



Genuine Gratitude

Compels Tribute.

Mr. Victor Hills, of Thornton Heath, writes:—"For many years I have suffered with that distressing complaint—constipation, and its attendant effects of sick-headache and indigestion. It was a red-letter day for me when a friend recommended me a treatment of Carter's Little Liver Pills, and I can honestly say that results have been truly marvelous. I now enjoy good health and feel that life is worth living. The relief I have experienced compels me to add my sincere tribute." Take Carter's Little Liver Pills. All druggists 25¢ and 75¢ red pkgs.

Great Possibilities in the Future for the North Land

Chairman of T. & N. O. Railway Outlines the Glowing Future Opening to the North. Enviably Position as Producer of Precious Metals. Prospects of Large Iron Field. Drilling Lignite Area North of Cochrane. "In the North There is a New Hope and New Wealth."

Each opening of a new year Geo. W. Lee, chairman of the T. & N. O. Railway Commission, prepares a public statement relative to general conditions in the North Land and the prospects for the new year. Always, interesting, this review by Mr. Lee is doubly valuable this year because of the logical inspiration it will give to the people of the North Land to follow their destiny—to continue to work for the development of the country and the realization of the rich promise of new wealth and progress held out by the resources of this great country.

In his review this year, Mr. Lee says:—  
In every part of Canada men of ex-

perience who have watched the country's past development, who understand fully its present position, have reasoned out its future possibilities based upon its past, and are increasing their investment in the continued upbuilding of Canada's certain great future.

Railways, financial institutions, manufacturers and other important corporations are preparing to take advantage of the long-term development of Canada, a development that they know to be assured—and has always been assured—regardless of temporary business recessions, or nation-wide depression.

**Fear of Repressed Business**  
Canada, in common with most other countries, is passing through a year of declining and repressed business. Conditions that are world-wide have combined to slow up the pace of the economic expansion of this country, yet its greatest business leaders are certain of its ultimate economic destiny.

They are showing their reasoned faith in Canada's future by their works, and though it cannot be said just when business recovery will be brought about, it can be seen that changes are impending and that the trend of business conditions is upward.

At the actual moment and in this country we are sharing in the economic ills that are affecting the world wide. That we shall sooner or later emerge from this period of depression into prosperity once more is undoubted.

**Lack of Balance**  
The present recession is undoubtedly largely attributable to the lack of balance between production and consumption.

The production of commodities of all kinds appears to have suddenly outstripped our powers of consumption, with the result that the accumulation of stock overshadows the world's markets, and in consequence prices have sharply declined, production slowed down or halted, and unemployment, with all its attending evils, has assumed grave proportions.

Such conditions will rectify themselves in time, but the balance of supply and demand once more regained, will it be possible to retain it or will production and consumption get out of line again in a succession of major economic depressions?

**Industry Out of Step**  
But, as we know that industry is out of step with progress largely because of our present inability to consume what we have produced, we may be fairly certain that the most promising means to maintain a balance lies in the creation both of new industries, with great employment-giving potentialities, and of steadily expanding markets, by the progressive further reduction of production costs, and consequent increasing power of purchase.

The Northern part of this Province holds enormous possibilities of advancement and enrichment in the near future, consequent upon changing conditions in base-metal production.

**An Iron Industry**  
The prospect of a great iron industry

arising in this country at an early date is enhanced by the forecast recently made by the United States Steel Trust, that the requirements of that industry will be multiplied several times over within the next five or ten years. It is known that the iron deposits on the United States side of the international border, in the Lake Superior region are nearing exhaustion, and that replacement deposits will be sought.

What is more natural than that such new deposits should be found in Canada, where the geological formation corresponds to that of the Mesaba and allied iron-ore ranges, which so far have yielded from 80 to 90 per cent. of the United States output of iron steel.

The vast pre-Cambrian shield, in which metal deposits occur, is principally contained in Canadian territory and enormous deposits of iron ore are known to exist from the Fort Arthur and Michipicoten areas to the Belcher Islands, James Bay.

**High and Low Grade**  
High grade and low grade deposits are available for exploration and the recent successful experiments of the National Research Council in regard to electrical beneficiation for the latter, combined with the Provincial Governmental bonus on all iron ore mined in Ontario, will prove dominating factors in the future success of the enterprise.

For more than twenty-five years it has been known that iron ore deposits were to be found in the vicinity of Grand Rapids on the Mattagami river, eighty miles north of Cochrane, but only recently has it been decided by the Provincial Government to diamond drill the various deposits to determine area and depth.

**A Test Shipment**  
A test shipment of 800 pounds was taken out last summer and found to give approximately 48 per cent. iron.

The ore is a siderite formation and outcrops along the river banks and beds, showing large and promising deposits. The results obtained by the drilling will determine future exploration and development work.

If the experiments now undertaken and contemplated should result in the ultimate establishment of a great Canadian iron and steel industry—it will mean that this country will in due course take its place with the other nations that have achieved pre-eminence in the industrial world through this basic industry.

**Precious Metals**  
In the precious metals, Ontario holds an enviable position, inasmuch as the gold output for nine (9) months in 1930 shows a recovery of \$25,937,768, as compared with \$24,736,562 for corresponding period of 1929.

The values of the mining areas in Northern Ontario throughout the territory served by the T. & N. O. Railway is demonstrated in the dividends paid to end of 1929 as follows:  
Cobalt—Silver areas ..... \$104,924,885.10  
Porcupine golds ..... 76,231,401.66  
Kirkland Lake, golds ..... 19,924,483.80  
Total ..... \$201,060,768.56

**Canadian Railways**  
Possibly there is no industry in this country where the results of severe fluctuations in general business conditions are more apparent and farther reaching than in the railway.

Because of Canada's large dependence upon agriculture—the keystone of the country's wealth—good and bad seasons in crops and prices bring about uncontrollable conditions which are reflected in the seasonal work of the roads.

Canadian railways, operating under the lowest rates in the world, would welcome a condition that would stabilize employment and maintain the standards of operation.

**Decline in Railway Traffic.**  
This, unhappily, is impossible in times like the present, when prices of all things that enter into the trade exchange of the world have fallen alarmingly, and all forms of business are of necessity affected and output restricted due to decreased markets, culminating in drastic decline in railway traffic, with consequent retrenchment to meet changed conditions.

Though this reduction in traffic operation has proved particularly severe in the case of Canada's two premier railways, principally due to restricted grain movement, et al., yet with the T. & N. O. Railway the results of the current fiscal year compare very favourably with those of 1929.

**Capital Investment Increases**  
As an item of general interest denoting the progress of the Temiskaming & Northern Ontario Railway within the past ten years, it may be noted that during this period the capital investment of the road increased from \$19,496,265 (1921) to \$39,433,031.25 (1930) including Nipissing Central Railway. This increase in capitalization was due to the building of the Lorrain branch; the construction of the Kirkland Lake branch (operated under Nipissing Central Railway charter) from Swastika to Rouyn, Que., and the further extension of the main line north of Cochrane to Coral Rapids, a total mileage of 174 miles in all, with certain rolling stock to meet added requirements, et al.

The total operated mileage in 1921 was 328.5 miles, and in 1930 502.5 miles, and the further extension of the railway to James Bay, to be completed next year, will add another 100 miles to this, making the completed Cochrane-James Bay extension approximately 197 miles to tidewater, and the total operated mileage of the road 699.3 miles.

**First Ocean Port**  
Moose Factory, on James Bay, when the Temiskaming & Northern Ontario completes its work of main-line extension in 1931, will be Ontario's first ocean port, with rail connection through the most densely populated section of Canada. The north-south development of the country will have taken another step forward to tidewater. Ontario will then have rail connection from the Great Lakes to the sub-Arctic Sea, through a forested and habitable country, powered with great

resources and possessed of enormous natural resources of lignite, timber, pulpwood gypsum, iron ores and commercial clays, et al.

Part of the newly opened area will have agricultural possibilities equal to that of the great clay belt.

Outlet to the sea is always of primary importance to a country, and in this case there will be the advantage of a route through a region comparatively wealthy in natural resources; with a fair climate, and the ocean outlet will be approximately 800 miles south of Fort Churchill, on Hudson Bay.

**The Lignite Fields**

First in importance will probably come the great potential wealth of the lignite fields at Blacksmith Rapids, which have been drilled during the past eighteen months, by the Ontario Government, and an area of some four miles square demonstrated to contain approximately 300,000,000 tons of lignite of commercial values. This can be mined and treated at the site of occurrence and hydro-electric power will be available if required at Abitibi Canyon, now under construction for the Hudson Bay Power Company. Experimental tests of this lignite have been conducted in England, Germany, Ottawa, Toronto and the United States with very successful and encouraging results.

The fishing industry will, in due course, be of great importance, probably equalling in commercial quantities and values the output of the Great Lakes, especially in whitefish and salmon trout.

The timber line runs northwest from Churchill to the mouth of the Mackenzie River, and consists principally of spruce, pine, poplar and balsam.

**Appeals to Vacationist**  
In general the territory served by the T. & N. O. Railway is unsurpassed in its appeal to the vacationist, tourist and sportsman.

The Temagami Forest Reserve through which the railway runs, is about fifty to sixty miles in extent, in which is contained Lake Temagami with its 1,600 islands and numberless tributaries and bays.

The vacation spot is within one day's train run of the principal cities of the Province, and yet offers to the outdoor man the varied attractions of camping, fishing, shooting, etc., usually obtainable only under pioneer conditions.

As a matter of fact Northern Ontario, in the territory served by the T. & N. O. Railway, is yearly becoming more attractive to the city man in its freedom of outdoor life and sports, and its unequalled seasonal fishing and hunting opportunities.

**Extending Frontiers**

The frontiers of Northern Ontario are being rapidly extended. The development and expansion of the varied undertakings of this part of the Province as exemplified in agricultural, mining and general business advancement denote the basic wealth of the territory served by the T. & N. O. Railway; and is surely demonstrating that our heritage north of the height of land is proving as important at that which has already been established and made available by railway construction and settlement in the south and west of the Province.

The Northland's vast potential wealth is enriching and will further enrich the nation as its inevitable progress is recorded.

In the North there is a new hope and new wealth; and an epic of development is being made from year to year.

REGINA POLICE PICKED UP SELF-STYLED KING OF HOBOES

A couple of years ago a fellow struck Timmins and asked for attention and devotion on the plea that he was the "King of the Hoboes." He had clippings to prove that "His Royal Highness the King of the Hoboes" had received considerable flattering publicity from some daily and other newspapers. The Advance told the fellow that in this country no one had any respect for bums or tramps and that if he wanted anything but scorn and condemnation he would have to go to work. A number of young fellows in Timmins were foolish enough to feast the fellow and give him some of the adulation he appeared to crave. The general feeling in town, however, was very cold towards him. If he were what he claimed to be people here could see no sense in showing him any honour or attention. To give any respect or notice to the kind of a man he claimed to be seemed worse than silly. The fellow left Timmins, and at Iroquois Falls, Cochrane, Kapuskasing and other places was received with equal coldness. Eventually he wrote The Advance from the West threatening this paper with everything from lawsuits to his "royal" disfigurement. The Advance cared not at all. The opinion of this paper was that he should soak his head. So far as the "King of the Hoboes" was concerned no one thought of him again until a few weeks ago when he received some notice in the newspapers of the south as being on his tours again. Why there should be any notice of him, with hundreds of men in the country forced to travel the country looking for work and begging for work not flattery may pass common comprehension. The one favourable feature was that this "King of the Hoboes" did this part of the North the compliment of going west by another route. He was entertained at North Bay and from there made his way west. Last week word came from Regina that he had been placed under arrest in that city charged with vagrancy. The Regina police would appear to know their hoboes and naturally would enquire: "If this man is not a vagrant, how can he be the King of the Hoboes?"

Powassan News.—They tell us that Hon. George S. Henry, Ontario's new premier, is a Sunday School teacher in the Oriole United Church, a small rural church north of Toronto. It might be a good idea for him to start a Bible Class in the Legislature.

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Huntingdon Gleaner.—A traveling salesman who brought 500 corsets to Kabul to introduce Western dress for women reports all his wares were bought by tribesmen who are now wearing them outside their national garb.

Huntingdon Gleaner.—The Hungarian government pinned medals and awarded other gifts on "Mother's Day" to six women who boasted a total of 134 children. One of the six, honored mothers has seventeen daughters and eight sons, all married.

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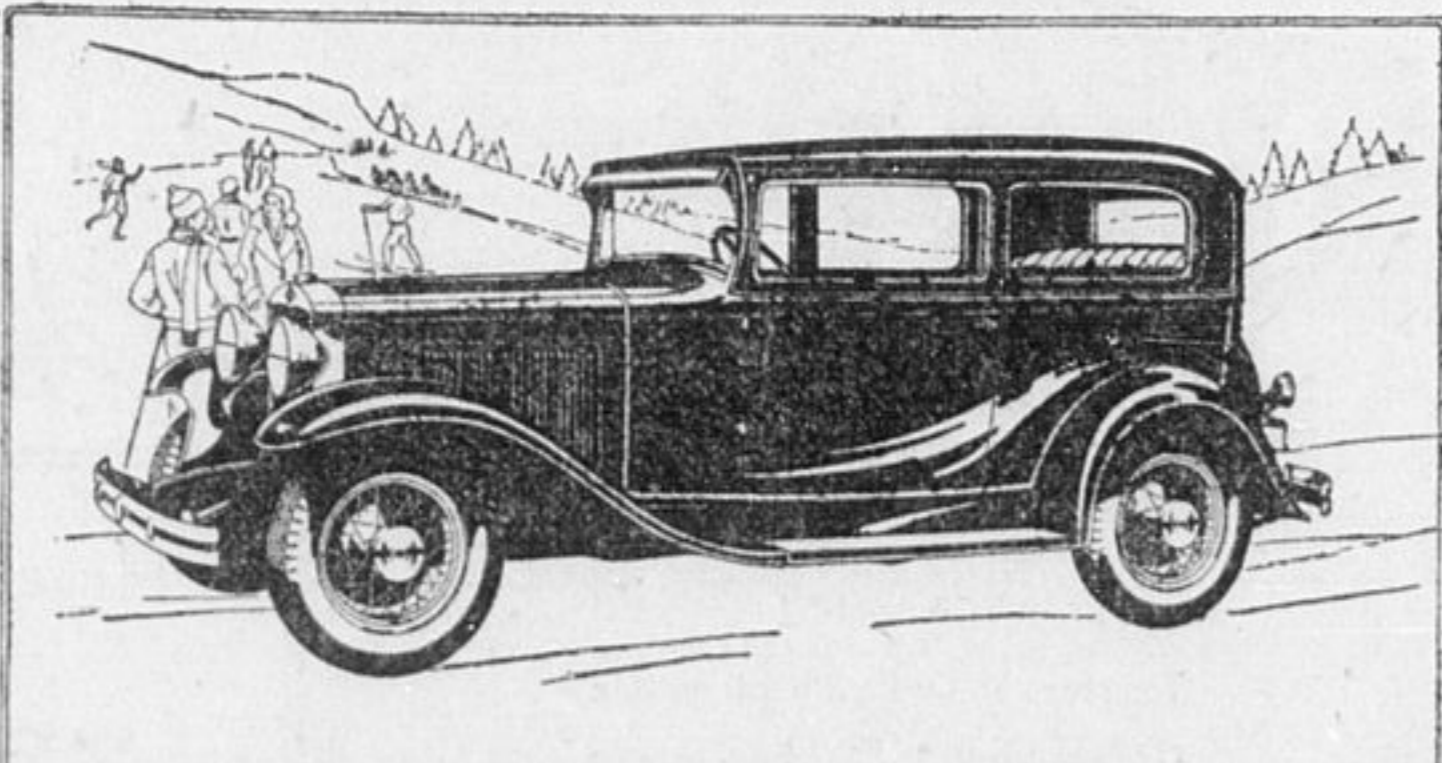
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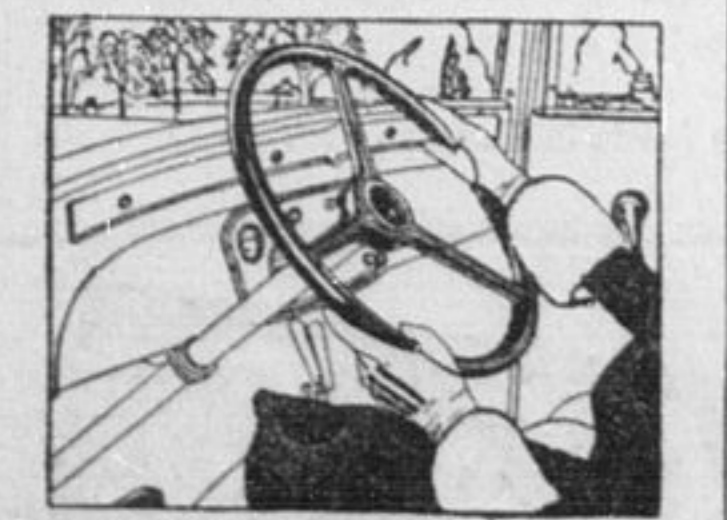
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