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**Dr. Doolittle Writes
About the Highway**

President of Canadian Automobile Association Refers to Points of Interest on Trans-Canada Route, Including Timmins.

When Dr. Doolittle, president of the Canadian Automobile Association was in Timmins some years ago, there was every reason to believe that he visualized this part of the North Land as on the route of the Trans-Canada highway. He seemed to take it almost for granted that the Ferguson highway would form part of the Trans-Canada highway. Some months ago he was quoted as being of a different opinion, but the following article written for an issue of The Toronto Globe last week would appear to show that Dr. Doolittle has not changed his opinion in this matter. Dr. Doolittle in this article writes of industrial centres to be visited across Canada and among these mentions Kirkland Lake and Timmins, these being adjacent to the Ferguson highway, though not actually on it. Dr. Doolittle's article in The Globe follows in full:—

We were travelling along comfortably through Southern British Columbia, on our way to Vancouver, and as our car rounded a curve in the mountains we came suddenly upon two deer standing in the middle of the road. Away they bounded, one to the right and the other to the left. To the left an open slash allowed Mr. Deer to rapidly vanish from sight, but the one to the right had misjudged his course and found himself up against perpendicular rocks that even he could not scale; so, with a right about face he dashed down and across the road and followed the direction of his companion. Those few seconds, however, were sufficient for us to bring our movie cameras into operation, and an interesting bit of the picture through Southern British Columbia is this deer peacefully bounding along and out through the slash as far as the eye of the camera could follow.

Peculiar Thrill.
Glimpses of wild life like this add intensely to a motor trip through Canada along the Trans-Canada highway. Traveling through the parks, one expects to see quantities of game, as the parks are game sanctuaries, but out in the open there is a peculiar thrill as one comes face to face with nature's untamed animal and bird life. It is not only the western section of the Trans-Canada highway that gives an opportunity of witnessing wild life. We remember quite well on our first complete Trans-Canada motor trip, as we were about to leave our hotel at Moncton, N.B., we were told we would see a unique sight some ten miles down the road where, in the night, a bull moose

had come out on the highway and, seeing the headlights of an automobile, took them for the eyes of an enemy and so made a wild dash, which resulted in a pair of smashed head-lamps to the motorist, and a broken neck to the moose.
The then Prime Minister of New Brunswick, Hon. Peter Veniot, was standing beside us at the time, and he stated that moose in the dark would attack a light, but he said: "Turn out your lights and blow your horn, and the moose will wander back into the forest."

We well remember on that first trip the remarks of many of our friends about the terrible monotony we would experience in travelling across the great central plains of Canada, but to our surprise and delight there was not a moment's lack of interest in that section of the journey. The season was advanced far enough for the wild ducks to be mothering their broods of babies, and nearly every slough had its families, who, sensing the fact of its being a close season for game, were utterly indifferent to the presence of the motor car, and time after time we were compelled to pull up sharply to prevent our running into a flock of baby ducks.

All across Canada, wherever industrial settlements and cultivation have not displaced it, wild life abounds, and there is an ever-pleasing source of interest to the tourist as he motors along.

Salmon-Catching Wheel.
One of the sights we remember with peculiar interest was when we were the guests of the British Columbia Motor Association on a train trip into the Fraser Canyon at the time the canyon highway was under construction. Our train had stopped at Boston Bar, where we had luncheon, and we wandered down to the riverside, and had the unique spectacles of a river full of huge fish on their way up to the spawning grounds. One of our party waded in and grabbed a huge salmon by the tail and brought it on shore. We had read of the salmon-catching wheels established along the river that picked up the salmon and dropped them on land, but this sounded like a fairy tale until we saw the crowded waters filled with these huge travellers working their way up toward the headwaters.

To the lover of nature, and especially of bird life, a short side trip off the Trans-Canada around the Gaspe Peninsula offers a great treat in a visit to Bonaventure Island, just off the coast of Perce. This island is set aside as a bird sanctuary, and a trip around it will show the amazing spectacle of gulls, gannets, cormorants and other species of bird life so thickly dotting the landscape that in places it looks as though a snowstorm had passed over, almost completely covering the earth. Along the rock ledges the birds are perched in rows that suggest they were

arranged by some mathematician, as there is always a space between the birds of about equal width of themselves. We wondered at this as we saw them, until a sudden flight from a ledge showed us that the birds had the instinct of requiring a necessary space to get under wing, and so never crowded their neighbour.

Increase in Traffic.

The Trans-Canada highway offers, besides other interests than those of nature-lovers, natural curiosities such as the Bore at Moncton and the Reversing Falls at Saint John, which are themselves worth travelling miles to see; while, industrially, the nickel mines and smelters at Copper Cliff and the smelters at Trail, B.C.; the gold mines of Kirkland Lake and Timmins, the coal mines of Sydney and Fernie, and the huge sawmills of the Fraser River district have an immense interest for the business-minded visitor. This season will see the completion of the Trans-Canada highway from Kenora, in Northwestern Ontario, through to the Pacific Coast, and there will then remain only a few short stretches, all in Ontario, to be completed, when the Pacific and the Atlantic will be joined through Canada by a highway even as they are at present by railway.

With the Dominion Government's assurance that it will take over and complete and operate the Trans-Canada as a Federal highway, the time is very near when a huge increase in traffic over our Canadian scenic highway will result in a great inflow of new wealth, which, more than anything else, will dissipate the gloom of hard times that now bears so heavily upon us.

**T. & N. O. Extension
Ready This Autumn**

Col. L. T. Martin Makes Official Visit to End of Steel. Progress Noted in Huge Power Scheme at Abitibi Canyon.

The T. & N. O. extension to Moose Harbour will be completed early this fall, according to information given The Ottawa Journal in an interview last week with Lieut.-Col. L. T. Martin, of the Temiskaming and Northern Ontario Railway Commission. Some months ago announcement to this effect was made by both the premier and the chairman of the commission, but the interview with Lieut.-Col. Martin gives details that will prove of general interest. The article in The Ottawa Journal on Saturday last is given in full as follows:—

Early next autumn, railway connection with the new seaport in Ontario will be established, for by then the extension of the Temiskaming and Northern Ontario Railway to Moose Harbour, James Bay, will be completed. This information was given last night in an interview with Lieut.-Col. L. T. Martin, D.S.O., of Ottawa, vice-chairman of the T. and N. O. Railway, on his return from an official visit to the work in connection with the construction of the new line to tidewater.

Before going northward Colonel Martin spent a few days at the head office of the railway at North Bay, owing to the absence of the chairman, George W. Lee, who was of a business trip in Western Canada for a few weeks.

Completing Big Bridge
"You may state with confidence that the long talked of seaport in the Province of Ontario with direct railway connections to Toronto, Ottawa, Montreal and other points will be a reality in a few months," said the Colonel with evident pleasure. "The principal point in connection with the completion of the extension of the line is naturally the large bridge over the Moose River. Work on this bridge, however, is now about 75 per cent. completed."
From the end of steel, Colonel Martin, in company with S. B. Clement, Chief Engineer of the T. & N. O. Railway, flew from Moose River crossing to James' Bay and were able to make a thorough survey of the whole new extension and the terminal sites. While aloft they paid particular attention to the chief features of the estuary at Moose harbour.

The Colonel was non-committal when asked about the recent statement made in the Ontario Legislature by Hon. James Lyons, that the ultimate linking of the Churchill terminus of the Hudson Bay Railway and Moose Harbour on the T. & N. O. may be an eventual possibility. "It is an interesting fact," he said, "that in 1902 a trans-Canada railway line was proposed that would cross the Moose River at approximately the point where the T. & N. O. Railway now crosses."

Wealth of Resources.
"These are days," he continued, "when anything may be possible in a country with such a wealth of resources as there is in the North Country. In the realm of mining alone, not to mention forest and other natural resources the whole area adjacent to the T. & N. O. Railway and the country between Moose River and Churchill is in the pre-Cambrian shield which is one of the most highly mineralized formations in the world and of that part of it which lies in North America 95 per cent. is in Canada. If the predicted link eventuates and will bring more traffic to the T. & N. O., so much the better."

Colonel Martin said mining in the territory served by the T. & N. O. Railway is becoming more and more substantial. There is a feeling of pride in Northern Ontario that the increased production from the mines there will this year place Canada in the position of the second largest producer of gold among the countries of the world. He spoke of the huge power development scheme now under construction at the Abitibi River, which, he said, is undoubtedly one of the largest and most

**The Canadian Legion in
the Porcupine**

By the
Secretary-Treasurer

This week I will start off with particulars of coming events. Tuesday, March 17th, will be the anniversary of "Old Ireland," which will be celebrated by a Grand Masquerade ball held at the McIntyre hall. Tommy Stephens and his 7-piece orchestra will provide music and the refreshments will be handled by those-well known caterers, the Ladies' Auxiliary. Dancing will be from 10 to 3 and there will be many good prizes for the best costumes. Judging will be by popular ballot. So each and every one remember the 17th and turn out for this event.

The next affair we have will be the Chicken Stagette on March 20th in the Oddfellows' hall. This will be a popular event as it will be open to ladies as well as gentlemen. There will be bingo, and other games, etc., and we have ordered special milk-fed chickens for this stagette. Everyone speaks well of the chickens at the last stag and I believe the chickens for this stagette are from the same farmer. The show opens at 8.30 p.m. sharp. Admission will be 25 cents which includes a free try at any game in the hall. Everyone should also remember that this is the night of the draw also. The draw will be held around midnight, so everyone be sure to be present and see the draw. That reminds me that books can now be brought in by the comrades who were so good in assisting to sell same. If the weather permits the Legion Buglers will parade the town and sort of liven things up so let's hope the weatherman will be kind on that date.

I have just had a letter from the Provincial Command stressing that we try and collect dues for March as soon as possible. We have quite a few comrades who owe for this quarter so I shall be pleased to take in dues at the Chicken Stagette.

Vimy Night will be the next important event for the comrades and I know all are looking forward to Vimy Night. I understand it will be the same as last year, but I will give more details later.

The meetings for April are as follows:—April 6th General Meeting and Election of Officers. By the way the executive meets on April 2nd to settle all accounts for the Legion year, 1930.

The ladies have the 13th and 27th of April and we have another general meeting on April 20th when the new crew of Legion Ship 88 will be at their posts for the year 1931.

Courageous engineering projects of its kind. The cost, including power lines and other equipment, will be about \$20,000,000 and the new plant will be capable of developing over 250,000 horsepower of electric energy, which will supply power to the nickel mines at Sudbury and over a wide area of Northern Ontario and even Southern Ontario for industrial and domestic purposes.

Greater Development.
"What wonderful development has taken place in Northern Ontario in the past 25 years," he said, "but I confidently believe that infinitely greater development will be seen in the quarter of a century ahead. The potential resources of the country are enormous and their ultimate development will be of great advantage to Canada."

"Fully endorse the statement of Hon. W. A. Gordon, Dominion Minister of Mines in his address of welcome to the Canadian Institute of Mining and Metallurgy, in session in Ottawa when he called attention to the fact that Canadians are beginning to realize the great assets they possess in the abundant mineral and other resources to be found in the Northern parts of the Dominion."

Just a little few words on the system we are adopting in the election of officers, etc.

All comrades who have been nominated have until Saturday, March 14th, to declare their intention to run. All comrades who have been nominated and do not notify the secretary-treasurer by March 14th will be disqualified. The nomination committee will meet at 165 Spruce north, Sunday, March 15th, and will get out the ballot sheet according to the number of comrades who have declared their intention to run for office. The following is a list of the comrades nominated:

Comrade Austin Neame will be the President of Timmins Branch 88 for 1931. The offices of 1st and 2nd vice-presidents will be grouped with the rest of the nominees, first highest vote takes the 1st vice-president and the second highest vote takes the 2nd vice-president and the four next highest will be elected as the committee.

Comrade Neame had no opposition and he assumes the office of president with the good wishes of all the branch who have shown that they are well satisfied with their president.

Those nominated to run are as follows:—Comrades Bellamy, Cowan, Ormston, Paquette, Forrester, Greaves, Scoobell, Parsons, Webber, Nippers, Odgers, T. Johnson, G. S. Drew, J. Cowan, O. McCann, W. A. Devine, H. S. Herman, F. J. Hornby, R. Harrison, R. Jackson, P. Larmer, R. May, S. Tilley, P. Cherry, H. C. Garner, F. Blackman, Furze, H. W. Pope, Farrer, Mitchell, Southam, Finchen, McMillan. That makes a ballot list of 33 and only six may be voted on.

With Comrade Devine at the piano the happy hour after the meeting started with community singing followed by a song by Comrade Greaves. One comrade who wishes to be nameless, gave the boys rather a good story, which held the listeners spell-bound until they saw the joke. Comrade Joe Ormston next gave a song followed by a selection on the piano "If the Sergeant Drinks your ? ? — Never Mind" Next we had a song by Comrade Jack Weir, "Losing his little Susan." The meeting came to a close with the National Anthem around 11.30 p.m.

Don't forget to signify your intention to run by Saturday, March 14th, 1931.

Up to the time this letter was written the following comrades have signified their intention to stand for election:—Comrade Devine, Forrester, Odgers, Finchen, R. Harrison, T. Johnson, J. Ormston, W. Greaves, W. J. McMillan, S. Tilley, R. May and T. Parsons. This makes 12 out of the 33 up to the time of writing. The ballot papers will be handed in to The Advance for printing on Monday and I expect to have them in the post by Tuesday. So the week of the Chicken Stagette all comrades look for their ballot paper.

—The Secretary-Treasurer

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