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Advocates Straight Trans-Canada Road

Also Believes Loop Lines of Road Should be Built in this North Land. Thinks Too Much Said About Tourist Traffic.

The Advance has been a consistent advocate of the present use of the Ferguson highway as part of the trans-Canada highway route, the road to be continued from Cochrane to Hearst and thence southwesterly. While advocating the trans-Canada highway, the Advance has felt that some loop lines or belt lines are even more necessary for the development of the North. The Advance has been urgent, however, in protesting against any attempt to force the building of any of these loop or belt lines as part of the proposed highway itself. The belt lines are clearly and fairly provincial matters and attempts to foist them on the Dominion Government as part of a federal scheme will almost certainly react unfavourably. The so-called "compromise" route for the trans-Canada highway came under this objection that it was simply a scheme to induce the building of a loop line or connecting or feeder road as part of the highway itself. There is one belt line of roads that the Advance has urged for years as even more necessary than the trans-Canada highway, and that is the loop of roads that would result from the completion of a roadway from Timmins to Sudbury and through the Matachewan area and other mining areas.

In dealing last week with the trans-Canada highway as a general proposition in an editorial in the Northern Tribune, of Kapuskasing, says:—
"Two Hudson Bay ports will be ready for shipping business next fall. Besides their traffic to and from Europe, as well as to American ports, a coastal trade will soon spring up freed from the domination of any one concern. This in turn means that there will be further penetration into the great district of Patricia both from the north and the south. Population means roads, sooner or later. Canada's main street should be plotted alongside the straight transcontinental line, looking to the future when feeder roads must come down to the national highway from the North. It is this new—and ever newer—North that must have consideration, because Canada's future wealth will more and more spring from this enormous littoral. There is no reason to compromise about this, no sensible basis for it. We hear much about the great Anglo-Saxon trait and genius for compromise, as being the bulwark of the British Empire. That is in a measure true of the humdrum day-by-day mediocre developments that move leisurely toward decision; but we rise to remark that the high-lights of British history had their roots in John Bull's resolute declaration of compromise when testing time came. The late war for example: did we compromise over the German highway through Belgium?"

"One of our contemporaries again pleads for compromise on the highway route, raising once more the tiresome complaint about tourist traffic. Eastern Manitoba had the same battle over north and south routes for its section of the trans-Canada highway. There, too, it became something of a tug-of-war between those who argued that American tourist traffic must be catered to above everything else by a highway close to the international boundary, and others who contended that the present and future interests of Manitoba and Canada demanded a highway practically straight eastward from Winnipeg to the Ontario boundary. Sound Canadianism won this battle, and now it is found that American tourists are flocking in thousands over this short new stretch of road without outlet. New settlers have gone in along the thoroughfare, land values have increased, the whole of eastern Manitoba has experienced benefits thus far, and anticipates many more when the road is continued straight eastward through Northern Ontario until Canada possesses in actual fact a

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straight coast-to-coast national highway.

"Why do we hear so much of this insensate pandering to tourist lure, from an almost untravelled sanctum that holds itself aloof from the common associations and ethics of journalism? Not one person that we know of has proposed that motor traffic up over the Ferguson highway should be discouraged or diminished. Cochrane would retain all the motor traffic it now attracts, and if some of its many restless unemployed were put to work cutting right-of-way from Norembega to La Reine, the "Hub of the North" would soon have a fourth spoke in its wheel, bringing in many more tourists from the east. That would be one loop route for a start; and it would be an all-Canadian loop, whereas the one unnatural loop that the Northern Post is so enamoured of would only have its upper arc in Canada! Build the road from Kenora to Port Arthur, and watch the American cars which have come up to Winnipeg and turned east, scoot back into the States! Our valued friend of Beausejour, Manitoba, Mr. W. Child, has pointed out in our columns that a train journey through the Lake Superior region (where every comfort is provided for travellers) is utterly wearisome—as we have found it to be. Then how about a motorist who has to drive his car through isolation and danger, through fog, chill wind and rattlesnakes? He doesn't want scenery on those terms; he will buy it in a book and take it as read.

"Nakina, locked in with but several miles of road, is buying cars and reports a goodly annual visitation of American tourists there, who are keen for access and egress by motor and would bring many friends. Hearst is but now getting a road outlet; it has had American visitors for years who go to unrivalled angling nooks nearby, and whose numbers would increase manifold if they could come and go by car. Sioux Lookout, also shut in, has a large American summer colony every summer. The smallest hamlet along the transcontinental has its annual friends from across the border. Build a straight Canadian road for Canadians, and sprinkle Canadian settlers along it, and there will verily be no complaint of a dearth of American tourists to use it. As for loop routes thereafter, the provinces would be forced to rapidly build not one but several. From Sault Ste. Marie to Hearst, and from Sudbury via Timmins to Smooth Rock Falls or Kapuskasing, are two to keep in mind. "Where there's a will there's a way, and if we get the political kinks out of our convolutions and do some straight Canadian thinking we will all pull unitedly for a cheap, straight, short, easily and quickly built trans-Canada highway into Winnipeg."

Sentence of One Year in Steamship Ticket Case

At Halleybury last week a jury returned a verdict of guilty in the case of W. B. Nicholson, formerly of Kirkland Lake, who was charged with the theft of \$237.20 from the Canadian Pacific Steamships, Ltd. His Honour Judge Hartman concurred in the finding of the jury and imposed a sentence of one year's imprisonment in the district jail. The charge arose from a transaction in which two Welshmen purchased tickets to revisit their old home. The case is nearly two years old. A jury at the December, 1929, sessions disagreed and two postponements were necessary since that time. The evidence by the Crown showed that Nicholson, who was a "non-ticket-holding agent" of the company, in 1929 had been paid \$351.20 to cover the costs of steamship and railroad tickets for the two men. Nicholson made a deposit of \$40.00 with the company but according to the evidence of M. J. Dunn, travelling passenger agent of the C. P. R., Nicholson admitted to him that he had lost the balance of the money. Nicholson was entitled to a commission of \$24.00 and this amount and the deposit of \$40.00 were credited to the account by the company and taken from the total amount received. Nicholson was unable to raise the balance due. After some delay the C.P.R., when the facts of the matter were investigated, gave the two men the tickets they had paid for. R. D. Cumming appeared as counsel for the defence and claimed the charge should not have been laid under the criminal code, but that there should have been civil action to recover, as he held "the whole tenor of the documents tends to show that the relation between the parties was that of debtor and creditor." It was simply a civil case, Mr. Cumming argued, and he asked that it be withdrawn from the jury. The judge over-ruled this. Accused did not take the stand in his own defence, nor were any witnesses called on his behalf by his counsel. F. L. Smiley, Crown Attorney, conducted the prosecution.

Toronto Mail and Empire:—Spain is said to be willing to admit Trotsky and is probably the only country in the world that would prefer him to Alfonso.

Report Natural Gas Found Near Sault

Chances are Good That Effort May be Made at an Early Date to Develop Property on Goulais Bay.

Despatches last week from Sault Ste. Marie say that convinced that they have discovered the source of unlimited quantities of natural gas in Sections 3 and 4, Pennefather township, on the Goulais Bay shore of Lake Superior, Edward Jackson and William Lynch of the Sault, are now awaiting instructions from Richard J. Loewenthal, of the Loewenthal Securities Company, Chicago, who owns the property upon which the find was made, as to how they will proceed in the matter.

Two tests of the gas have been made by Fuel Testing Laboratories, Ottawa, and the last one particularly is very encouraging. It shows 50 p.c. gas. Mr. Jackson told the Star recently, which is equal to 500 British Terminal Units per cubic foot. The samples were from the surface, and were sent to Ottawa in bottles. Messrs Jackson and Lynch have accepted an agreement for 30 p.c. non-assessable interest in the find after development expenses have been met.

The discoverers of the gas say they looked for it after the geological formation in the area convinced them that it was there. They could see the gas bubbles coming up through the water, and on a calm day a match applied to these bubbles produced an explosion and a blue flame four inches long. These bubbles, they said, could be seen in an area "a block long," and they have information that the formation in which they are found exists over 134 miles in this country, east and west from the Sault, and that it breaks out again in Manitoba. Drilling for oil and gas is taking place in Lake Ontario now, they say, where conditions similar to those at Goulais Bay were found. On the Manitoulin farmers are using oil secured on the surface to grease their machinery.

When Jackson and Lynch became convinced that gas existed on the property they had the tests made last year, and they were so encouraging that Loewenthal was notified. Loewenthal immediately took the matter up with his solicitor in Sault Ste. Marie and will act on his advice in the matter.

Music Exams. at the Grey Nuns' Convent

Examinations Conducted by J. W. Bearder, Mus. Doc., F.R.C.O. Successful Pupils at the Examinations Held on Saturday, June 6th.

Examinations in music were held at the Grey Nuns' Convent, 116 Spruce street north, Timmins, on Saturday of last week, June 6th, by J. W. Bearder, Mus. Doc., L.R.C.O. of the Dominion College of Music, Montreal.

The following pupils were successful and obtained certificates:—
Junior Grade
First-Class honours—Eules Donovan, Alvin McAlendin.
Second-class honours—Genevieve Bissonnette, Helen Pecore, Mary Everard
Elementary Grade
First-class honours—Kathleen Wilkinson, Olive Lafrenier, David Banning, Dorothy Lavereau.
Second-class honours—Mary Sutherland, Florence Baderski, Sadie Thomas.
Primary Grade
First-class honours—Heula Scully, Sheila Lang, Floris McAlendin.
Second-class honours—Gertrude Burke, Lorraine Baderski, Evelyn Campbell.

Fort Frances Times:—"How long have you been married?" "Do you mean this time, or all together?"

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Predicts Highway to Hudson Bay Soon

Speaker at Recent Meeting of Iroquois Falls and District Motor Club. A. F. Kenning, M.P.P., and Jos. A. Bradette, M.P., Other Speakers.

"Highway to Hudson Bay Before Long" is the heading in the current issue of The Canadian Motorist, which classes itself as the "national automobile magazine of Canada." The prediction in the heading comes from an address by W. G. Robertson, general manager and secretary-treasurer of the Ontario Motor League, who referred to the idea of the Ferguson highway being continued up to James Bay and Hudson Bay having other highways from the south. There is a general opinion that the road north of Cochrane will be continued in the near future until it reaches James Bay, which is one of the sub-bays of the great Hudson Bay. Just as the contractors in the far north in the recent work there have had sub-contractors and sub-sub-contractors, Hudson Bay has a number of sub-bays, like James Bay, and sub-sub-bays whose names are not so well known, as is the usual way with any kind of sub-sub's.

To return to the article in The Canadian Motorist this month, however, here it is in full as it appeared:—"Delightful spring weather attended the most unique annual meeting held by any of the many branches of the Ontario Motor League—that of the Iroquois Falls and District Motor Club. Each year early in the spring this live club convenes its annual gathering, a banquet meeting and holds in connection with it an al fresco motor show of new cars.

"Over two hundred sat down to the banquet served by the Ladies' Aid of the United Church. The President, G. J. Thistlewaite, presided.

"The first speaker of the evening was the mayor of Iroquois Falls, Geo. Cameron, who in a few words expressed the pleasure it afforded him as chief magistrate to welcome the out of town guests. He spoke highly of the harmony which existed between the club and town council and expressed the wish that it might continue.

"Reeve Harry J. Fine followed and in a happy speech assured the guests and members of the hearty welcome which they would receive from the township of Calvert on whose behalf he was speaking.

"In a speech sparkling with wit and which delighted his audience, Joe Bradette, M.P. for North Temiskaming, responded to the toast to the visitors which the two mayors had proposed. He stressed the importance of such organizations as the Motor League in helping to supply the need for publicity which was created by the lack of a daily paper in the North. The ignorance of the South regarding the conditions and potentialities of the North had to be removed and the Motor Club was doing a great deal to remove it. He cited the advantages of the northern route for the trans-Canada highway and in conclusion stated that from a political standpoint some compromise was essential and he urged a conference between the interested groups.

"Before calling upon the next speaker the chairman asked for and obtained a unanimous motion of regret for the unavailability absence of Hon. W. F. Finlayson. After this T. E. Silver in a well considered speech proposed a toast to the Northern Development branch. Mr. Silver stated that it did not seem too much for the residents of the North to demand and expect roads upon which they could travel with reasonable comfort.

"A F. Kenning, M.L.A., responded to the toast at some length and with a wealth of statistical detail. It was interesting to hear in view of the wide spread unemployment and hardship of the winter that the Development Branch had been the means of assisting a living to about 40,000 people during the winter. Regarding the highway the speaker suggested that an aerial survey be made to discover the actual condition of the rival routes.

"F. E. Wood who followed with a toast to the Ontario Motor League was in happy vein and filled out the details of a trip to Kapuskasing last year which had been touched upon by Mr. Bradette and the chairman. Before speaking of the value of association with the Motor League, Mr. Wood handed the general manager and secretary-treasurer, W. G. Robertson, a cheque representing the affiliation fees of 141 members. He then presented Mr. Robertson with a token from the members of the local club, a silver dish.

"Mr. Robertson thanked the members for their gift and their cordial welcome. He spoke appreciatively of the co-operation which existed between headquarters and the local club, which was regarded in many ways as a banner club of the league. Mr. Robertson traced the history of the roads in the North from the time when Muskoka was regarded as the far North and spoke of the not distant time when the Northern roads would be those leading to Hudson Bay.

"Referring to the fact that in the revenue derived from U.S. motor tourist traffic was a net profit annually in highways, he asked if such dividends did not indicate the desirability of a still larger investment in good roads. He concluded by reviewing some of the major activities and services of the Motor League.

"F. K. Ebbitt moved the vote of thanks to the ladies whose collaboration had made the event such an outstanding success."

Miss C. Craig visited in Kirkland Lake last week.

ONTARIO DEVELOPING A TRADE IN CANADIAN CAVIAR

A local man speaking recently of Russia said jokingly that he did not know that Russia ever exported anything much anywhere in olden times except Russian caviar, which was considered a great delicacy by those who patronized high-priced hotels and cafes. It is interesting to note that Canada is now producing caviar. Caviar, or prepared sturgeon roe, is one of the annual products of Canada's fishing industry, although the output is never large, according to the Fisheries News Bulletin, issued by the Department of Fisheries, Ottawa. The chief production of caviar in Canada is in Ontario, where the largest catches of sturgeon are made.

Since Reformer:—The very commendable effort of many Simcoe citizens in beautifying their premises have been marred in a few instances by the activities of vandals who seem to delight in picking and destroying flowers. This is thievery in its lowest form and an example should be made of the first offender apprehended.

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