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**MINING CLAIM HOLDERS**



DEPARTMENT OF MINES  
NOTICE

To Holders of Mining Claims in Ontario Not Yet Patented  
or Leased.

Notice is hereby given to holders of mining claims, wheresoever situate, upon which the work specified in the Mining Act has been prohibited or restricted to a stated period by the Minister of Lands and Forests under the authority of the Mining Act, or where permission to do the work has been given under conditions and limitations designed to protect the timber, THAT under the Forest Fires Prevention Act, 1930, they are required to apply to the District Forester in the District in which the land is situate for a permit to perform such work, and that failure to apply for such permit, or upon issue of the same, failure to perform and record the work prescribed by the Mining Act, will subject their claim to cancellation. The time for performing and recording the said work is extended by Order-in-Council to and including the 15th day of November, 1931. If the work is so done and recorded, the time for computing the date before which further work upon the claim is required, will be computed as from the said 15th day of November, 1931.

The name and address of the District Forester to whom application for such permit should be made, may be obtained from the Recorder of the Mining Division in which the claim is situate. A miner's license in the name of the applicant, or due renewal of the same, must accompany the application and the number or numbers of the mining claim or claims must be clearly stated.

T. F. SUTHERLAND,  
Acting Deputy Minister of Mines.

Toronto, December 9th, 1930.

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**Effects of Reduced Service on T. & N. O.**

Mail Service from Timmins Really Bettered. Other Results from New Train Service are Not so Good.

Elsewhere in this issue will be found reference to one result from the change in the T. & N. O. train service, whereby Trains Nos. 17 and 18, are now running only three days a week each way. This result is in regard to the mail service. The changes made necessary by the taking off of Nos. 17 and 18 mean a better mail service for Timmins; so far as Ottawa, Montreal and other distant points are concerned. The service of course, will not be improved any in regard to local stations along the line, but merchants will find the mail connections for Montreal, etc., really better than before.

There are other ways, of course, in which the change in the service will prove inconvenient. In a general way, however, Timmins people look upon the change as having been necessary or it would not have been made. It is felt that if the trains had been paying they would not have been discontinued for 3 days each week. If they were not profitable it is felt that it is not fair to ask the T. & N. O. to continue in losing service that does not apparently accommodate any large number of people. Accordingly, there was no special protest here against the curtailment of the service in respect to Nos. 17 and 18. It was considered that the plan at least might be given a trial, and if hardship resulted then protest might be made to have the service resumed. In taking this attitude it is felt that while the T. & N. O. is usually looked upon as a colonization railroad, more concerned, perhaps, with service to the development of the country and the convenience of the people than to just making profits, still there is always a limit to unnecessary or avoidable expense, and costs are only warranted where a material part of the public is given convenience. The patronage accorded Nos. 17 and 18 recently does not seem to be such as to warrant their continuance for the present on a daily basis.

At the same time there is an idea here that Nos. 17 and 18 might be able to be made to pay if the time of the schedule of these trains were changed. If these trains ran in the evening instead of the morning, they might be more profitable. Of course, against this is the fact that they are designed for local traffic and, of course, night service for local traffic is not much use. The idea, however, sticks in many minds that were Nos. 17 and 18 changed to an evening schedule the service would be better divided.

Other places along the line have protested against the reduced service in connection with putting Nos. 17 and 18 on a tri-daily basis. For instance, one despatch from Englehart reviews the disadvantages of the change as follows: "Trains Nos. 17 and 18, which have been operating over the main line since the earliest days of the T. & N. O., today ran through here for the last time as dailies. Commencing Monday, they are going north three days and returning on the alternate days. Their changed status will touch life in the north at a number of points. There will be fewer men required to run them, for one thing, the mail and express services will be affected, and such residents of the district as have been depending upon this service to transact business at different centres will have to adapt themselves to altered conditions.

"Trainmen will suffer by the reduced service. It is understood here that one crew will handle the trains until the mileage allowed for the month is reached, when spare men will take over temporarily. There will be two locomotive crews one at each end of the run. Hitherto, the trains have required three sets of operatives on the cars and four on the engines, so that there will be a substantial reduction in this category alone. Minor points in this connection will be the elimination of the Sunday 'lay over' in Cochrane and of the arrangement which has existed under which the engineer and fireman who brought No. 1 north on Sunday stayed here until the following day to permit their mates from No. 17 of the Saturday to go home Sunday night.

"A re-arranging of runs by conductors, brakemen and others will follow the change which goes into effect on Monday, and which will affect, also, services on some of the branch lines of the railway. Cancellation of some of the branch trains probably will result in some trainmen returning to the main line service, as they will be entitled to do because of their seniority, leaving their present runs to other men not so long in the service of the T. & N. O. Certain employees will find themselves without regular jobs at least temporarily. There is some speculation in railway circles regarding the possibility of restoring the old service in the colder weather, but hopes are not being built on any substantial basis in this connection.

"Changes in the mail service will be effective at once. Under the new regulations, mail from North Bay and eastern points will be brought north on the Continental Limited daily, except Sunday, and will be tossed off 'on the run' at those centres at which this train does not stop. A similar service will be operated southbound, and the mail from the points involved will be picked up without the train having to pull up. This new arrangement, while it will work against mail from the north to towns in this area, will improve connections from Cobalt and Halleybury to Montreal and Ottawa, and it will be possible to answer letters from these cities the same day as they are received.

Express sent over C.P. lines, and the sleeping car operated to and from Montreal and Timmins over the C.P.R. will suffer.

"With the blueberry season here again, there is some curiosity being shown as to the possible effect of the reduced service on shipments of this fruit south. In recent years, a heavy traffic in blueberries has been sent over the T. & N. O., chiefly by train No. 18, many hundreds of baskets going out daily at the height of the season from various points along the road. Much of this traffic, probably, will be diverted to train No. 46, to Toronto. People in this district who have been using the local trains to make brief visits to different places notably farmers going to New Liskeard and Englehart and to the Cobalt market on Saturday, will find themselves handicapped. At the market in the Silver Town quite a number of the vendors there depend upon the afternoon train to bring them home, although their number is reduced considerably in the summer owing to the many automobiles in operation. The Continental Limited stops only at the larger places, and the northbound train from Toronto runs too early in the day to substitute for the local."

**Victim of Drowning Fatality Known Here**

Warren Newton, Aged 22, Loses Life at Ottawa, Had Visited Relatives at Timmins on Vacations.

Many friends and acquaintances in Timmins will learn with deep regret of the accidental drowning at Ottawa last week of Warren Newton, a young man of 22 years of age. He was a cousin of J. E. Newton, J. Newton, L. S. Newton and Mrs. A. Carriere, of town, and he had visited his relatives in Timmins and had made many friends here. The Ottawa Journal of Saturday last made the following reference to the sad accident:—

"Swimming in the Ottawa river about half a mile from the E. B. Eddy plant, off the Aylmer road, Warren Newton, 22-year-old son of Mr. and Mrs. J. J. Newton, formerly of Gracefield and recently residents of Wrightville, Hull, suddenly disappeared under water and was drowned yesterday afternoon in the presence of a number of friends who were unable to rescue him.

"The drowning occurred at about three o'clock and the young man's body was recovered half an hour later by Bill Roy, of Hull, who took part in the search with other swimming companions. His parents were on a holiday up the Gatineau and were expected home this evening. They were immediately notified of the day's sad tragedy.

"A sister of the victim, Miss Marvel Newton, said her brother had left their home at 110 Desjardins street, Wrightville, somewhere around two o'clock. She knew he was going swimming as he took his bathing suit with him. Miss Newton could not say if her brother was a good swimmer. She believed he had not been doing swimming this season.

"Eye-witnesses of the drowning state all had been going well during the afternoon in the vicinity of the tragedy, which is known to Hull residents as Catfish Bay. With five or six freshly made acquaintances, Warren Newton had been enjoying a quiet swim.

"He was alone in the water and his companions paid little attention until they saw him struggle somewhat and quickly disappear. He did not come back to the surface. Immediately realizing what was happening, his companions attempted to rescue him, but he was gone and could not be located. It is believed he suffered a cramp which paralyzed him.

"Narcisse Blais, Hull, one of those who witnessed the drowning, ran to the nearest residence and telephoned Hull police department. Constable Emile Carpentier was immediately despatched to the scene on his motorcycle, but the body had already been recovered by Bill Roy when he arrived. After the drowning had been reported to Dr. Joseph Isabelle, the body was removed to Gauthier's morgue, where it will remain pending the return to Hull of the young man's parents.

"Warren Newton had a large circle of friends in Hull, in the Gatineau district, and also among the younger set in Ottawa, being a former pupil of Ottawa University, where he graduated a few years ago.

"He lived in the Gatineau district during the major part of his life, being a son of J. J. Newton, former hotel proprietor at Gracefield, and of Mrs. Newton. With his family, he established residence in Wrightville early last May. Of an agreeable personality, he was very popular and news of his accidental death will be very deeply regretted.

"In addition to his parents, he is survived by one brother, Lloyd Newton, and one sister, Miss Marvel Newton, both living in Hull.

"The death being attributed to accidental causes, no coroner's inquest will be held. Funeral arrangements will be announced following the return to Hull of Mr. and Mrs. Newton. The family are members of St. Joseph's Roman Catholic parish, Wrightville."

Orillia News-Letter:—There seems to be a difference of opinion among Orillia naturalists as to whether the herrings swarm to catch the shad flies, or the shad flies gather to see the herrings swarm.

Blairmore Enterprise:—Bill Johnson was asked why he called his car Flapper. He answered: "Streamline body, swell paint job, quick pickup, all kinds of speed, keeps me broke, warms up quick and is always ready to go."

**Plans Outlined for Labour Battalions**

Premier Henry Makes Announcement. Hon. W. Finlayson to be in Charge for the Province of Ontario.

The proposal that labour battalions be organized in Ontario to provide work and sustenance for single men unemployed throughout the country has met with general approval, except from a few who either do not understand what is planned or who fear it will spell opportunity for agitation by actually providing work for all who wish to work. Premier Geo. S. Henry made a statement in the matter at Windsor last week, and this was followed by pronouncements by other officials including Hon. W. Finlayson. It may be said here that the plan will be of great value if it is worked out right. With the co-operation of the people in general it may be worked out very satisfactorily. One of the chief difficulties will be to offset the work of the paid agitators who are taking a mean opportunity to fatten at the expense of the depression in the country. In Timmins there were transients who went whining to the council that they were actually starving. The council had no responsibility in the matter, except the call of common humanity. However, the council hunted up work for these men on farms where they would be paid 50 cents per day and their board. Of course, everybody knows that this is not a good rate of pay. Every thoughtful man would wish to see men paid many times this amount. But when men are supposed to be starving and people make work for them even just to keep them from starving, it does not seem nice when the offer of food is curiously refused because it carries with it the idea of work. There are too many who have the idea that the world "owes them a living," that from some mysterious source they can receive a minimum pay of good proportions. Russia's experiment along this line has crashed desperately. The fact is that changes are needed in the present system of distribution and methods of business, but they are assuredly not along the lines suggested by the foreign agitators, who would simply drag all down to the lowest level. What is wanted is some improved plans to elevate the standards of living of all. The working out of better economic conditions will take time. In the meantime, there is actual need and more or less rough-and-ready methods will have to suffice to keep men from starving or other hardships. The great majority of those unemployed or only with occasional employment have recognized all this and are showing fairness and judgment in the matter. The municipalities have all been especially good to the transients and these men should recognize this. The labour battalions apparently offers some relief to the shamefully over-burdened municipalities in caring for transients out of work and in need.

In his statement given out at Windsor on Thursday Premier Henry said: "Armies, of these two classes of unemployed will be organized in each Province, and the entire cost of their maintenance removed from the municipalities."

"In Ontario the men will be transferred from the municipalities to work camps in the North. They will be organized into units and housed in construction camps which will be erected.

"Within two months the scheme goes into effect in this Province. The men will be mainly employed throughout the winter in building Ontario's remaining portion of the trans-Canada highway."

Asked whether this meant the Federal Government had definitely committed itself to contribute a share of the cost of building the national highway, Mr. Henry said no formal undertaking had been given. He is confident, however, that Federal money is assured for the project.

The Federal Government has asked Ontario to conduct the final surveys and prepare the necessary plans for the project. This is being done.

Married men will not be mobilized into the "work army" in Ontario. Efforts will be made to provide them with employment at home, so that families may be kept together. Removal of the single men will in itself aid conditions in the municipalities, since they will not be competing for jobs which arise. Mr. Henry's reference to efforts under way to provide work at home for family men is interpreted as a forecast of a large public works programme.

Care of the unemployed single men and the vast transient army of job-seekers drifting across Canada from province to province has been decided on by the governments of the Provinces and Dominion, he said.

The Premier emphasized that the plans he outlined do not represent the Federal Administration's complete unemployment relief programme. It is only that portion which has been definitely decided. When Mr. Henry visited Ottawa recently, to confer with Prime Minister Bennett, the government, heavily taxed with the duties of the session, had not yet been able to work its entire scheme.

Hon. William Finlayson, Minister of Lands and Forests, who was designated by Premier George S. Henry as "Field Marshal" of the unemployment battalions had little to add to the Prime Minister's Windsor announcement, other than to state that plans were still immature, and that little could be done in the way of organization until the Federal Government at Ottawa had definitely stated its relief policy.

Mr. Finlayson was quite emphatic that there would be no conscription of the jobless for the proposed battalions;

and that the further away such organizations were removed from the military idea the better. On hours of work, housing, and the route of the trans-Canada highway, which is expected to provide the most work for the battalions—he had the one declaration that "all these things have still to be worked out."

From other sources, however, it was learned, that tentative surveys of battalions camp locations have been made by government officials—that Mr. Finlayson himself flew the first of the week over various road routes that are almost certain to be included, eventually, in the trans-Canada layout. Out of these preliminary preparations has grown the story that one battalion of transients would be located in the Schreiber-Nipigon area, a second in the Dryden district, and a third, at least, in the area between Kenora and Vermillion Bay.

Only single-men transients will figure in the composition of the battalions. Married men unemployed will be given work, as close to their homes as possible, with the governments aiding the municipalities in looking after them. Care of the transients will be removed from the field of municipal obligation entirely.

**EARNINGS JUNE QUARTER BY McINTYRE-PORCUPINE**

For the first quarter of its fiscal year ended June 30, McIntyre-Porcupine Mines, Ltd., reports net earnings before depreciation of \$461,470.98, which compares with \$463,577.40 for the three months ended March 31, and \$484,035.01 for the June quarter a year ago.

Gross income for the three months ended June last totalled \$1,124,671.49, which is a decrease of \$24,194.77 from the figure of \$1,148,866.26 reported for the corresponding period a year ago. Costs, including development at \$623,401.53, were \$9,901.61 under those of last year, leaving income before providing for taxes of \$501,269.96 in the quarter under review, as compared with \$515,563.12 for the corresponding quarter last year. In the past three months \$39,798.98 was put aside to provide for taxes account, as against \$31,528.11 a year ago.

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