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St. Mary's Journal-Argus:—The fine old game of curling seems to be a thing of the past in St. Marys which once was the home of one of the leading clubs in the province. Only a few of the curling stories remain to remind us of past triumphs.

A large number in town and district have been suffering recently from colds and a very mild type of "flu". As a matter of fact this mild type of "flu" seems to be fairly well epidemic throughout the North. In Timmins children seem to have been the chief sufferers, as much as 40 per cent. of the school attendance being reported as affected some days last week. The youngsters, however, seem to make speedy recovery, and there do not appear to be any serious effects.

HAILEYBURY MAN MEETS BROTHER AFTER 29 YEARS

Word of the rather remarkable reunion of two brothers after not seeing each other for 29 years comes from Haileybury. Leo Ehrenhaus, well-known in North Land mining circles recently visited his brother, Dr. Otto Ehrhardt after a separation of 29 years. The brothers had not seen each other since Leo as a boy of 15 years bade good-bye to Otto when the former left their German home to seek fortune in the greater world outside. In the meantime, Dr. Otto had become head of the Chicago civic opera, and when announcement of this appointment was made over the radio some months back, Leo, in Haileybury, chanced to be listening in, later getting in touch with his brother by telephone.

It was not until last week that the brothers were able to arrange a meeting. The difference in their surnames is explained by the fact that the family name is Ehrhardt, Ehrenhaus, and that, for convenience in travelling in other lands, each decided to drop half of the name, Leo, as the older, taking Ehrenhaus, and his brother becoming Otto Ehrhardt. During the long separation of the brothers, a sister, Mary, who is an English newspaper correspondent in Germany, heard of Leo's mining activities, and, with the aid of the Royal Canadian Mounted Police, got in touch with him in Northern Ontario.

Subsequently, Leo had visited the old home in Breslau, but Otto had gone by that time, and Leo knew nothing of the other's whereabouts until he got the news by radio broadcast last Fall. Both brothers have travelled extensively since leaving Germany. Leo has been round the world several times and had engaged in a variety of occupations before settling down in Haileybury. He has been in Canada since 1905. Otto had travelled over most Europe as a reproducer and director of operas before coming to the United States. He intends going back to Europe at the end of the present season, but will return later to the United States, as he likes the western world.

Chatham News:—A contemporary says the good old days were those when meals were opened with a blessing instead of a can-opener.

THE WOOD-WIND BLOWING



Fiddles are all right in their place, and an important place they have, firsts and seconds singing high and low, violas and cellos droning, and the big string basses bumping along in the background, but scraping strings alone do not make a symphony orchestra. There is much to be said for blowing. How, for instance, could the favorite "William Tell" Overture get along without the wood-wind? It takes flutes, piccolo and English horn to bring out the beauty of the Alpine morning. This photograph of the wood-wind section of the Toronto Symphony Orchestra was taken at the studio during a rehearsal for the weekly trans-continental broadcast by the Canadian National Railways' radio chain.

ESTABLISHMENT OF PULP MILL LIKELY AT JAMES BAY

Terminal of T. & N. O. at James Bay Promises to be Interesting and Lively Centre. Plans for Big Hotel Still Under Consideration.

It is understood that an immense pulp mill will be established at the terminal of the T. & N. O. railway at James Bay as soon as the railway is completed. It is said that the mill will follow immediately after the completion of the line and the establishment of shipping facilities. In an interview at North Bay last week Geo. W. Lee, chairman of the T. & N. O. Railway commission, explained that there are almost limitless pulpwood areas in the tracts through which course thirty or more rivers which feed the Moose River.

Chairman Lee had just returned from a conference with Premier G. S. Henry on contemplated plans for the railway and the terminal for the future. The ocean port terminals of the T. & N. O. Railway, including the townsite to be established along the shore of James Bay, opposite Moose Factory, will commence to take form during the coming summer, said Mr. Lee. The chairman stated that the Premier had readily approved of the townsite plans which provide for the subdividing of a tract seven miles in length and three miles wide north from Revillon Freres' post. He added that this area would include a site for an immense pulp mill which, it is practically certain, will be established soon after the railway extension has been completed and shipping facilities established. The work of surveying and sub-dividing the townsite area will be started early next summer and everything will be in readiness for the advent of the railhead during the closing days of the summer season. The railway commission will own, control and sell the town lots with moderate building restrictions.

Mr. Lee ventured an opinion to the effect that within two years' time the James Bay terminal of the railway will become the base for all sub-Arctic aeroplane operations. He added that a party of Cleveland people, headed by Dr. Newcombe, would make a trip to Moose Factory this winter, using dog teams from the present temporary rail terminus at Moose River. He also said many letters of inquiry are being received soliciting information as to how Moose Factory and other points on the southern shore of James Bay can be reached. This is indicative of a healthy interest in the opening-up operations now in progress he found.

Asked if a definite decision had been reached in connection with the erection of a hotel at the terminus, Mr. Lee said this had been discussed at length with the Premier and it was agreed to continue investigations for another two months. The same applies to the proposal to establish boat service on James Bay out of the railhead terminus. Both matters will be inquired into further and again discussed within the next two or three months.

Questioned as to the plans of the commission with regard to the Matachewan goldfields, Mr. Lee stated that the mining and construction engineers of the railway are in close and constant touch with developments. Speaking of the railway, generally, the chairman said it has been decided to expend \$450,000 in excess of the usual expenditures on maintenance work during the course of the present year. This will take care of a programme of work that will cover all branches as well as the main line.

Mr. Lee concluded the interview by reiterating his belief that the current year will prove to be a particularly prosperous one for Northern Ontario. He deplored the tendency on the part of some to lean to pessimistic views when, as he said, 1931 is commencing to unfold as one of the most promising years in the history of the North.

Sudbury Star:—A correspondent inquires if posthumous works are those a man writes before or after he is dead.

SOME PEOPLE TOO BLESSED LAZY EVEN TO GET MARRIED

The following is from the current issue of "Abitibi", the monthly journal issued by the Abitibi Power and Paper Co.:

A suggestion comes from Smooth Rock Falls that Abitibi should start a matrimonial column.

Nothing doing.

Any man who can't find a wife does not deserve one.

It's too easy to get tied up now. So easy, that some men get more than one wife and get tied in knots.

Things have come to a pretty pass. People nowadays can't be bothered walking, they must have a car; they can't be bothered cooking, so they buy a can opener; and now they can't be bothered looking for a mate, they want one handed to them.

HAILEYBURY TO TORONTO IN LESS THAN THREE HOURS

The Haileyburian last week says:—"Flying a Buhl air sedan, Pilot Howard Watt, of the National Air Transport Limited, Toronto, flew from that city to Haileybury in two hours and forty-five minutes yesterday, landing here on the lake in the early afternoon. With him on the trip were Kelly Edmiston and Norman Stein, also of the company, and the party had intended to go to Kirkland Lake, but the snow storm interfered with their trip and they stopped over to wait for better weather. On the trip up from the city the party encountered what they termed both extremes of weather. When they started the day was bright and not a cloud was to be seen, but as they came north the weather changed and at North Bay snow was falling and the weather was becoming bad for flying. On their arrival over Haileybury, they decided to land and stop over night or until the weather cleared. The National Air Transport has been operating between the Bannockburn mining area and outside points during the fall and early winter. About two weeks ago the plane that was in use was taken to Sudbury district where it is stationed at the present. The party which stopped here did not know just how long their operations in the North would continue."

PLANS FOR HOCKEY NOW BY ATHLETIC COMMISSION

Writing in The North Bay Nugget last week, "Observer" says:—

"The Ontario Athletic Commission, which organization has already shown justification for its existence by developing track and field athletics among students of the province on an extensive scale, has turned its efficient hand to the promotion of hockey among secondary school students. This work was initiated last Winter and the success achieved has encouraged the Commission to establish it on an annual basis and extend the scope to include all corners of the province. Northern Ontario will dip this circle for the first time this Winter. The North Bay Collegiate Institute, through the activity of M. L. Troy, athletic director, has already taken the necessary steps to be included in the championship series, and it is expected that Sudbury, Sault Ste Marie and Chapleau will be induced to kick in with entries. It is highly probable that the High School League embracing Timmins, South Porcupine, Monteth Academy, Iroquois Falls, and Kapuskasing, will swing in with the idea, and it is very likely that Kirkland Lake, Cobalt, New Liskeard and Haileybury of the Central section, will fill out a third corner in the Northern Ontario territory. The locality is classed as group No. 4, and with authority to work out a champion team. The finals are tentatively scheduled for Toronto on March 13 and 14 with the champions of the Western, Eastern, Central Northern and Toronto-Hamilton sections as the competitors. The qualifications are the same as applies in the junior series of the Ontario Hockey Association and the Northern Ontario Hockey Association. The Commission has circulated the secondary schools of these parts, and now await developments."

KNEW PORCUPINE WHEN IT HAD ONLY ONE RESIDENT

Hopes to See Road from Timmins to Matachewan, and That Road Paved. Has no Objection to a Few Hills. They Add to Scenery.

There is another letter this week from H. A. Preston in reference to the proposed road from Timmins to Elk Lake. Either Mr. Preston has missed the chief points in the article on which he is basing his references to this road, or else he is deliberately evading them for no other apparent reason than that he is now living at Elk Lake. The article appearing recently in The Advance, in which reference was made to the hills on the road between Elk Lake and Matachewan camp emphasized the immediate need of a roadway from Timmins to the new gold camp in Matachewan not so much to let people get in to the new camp as to provide conveniences for the people staying in the new camp. The article in question did not conceal the fact that access was given to the new camp by the road from Elk Lake but it was emphasized that all sorts of supplies for the new camp would be needed and these could not be secured at Elk Lake, while they are always obtainable at Timmins. As noted previously in The Advance the contractors on the big works north of Cochrane have found that they can obtain supplies of practically any kind in Timmins, while other towns in the North are not able to provide so wide a variety of the things needed. On account of the fact that for years past Timmins has been the purchasing centre for large mining and lumbering industries, this town carries a large range of all kinds of supplies. Any mining concern could secure all its wants here, and this is scarcely true of any other centre in this part of the North. For the convenience of the new mining camp of the road from Timmins would be of very particular benefit. The other main point made was the fact that while prospectors have access from the south to the new mining camp, there should be access also for the prospectors of this area. Mr. Preston for years has earnestly advocated a belt line of roads for this North—such a belt line being achieved by the completion and linking up of a roadway that would run from Timmins to Sudbury. As The Advance has repeatedly pointed out, had this roadway been built years ago as it should have been, Timmins would have access to the Matachewan field, and so would Sudbury, and the new mining camp also would have the immense benefit of having ready access to these two large centres for the purchase of supplies, etc. No one surely believes that Elk Lake can supply the needs of the new mining camp in this way. The Advance would like to see Elk Lake prosper as a result of the new mining camp in Matachewan. It will likely do so, but at the same time there is no use disguising truth or seeking to evade the facts. The Advance believes that for the advantage of the new camp and its swift development the road from Timmins to Matachewan should be completed at the earliest possible date.

Yours truly, H. A. PRESTON.

say most of them can be cut down and the road be A 1 to Timmins. If my friend, that old prospector, means that the road from Timmins is for those at Timmins and nearby, I agree with him, as it would be asking too much to expect Timmins to travel to Elk Lake, and why it should be built is because Matachewan is just in the centre of all the great towns. Each one should have its road. The contract for over 300 tons of freight has been let and will go by Elk Lake. For years there has been freighting going on, so if it can be done with the road in the condition it now is, it will be better when the road is put in right condition, and then if Timmins is connected, anyone going south will be delighted. I myself think a few hills won't hurt. In fact, they will stop a lot of those selfish speeders who think other careful drivers should let them have long stretches of good road to race on. Here is hoping the road will run right to Sudbury up hill, down hill, and long stretches of level parts. If there were no hills our American tourists could not see far. Some hills help to make the scenery better.

DENY STORY OF RIOTS AT BURWASH PRISON FARM

Officials at the Burwash Industrial Farm treat as a joke scare-head stories in a Toronto daily newspaper that "Burwash inmates riot as flu hits prison." Only four or five men were concerned in the so-called "riot," Supt. J. K. Fairhall told the Sudbury Star, and the trouble consisted simply in a demand from the men for better food.

Such demands are not unusual, the superintendent said, as where a total of 563 men are incarcerated it is only natural that complaints crop up from time to time, and there was nothing out of the ordinary or significant about the occurrence over the week-end.

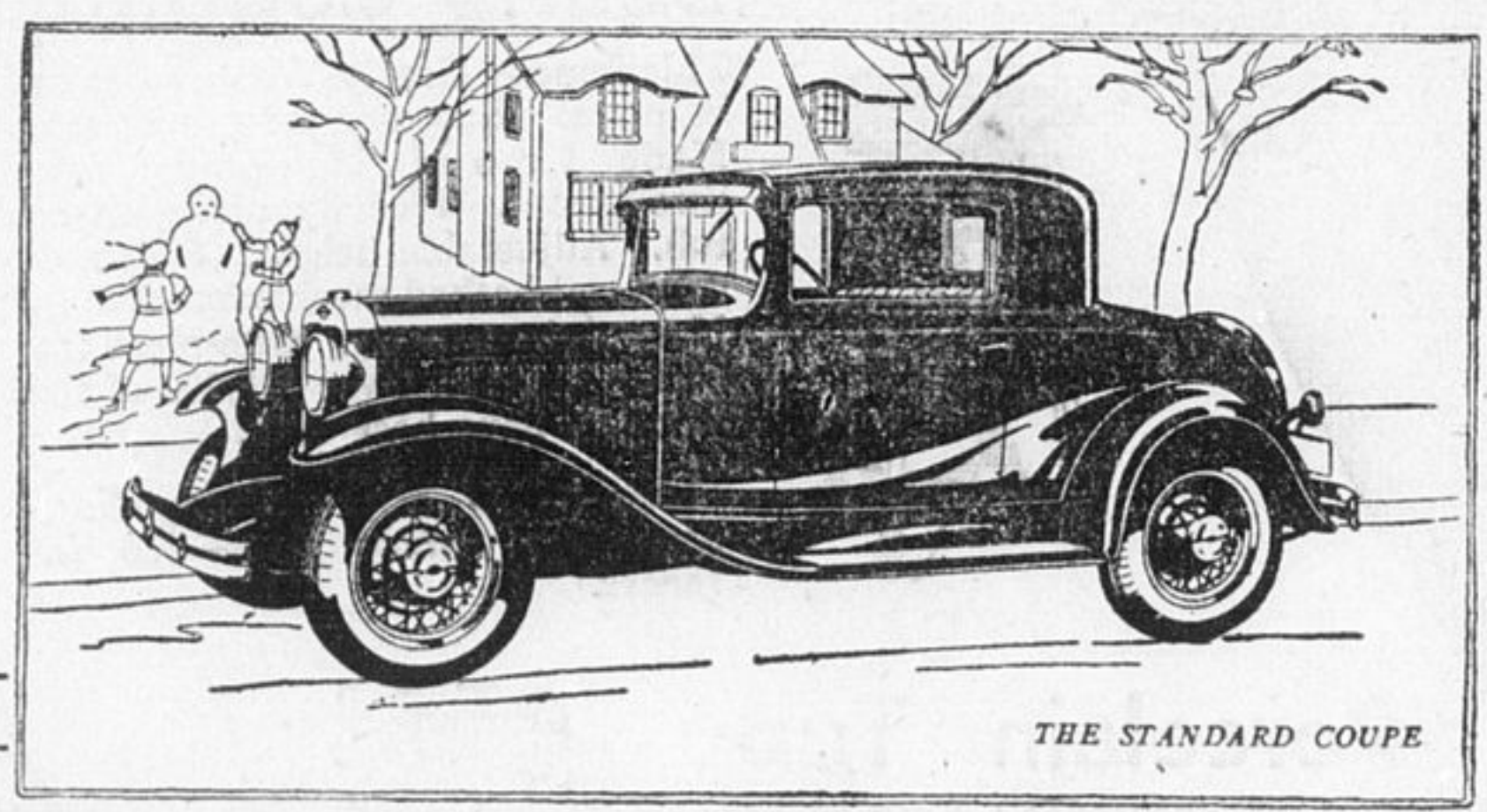
"I know the two men who were responsible for the story," Supt. Fairhall said. "They had been inmates and were released, and returned to Toronto. We will be watching for them when they return."

About 200 inmates of the jail farm are suffering from influenza. Fifteen guards are down with the disease, as well as a number of the wives and families of the jail farm officials. Supt. Fairhall was one of the first sufferers, and was unable to attend to his duties at the farm for several days. Sergeant Turner and Assistant Sergeant Eaton were also sufferers.

The jail physician and one nurse carried on unaided until Thursday night of last week, but when the nurse was overcome by the disease a hurry up call for assistance was sent out, and a doctor and two nurses arrived Thursday night to assist in the care of the patients.

Cobalt has a new chief of police who is not a new chief so far as Cobalt is concerned. The new chief is Aaron Parcher, who was formerly chief of police of Cobalt for several years. He took over his new duties, which are old duties to him, on Monday of this week.

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