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RITE GOOD

COMBINATION MALT EXTRACT WITH HOP FLAVOUR

Proposes Dog Race for North Land Championship

The Northern Tribune, of Kapuskasing, last week says:—"The dog races inaugurated at Kapuskasing last year and so successfully repeated this year in spite of dull times, are a unique and popular winter sport. It was thought that the long run from Kapuskasing to Smoky Falls, well over a hundred miles (but with a breather at Smoky over-night), was pretty venturesome; however, it turned out alright and was well thought of. Such a course is not subject to the interferences met with on a race over highways, and can be well controlled. The Smoky canine marathon may soon become a classic. We note that other Northern centres also hold successful dog races, most of them dating back longer than Kapuskasing's. Why not get together and form a Northern control board to stage a race for the championship of the North, in which the entrants would be the winners of local contests? It would be advisable to have uniform rules applied to all these races. The championship race could be moved from one town to another year after year. We do not doubt that it would be popular, and that substantial prizes could be hung up to attract challengers from near and far."

Toronto Mail and Empire:—Mr. Swezey says that Mr. Aird slipped over at fast one on him. But our baseball editor says that it seemed to have a hook on it.

Recommends Bonus for Settlers Here

Plans Submitted to Ontario Legislature Would Give Settlers a Bonus for Acreage Cleared.

A despatch from Toronto last week says that the "back to the land movement" in Ontario would receive added impetus if a series of recommendations formulated last week by a sub-committee are adopted by the Agriculture and Colonization committee of the Ontario Legislature and approved by the house.

The report presented to the main committee recommended:

- 1 Bonusing of settlers for acreage cleared and seeded.
- 2 Immediate survey of vacant farms in Ontario.
- 3 Publication of the results of the survey in Canada and Great Britain.
4. Eventual establishment of a distinct department of colonization under a deputy minister.
- 5 Establishment of "shacks" in farming districts where prospective settlers would live while preparing the land.
- 6 The doubling of Ontario's cultivated acreage by a concentrated back to the land movement.

Has Held Inquiry
Under the chairmanship of Dr. Paul Poisson, Conservative, North Essex, the sub-committee has held meetings throughout the present session of the legislature. During that time it has listened to various officials of the agricultural board and settlers loan commission.

Various speakers have testified as to the seriousness of intention of prospective settlers and the question of vacant farms has been prominent. Many farms along the Temiskaming and Northern Ontario railway had been abandoned by settlers, who had gone to cities, and were now trying to return. Without some form of government aid, it was felt, they would be unable to do so. Even in Old Ontario there were hundreds of improved or partly improved farms which could be obtained cheaply, the sub-committee's report pointed out.

Want to Return
Meanwhile requests for information were being received from the prairie provinces where former Ontario farmers were anxious to return to their native province.

The sub-committee stressed the fact that it would not pay to take the inexperienced man off the city corner and place him on a farm. Those who should go back to the land were those who came from there formerly, or who were especially qualified to take up farms.

The possibility of the formation of a separate department of colonization was highly recommended. It was pointed out that the average person seeking information found it hard to obtain.

Brampton Conservator:—A little winter now and then is relished by the best of roadsters.



SPRAINS
DR. THOMAS' ECLECTRIC OIL

Returns Followed Developing North

"It is difficult to see the Wisdom of Over-Cautiousness in any Matter Affecting the Pioneer Development of Other Sections of North."

Last week The Advance has some rather sarcastic reference to make in reference to a letter that appeared in a Toronto newspaper, the writer of the letter suggesting the cessation of all development of the North as an economy measure, and even the tearing up of the rails of the T. & N. O. in the interests of the same supposed economy. It is needless to say that such proposals have nothing to do with economy. Ideas of that sort are not practical, constructive, or even sensible. It may scarcely be worth while replying to a letter of that sort, but if such a serious reply were needed it would be found in a recent editorial in The Sudbury Star. This editorial is also well worth publishing for the concluding sentence alone. At present there is need to guard against the false and foolish forms of economy that will work serious injury to the country. The editorial in The Star is as follows:

"Reviewing industrial conditions in the territory traversed by the Temiskaming & Northern Ontario Railway, George W. Lee, chairman of the commission, draws attention to a particularly significant fact when he says: "Mining is not a seasonable work, but continues day and night throughout the year, irrespective of weather conditions."

"While there is nothing new in the emphasis which Mr. Lee places on the importance of precious metal mining in the development of Northern Ontario, this feature of mining and the fact that it "works around the clock," is one that is sometimes forgotten in comparisons that are made with other industries.

"For years travellers passing over the railroads of Northern Ontario have marvelled at the ceaseless energy of those mountains of machinery, the mills and smelters grinding out million of dollars in gold and silver bullion and in pigs of nickel-copper matte.

"All this is new wealth, snatched, one might say, by the magic of chemistry, metallurgical science and human industry from the intricate combinations in which it has been wrapped by a scheming nature. Marvellous as these plants appear to the ordinary layman, they only present the surface of the industry itself. All through Northern Ontario, men have tunneled, burrowed and dug, with the aid of machinery, until the rocks of such mining camps as Cobalt, Kirkland Lake and Porcupine are a veritable honey-comb of diggings totalling hundreds of lineal miles, to a depth, in places, of nearly a mile. Like the work on surface, these activities are a day and night process, calling for one shift of men to take up the work where the preceding shift had laid it down.

"As an indication of the value of the mining areas within the territory served by the railway for whom he is reporting, the T. & N. O. commissioner notes that total dividends paid by the mines of Cobalt, Porcupine and Kirkland Lake, up to the end of June, 1931, amount to \$219,647,432. Northern Ontario gold mines are confidently expected to obtain a gross output of approximately \$40,000,000 in 1932, he states, and the completion of the main line extension north of Cochrane to Moosonee, on James Bay, marking "another chapter in the well-fulfilled history of the railway's progress and achievement," he also noted.

"Since 1905, according to the commission's statistical history, the T. & N. O. Railway has carried 14,581,694 passengers for total fares of \$21,585,475, along with 25,007,353 tons of freight, for a revenue of \$52,752,801.

"The T. & N. O. was originally constructed as a colonization enterprise. When one recalls the objections that were placed in the path of construction and the tangent which history has taken as a result of the construction of this and other railroads, it is difficult to see the wisdom in any near-sighted policy of over-cautiousness in any matter affecting the pioneer development of other sections of the north country mining."

GOOD PROSPECTS FOR THE BRETT-TRETHERWAY MINES

Good prospects are indicated in the annual report of Brett-Tretheway Mines Ltd., for the year ended Dec. 31, 1931. The company is in a good liquid position, with current assets of \$38,531 against current liabilities of \$4,973. Operating expenses for the year were \$4,563, but President F. L. Tretheway stated that they would be much less this year with regard to general exploration, as it was intended to concentrate on the development of the Swayze property. During the year the company directed prospecting work of three parties in conjunction with Northern Canada Mining Corporation and Northland Prospectors Ltd. The results are regarded as encouraging. Ten claims were taken in East Pascals and a gold discovery was made in Swayze, where a development programme is being continued up to June 1, after which a more intensive plan may be adopted.

Governor-General at the Mining Institute

The Earl of Bessborough and Leaders in Industry to Attend Sessions of the Mining Institute at Montreal Next Month.

The annual meeting of the Canadian Institute of Mining and Metallurgy, the national organization representing the Dominion's mineral industry, being held in Montreal on April 5, 6 and 7, is particularly notable both on account of the unusual interest of its technical programme and by reason of the distinguished guests who will be present.

The Governor-General, Patron of the Institute, will be the guest of honour at the banquet on April 7th.

Hon. J. E. Perrault, Minister of Mines for Quebec, will open the meeting and welcome the visiting members to the province. A number of other Ministers of the Crown from Ottawa and the provincial capitals will be present also.

The financial side of mining will be discussed at the luncheon on April 6th, by A. W. Rogers, of the Canadian Bankers' Association. On the succeeding day Stephen Leacock will give an address on the economics of gold and silver.

Distinguished guests from abroad will include Arthur Notman, of New York, President of the American Institute of Mining and Metallurgical Engineers, who will bring up-to-date the discussion of copper that he presented in Ottawa last year. Another prominent guest from the United States will be Scott Turner, Director of the Bureau of Mines at Washington, who spent many of his earlier years in the mining fields of this country. Charles McDermid, of London, secretary of the Institution of Mining and Metallurgy, will renew the acquaintance with Canada and Canadians that he commenced in 1927 as a leader in the Empire Mining and Metallurgical Congress.

The technical programme ranges all the way from the radium-silver finds at Great Bear Lake to the gold finds in the Pascals-Loucourc area of Quebec, and from a study of the mineral position of the British Empire to technical details of the latest copper smelters and refineries. The meeting thus promises to be one of the most notable of those held in recent years and will represent worthily the prominent position now held by Canada's mining industry.

People Here Should Keep After Highway

Effort Still Being Made at Sault Ste. Marie to Have the Trans-Canada Highway Routed by the Rocks.

The following letter was received last week from H. A. Preston: Schumacher, March 24th, 1932

To the Editor of The Advance, Timmins

Dear Sir:—Our Hon. friend, James Lyons, lately told the city of Sault Ste. Marie to continue fighting to get the highway up the rock and water route along the minus agriculture shore of Lake Superior. This means that Timmins and all the rest of the towns on the T. & N. O. Railway and Ferguson route must get busy and fight also to have the highway put where it serves several purposes and earns its cost many times over in a few years' time. The best scenery along Lake Superior I am sure is a little east of the twin cities and from there westward, so if the highway goes by Hearst it will only be a short way over to the best part of Lake Superior, and the tourists will not miss it. They will see the best of everything from North Bay to Hearst and on, and there are several long roads leading off the Ferguson route that will take tourists to the greatest land of lakes and highest mountains in eastern Ontario. They can get all the fishing and scenery they wish and then west of Hearst they will again arrive at a land of lakes and rivers and scenery with lots of hunting and fishing and they won't miss seeing the best part of Lake Superior. But to put it up that lonely stretch from Sault Ste. Marie, famous for wolf stories, it will be one lone road without any branches to it and serve but one purpose and benefit one city. It possibly will induce Michigan and Southern U.S. tourists to travel north through Michigan instead of through Ontario which will be quite a loss to the government in gasoline tax. Might I ask a question? If that north shore of Lake Superior from Sault Ste. Marie is such a magnificent land of scenery and wonders and has such big money earning power and so many other important things along it. Besides if it is so easy and quickly built, why did not the Canadian Pacific Railway or the C. N. R. build their main line close to the shore? If it is so grand why have they waited so long? There sure must be a road west of Hearst and north of Cochrane to James Bay some day, and when this happens, just watch the U.S. tourists coming this way and those who go up the rock shore if it be built! If I am alive and have money, I'll bet that ten to one will head for James Bay and return to Cochrane and then proceed west across Canada. About one out of ten will go up the shore of Superior.

—H. A. Preston.

Hamilton Spectator:—Three hundred lawyers are representing 3,000 claimants to the \$100,000,000 fortune of Ella Wendell, reclusive, who died recently. The ultimate decision will indicate, we think, that the lawyers were her real kin."

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Notice to Dog Owners

All dog owners must call at the Chief of Police's office either at South Porcupine in the Council Chambers, or in the Fire Hall at Schumacher and pay their dog licenses on or before the 31st day of March. The offices will be open from 8 a.m. till 10 a.m. and from 12 to 2 p.m. every day and from 8 a.m. till 10 p.m. on March 10th and 25th. After that date all dogs will be taken and put in the Pound and the owners will be dealt with in accordance with By-law 90. This By-law will be enforced to the letter.

Chas. McInnis,
Chief Constable of the Township of Tisdale

11-13

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