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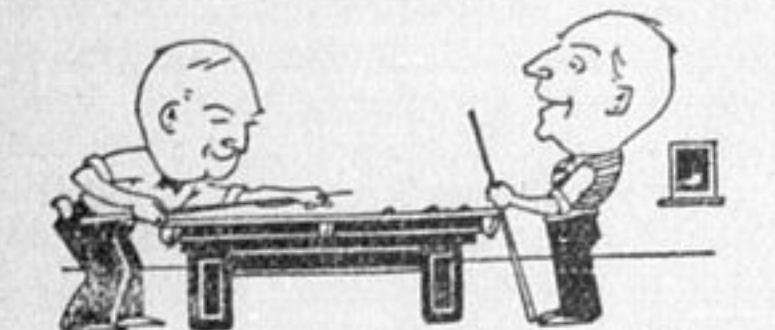
We shall publish every week for the benefit of skin sufferers in this section, a few words written by Canadian people—some of them of prominence—all heart-felt stories of relief from terrible suffering.

A sentence or two from a letter from J. W. Corns, 80 Melbourne Ave., Toronto, a man of fine standing: "I have been a sufferer for two years with eczema on the legs and ankles. I tried three or four different doctors. I went to a skin specialist. All of no use. I used one dollar bottle of D. D. D.—that is all. Today I am perfectly well."

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TEN YEARS AGO IN TIMMINS

From data in the Porcupine Advance Files.

Ten years ago, on Nov. 5th, 1920, to be exact, the Caledonian Society of Timmins was organized. The meeting at which the society was formed was called by a single small advertisement in the issue of The Advance two days previously. There was a large gathering of Scotsmen present, and the objects of the new society were set forth as:—"the encouragement of the national games of Scotland; the wearing of the Highland costume at the gatherings, festivals and processions of the society; the cultivation of a taste and love for Scottish music, literature, poetry, and history and the uniting more closely together of Scotsmen and those of Scottish descent." The resolution naming and forming the society was made by Messrs W. D. Watt and D. Mackie. The constitution of the society affirmed that the members of the society "shall consist of native-born Scots and those of Scottish descent, who love Scotland and acknowledge it to be the land of their forefathers." The following were the officers elected:—President, Frank Lamb; vice-president, D. Mackie; secretary, G. A. Macdonald; treasurer, W. Mackie; executive committee, the officers and A. Roberts, W. D. Watt, G. M. Black, M. B. Scott and W. Nicholson. It is interesting to note the charter members of the society as given in The Advance ten years ago:—W. G. McHugh, D. Mackie, G. M. Black, Arthur J. Black, M. B. Scott, W. D. Watt, P. Douglas, W. W. White, John Massie, W. Nicholson, Wm. Coupar, James Twaddle, Duncan Twaddle, Geo. Twaddle, W. Mackie, James Cowan, A. Roberts, F. Lamb, G. A. Macdonald, W. H. Wilson, J. K. Moore, D. Sutherland, John Watt. The membership fee was placed first at one dollar, but this was later raised to two dollars, the charter members also paying the other dollar. Associate members, these being the wives, daughters, sisters and mothers of members, paid a membership of fifty cents each. On motion of W. G. McHugh, seconded by J. Twaddle, the newly-organized society decided to have an At Home on St. Andrew's Night, Nov. 30th. On motion of Messrs D. Mackie and W. W. White a hearty vote of thanks was tendered to Mr. Lamb for his able conduct of the meeting as chairman and to Mr. W. Nicholson for his services as secretary pro tem. The Advance noted at the time that there were a number of stories told at the meeting at the expense of the Scotch. For a number of years the Caledonian Society here carried on with great success. The annual Burns banquet was a big feature not only to the members but to the public. For several years, just when large numbers of Scotsmen were coming to this camp, the society served a very useful purpose. The Scot who reached here a stranger found friends and aid through the good services of the society. The regular meetings of the society were for a long time very happy events and largely attended. Gradually, however, there grew a tendency to forget the aims and purposes of the society and make it a more or less a dance club. The old members lost interest and eventually all of them seemed to drop away. Last year when the call was made for the annual meeting the response was not large enough to warrant proceeding with the meeting. A second call met with about the same result, and the officers still in town (the president for the year and others having moved away) decided to wait until there was more general demand than there seemed to be for reorganizing the society. Many here and others moved away will look back with a great deal of pleasure to the interesting meetings of the Caledonian Society years ago. The Caledonian Choir, under the auspices of the society, and directed by that talented Scot, Jas. Gells, was recognized as one of the best mixed choirs ever organized and conducted in the North Land.

In the Advance ten years ago there was a lengthy article dealing with the power situation in the camp. The Advance pointed out that the outside newspapers were all wrong in stating that men were being laid off at the mines because of a power shortage. Instead of men being laid off, the staffs were actually being increased. "Indeed, up to date," said The Advance, "there has been no power shortage, but only the possibility of one. The Advance then gave the power company's attitude. On account of the small rainfall during the summer the reserves of water were not as large as desired, but with a small reduction in the amount of power being used, the power company officials were sure there would be enough power for all to carry on until the spring season would again bring relief. Some of the mines were ready to accept reductions, the mines being the chief users of power, and the power consumed by all others being too small to be specially considered. The Hollinger was ready to operate the compressor plant by steam. The Dome and McIntyre and most of the smaller mines were willing to accept a straight reduction. The Hollinger, however, pointed out that this plan would not be fair to this part of the camp. The other big users of power had been running much closer to capacity so far as supply was concerned than was the Hollinger. Due to the shortage of labour the Hollinger had been running at about 50 per cent. of its capacity for some time, and a further reduction seemed very undesirable. The Hollinger was ready to use auxiliary power like the steam

plants planned to be installed, but the management of the mine also felt it a duty to the property and the public alike to keep the mine running and to retain the present efficient staffs. The Advance, after presenting both sides of the case fairly, ventured the opinion that the difficulty would be adjusted without injury to any of those concerned.

It was only last week that The Advance went out of its way to say a good word, in fact, several good words about the T. & N. O. Railway. This is something that has often happened in the last few years. The Advance honestly believes that the T. & N. O. deserves a lot of good words. As a matter of fact the T. & N. O. is giving the public excellent service. Probably no other railway that may be termed a local railway provides as good service as the T. & N. O. It was not ever thus! The Advance some years ago appeared to go out of its way to take a rap at the T. & N. O. This was because The Advance honestly believed the railway deserved a rapping and that the public could only get a fair deal by hard methods. This was before Geo. W. Lee became chairman of the Commission. Mr. Lee always appeared to be anxious to give the public the best possible service, and when his elevation to the chairmanship gave him some authority in the work of really serving the public, the whole attitude of the railway in regard to the public appeared to change. In 1920, however, it seemed that it was necessary to find some fault. In an editorial article ten years ago The Advance was rather sarcastic about an article published in The Northland Post. The Cochrane paper had referred to the T. & N. O. in eulogistic terms, and The Advance editorially replied, in part, as follows:—"The Cochrane Board of Trade are to be severely censured. Although only a few weeks ago The Cochrane Northland Post assured them and all others seriously and solemnly to the effect that the T. & N. O. Railway is the best conducted railroad on the American continent, (which, of course, means that it is the best in this world or the next) still that cantankerous Cochrane Board of Trade last week goes on record with a resolution starting out this way:—"Whereas people travelling on the T. & N. O. trains expect proper service and accommodation; whereas, deplorable conditions exist at the station at Nellie Lake; whereas, many thousands of passengers, annually, get on and off the train at this station, having to drag themselves up the car steps at a height ranging from two feet six inches to four feet; whereas, a considerable number of children get on and off at the said station in order to attend school at Nellie Lake; and whereas, the children often have to grope in darkness and cold at the said station, waiting for the train to return home." To the ordinary intelligence all those "whereas" clauses do not seem to have any connection with "the best conducted railway on the continent." Eh, what? But there will be very hearty endorsement of the statement taken by the Cochrane Board of Trade in urging in their resolution "that the station at Nellie Lake (five miles from Porcupine Junction) and all other stations of similar importance be provided with heat and light and platform accommodation." To the Cochrane Post the T. & N. O. may or may not actually appear as the best conducted railroad in any of the known worlds, but to the ordinary North Land fellow it does appear that the T. & N. O. has to do a lot of little things to better its accommodation and service before people in general will think of it in any superlative, except those unfit for publication."

On innumerable occasions The Advance has referred to the good work accomplished in Timmins by the town nurses, or the school nurses, as they are sometimes called. The town nurses were just nicely started at their good work this time of year ten years ago. From the beginning The Advance was much interested in the good work being carried on and made frequent references to it. In The Advance of Nov. 10th, 1920, there appeared the following article in reference to the work of the town nurses:—"It will surprise many and interest all to know that in Timmins at the present time there are over 500 children under school age. This does not include Rochester, Monteta, or any other neighbouring townships, but refers to the municipality of Timmins alone. The information is one of the facts gleaned by the two trained nurses who are called here under the auspices of the Provincial Board of Health, and in co-operation with the local Board of Health and the local authorities in general. The two nurses, Miss Winton and Miss Melkely, have made very thorough and systematic inspection of the home of the town, giving special attention to the houses where there were children under school age. Their canvass of the town was conducted street by street, and only two streets were not visited. These two streets were Tamarack and Hemlock streets, and as the nurses had met the most of the ladies living on these streets during the meeting with patriotic and ladies' societies and the church societies, same attention was not required for these streets, as for some others. In the canvass of the town, street by street, the number of children under school age in each family was taken, and the grand total was

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the surprising figure of 500. Some weeks ago the enrolment at the Timmins Public School was 317, and the Separate School 375. This would mean that there were nearly 700 children of school age in easy access of the town schools. Even allowing for a few from outside attending school in the municipality, it would be safe to say that in the limits of the town of Timmins there are at least 1200 children under 14 years of age, for there are always some not enrolled at the schools though still below the age of 14. In a new town like this "a man's country," it has been called,—the number of children and the number of homes make hopeful and pleasing signs of progress and the prospects of the country. In addition to their good work of visiting the homes, giving advice and help to mothers and prospective mothers, and the gathering of data that will be of great usefulness in the safeguarding of the health, the provincial nurses are also holding a clinic for mothers and babies. Yesterday and to-day these clinics were held in the Goldfields annex and despite the unfavourable weather drew a good attendance. At the clinic on Tuesday Drs. McInnis and Minthorne were attending physicians, and to-day the doctors at the clinic were Drs. H. J. Moore and A. S. Porter. The provincial nurses acknowledge very material co-operation and assistance from the local authorities, the medical profession and from the ladies' societies, and other bodies and individuals. Excellent progress has accordingly been made with the work here, and the feeling is general that the general public health and welfare will be materially advanced by the efforts under way. Through special care and attention to mothers and infant children it is hoped that the mortality rate among children will be reduced, as well as the general health and welfare of the community improved."

Ten years ago The Advance noted the arrival in town of a party of Cornish miners who were to be employed chiefly at the Dome and the McIntyre.

Special reference was made in The Advance ten years ago to the banquet held by the Oriental Sheiks and Tribesmen of Kara Sanctorum at the Queen's hotel. It was a very happy occasion and the programme a very pleasing one.

Among the local and personal items in The Advance ten years ago were the following:—"Messrs L. Herold and J. Blackwell returned on Tuesday last from the West where they spent the harvest month." "Mr. Harry Villand returned last week from a lengthy visit to his home at Eganville, Ont. He is back at work at the Hollinger and is being welcomed back to the camp by his host of old friends here." "Mrs.

NEED FOR MAIL CLERKS ON TRAINS IN NORTH LAND

Mail Clerks on Trains Would Solve Many Problems for Merchants and Others and Would Speed-up Mail Delivery.

On innumerable occasions the need for improved mail service in the North Land has been pointed out. The boards of trade and other bodies and the press in particular have been constantly calling attention to some feature or other than needs correction in regard to mail service. The Advance has been at this line of criticism for years. Sometimes relief has been given for some grievance particularly objectionable to some town or district, but such relief has after all been a makeshift, no matter how much it might be appreciated at the time. A case in point is the mix-up that occurred here some months ago when the time of the National was changed and mail for Toronto had to be posted here by around nine o'clock in the morning to catch the ten o'clock train connecting with the National. In the performance, the mail box was even taken off the train leaving here at 12.25 for Toronto, this train not carrying mail after the change. The mail box has been re-established on the Toronto train, but still conditions are not as convenient as they might be. The remedy for the whole trouble and for many other troubles would be the placing of mail clerks on the principal trains going north and south.

This question of mail clerks on trains comes up, either directly or indirectly every time anything is considered about the mail service in the North. For instance a couple of weeks ago The Northern News in its Rouyn section had the following editorial reference:—

"Mail connections from Noranda, Quebec, to points along the Temiskaming and Northern Ontario Railway in Ontario, are far from being all that should be, and it is about time that the postal authorities looked into the matter of giving Noranda residents adequate service. A letter mailed in Noranda before 11 o'clock in the morning will be delivered in Toronto almost 500 miles away the following morning. But if that letter should happen to be addressed to Kirkland Lake, approximately sixty miles away, it reaches there the following afternoon. It is the same for other towns along the T. & N. O. south of Swastika. Letters mailed in Noranda for Cobalt, Halleybury, Englehart and Latchford all must travel to North Bay and then be returned the following day. Equal difficulty is encountered in receiving mail from Northern Ontario towns. Why in the name of common sense a lock-bag cannot be thrown from the train at Kirkland Lake containing mail from Noranda the same

Farr of Toronto, is visiting her son, Mr. Lefty Farr." "Mrs. Gordon Main and family, of Montreal, are visiting Mr. and Mrs. L. E. Dorway." "Mr. S. R. Rawlinson leaves to-night for his old home at Market Rasen, Lincolnshire, England, where he will spend the winter." "Cochrane Board of Trade has petitioned the T. & N. O. Railway Commission and the Government to grant free transportation on the line to children making use of the railway service to attend school along the line." "In the ten pins game last week the Timmins Football team defeated Jack McLean's team by a good margin. Interest in bowling is gathering strength each day, and the usual interesting and closely contested events may be confidently looked for this season." "The new Matagaita school trustees have secured the lower floor of Mr. John Power's building at the landing for school purposes during the coming winter months. This will provide ample accommodation for the present, and in the meantime the matter of a permanent school building may be fully considered and dealt with. As will be noted by the advertisement elsewhere in this issue the trustees are calling for tenders for the necessary supply of wood for fuel for the school this winter." "Mr. J. McDermott, of Cobalt, was a visitor to the camp last week." "Mr. S. Bucovetsky returned last week from a business visit to Toronto." "Mr. Williams, of Halleybury Business College, was a visitor to the town last week in the interests of his college." "Mr. and Mrs. M. A. Ellis, who have been travelling in the West for some months, were on a visit to Ontario last week, calling on friends and relatives, and this week being in North Bay." "Mr. Geo. W. Lee, acting chairman of the T. & N. O., is ill at his home in North Bay, suffering from a nervous trouble. According to the reports he is not seriously ill and will likely be back at his work in the course of a few days. He has been in indifferent health for some weeks past. The friends he has made during the years of his connection with the T. & N. O. will all wish him a speedy and complete recovery." "Mr. and Mrs. G. S. Johnson, of Whitley, Ont., have come to the North Land to take charge of the teaching at the Northern Academy at Monteth, the new school for higher education being opened by the Ontario Government to afford educational facilities of Public High and Normal School grades for the young people of this part of the North Land. Mr. Johnson, who has been principal of the high school at Whitley for the past five years, will be principal of the new Northern Academy and Mrs. Johnson, will be lady principal and teacher of Moderns and English. Mr. Johnson will teach agriculture as a specialty. During his term at Whitley he brought the high school there to a high standard of excellence and it is believed that he will make Monteth school a power in the North Land."

TEMISKAMING AND NORTHERN ONTARIO RAILWAY TRAIN SERVICE

The Continental Limited, Trains Nos. 1 and 2, between Montreal and Vancouver, daily, operating through sleeper between Cochrane and Toronto. These trains use Canadian National Railways Station at North Bay.

Trains Nos. 46 and 47—Through service daily, between Toronto and Timmins, also, to Rouyn and Noranda, Que., operating Parloir Cafe Car Service between North Bay and Swastika, Toronto and Timmins, also between Toronto, and Rouyn and Noranda, Que. These trains use Canadian National Railways Station at North Bay.

Trains Nos. 17 and 18—Daily except Sunday Service between North Bay and Cochrane, operating through sleeper between Timmins and Montreal. These trains use Canadian Pacific Railway Station at North Bay.

Local service between Cobalt, Fountain Falls and Silver Centre, Monday, Wednesday and Saturday.

Connections at Earleton Jct., for Elk Lake, daily except Sunday.

Connections at Englehart for Charlton, daily except Sunday.

Connections at Swastika, daily, with The Nipissing Central Railway for Kirkland Lake, Larder Lake, Cheminis, Rouyn and Noranda, Que., and intermediate points.

Connections at Porquiss Junction daily for Iroquois Falls.

Improved service on the Porcupine Branch making close connections at Porquiss Junction with trains Nos. 1, 2, 17 and 18 for points east, west, north and south. This service will be in addition to trains Nos. 46 and 47 and will provide three trains each way on Sundays. The establishment of this service will enable those desiring to conveniently make round trip from Timmins to Cochrane on Sundays.

Mixed Service daily except Sunday, between Cochrane, Island Falls Jct., Fraserdale and Coral Rapids. North-bound, leave Cochrane 8:30 a.m., arrive Coral Rapids, 2:55 p.m. South-bound leave Coral Rapids 8:30 a.m., arrive Cochrane 2:30 p.m.

See current timetable or apply to any T. & N. O. Railway agent for full particulars.

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General Freight and Passenger Agent
North Bay, Ont.

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For Kiddies especially, these quickly made desserts are a real favorite.

day as it is mailed is a mystery. There should be little extra trouble. Such a service is maintained from Rouyn, it is understood. Why not the same from Noranda?"

While ideas, like that of having locked bags, are good enough so far as they go, it must be admitted that they do not go far enough. The one complete solution rests on the idea of mail clerks for the principal trains. Without the mail clerks all other measures will prove ineffective and incomplete.

On account of the large distances between communities and settlements in this North, the use of a mail clerk would promise to be of especial value. Other plans are sure to be very restricted in the remedy they offer. With mail clerks on all important trains, the chief grievances in regard to the mail service would disappear. It is worth thinking over.

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In Tins of 4 and 10 Cubes

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LANCASTRIA
from Halifax to Plymouth, Havre and London. + + +

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LETITIA
from Halifax to Belfast, Liverpool and Glasgow. (Leaving Saint John Dec. 12th). Direct trains to the ships side. + +

Ask about our special Christmas excursions on these ships. +

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