# L. H. DURKIN

VETERINARY SURGEON All domestic animals scientifically treated. Tuberculine Testing Special attention to Cats and Dogs TERMS MODERATE Phone 65-j 58 Maple St. South

Sudbury Star:-Mrs. Havenga, wife ada than Canadians do about South of Hon. N. C. Havenga, Minister of Africa. There may be some truth in Finance in the South African govern- what she says, and one lesson of the ment, came to the Ottawa Canference conference might weil be that the with her husband attired in a fur coat people of each dominion should make but explains that the garment was, it a point to learn more of sister dobrought from the "dark continent" minions, not alone to avoid the wearing more as a protection against the chills of fur coats while sun scorches in 85and fogs of England. Incidentally, degree weather. Mrs. Havenga declares that the people

of her country know more about Can- Try The Advance Want Advertisements

### \*\*\*\*\*\*

TREASURER'S SALE OF LANDS FOR TAXES

## THE TOWN OF TIMMINS, DISTRICT OF

TO WIT

BY VIRTUE OF A WARRANT issued by the Mayor of the Town of Timmins bearing the date of July 14th, 1932, Sale of Lands in the Town of Timmins will be held at my Office at the hour of Ten o'clock in the forenoon on the Thirty-first day of October, 1932, unless the taxes and costs are sconer paid. Notice is hereby given that the list of lands for sale for arrears of taxes is being published in The Ontario Gazette on the 30th day of July, 1932, and that copies of

th	r sai	e 10	st may be had at r	ny office.	blished in	The Ontario Ga	zette on the 30th				of
8	Tro	east	urer's Office this 2	Oth day of	July, 1932			H. E. N	IONTGOM	ERY, Treasurer	
D	iv. R		Owner's Name	Lo N		Street	Years	Taxes	Costs	Total	
	4	14 15	Swanson, G. Swanson, G.		9 M308	S Elm North	1928 to 1931 1928 to 1931	*\$32.99 32.98	\$4.76 4.76	\$37.75 37.75	
		16	Swanson, G. Roberts, Andrew	s14	6 M308	S Maple North		32.98 88.36	4.76 4.76	37.74 93.13	2
	1	126	Chorney, J. Pt. Chornier, Vasil	1	M477	Cameron N.	1928 to 1931 1929 to 1931	105.56 172.79	4.76 4.76	110.35 177.55	5
	1	152	Miller, A. Monot, Frank	16	-17 M 90	McLecd	1929 to 1931 1928 to 1931	81.17 117.26	4.76 4.76	85.93 122.02	2:
	2	194 222 18	Gratton, C. M. Cornthwaite, R.		M677	Avenue Rd.	1929 to 1931 1928 to 1931	72.87 45.05	4.76 4.76	77.63 49.83	1
		21.		168-16	M268	6 Commercial	1929 to 1931 1928 to 1931	70.94 96.02	4.76 4.76	75.70 100.78	8
		103	Riard, Marcel Leduc, W.	5	M225	Main	1928 to 1931 1929 to 1931	82.49 64.22	4.76 4.76	68.98	8
	1	61	Bradley, Eug. Brander, C. Brander, C.		M228	Wilson	1928 to 1931 1929 to 1931	115.41 92.28	4.76 4.76	120.17 97.04	4
		70	Imperial Trust Co	of Can.520-	521 M26S	Hollinger	1929 to 1931 1928 to 1931 1928 to 1931	78.93 48.25	4.76 4.76	83.69 53.01	1
1			Korman, Natyn Korman, J.	538	M26S	Hollinger	1928 to 1931	24.12 176.98 233.70	4.76 4.76 4.76	28.88	1
		00	Riard, Marcel Riard, Marcel	245	M26S	Preston	1928 to 1931	393.97 125.98		238.46 398.73 130.74	}
		20	Maxwell, Jos. Dubois, Alb.	192	M26S	Commercial	1928 to 1931 1928 to 1931	139.05 294.08	4.76 4.76	143.81 298.84	
		31	Riard, Marcel Taloricco, V.	125	M26S	Preston	1929 to 1931 1929 to 1931	390.88 55.64	4.76 4.76	395.64 60.40	Ł
			Taloricco, V Riard, M.			ACCURATION ASSESSES	1929 to 1931 1928 to 1931	60.80 56.68	4.76 4.76	65.56 61.44	;
	15	51	Riard, M. Riard, M.	87	M26S	Bannerman	1928 to 1931 1928 to 1931	355.47 132.83	4.76 4.76	360.23 137.49	,
	15	58	Riard, M. Riard, M.	78-79-80	M26S	Bannerman	1928 to 1931 1928 to 1931	156.63 232.73	4.76 4.76	161.39 237.49	1
9	2	5	Leblanc, J. E. Fournier, M.	479	M26S	ATTACABLE OF A TO A A	1928 to 1931 1928 to 1931	129.86 363.82	4.76 4.76	134.62 368.58	
	9	90	Shankman, Harry McDonald, A.	243	M26S		1929 to 1931	453.43 159.14	4.76 4.76	458.19 163.90	
	10	)2 ,	Dupras, H. Jeffrey, P.	231	M26S	Commercial	1928 to 1931 1929 to 1931	220.63 144.01	4.76 4.76	225.39 148.77	
	12	3 1	Levine, Miss S. Levine, Miss S. Levine, Miss S.	206	M26S	Commercial Commercial	1929 to 1931 1929 to 1931	71.93 174.22	4.76 4.76	76.69 178.98	
	14 15	5	Piche, B. Doucette, J.	101	M26S	Bannerman Bannerman	1928 to 1931 1928 to 1931	96.73 127.93	4.76 4.76	101.49 132.69	
10		2 1	Auer, C. M. Roy, A.	3-4-5-6	M51T	Middleton Middleton Middleton	1929 to 1931 1929 to 1931 1928 to 1931	227.04 72.71	4.76 4.76	231.80 77.47	
	5	9 (	Guindon, W. E. Auer, C. M.	18-19	M51T	First	1000 4- 1001	335.75 186.23	4.76 4.76	340.51 190.99	1
		9 1	Deas, T. Fodoroff, S.		M48T	First	1929 to 1931 1929 to 1931	194.53 212.22 48.89	4.76 4.76 4.76	199.29 216.98 53.65	
	9:	9 I	Holland, T. A Gegear, Mrs. J.	54	M51T	Kirby Kirby	1928 to 1931 1929 to 1931	32.98 97.14	4.76 4.76	37.74 101.90	
	14 16	4 1	Holland, Mrs. Mar McBeth, Sam	96	M51T	Kirby Way	1929 to 1931 1929 to 1931	24.05 38.72	4.76 4.76	28.81 43.48	
10	199	9 I	Phillips, A. E	148	M48T	Way Wende	1928 to 1931 1928 to 1931	56.92 46.12	4.76 4.76	61.68 50.88	
	20	5 8	Sterling, Alex Sterling, Alex	155	M51T	Wende Wende	1928 to 1931 1929 to 1931	51.74 33.59	4.76 4.76	56.50 38 35	
	225	5 8	Braton, M. Sturgeon, Mrs. R.	53	M56T	Wende Columbus	1929 to 1931 1929 to 1931	68.45 29.19	4.76	73.21 33.95	
	316	6 V	Wilson, S. B.	29	M56T	Columbus	1929 to 1931 1928 to 1931	68.85 22.48	4.76 4.76	73.61 27.24	
11	320	5 F	Lepic, J. Riard, M.	6	M70T	Columbus Columbus	1928 to 1931 1928 to 1931	47.31 26.06	4.76 4.76	52.07 30.82	1
11	12	S	foung, Geo. A. & 34 L. 1, C. 2 Lejambe, W.			Mountjoy Twi		39.49	4.76	44.25	
	18	B L	atham, T. Diermert, G.	120	M48T	Mountjoy Maple	1928 to 1931 1929 to 1931 1928 to 1931	216.76 187.24	4.76 4.76	221.52 192.00	
12	30 105	) S	hankman, H. henier, W.	89	M44T	Birch Balsam	1929 to 1931 1928 to 1931	884.25 178.39 387.70	4.76 4.76 4.76	889.01 183.15	1
13	75 99	) B	ednis, F. Jaher, M.	135	M44T	Kirby Pine	1929 to 1931	112.47 1,638.11	4.76 4.76	392.46 117.23 1,642.87	
14	84 85	C	apeless, J.	80	M 2T	Pine Pine	1928 to 1931 1928 to 1931	111.62 411.09	4.76 4.76	116.38 415.85	
15		M	ower, J. T. Ioneta Townsite C	0. 50	M33S	Tisdale Kirby	1929 to 1931 1928 to 1931	93.93 50.48	4.76 4.76	98.69 55.24	1
16	50	G	lann, E. abryluk, J.	50-51-52	M60T	Elm Maple	1928 to 1931 1928 to 1931	170.82 507.82	4.76 4.76	175.58 512.58	1
	69 95	M	elanger, E. oscarin, P.	128-129	M60T	Birch Balsam		198.82 124.90	4.76 \ 4.76	203.58 129.66	1
17	41	G	arabura, M. uide & Gasttesla	84	M49T	Hemlock Tamarack	1929 to 1931 1928 to 1931	276.09 229.61	4.76 4.76	280.85 234.37	1
	43 48 68	Se	chundt, Ed.	92	M49T	Tamarack Tamarack	1928 to 1931 1928 to 1931	104.79 209.48	4.76 4.76	109.55 214.24	1
	70 85	Es	ivet, Bridget st. Mary Mackie arabura, M.	70	M74T	Birch Birch	1928 to 1931 1928 to 1931	93.78 136.42	4.76 4.76	98.54 141.18	0
	85	S	arabura, M. arabura, M.	105		Maple Maple Maple	1929 to 1931 1929 to 1931 1929 to 1931	147.82	4.76	152.58	ŀ
	'87 '92	T	iominen, Kalle- iscior, Mrs. E. D.		M74T	Maple Maple Elm	1928 to 1931 1928 to 1931	52.02 80.43	4.76 4.76	56.78 85.19	V
	93 94	Di	alka, Steve and Do	146	M74T	Elm Elm	1928 to 1931 1928 to 1931	128.45 81.68	4.76 4.76	133.21	
17	99 100	Au Ma	artin, Mrs. L.	7 8	M52T M52T	Tamarack Tamarack	1928 to 1931 1928 to 1931	212.05 187.29	4.76 4.76	86.44 216.81 192.05	t.
	101	Pe	rron, Alf. H.	10	M52T	Tamarack Tamarack	1929 to 1931 1928 to 1931	164.46 190.12	4.76 4.76	169.22 194.88	1"
	105	Kr Ma	amarak, J.	15 23		Tainarack Spruce	1928 to 1931 1928 to 1931	149.25 99.60	4.76 4.76	154.01 104.36	I
7	120	Stu	uart, Miss C. M. rchegan, Mrs. N.	43 116	M52T M52T	Cedar Birch	1928 to 1931 1928 to 1931	64.98 367.22	4.76 4.76	69.74 371.98	In
	177	Ty	sluk, P. acin. Geo.	121	M52T M52T	Birch Maple	1928 to 1931 1928 to 1931	121.75 164.71	4.76 4.76	126.51 169.47	CO
	200	Mi Ba	locz, Geo. rilko, S.	136 152-153	M52T M52T	Maple Elm	1928 to 1931 1929 to 1931	129.40 110.22	4.76 4.76	134.16 114.98	m
	203	Car	rling, R. J.	159	M52T	Elm Elm	1928 to 1929 1928 to 1931	146.22	4.76	150.98	th
	150	Ow	arette, Alf. mer unknown Pt. 1	N. L. 5, C.	M16T	First St. Mountjoy Twp.		25.06 127.94	-4.76 4.76	29.82 132.70	N pi
	169	Wi	wer, John Pt. S.W nyah Gold Mines		1	Mountjoy Twp.		451.01	4.76	455.77	ro
	191	Wil	N.1, N.1, L. 1, C. nyah Gold Mines		1	Mountjoy Twp.	1929 to 1931	73.34	4.76		Gad
	195	Car	MEA, N.A. L. 1, C. meron, J. A. and M	Joung, G. A.		Mountiev Two		73.34	4.76	78.10	tw
	198	Win	t. N.E. 1, S.1 L. 2, nyah Gold Mines I.W.1 S.1 L. 1, C.		86	Mountjoy Twp.		48.32	4.76	53.08	Pe
	199	Wii	nyah Gold Mines			Mountjoy Twp.		58.70	4.76	03.40	ad
		Pov	ver, W. J. S.),			Mountjoy Twp.		164.65	4.76 4.76	169.41	sh
H.	E. M	ont	gomery,				5	F 13	300	TERROR .	4.5

WHEREAS there has been submitted to me a duplicate list of lands in the Town of Timmins, liable under the provisions of The Assessment Act, to be sold for taxes with the amount of arrears against each lot set opposite the same straightened, shortening the road some bearers were, J. Hansen, G. Tuomi, W. and the name and address of the owner where known.

To H. E. Montgomery.

Treasurer of the Town of Timmins, Ont.

I, George S. Drew, Mayor of the Municipality of Timmins, do hereby command you, the Treasurer of the said Municipality, to levy upon the lands for the arrears due, together with your costs.

In witness hereof I have hereunto set my hand and the Seal of the said Municipality of the Town of Timmins this 14th day of July, 1932,

> GEORGE S. DREW. Mayor of the Municipality of Timmins, Ontario.

### **Great Progress in** Trans-Canada Road

Promotor of the All-Canada Roadway Says, "I Have Lived to See Skepticism Dissipated and Everybody Behind the Trans-Canada Road."

regret to know that Dr. P. E. Doolittle, has been ill for some time. In this dis- often. This opens up the twenty thoutrict Dr. Doolittle has many friends, sand islands of the Lake of the Woods just as he has friends all over Canada. to the people of Winnipeg and of the Dr. Doolittle lectured here some years States to the south. ago, giving his inspiring vision of an "I have lived to see the gumbo road all-Canada highway. In his address of the prairies, impossible to motor cars here Dr. Doolittle pictured a motor trip in wet weather made so good that befrom one coast to the other, all on tween dawn and dusk I have driven Canadian territory. He had made the the 575 miles from Winnipeg to Swift greater part of the journey more than Current. Beyond, the metalled allonce and the beauties and interest of weather road surface of the Transthe country traversed were a revela- Canada highway extends on almost into tion even to those who thought they Lethbridge. knew Canada. Dr. Doolittle also pointed out the comparatively short Lethbridge through the Crows' Nest stretch of road necessary to make the Pass improved, the dangerous climb up all-Canada highway a necessity. Al- Morrisey Hill obviated by the routing though he inspired his audience here, of the road over the old Great Noras he did elsewhere by the enthusiasm and the wide knowledge he showed, still there were many who believed the pro- Cranbrook. ject proposed by Dr. Doolittle was a visionary one-at least for a great many years. Dr. Doolittle, however, has lived | Windermere but on westward, and the to see a great change in public opinion. little, who has done so much at his tion around the Big Bend will provide own expense and of his own initiative to make the Trans-Canada highway a verity, may live to see its formal opening as a completed highway from coast to coast. He would be the logical man to preside at such a function as the formal opening of the all-Canada high-

it here because of its value to the North | ported on a railroad flat car. as a means for the development of the advocating the use of the Ferguson Fraser Canyon. highway and west from Cochrane and Canada the further feeling as citizens vel by 200 miles. of the province and the Dominion that existing roads was impossible and ruinwould be the heigth of folly, and the to special interest in the all-Canada Canada." road as they have argued against the lic discussion and in the public press. roll by." The dispute in regard to the probable route of the Trans-Canada highway has NINE HUNDRED "JAY-WALKERS" roused interest in the road itself. Those who cast their minds back a few years when the idea of a Trans-Canada highway was only seriously considered by Dr. Doolittle and a few others, will be amazed at the progress the project has made in public interest in the last sue of The Canadian Motorist touches tario last year. on this point in an interview with Dr

Doolittle. The article says:-"l. Have Lived to See-" Dr. P. E. Doolittle, president of the him during his now long protracted those who walk and those who drive. sickness by W. G. Robertson, general manager of the Ontario Motor League, and secretary of the national organization, and the writer almost if not quite without exception has talked about the Trans-Canada highway. Seldom has he alluded more than cursorily to his profession or to his successful inventions including the coaster brake, the by-pass valve and the demountable rim. Almost, if not quite, always he has talked of the Trans-Canada Highway Nor is it to be wondered at for his great of his brain and enthusiasm-a fact

Recently he said:

"I have lived to see a world of skep- thew Allen, former Kirkland Lake ticism dissipated and everybody get behind the Trans-Canada highway.

"I have lived to see two excellent ing an illness of four months, Mrs. roads constructed across Nova Scotia. Allen, who was well known in the I was warned on my first motor trip North Country, was born 55 years ago across that province that in case of rain in Finland. Following her marriage I would have to be towed by horses for there she came to Canada, and took miles. Also I have lived to see the se- up residence with her husband in St. cond section of the Trans-Canada high- Timothe, Que., later moving to Antiway in Nova Scotia shortened many costi Island. Subsequently they moved miles by relocation.

the Trans-Canada highway through years operated a dairy in Timmins with New Brunswick completed and im- her husband. In 1925 the family came

"I have lived to see the beautiful Per- business here. For the last two years ron Boulevard constructed around the Mr. Allen has been a prospector. Miss Gaspe Peninsula and the Trans-Can- Mary Allen, youngest daughter of the ada highway hard surfaced from deceased, once held the title, "Miss twenty miles east of Quebec City Kirkland Lake," in a local popularity through Montreal to Ottawa and on to contest. She is now living in Van-Pembroke and the improvement, with couver, B.C., together with her sister, a lengthy relocation, of the Trans-Can- Elizabeth, (Mrs. C. Louis); while a son, ada highway nearing completion be- Thurston, resides with his father in the tween Mattawa and North Bay which family home in Kirkland Lake at 113 shortens the route by many miles and Second street. Burial services were eliminates a number of railway cross- held on Monday morning from the un-

"I have lived to see the North Bay Duncan avenue, with interment in to the 'Soo' road much improved and Kirkland Lake cemetery. The palltwenty miles. I have seen this road Hietala, E. Hietala, O. Joki and M. carried along the ruggedly scenic Su- Komula." perior shore northward to Batchawana Bay on its way to the head of the lakes.

"I have lived to see the Trans-Can- seven dollars?

ada highway connected from Hydro and Nipigon through the Twin Ports passing Kakabeka Falls and built forty miles on towards the Dryden section where some 70 miles of highway have been constructed and developed.

"Could my poor carcass have been projected forward on Dominion Day one of the joys of my life would have been experienced in seeing another great section of Trans-Canada high-Friends in Timmins and district will way opened between Kenora and Winnipeg-a section I have travelled so

"I have lived to see the highway from than roadbed which winds luxuriously at easy grades through the pass on to of a 12,000 acre block of ground east

tended not only through Banff and road from Field constructed through man, Macklem, Stock and Bond townin reference to the Trans-Canada high- the Kicking Horse Pass on to Golden. ships have been secured by staking or way. It is to be hoped that Dr. Doo- The new highway now under construca third road through the mountains.

oleted from Cranbrook on through Kushinook on Kootenay Lake to a point opposite Balfour reducing the former motor ferry trip from 65 to 21 miles.

"I have lived to see the highway built ourable areas. over Rossland Mountain into the Although the Trans-Canada highway | boundary country and from Princeton no matter what route may be selected, to Hope-a section which had to be is not likely to be very close to Tim-, made on my first Trans-Canada highmins, there has been special interest in way motor trip by having my car trans-

"I have lived to see the highway excountry. The people of this area have tended through Merritt to Spencer' had in addition to the local interest in Bridge, Lytton and down the beautiful

"I have lived to see the highway built Hearst as part of the highway across over Hope Mountain reducing road tra-

'Many other improvements might be the other route proposed to connect up mentioned all along the route of the great highway development but enough ous in expense. To build, or attempt has been said to indicate that the proto build the highway along the rocks gress made has been well worth the of the North Shore of Lake Superior expenditure of energy in promoting this great National Front Street which is people in this district have been roused destined to be a great financial asset to

A rhetorical pause. Then he para-Toolishness of spending unnecessary phrased a line from the most popular money for an impractical and costly of the Samuel Walter Foss poems:rcute. In any event the Trans-Canada Give me a grave by the side of the highway has filled a large place in pub- road where the wheels of the world

# KILLED IN CANADA-LAST YEAR

According to figures furnished by Hon, Leopold Macaulay, Minister of Highways, the practice of crossing streets diagonally at intersections, or crossing between intersections, brought few years. A writer in the current is- death or injury to 900 persons in On-

The responsibility for these accidents must be shared equally between drivers of motor vehicles and pedestrians. Both must realize that in these Canadian Automobile Association, on days of speeded up traffic, safety lies in the occasions of the many visits paid full and earnest co-operation between

### Death of Mrs. Matt Allen, Formerly Resident Here

There will be many friends in Timmins and district who will learn with deep regret of the death at Kirkland Lake recently of Mrs. Matthew Allen. Mrs. Allen was the wife of Matthew Allen, who was one of the pioneer dairymen of Timmins, being one of the first here to go into the milk business national project is peculiarly the child on an extended modern scale. The family-were highly regarded in Timnationally implicit in the title by which mins and district and sympathy will he is known from Halifax to Victoria. be extended to those bereaved by the "Father of the Trans-Canada high- death of Mrs. Allen, The Northern News last week said:-

"Mrs. Hannah Allen, wife of Mat-

dairyman, passed away at her home

here on Saturday morning last, followto Fredericton, N.B. She came to "I have lived to see both sections of Northern Ontario in 1915, and for some to Kirkland Lake and entered the dairy

Blairmore, Alberta, Enterprise:-"I have lived to see the alternate Why is it that the man who informs road constructed north from North Bay you how international debts can be to Cochrane and westward to Hearst. | paid is the same fellow who owes you

dertaking parlors of Wray and Thorpe,

# is delicious

(Write Salada, Toronto, for excellent recipe)

Work Proving Extensions

of the Porcupine Bodies

An article last week in The Northern Miner makes the following reference to the geophysical survey of 12,000 acre block now being followed by diamond drill work in the Night Hawk

"Quietly a Toronto and New York group have gradually acquired control of Porcupine camp with the expecta-"I have lived to see the highway ex- tion of proving the continuation of the series of rocks in which the Porcupine mines are located. Big parts of Geracquisition.

"Since March, the Swedish-American Prospecting Company have had "I have lived to see the road com- several of their geophysicists engaged in electrical prospecting of the property. The area has been covered in a reconnaisance way and considerable detail work has been done in the fav-

"Indications are announced as of an encouraging nature and this week diamond drilling is being commenced for further geological information. It is believed that the geophysical work has located the extension of the belt of Temiskaming sediments that shows as one of the prominent features of Dome Mines and was previously proved by surface geological investigation to extend some distance east. As most of the Dome Mines' ore has been intimately associated with the sediments. in fact occurring in those rocks, it is

believed that the proving of the extension twenty miles to the east, and indicated in places under as much as 250 feet of overburden, opens up most important possibilities. While officials connected with the investigation are naturally elated over their findings, they prefer to consider the proposition as a geological bet and one on which diamond drilling results will give more detailed information.

"Dr. Douglas J. H. Wright, former geologist at Dome Mines, is one of the principals having had considerable to do with the acquiring of the large block of ground and also taking an active part in the geological investigations

London Daily Mail:-As a matter of fact, Great Britain ever since the armistice, has been disarming on the most extensive scale. Other powers have not so far followed her example. Figures given by the Italian representative, Signor Grandi, at Geneva, showed that between 1925 and 1930 the world's total expenditure on armaments rose by £126,000,000, while British expenditures fell by £3,000,000. Can we go further in one-sided disarmament without risk of disaster?

Sudbury Star: - The Bachelors' Club at Markstay has passed a rule which forbids any member marrying without the sanction of the club. The penalty for violation of the regulation is not announced, but it is scarcely likely many of the members are going to invite double punishment by breaking the

#### Bilious For Days At Time Until She Took Vegetable Pills

Gratefully, Mrs. C. writes: 'The first dose of your wonderful Carten's Little Liver Pills gave me great relief after every medicine I tried failed.' Because they are PURELY VEGE-TABLE, a gentle, effective tonic to both liver and bowels, Dr. Carter's Little Liver Pills are without equal for correcting Constipation, Acidity, Headaches, Poor Complexion and Indigestion. 25c. & 75c. red pkgs. everywhere. Ask for Carter's by NAME.

# FIND ALL-BRAN HAS TWICE THE USABLE IRON IN LIVER

Also Furnishes "Bulk" and Vitamin B to Overcome Common Constipation

Liver is known as a good source of iron for the blood. Now, new tests show Kellogg's ALL-BRAN contains twice as much blood-building iron as an equal amount by weight of beef liver.

But more important still, laboratory experiments show ALL-BRAN provides "bulk" to exercise the intestines, and Vitamin B to tone the intestinal tract.

This means Kellogg's ALL-BRAN is a fine way to overcome constipation - with the headaches, loss of appetite and energy that so frequently result.

The "bulk" in ALL-BRAN is much like that of lettuce. Inside the body. it absorbs moisture, forming a soft mass, which gently clears the intestines of wastes. Special cooking processes make ALL-BRAN finer, milder, more palatable.

How much better than risking pills and drugs - so often habitforming. Just eat two tablespoonfuls of All-Bran daily for most types of constipation. It is not habit-forming. If your intestinal trouble is not relieved this way, see your doctor.

Appetizing recipes on the redand-green package. At all grocers. Made by Kellogg in London, Ont.

# CONTROLLE CONTRO BUILDERS

Protect your building in course of construction with

FIRE INSURANCE

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MILLWORK

BUILDER'S SUPPLIES

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# HILL-CLARK-FRANCIS LTD

Head Office and Factories-New Liskeard, Ont. Branch Offices and Yards at-Sudbury, Kirkland Lake, Timmins, Ont. and Noranda, Que.

Timmins Office closed Saturday afternoons all year round.

CHARLES CONTROLLES OF THE PARTICULAR PROPERTY OF THE PARTICULAR PROPERTY.