Land have been equally urgent in pressing the value of the Ferguson highway route and west from Cochrane. To those who have studied the matter there seems to be only one logical route for bridging the Ontario gap in the Trans-Canada highway. However it is not enough to recognize this fact. There is the ever-present danger that by sheer persistence and assertiveness the wrong route may be forced upon the people. A year ago Jas. Curran, editor of The Sault Daily Star, took a party of daily newspaper editors on a tour of the North. Naturally, the visitors were greatly impressed with the North. It may be that the attention given them around Sault Ste. Marie particularly impressed them with that section of the North. In any event Editor Curran appears to be seeking now to "cash in" on that trip. It should not be forgotten, however, that the daily newspapermen were greatly impressed with this section of the North Land. This part of the North must also see that it does not altogether lose the advantage. The people of this area need to show interest and alertness, not only for their own sakes but for the sake of the province and Dominion generally. There must be publicity for the proper route of the Trans-Canada highway. There is certainly enough publicity being given to an impractical and costly route.

"Under the heading 'Do You Want the Great Highway?' The New Liskeard Speaker last week says:—

"It appears to us that the majority of the Boards of Trade, the Municipal Councils, the Service Clubs and most other organizations in Temiskaming and Cochrane Districts are asleep as to the fight now being waged for the routing of the Trans-Canada Highway. Many have adopted the attitude of 'leaving it to George', while others believe the Ferguson Highway and C. N. R. route have such overwhelming advantages that no other route would seriously be considered by the authorities. This is positive blindness on the part of the general public.

"If the people of this part of Northern Ontario could only realize the fight being put forward by the people of all North-Western Ontario for either the Lake Superior route or that freak 'compromise' road we hear so much about, they would begin to realize that this indifference will lead to our undoing.

"The Press of our North has done everything it possibly can, but the people must begin to take notice of the fact that if we are to have the Ferguson Highway become the Trans-Canada Highway, they will have to take their share in the fight.

"A regular publicity campaign is being carried on through the press of Old Ontario by our Western friends. Some Old Ontario newspapers have joined in the fight with the Soo and Port Arthur people regardless of the true facts of the case at issue. They see a lovely 'week-end' trip around Lake Superior and express their delight regardless of the cost, and say 'expense be hanged.'

"What are our members of Parliament, our Mayors, our Board of Trade Presidents, our Reeves and political leaders doing about this most important public matter? Is any organized work under way other than the efforts of the Associated Board of Trade resolution at the recent Cochrane convention? If not, why not?"

Eganville Leader—To prevent or cope with destructive fires is a question which should ever engage the serious thought of the governing heads of towns or villages. With the approach of winter, the danger to homes or shops from overheated pipes or escaping sparks is increased. The other evening it was observed at the fire at Mr. H. Goulet's house that the chemical fire extinguishers were most effective and as a first agency to fight a fire cannot be too highly commended. Since then it has been suggested that the town council consider the advisability of purchasing a small chemical engine which could be rushed to the scene of fires while the fire company is placing the other fire-fighting apparatus.

STILL ANOTHER ROUTE FOR THE TRANS-CANADA HIGHWAY

Under the heading "Glories of the North," The Toronto Globe publishes the following letter from a reader in which still another route is proposed for the Trans-Canada highway. This route uses the Ferguson highway as all routes proposed seriously should do, and then it goes on to map out an original route from Cochrane to Hearst and westward:—

To the Editor of The Globe: You have had several items re the building of an Ontario portion of a Canadian trans-continental highway. There are already several proposed routes. Allow me to add another. Start westerly from Cochrane follow, as nearly as the lay of the land will allow, a great circle to The Pas. This will really open up the country for exploration and settlement.

About 30 years ago the late James Commee tried to tell the House what was in our Northern Ontario. All he secured was unlimited abuse for saying in his speech, "Canter away and spend the money." He explained it to me thus: "The people are afraid of their shadows, I have lumbered, hunted and travelled over much of that north country. We have there a most wonderful heritage. This small western peninsula is only a fragment in either size or value. If they will open up the Northern Ontario country we will have room for millions of happy, sturdy and well-to-do people. Everything one can think of is there in lavish abundance. All required is a way to get there."

This was long ere such places as Cobalt, Porcupine or Cochrane were thought of. Is there no one with vision who can advocate something that will really be of use in the future?
Toronto. Merritt A. Brown.

KIRKLAND LAKE CONTINUES IN CLEANING-UP THE TOWN

The work of cleaning-up the town of Kirkland Lake continues. People here might notice this fact by the other fact that a number of characters, most of them not at all desirable, keep coming from Kirkland Lake camp to Timmins these days. One man coming here is reported to have been accompanied by a regular harem. This town would be the better for the absence of all of them. Timmins, of course, can start a clean-up of its own, and then the undesirables will have to select some other place as sanctuary. In the meantime, however, it does appear that Kirkland Lake, one way or another, is getting rid of a number of the kind of people that any town is better without. At a recent police court in Kirkland Lake there were no less than twenty persons charged with offences more or less serious. Fourteen of the charges were laid by the new chief of police at Kirkland Lake. Four of these were remanded for a week, five paid fines, four of them being in the amount of \$100.00 each for breach of the liquor laws. There were five or six sent to jail for infractions of the liquor laws. The provincial police had six cases before the court. One of the accused went to jail for six months for theft, while the total in fines paid by the others amounted to \$540.00.

Ottawa Journal:—A New York paragraphist tells us that the only crime now punishable with death in the United States is pedestrianism.

St. Mary's Journal-Argus:—In a country of vast undeveloped natural resources such as Canada it is not difficult to find reasons for confidence in the future.

UP TO DATE AND DOWN TO FATE GOES POOR LITTLE MUFFET

Thanks to the Canadian Social Hygiene Council for this one:—
Little Miss Muffet
Sat on a Tuffet
Eating her curds and whey,
A dread germ of typhoid.

Slipped down past her thyroid. They're planting poor Muffet today.

Exchange—The man who doubles up with mirth when a woman has difficulty in driving through a ten-foot garage door, usually sobers up when he tries to thread a needle.

Poppy Day Campaign 1930

The Timmins Branch No. 88 Canadian Legion announce their

POPPY DAY CAMPAIGN FOR 1930

The town will be canvassed for Wreaths, etc., starting Wednesday, October 15th and ending Wednesday, October 22nd.

There will be the following prizes for the best window display of Wreaths, etc., made by the Veteran Shops, and purchased this year from the Local Branch of the Canadian Legion.

1st Prize—\$25.00 Cash 2nd Prize—\$15.00 Cash
3rd Prize—\$10.00 Cash

All Wreaths, etc., will be delivered by the end of October.

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Austin Neame, President
A. E. Mortimer, Sec'y.-Treas.

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- BISCUITS** OTTAWA CREAM A CRISP AND TASTY SANDWICH BISCUIT. MADE BY CHRISTIE-BROWN lb. **25c**
- POST'S BRAN** For a Balanced Diet. It Protects Your Health. 2 Pkgs. **23c**
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- BON-BONS** CRYSTAL lb. **29c**

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- COFFEE** DELMONTE VACUUM PACK LB. TIN **59c**
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- CHOC. NIBS** TOB HUNTER'S LB. **39c**
- BOVRIL** PUTS BEEF INTO YOU 2-OZ. BOTTLE **40c**
- CHICKEN** HALL'S BONELESS MONARCH TIN **39c**
- FLOUR** MAKES GOOD PASTRY 25-LB. BAG **80c**
- JELLIES** SHRIFF'S—A DELICIOUS PRESERVE 12-OZ. JAR **25c**



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- 17 Wilson Avenue PHONE 710
- Schumacher PHONE 220

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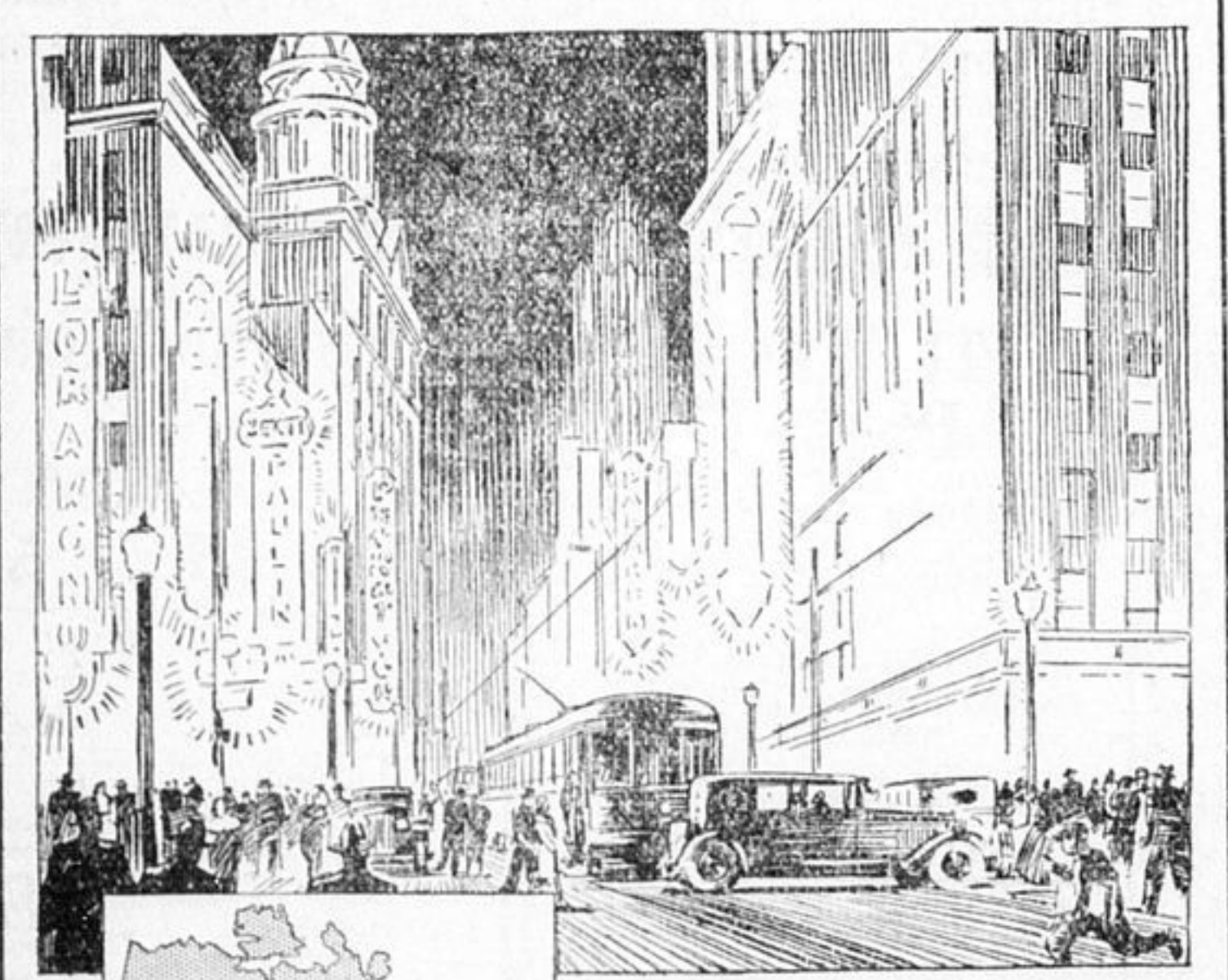
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