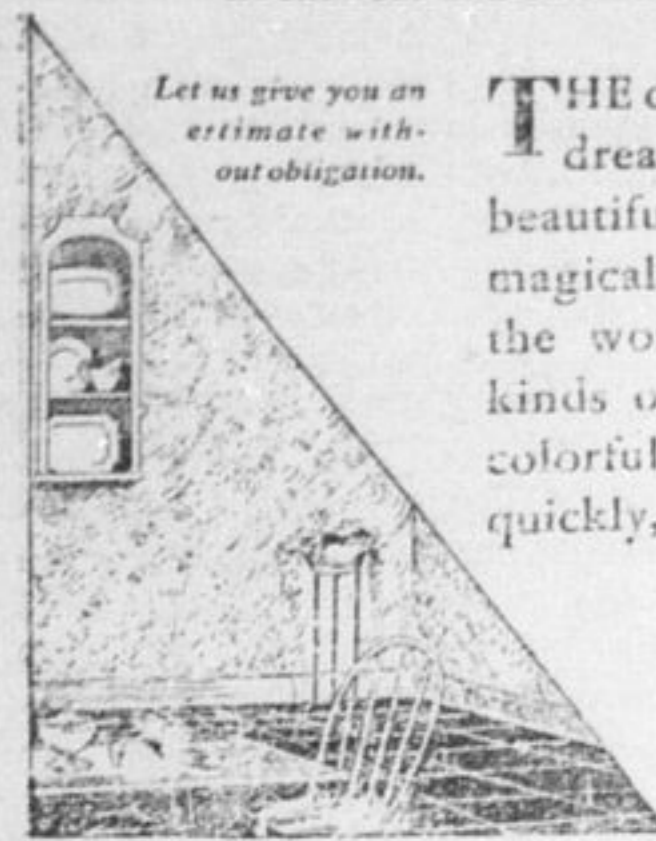


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Interest in Radium in Haliburton Area

Developments at Wilberforce Steadily Progressing. Concentrating Mill Now in Course of Erection. Further Plans Under Way.

Some weeks ago The Advance made reference to the developments in regard to radium in Haliburton County, Ontario, and now further particulars are to hand.

Developments at the Wilberforce radium occurrence, in Haliburton County, Ont., is steadily progressing and a concentrating mill is in the process of erection.

Development of the property at the present time is principally carried out through a tunnel or adit driven into the side of the hill, about 60 feet vertically below the surface showing. This tunnel has progressed about 360 feet and has cut into a series of five veins bearing a total width where cut of about 12 feet. One of these veins, having a width of about 4 feet, is being drifted on and raised in order to determine the extent of the ore. Officials estimate that, with allowance made for the dip of the vein there is indicated in this section of the deposit approximately 50,000 tons of radium-bearing ore.

The mill now in the process of erection was formerly used at the molybdenite property, about three miles distant. It is planned to have this mill completed in about 60 days, when it is proposed to start concentrating operations.

The company has been in touch with Derby & Co., of London, Eng., long established and well known refiners of precious metals, who are stated to be anxious to negotiate for the concentrates produced. At the present time the principal production of radium comes from the Belgian Congo, from the mines of the Union Miniere du Haut Katanga and from Czechoslovakia.

The current annual world production of radium is around 45 grammes, of which about 40 grammes comes from Belgian Congo and three from Czechoslovakia. Current selling prices are about \$70,000 per gramme.

Late in 1929 a test shipment of 35 tons was made from the Wilberforce deposit to the ore dressing division of the Mines Branch at Ottawa. At that time it was considered representative of the ore shown on the surface. The uraninite content of the concentrates obtained from each ton of ore was 2.56 lbs. and, therefore, the amount of ra-

dium contained in the concentrates from one ton of ore with the value of \$70,000 per gramme of radium, showed the ore to have a gross value of \$22,730. Subsequent developments, however, are said to have shown a considerably greater uraninite content than the carload shipped to the department from the surface, which would increase the gross value of \$22,730 per ton shown.

The company's property consists of approximately 456 acres in the township of Cardiff, about 150 miles northeast of Toronto. The International Radium and Resources, Limited, has been incorporated with an Ontario charter and a capitalization of 500,000 shares of no par value to develop and operate the property. To date the development has been carried on by the Ontario Radium corporation, which will be absorbed by the new company. A complete report on the Wilberforce occurrence was made public early this year by the Mines Department at Ottawa, following the investigation by two of its engineers, Hugh S. Spence and R. K. Carmochan.

THUNDER BAY AREA BEING SURVEYED FOR THE HIGHWAY

Eight survey parties are working on the route of the Trans-Canada highway through Thunder Bay district. A. J. Isbester, engineer in charge of the Northern Development branch work in the district said at Port Arthur on Monday. Definite details as to the location of the camps will not be received until the route is selected.

One survey party of 20 men left Kenora Wednesday for English River, to work west from that point to Ignace, a distance of 25 miles. English River is close to the eastern boundary of the district of Kenora, at which point the locating party will connect with the surveyors running the line east from Upsala, in the district of Thunder Bay, to English River.

Another party, which has been in the field for the past 10 days locating the line from Osagan to Dymont, is making good progress. In the short time in which this party has been in the field, they have run the preliminary line through to Raleigh and have met with favourable conditions.

Toronto Mail and Empire:—The astonishing assertion has been made by Gen. Hertzog that Gen. Smuts is responsible for the depression. There is a ray of hope in this, for the presumption must be that if he knew how to start it he will know how to stop it.

Objection Taken to Mr. Finlayson's Talk

"Fancy Tourist Stuff" Particularly Objectionable as a Phrase. Some Contrasts in Hon. Mr. Finlayson's Outlook.

So many references have been made in The Advance in regard to the Trans-Canada highway and the proposed road from Timmings to Sudbury that readers may think an explanation is needed. The Advance, however, has no apologies to offer. The Advance believes that unemployment is the biggest problem of the moment, and public works like the highways referred to promise a remedy for the unemployment evil so they really are entitled to be considered of more importance than the evil itself. Emphasis on the best remedy is better than mourning over the disease. So far as Timmings is concerned the Timmings-Sudbury highway is the more important of the two works. Timmings is not on the Trans-Canada highway no matter what route is selected, and Timmings would be benefited no more than any other Ontario town by the work on any route. From the national standpoint, of course, the Trans-Canada highway has very special importance, and Timmings still being in Canada, though apparently blotted out of the South's North, has much concern in the road planned to span Canada within the borders of the Dominion.

The Timmings-Sudbury highway is of very pressing importance both to the present and the future not only of Timmings but of the whole North. There was special interest here in the deputations from the North meeting Hon. G. S. Henry, Hon. Chas. McCrea and Hon. W. Finlayson in conference last week. There was also some resentment at the attitude of Hon. W. Finlayson at the meeting. This resentment is voiced by the following editorial in The Northern Tribune, of Kapuskasing, last week:—

"Fancy Tourist Stuff"
Answering a deputation which appeared before the Ontario cabinet on Wednesday this week asking for construction of a highway from Sudbury to Smooth Rock Falls, Hon. Wm. Finlayson is reported in the daily press as saying: "The time has not yet been reached when we can afford to build parallel roads. We can't be neglecting the settlers for this tourist stuff. We'll take care of your unemployment for you."

In the first place, there are many hundreds of settlers in the North who will stoutly maintain that the provincial administration has consistently and persistently neglected the settlers, for various and sundry reasons known, surmised and unknown. In proportion to the public money spent to promote colonization, the results have been a dismal farce. It is noteworthy that more road work has been done for settlers in this part of the North since advocacy of national highway construction took a pronounced turn. Building through highways is a sound public investment which increases the returns to provincial coffers; it does no harm to the interests of settlers in any way, shape or form, but rather, decidedly the reverse. If the honourable gentleman intends to imply differently, we challenge him to clearly say so. A large proportion of the inadequate relief work thus far provided by Hon. Mr. Finlayson's department has been on through highways, which work has benefited the entire Northern community.

"Fancy tourist stuff" has had very little consideration in the advocacy of the Sudbury-Smooth Rock Falls road,

to directly benefit fifty thousand people and indirectly benefit far more than that number. All through the Trans-Canada highway controversy this section of the North has had less to say about tourist traffic than has any other section, by a long way. With the exception of one paper whose highway pronouncements have in turn been akin to a kangaroo, an ostrich and a chameleon, the press heretofore have emphasized the value of the national road as a colonization and industrial development factor. Canada at this time needs a national highway to weld it together more firmly, and the North needs through roads to weld it together.

The Sudbury-Smooth Rock Falls road would be strictly utilitarian, and kept open by business traffic for most of the months of the year. It would play an important part in the opening up of an assured new mining field, and its serviceability to thousands of Northern car owners would ensure that it would repay handsomely, through provincial impost, its construction costs. In the same category, Kirriand Lake has asked the government to build a connecting road to the Quebec boundary, which would give direct road connection to Rouyn, in another province. Has Mr. Finlayson told them it was "fancy tourist stuff"?

Out West, Premier Bennett has just inclined his favour toward a road connecting Banff and Jasper Park—a project that is "fancy tourist stuff" pure and simple, and extra costly in the bargain. Last week he put his foot in it by announcing that the Trans-Canada highway would be built from Nipigon to Heron Bay on Lake Superior; and if that stretch of road wouldn't be "fancy tourist stuff" altogether, with the lakehead admitting it was calculated to serve "99% American motor traffic," we're cock-eyed. Premier Henry took umbrage at his federal leader's statement, and now he designates as the official choice only the section from Schreiber to Kenora—still leaving open to reason the selection of the Northern routing to Nakina or farther before deploying to the lakehead with a feeder.

"Fancy tourist stuff"! Some time ago the Soo and the lakehead had the consummate gall to propose that Americans should join their deputations to the government asking for a decision in favour of the lakeshore route. Ontario liquor laws provide a certain attraction for American motorists at the border towns and cities; what safety would the computed one per cent. Canadian motor traffic have amongst all the lubricated American whoopee on the hazardous corkscrew lakeshore highway? Laugh that off.

Hon. Charles McCrea, who as member for Sudbury introduced the deputation, is a senior colleague of Hon. Mr. Finlayson. We can't imagine his taking a public affront like this lying down. The member for Coldwater has dipped his fingers into hot water.

Wage Likely \$3 for Work on Highways

Relief Plans Said to Include Free Transportation if Men Work for Three Months or More. Many Camps Planned.

A despatch from Toronto on Monday of this week says:—

Hon. William Finlayson to-day put the finishing touches on his plans for carrying out the construction of the Trans-Canada highway and secondary roads in Northern Ontario.

Unofficially it is learned that the rate of wages will be \$3 a day, with a deduction of 90 cents a day for meals. This works out at 37½ cents an hour for an eight-hour day.

Free transportation will be provided for the men if they work a reasonable length of time, deemed to be three months, but should they wish to return before that time, they will have to pay their way back to the place whence they came.

About 100 camps will be required in the section of the Trans-Canada west of Port Arthur, and about 50 in the Ottawa valley section. Other camps will be spotted for the construction of the secondary roads. Mr. Finlayson has made regulations for the policing of the camps, protection against disease, and general order. No liquor will be allowed within the areas affected. Certain sections of the Trans-Canada highway already completed will undergo reconstruction in addition to the new work to be done, and certain other sections which do not conform to the new plans will have to be relocated. The secondary roads or feeders will open up a large part of the northern country for colonization.

It is proposed to employ settlers in Northern Ontario on the Trans-Canada and labourers from other parts of the province on the secondary road.

Renfrew Mercury:—Shortly after some butter had been handed out to unemployed men at the Potter dairy in Arnprior, and the manager had responded to a call at the rear part of the building, one of the drivers' pouches containing about \$20 was missed, with the result that suspicion rests upon one or more of the men who had been given butter for the making up of a lunch. These wandering, homeless men have been refraining from crime, whereby they command public sympathy, and they will make a big mistake if they depart from that course. In all bodies of men there are always a few of poor morals. To keep the few from transgressing ought to be the aim of the majority. Manager of that Arnprior dairy will be slow about making donations of butter in future, because feeling that his kindness has been abused; thus the innocent will suffer with the guilty.

WE DON'T KNOW WHERE WE'RE GOING, BUT WE'RE ON THE WAY

The following is the racy but illuminating way in which The Northern Tribune of Kapuskasing refers to a question of more than passing interest to all the North:—

"Consider Ontario's experience in the matter at issue. Last fall someone got the bright idea of getting Northern municipalities together and letting them battle it out over the route. A conference was called to meet at North Bay for this purpose; and if it had not been strenuously opposed, politicians would have had colourable excuse for announcing almost any highway decision they liked. They were balked at that time, and matters went along ding-dong for a while. Parliament met, and the government was urged to make its decisions and have them debated and settled; but not one highway question elicited an informative answer, and prorogation came with a rush at the height of the Beauharnois scandal, side-tracking the Trans-Canada highway altogether. Just before that, however, an anxious whisper was given out at North Bay that the North should make its own highway decision, as guidance for the governments. The meeting was held, but the set-up was so palpable that the politicians had to shy away from basing any conclusions upon the absurd and unsound outcome. Since then we have progressed to the stage of a long-range announcement by the federal premier that was promptly challenged by the Ontario premier, to the accompaniment of Superior fireworks; and finally a partial decision of route. "We don't know where we're going but we're on our way."

NUMBER OF MOTOR VEHICLES REPORTED IN THE WORLD TO-DAY

Figures recently published give the total number of motor vehicles in the world to-day as nearly thirty-six millions. Some pedestrians think there seem to be that many in the Porcupine alone but that is not so. In all Canada there are 1,224,098. The United States is credited with 26,697,398. England has 1,308,272; Scotland, 124,098; Wales, 64,177; Northern Ireland, 27,035. Bermuda has only 52; Spitzbergen has 1; Siam has 7,121; Solomon Islands, 14; New Hebrides, 66; Monaco, 1,690; Palestine, 2,920; Alaska, 3,002.

It is interesting to note that France with 1,459,650 has comparatively few more than Canada with only a fraction of France's population. Germany, 679,300, is behind Canada in automobiles, though much ahead in population. Anyone who wants to run an automobile shouldn't go to Russia. There they have only 57,640 motor vehicles, though fifteen times the population of Canada. Denmark has only 113,820 motor vehicles, and Finland has still less, a mere 36,234. Hawaii beats Finland with 47,846. Hungary has only 19,333 and Austria 39,600. British India has 174,450. Italy has 291,587. Japan has 95,719. Mexico has 80,800. There are 118,735 in the Netherlands. Yugoslavia has 12,451. The Union of South Africa has 149,400.

St. Catharines Standard:—Ex-Premier King is described as a good coin-er of phrases. In not all instances are they happy ones for the cause he represents. "Not a five-cent piece" and "In the Valley of Humiliation" will go down in Canadian political history.

QUEBEC GOLD OUTPUT UP 56 PER CENT. IN LAST YEAR

The production of gold in Quebec for 1930 was 141,747 ounces of fine gold, valued at \$2,930,480, an increase of 50,949 ounces in quality and of \$1,053,520 in value as compared with the figures for 1929. This production came from the treatment of the complex ores of copper-zinc-gold of Western Quebec, of which Noranda mines is the outstanding producer, and from the straight quartz-gold ores of Western Quebec, where a promising gold output is now developing, the auriferous quartz being treated by amalgamation and cyanidation. A third source of gold in Quebec, the lead and zinc ores of Portneuf county, which until 1929 contributed appreciably, is temporarily non-productive, no shipments of ore having been made in 1930.

The notable increase of 56 per cent. recorded in 1930 over 1929 is due to the increased activity of the Western Quebec mines of copper-gold, and to the development of the free-gold deposits of that region. There are now three producing free-gold mines, namely the Sisco mine, the O'Brien mine, and the Granada mine, the last named having reached the producing stage in August of 1930.

St. Mary's Journal-Argus:—The woe-ful effects of economic depression in the large centres of population, should help to impress upon thoughtful people the fact that it is desirable to retain the small towns in our economic scheme.

Powassan News:—Isn't it in funny these well-advertised days of depression there seems to be a surplus of everything but money, work, and parking spaces at places of amusement, including theatres and dancing pavilions.

concerning Dresses and Coats

DRESSES

We have just received and have on display a beautiful assortment of the newest in dresses.

The materials are Gloria and Rosemere Crepes, Satins, Georgettes, the new Wool Tweeds and Jerseys. Wool Dresses are very much favoured this year.

Prices Range from

\$4.95

to **\$24.50**

The values are exceptional and styles the last word.

We are also showing a complete range of Fall and Winter Coats. Lines are very smart, and furs being much lower this year, the trimming is elaborate and the prices most attractive.



Store News!

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of the Lady Mac Corset Company will be in our store

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There is a **LADY MAC**

for every figure, for every occasion and for every purse.

Mr. and Mrs. Frank Bishop will be at our store about the middle of September with a full line of Dresses, including the famous "Deja" models. Coats and Furs of all kinds. Exact date later.



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The best quality in Draperies, Curtain Materials, an extended assortment of nice Dress Goods, with specials such as:

Striped Flannelette, 30 ins wide per yard	15c up	Serge, 48 ins. wide, per yd.	89c
Tubfast Print, 36 ins. wide per yd.	23c up	Dress Flannel, per yd.	49c up
Dress Wrapperette, yd.	25c	All Wool Polo Cloth, yd.	98c
Rayon, 23 ins, wide,	19c up	Fancy Crepe Kimonas.	98c
Madras, per yard	29c up	Silk Crochet Spreads, all colours	\$2.75 up
Cretonne, 25 ins wide.	14c up	Baby Blankets	35c up
Ruffled Scrim, per yard.	13c up	Ladies' Silk and Wool Hose per pair	39c up
Gingham and Chambray per yard	14c up	Ladies' All Silk Hose, pr.	35c up
Unbleached Cotton, yd.	9c up	Flannel Bloomer Dresses 2 to 6 years,	\$1.98
Heavy Towelling, per yard.	10c	Silk Pique Dresses, size 14	\$1.75

We always carry a good assortment of Stamped Goods, also Linen Dinner and Tea Sets, Fancy Silk Bedspreads and Tapestry, Blankets and Quilts, Bath Robes, Babies' Goods, Children's and Ladies' Hats. A good line of Corsets, Corsetlets and Brassieres. Your visit will be appreciated.

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