

To make ICED TEA - Brew tea as usual - strain off leaves - allow to cool - add lemon and sugar to taste - pour into glasses half full of cracked ice

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GEORGE YOUNG REFUSES TO SWIM AT ROUYN EVENT

The Northern News last week says:—"Rumors in Rouyn and Noranda that the swimming races of the Sports Day Program would find George Young among the entrants proved false when the starter's gun sounded yesterday. For although George Young was a spectator, he refused to enter—the "George Young" in this case not being the noted Canadian who conquered the Catalina Channel but, instead, the Noranda Chinese restaurant proprietor." P. S. by The Advance:— If this George Young is the same George Young that used to be at the Prince of Wales hotel, and previously at Fat's Lunch, Timmins, it is just as well he refused to compete at the Rouyn camp event because it would have spoiled the chances of the others for anything this George Young undertook was done with a thoroughness and snap that made the action and attitude of the Toronto George Young look pretty tame and slow.

The next regular meeting of the town council will be held on Monday, July 13th, commencing at 4 p.m.

Make Trans-Canada Road for Canadians

More Than One Section of Tourist Trade Should be Considered. Tourists Come in at Other Points Than Sault Ste. Marie.

Reading the propaganda from Sault Ste. Marie in regard to the proposed route for the Trans-Canada highway, one might well be pardoned for believing that the Trans-Canada highway was being built solely for United States tourists and that all such tourists entered Canada only at Sault Ste. Marie. At Niagara Falls, Windsor and many other points in Ontario hundreds of tourists come to Canada for every score that may enter this Dominion at Sault Ste. Marie. Yet these Canadian cities are content to have feeders in the line of roads connecting with the Trans-Canada highway, while Sault Ste. Marie will likely leave the federation unless the highway is built along the forsaken rocky road to more rocks on the bleak north shore of the lake that is Superior in name. Canada welcomes United States tourists and will be glad to have them use the Trans-Canada highway. That fact will not be disputed. But it should be remembered that Sault Ste. Marie is only one of the towns from which feeders may be built to touch the Trans-Canada highway. Also it should be remembered that the Trans-Canada highway is being completed primarily for the people of Canada. Moreover, the tourists from the United States in general must be considered, instead of the few that come from Northern Michigan. This feature of the question is effectively presented in an editorial in The Northern Tribune, of Kapuskasing. There will not be complete agreement with The Northern Tribune in reference to its advocacy of a straight route from Quebec City as concerned, at least not for the present. At the Northern Ontario Associated Boards of Trade meeting at Cochrane last October there seemed to be a generally-accepted opinion that eventually the Trans-Canada highway will run in almost a straight line from Quebec to Vancouver. In the meantime, however, the logical and practical route through Northern Ontario is by way of the Ferguson highway. The straight route mentioned is recognized as a possibility by all and a probability by many, but in the meantime the Ferguson highway seems to make a link to bridge the gap across the North Land. It may be that in the distant future the Ferguson highway may be no more than a feeder to the Trans-Canada road, but for the present the most economical route and the only that seems the most practical and the easiest to complete is by way of the Ferguson highway to Cochrane and thence west to Hearst and the Nipigon country.

In discussing the question the editorial in the last issue of The Northern Tribune is well worth reading and considering. The Northern Tribune says:—"What Canada needs, if it is to benefit as it should from outside tourist traffic, is penetration into this country by the visitors. That is to say, the more mileage is covered by the tourists, and the farther North into Canada they come, the more the country as a whole is benefited. The truth of this is making slow but sure headway. There is still time to apply it in the plotting of the national coast-to-coast highway.

"This desire, so far as American motorists is concerned, has been clearly enough expressed of late. Out on the Pacific coast, the wish for a North-bound highway has been so keen that British Columbians have been joined by adjoining American states in advocating a main road through to Alaska, and an international syndicate has even offered to finance the entire project. Out in the Lake of the Woods district, two states and two provinces have joined in a conference held this week to complete a highway system leading up to Kenora on both sides of the famed summer resort lake, so that American motorists may come through right from Florida and Texas. Down in the maritimes, it is American tourist business which is stimulating the extension and improvement of highways. In Quebec it is the same story.

"Taking the case of Ontario, it is little more than a generation ago that the first trickling of American tourists across the border was viewed with very mixed feelings. There was friction, there were "incidents." It was considered a great thing to have a few Americans make a hurried trip through the Niagara peninsula. With the advent of the automobile, the tourists ventured along the North shore of Lake Ontario, or shortened the distance between Buffalo and Detroit by traversing the Erie peninsula. Gradually they came up as far as Simcoe county, then to Muskoka which seemed to be ultimate for a time.

"Then the motor road to North Bay was built, and American cars soon joined in the summer procession. They were made still happier when it became possible to motor over to Sault Ste. Marie and re-enter their own country at that point.

"But the building of the Ferguson highway, and its liberal patronage by American visitors during its stages of completion, has proved that large numbers of them are anxious to tour into Canada just as far as they can bring their cars. Unfortunately, this highway ends in the bush east of Cochrane, and west of Hearst, so that there is no loop return road. That is the situation to be remedied by the building of the Trans-Canada highway.

"The Soo, at a late hour, is finally recognizing this urge of our visitors from the south by endorsing construction of a feeder road to Hearst. A toll-gate

AND YET SOME PEOPLE ASK "DOES ADVERTISING PAY?"

As an experiment a Montreal restaurant recently advertised: "All you can eat for sixty cents." The other day a man over six feet tall and weighing in the neighbourhood of 250 pounds entered and seated himself for a comfortable meal. (The manager and staff soon realized they were in the presence of an expert gourmand, and gathered discreetly around, keeping an accurate account.

The official count was given as follows:— Four fruit cocktails. Eight veal cutlets and potatoes. Eight iced teas. Five orders of French fried. Five orders of ham and potatoes. Two orders of roast beef. Two orders of tomato salad. Six ice creams.

DEATHS DUE IN 1930 TO AUTOMOBILE ACCIDENTS

The Dominion Bureau of Statistics reports 1,289 deaths (preliminary figures) from automobile accidents throughout Canada in 1930 as against 1,300 in 1929, 1,082 in 1928, 865 in 1927 and 606 in 1926. The figure for 1930 gives a proportion of 13.0 deaths per 100,000 population. The corresponding rates were 13.3 in 1929, 11.2 in 1928, 9.1 in 1927, and 6.5 in 1926.

British Columbia had the heaviest rate of any province in 1930, 18.6 per 100,000, while New Brunswick was second with 17.0 and Ontario third with 15.6 per 100,000. Saskatchewan had the lowest rate, 5.8 per 100,000.

In the Registration Area of United States for the year 1929, the latest yet available, the rate was 25.4 per 100,000 population.

The City of Montreal had 136 automobile deaths in 1930 as against 151 in 1929, Toronto 66 deaths in 1930 as compared with 107 in 1929, Winnipeg 30 deaths in 1930 and 25 in 1929, Vancouver 43 in 1930 and 45 in 1929. Deaths occurring in cities from automobile accidents are not in every case the results of accidents which took place within the city limits, as those injured in accidents outside of cities are frequently hurried to city hospitals.

mentality prevailed there for some time; they set out to lure tourists into lower Algoma in the knowledge that there was no alternative road outlet, and that tourists would therefore pay tribute to Sault Ste. Marie as long as they remained in Canada, practically. They have found out now that this arrangement does not satisfy their American visitors. So now they ask this section of the North to agree to the lake shore route for the national highway in return for getting a feeder to it at Michipicoten via Hearst.

"Surely there is a moral in this for the compromisers who set out last fall, as soon as the Cochrane conference was adjourned, to advocate a concession to Sudbury interests whereby the national highway would proceed westward from Oba, a mere railway intersection fifty miles south of Hearst. The compromise route is now ground out between the upper and nether stones of the North route and the lake shore route—and now we are asked to go one hundred miles south of Oba to strike onto the main highway! It is much like a tug-of-war team conceding a few inches to their opponents, only to find that they cannot check their victorious momentum. Once concede the southward or south-westward deviation from Hearst, there is no telling where we would be pulled past the height of land. In regard to pulling power, the Soo alone will have more representatives at the North Bay conference on July 8th than all the points north of North Bay put together!

"The whole aspect changes when a straight highway from Quebec City to Winnipeg is considered. First, maritime and New England motorists could reach the prairie capital by the shortest, safest, and quickest route. Montreal and Ottawa tourists would be served by using (if they chose) the feeder from Manitowick to Senneterre soon to be completed. Toronto and the most of Old Ontario could reach the highway direct to Cochrane. Sudbury would have its connection through Timmins and Smooth Rock Falls. The Soo would reach the Trans-Canada highway by coming straight North on the feeder to Hearst. The lake-head cities would have access by a comparatively short road down from the top of Lake Nipigon, or from the Northwest by a feeder from Sioux Lookout to the Kenora-Port Arthur road. NO IMPORTANT CITY OR TOWN IN ALL EASTERN CANADA OR THE EASTERN STATES WOULD BE LEFT OUT. They would all benefit by the passage of tourists through them, and not one place would be unduly favoured. This plan equally considers the rights of Northern Quebec and Northern Ontario, including the newer North lying beyond our railway lines. The lake shore route totally ignores them; it is admittedly calculated to serve "99 per cent. American motor traffic"—a four-months-a-year Americanian Superior merry-go-round through uninhabited rock. Why should this section send delegates down to North Bay as palbearers at its own funeral?"

Hamilton Spectator:—"That trans-Canada motor expedition, now deep in the muskeg country, has something to be thankful for. It is one party that has succeeded in avoiding Bar B-Q and Ye Tea Roomie signs.

Woodstock Sentinel-Review:—"The respective merits of newspaper and radio publicity are concisely summed up by a contemporary as follows: An "ad" in the eye is worth ten in the ear.

Scouts Have Good Time at South End

Timmins Scouts Enjoy Field Sports at South Porcupine. More About Rescuing Drowning Persons.

(By the Scoutmaster.) Last week the following weekly letter from the Scoutmaster of the Timmins Boy Scouts was crowded out of these columns, owing to the difficulties arising from holiday conditions. The article is given herewith:— Last Wednesday we had a real good time at South Porcupine and Golden City.

We had received an invitation from the South Porcupine troop to attend a sports programme on Wednesday the 24th. At one o'clock twelve members of the troop left for South Porcupine in cars supplied by Mr. H. L. Traver and the Scoutmaster. About two o'clock the sporting events started. The South Porcupine boys being the winners of the most points are to receive neckerchiefs as the prize.

About six o'clock a lunch was served in the Scout hall, the boys enjoying it very much. Shortly after lunch the Timmins Scouts motored to Golden City where we all enjoyed a splendid swim, returning home about nine o'clock in the evening.

A few more hints on life saving from drawing:— If care is used in approaching a frightened or drowning person in the water there is little danger of being clutched. The Scout's life-saving practice, however, should include the breaking of "death grips." It should be borne in mind that a drowning man grasps what he can see above the surface of the water.

If clutched around the neck from in front take a deep breath, lean well over the drowning person, place your left hand in the small of his back and with the right hand over his chin, drive his head back with all possible force.

If clutched by the wrists throw both hands above your head, then bring them sharply down, outward and up against the other's thumbs.

If clutched about the body:—Lean well over, place the right hand in the small of the drowning person's back, at the same time lifting your right knee and placing it as high as possible against the drowning person's stomach, with a strong and sudden push drive the arm and leg, straight out, and throw the weight of your body backward.

The back strangle hold:—This is the most difficult one to deal with, and must be broken without an instant's delay, or you may yourself need help. Grasp the holder's wrists, arch your back against his body, and throw your head sharply backward against his nose. As drowning man releases his grip, slip out under his arm until you can secure a safe carrying hold.

To break a front neck hold, place the flat of the right hand over the holder's nose and chin. With left hand under his right elbow, lift, and at the same time press the right hand against the

right side of his face. This will throw him into a carrying position. Begin to swim at once, keeping the victim's head well up.

In all cases the rescuer should save his strength. Where there is a current or tide, you should not struggle needlessly against it with your burden, but swim with it, and gradually make shore-ward, or wait until a boat, or other aid, reaches you.

Where a drowning person has disappeared in quiet water, the locality of the body will be shown by rising bubbles. If there is a tide or current, you must dive at the spot where the person went down, and look along the bottom, swimming with the current.

You should never plunge into the water to make a swimming rescue if the rescue can be effected in a safer way. When a person has fallen from a bridge or a dock, a line or buoy often can be utilized without placing other lives in danger. At other times a boat or canoe

can be used to advantage. The help of logs or planks also should not be overlooked. Where possible, you should practice throwing a life buoy. After such practice you must always leave the line properly coiled and the buoy in position for instant use.

Next week we will mention more about first aid directions for various emergencies as taught to Boy Scouts.

Powassan News:—We noticed the following on a poster advertising a school dance: "Girls may attend this dance, but no dresses are to be worn above the knees." Joe tried to get tickets, but none were to be had.

Sudbury Star:—Travel is a great educator. The mayor of Boston, just back from across the pond, has discovered that there is almost as much liquor in wettest Europe as there is in the driest part of the American continent.

She jabs a poisoned dagger

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