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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 situated, 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 situated 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 situated. 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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Shanty Bullies and the River Drivers

Reminiscences of the Old Days in the Lumbering Operations. How the Game of "Striving" Worked out Years Ago.

Timmins and district have been so notable for the mines here that the gold industry has overshadowed the other important industry of lumbering. Until the last year or so lumbering in this district was much more important than most people realized. The fact that wages paid did not compare favourably with the rates at the mines and that there was a growing percentage of the employees in the lumbering operations of foreign origin, perhaps lessened the general interest in the lumber industry here. In years gone by, there is no doubt that lumbering held a very important part in the development of the country. For this reason and for others there are large numbers of lumbermen and former lumbermen in this area. Often these men gather by accident and there is much interest and pleasure in swapping stories of old days on the river and in the bush. The name of Paul Bunyan is often mentioned, while nearly every old-time lumberjack has his own favourite prototype of the same redoubtable Paul Bunyan. These people and others among the readers of The Advance will be interested in the following article on Shanty Bullies and River Drivers," from the "Grab Samples" column of last week's Northern Miner:

"In a previous week this column made brief and sketchy mention of Paul Bunyan, the Blue Ox, river driving and lumbering operations. In the conversation with an old bushman which inspired the sketch some discussion arose regarding oldtime methods of lumbering. The old man said that a favourite device of foremen was to get crews "striving" against one another. Looking back over the years, he opined that men were simple minded in those days. They did not appear to recognize the obvious fact that they were being pitted against each other for the benefit of the operator.

"One camp would work against another with a sort of concentrated frenzy. Long hours of labour were the rule, the men heaving out of their bunks right early in the day to the cry of "Daylight in the swamp!" and working right through with only a cold lunch until darkness closed down on the woods. He recalled that as a young fellow he had often been hard pressed to keep up with his older companions as they raced along the trail to camp in the falling darkness. The lights of the camp were welcome to his young eyes. Lunch, he recalled consisted of bread and cold pork in thick sandwiches—and the sandwiches were often frozen solid. No tea came out at noon hour, in fact in his youth tea was not often a regular item on the bill of fare. Sugar could be had only by those who bought it from the "van," that institution familiar to lumberjacks and construction men, where clothing, tobacco and other luxuries could be bought on credit.

"Striving," he said, was the term given to the efforts of rival camps to turn out the greatest number of logs in a season. The scaler was the referee and kept the count and in his travels from camp to camp he kept the contest at fever heat. It is just possible that he also was working in the company interest and running the score to suit the situation. He could do it, too, for nobody could keep a check on him. There were prizes given for the biggest monthly score and a grand free jamboree for the winning camp at season's end. Often the rivalry led to fights after the men were let go in the spring and struck the settlements with their money and their freedom after a winter of thralldom.

"Fights? Oh, yes there were plenty of them. There were camp bullies in those days and they often met and tried each other out. And those fights were rough. Now, I could show you a place right in this valley where they used to meet for the occasion and they called it "Bullies Acre." One time, I remember one of the champions met another there and told after, that although there were not many men present to see the scrap, people came for weeks later in crowds to see where the ground was all torn up!" Rough stuff.

"The lumberjack, romantic figure though he was, did not carry the prestige of the river driver, that daring type which cut logs all winter and then guided them down to the mill in the spring. Often the writer has seen them at their dangerous and difficult work and is willing to subscribe to the suggestion that there exists in Canada no greater chance taker, not even the well advertised cowboy. The job calls for youth, strength, daring and agility. The drivers ride the rivers in their flood, they display a marvelous technique in running logs, moving jams, and running boats through white water. They handle themselves with an extreme of energy and intelligence. Only the picked men of the lumber industry can qualify fully for this task. It is no place for old men, because the hours are long, the weather is frequently unsettled in the driving season, and when they are not soaked from above they get it from the icy streams into which they fall as a matter of course. It is no place for the slow mover or thinker. That many of them are drowned in the turbulent floods is a matter of record and the graves at the foot of rapids all along the big rivers removes any doubt as to the inherent dangers of the calling.

"The river driver gets considerably higher pay than the lumberjack and he certainly earns it. He usually gets a

bonus from his employer if he sticks to the end of the "drive." Quite a number of the boys are willing to call it a season when they strike the first settlement but the best of them stay with the job until it is finished, until the logs are counted into the booms at the mill or until the failure of water hangs the drive up in some rocky series of gorges. These quick young men—may their shadows never grow less—are the elite of the forest workers and deserve a far greater recognition than has been theirs to date.

"I remember," reminisced the old man, "I remember what a grand time we used to have on the drives. For twelve years hand running I drove on the Ottawa, the Bonnechere and the Madawaska. The logs were big in those days, not pulp straws like today, and a man could ride them. It was great fun on a sunny day—to coast along, balancing with the pike pole, making the run now and then, working a little but just like kids on a picnic most of time. We used to have a great month at The Shaws (Des Chats) on the Ottawa, working around the islands, breaking up the jams, getting the logs together again at the foot. We would work to dark, then put on better clothes and go to the farms for dances, just getting back in time to go to work again. Many's the young fellow picked himself a wife along that river.

"Then there was the Little Madawaska—plenty of falls and rapids and a grand country. When we got to Calabogie we always had a spree, it was the first wetting place on the river and we were usually ready for it after a long winter. Where the river runs out of the lake, there it splits in two and the left-hand sly was all right but the right-hand was a gorge and the Lord help any man who got into it with the logs. We used to bury a few every spring on that stream. Yet, I saw a man named Irwin ride a big pine right down through that gorge with a grin on his face and he wanted to do it again but the boss wouldn't let him. He was a good river man." He must have been, to stand out in the memories of an old man, memories of an age when the country and the spirit alike were young."

CASE OF SMALLPOX REPORTED NOW FROM ABITIBI CANYON

The North Bay Nugget last week says:—"Dr. W. E. George, district M. O.H., who returned to North Bay Sunday evening from the Abitibi Canyon, reports that there is one case of smallpox at the camp, the patient being an Abitibi engineer. No other cases were anticipated, he said, as every precaution was taken to prevent the disease spreading, including the vaccinating of those who had come in contact with the patient."

DID TRIP IN AS MANY HOURS AS DAYS TWENTY YEARS AGO

A despatch last week from Halleybury says:—"Changing economic conditions and improved modes of travel are both illustrated by the trip of Charles Shields, of Halleybury, into Tyrrell township, where, with some men, he has been engaged sampling some claims there for gold. A score of years ago, this ground was staked for silver values, in common with much other ground in the Gowganda area. On his return last week-end, Mr. Shields made the trip home in as many hours as it required days 21 years back, when he was interested, with Gilbert Labine, in some claims in the same area. At that time, by water and over trails, the journey occupied six and a half days each way. When he came home a few days ago, he and his men used plane and train to cover the miles in the interval between an early dinner and a not too long delayed supper."

TEMISKAMING AND NORTHERN ONTARIO RAILWAY Train Service

The Continental Limited, Trains Nos. 1 and 2, between Montreal and Vancouver, daily operating through sleepers. These trains use Canadian National Railways Station at North Bay. Trains Nos. 46 and 47—Through service daily between Toronto and Timmins, Iroquois Falls, Rouyn and Noranda, operating Cafe Car Service between North Bay and Swastika, through sleepers between Toronto and Timmins, also between Toronto, Rouyn and Noranda, Que. These trains use Canadian National Railways Station at North Bay. Train No. 17—North Bay to Cochrane Mondays, Wednesdays and Fridays. Train No. 18—Cochrane to North Bay, Tuesdays, Thursdays and Saturdays. Trains Nos. 17 and 18 use Canadian Pacific Railway Station at North Bay. Local service between Cobalt, Fountain Falls and Silver Centre Mondays, Wednesdays and Saturdays. Connections at Earlton for Elk Lake, daily except Sunday. Connections at Englehart with trains No. 17 for Charlton Mondays, Wednesdays and Fridays. Connections at Englehart with train No. 18 from Charlton Tuesdays, Thursdays and Saturdays. Connections at Swastika, daily, with the Nipissing Central Railway for Kirkland Lake, Cheminis, Rouyn and Noranda, Que. Connections at Porquus Jct., daily for Iroquois Falls. Connections at Porquus Jct. daily for Connaught, South Porcupine, Schumacher and Timmins. Service daily except Sunday between Cochrane, Island Falls, and Fraserdale Mondays, Wednesdays and Fridays between Cochrane, Island Falls, Fraserdale and Coral Rapids. See current Timetable or apply to any T. & N. O. Railway agent for further particulars.

A. J. PARR,
General Freight and Passenger Agent
North Bay, Ont.

Jails His Mother



MRS. HADLEY MOSELEY (Top), widow of a Nashville liquor king, is under indictment for the murder of Richard Acklen, newspaper reporter and bootlegger, who said she was his sweetheart, after he killed her husband in a dispute over liquor trade territory. Mrs. Moseley's son, Hadley, Jr. (lower), says he saw his mother and Mrs. W. Ingram beat Acklen before a shot ended his life in the Moseley home.

Money Invested in Highway Will Pay

What is Going to be Done From North Bay to Hearst This Winter? Ask Old-Timer of the North.

Writing last week from Ramore, Ont., H. A. Preston, old-timer of the North Land, has the following to say:—
Ramore, Ont., July 29th, 1931

To the Editor of The Advance, Timmins.

Dear Sir:—Premier Henry has stated that a 55-mile stretch of the Trans-Canada highway from Kenora to Vermillion Bay will start this fall. That is good news all right, but what is going to be done from North Bay to Hearst along the Ferguson highway? Here is the part of Northern Ontario that has paid \$250,000.00 in dividends from gold and silver and in a few years will pay five times that, because there are ten great mines to be found yet to every one already working. Here we have thousands of farmers and a dozen other things that a highway would benefit. Just think how quickly you can get to the great city of Toronto from this country, either by auto or train. Yet it seems like a man getting tired of his cheap auto and wanting one ten times better. That is what it looks like, as if a lot of our big men are getting tired of this country and looking for a better one. But they will never find anything so promising as this part of Ontario. The more money the Government spends on roads here the more millions of dollars they will get in the next few years. Something ought to be done on the highway here this winter. What is the highway here for anyway? Is it just for tourists alone, or for pleasure only? Or is it for the greatest good to the greatest number of people and industries? Where the Trans-Canada highway should be started first and finished is where there are thousands of farmers who grow food to keep us alive, and where there are several great gold and silver mines, and many other things employing thousands, and where thousands more will be living and working in a few years. Why start building it first, where it is only of benefit to tourists, hunters and fishermen? When this part of Northern Ontario falls or falls down there will be a lot of unemployment in Toronto and all Old Ontario, that's sure. The year 1931 will soon be coming to an end, and yet we still have all the greatest gold mines on the continent. Not one Lake Shore, Hollinger, McIntyre or Dome has been found yet in distant fields, but we have a new camp that sure is going to be O.K., and not far east of Porcupine and north of Kirkland Lake we are likely to have another one. So, where else can Mr. Henry and the Government spend money on roads that will return many times their price. Is the country to be run for pleasure only, or is it to continue to grow and help thousands to live and to keep down unemployment? Is there not going to be something done this winter to help settlers and others, because it is going to be a real winter? If nothing is done, and the poor people are not going to be allowed to go to the woods and cut enough of that dry wood that is lying around for fuel, what is going to be the result? And what is going to be the result when the next election comes around?

Yours very truly,
H. A. PRESTON.

Annapolis Royal, N. S. Spectator:—When Napoleon was only an officer of artillery, a Prussian officer said in his presence with much pride: "My countrymen fight only for glory, but Frenchmen for money." "You are right," replied Napoleon, "each of them fight for what they are most in need of."

Nakina in Favour of Northern Route

Routing Thus of Trans-Canada Highway Would be in the Interests of the Dominion, as Well as Helping the North.

In connection with the discussion as to the route through the North of the Trans-Canada highway, the Nakina board of trade last week sent out a letter that should be of interest. The letter is signed by F. K. McLean, the secretary of the Nakina board of trade, and was addressed to one of the Toronto daily newspapers. The letter read as follows:—

Sir:—Much ink and a Niagara of words have been spilled over the why and wherefore of the trans-Canada highway. The Hon. Mr. Lyons dismisses the north route with an airy wave of the hand and this town's efforts by saying we are 25 years ahead of ourselves.

Taking the highway as a Dominion project, with not only every province interested but each and every one of us with a stewardship to all future Canadians, is it sensible, apart from the building costs, that Ontario's contribution to our first through road should be built along one of its boundaries, with scope for development along one side only? Does not its very location plead the cause of the northern route? This route, if followed along the lines laid down by the associated boards of trade, will be a long step toward the wiping out of the geographical vacuum between the manufacturing east and the farming west.

Ontario's best interests as a province should and does lie in the developing of the country through which the northern route will run. It abounds in wealth, both in mineral and timber, and offers to the tourist that which will bring them back in ever increasing numbers, the fishing, hunting, and wild beauty of a quality that cannot be equalled anywhere in the province.

We call upon the premiers of both Dominion and provincial parliaments to build this northern route. The unemployment situation demands that it be built now. The politician will be swayed by the howls of selfish units, but the statesman will stand firm for the best and most lasting interest.

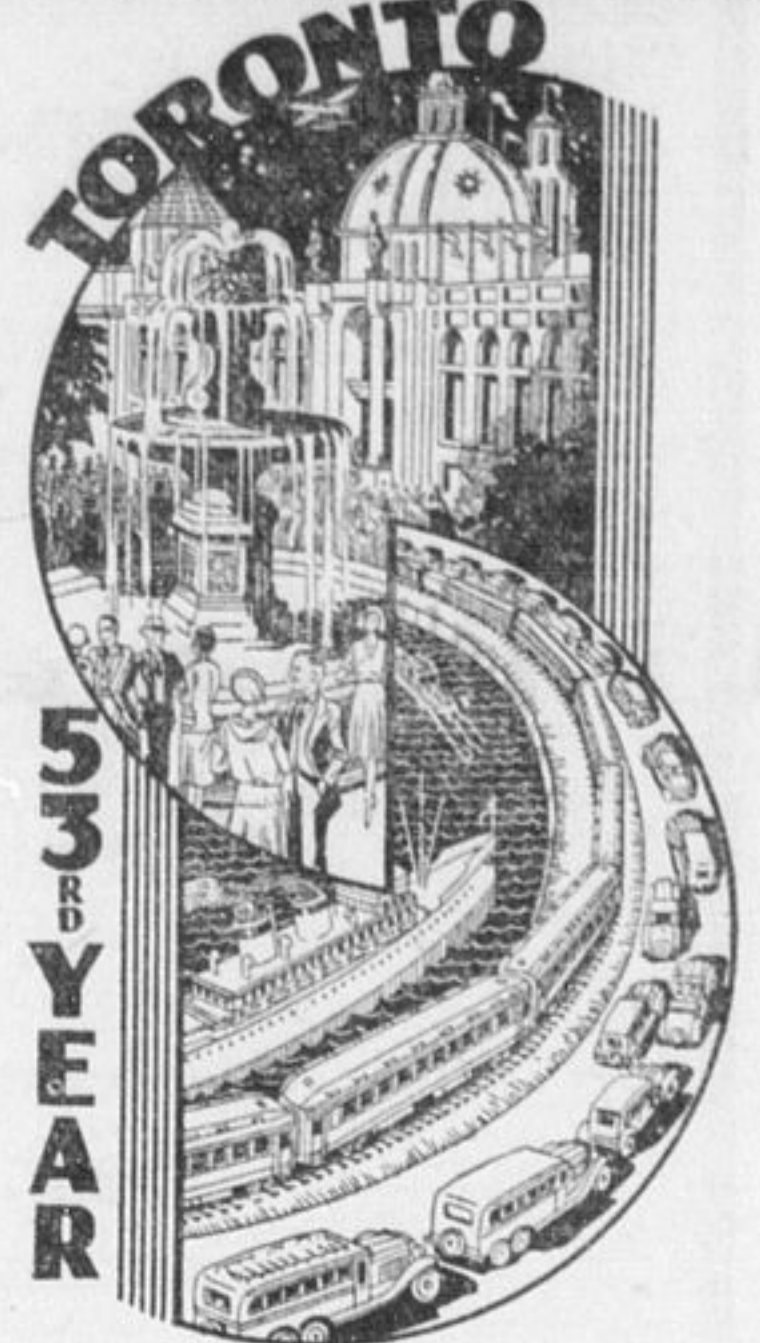
NAKINA BOARD OF TRADE,
Per K. F. McLean, Secretary.

NO STAMPS REQUIRED ON CHEQUES OF \$5 AND UNDER

Announcement was made at Ottawa by Premier Bennett last week to the effect that stamps will not be required on cheques of \$5.00 or less. The budget provided for a two-cent stamp to be placed on all cheques, but an amendment gives exemption on cheques of five dollars and less. This exempts small cheques, though not to the same extent as under the last budget. Previous to the present budget cheques under ten dollars were exempted from the necessity of bearing stamps. The public should note and remember that it is necessary to put a two-cent stamp on all cheques of amounts over \$5.00. Either an excise stamp or a two-cent postage stamp may be used.

Miss Geraldine Ryan of Englehart, was a visitor last week to friends at Timmins.

CANADIAN NATIONAL EXHIBITION



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