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Special Canadian Type of Automobile

New Model Car Designed Specially From Data Supplied by Large Number of Canadian Motorists

For 17 years a Canadian car in content and factory origin, Chevrolet today introduces to the motoring public of the Dominion its beautiful new models for 1933, and they are Canadian in a different and very important sense; the Canadian car-owner actually helped to design them.

The new edition of the Chevrolet Six has air-stream styling, more power coupled with greater economy; roomier and lower Fisher bodies with No-Draft ventilation; shatter-proof glass in windshield and ventilators; cushion-balanced motor mounting, synchro-mesh transmission with silent second gear, and a starter for simplified starting.

In addition, there are a dozen different advancements certain to appeal to motorists of Canada, because they were suggested by the motorists themselves in answer to a questionnaire widely circulated by General Motors Products of Canada. The engineers at Oshawa were able to incorporate many features desired by Canadians that are not to be found on the United States product. One little detail of difference is bronze bushings and thrust washers in the differential. The average motorist will never see it, but it's there doing its job, and its job is to ensure safe operation in extreme temperatures so often encountered in this country. Customers' ideas have also been followed in such things as location of door handles and the number of door pockets.

Door handles have been placed lower and farther back so that sleeves do not catch. Pocket storage space has been increased. One key is provided for all purposes. An accelerator pedal to fit the foot is provided instead of the elusive button. The tool kit contains a better jack. The battery is easier to get at, is of heavy construction, and is shielded against flying pebbles. Assist cords are of the strap type. Colors chosen for the cars were all in accordance with expressed consumer preference. Cars all have non-directional type aerials for radio. Louvers are found in the hood instead of doors, because the public wanted to eliminate manual adjustment of ventilation and improve motor operation.

Canadian preference played a part in the elimination of free-wheeling as standard equipment. For those who want it, however, it is made available with an improved vacuum clutch at a figure less than free-wheeling would cast as a built-in feature. This vacuum clutch, which operates with almost unbelievable smoothness, is installed on all special models and is an optional extra on others.

There is also a difference between the Canadian wheels and those on the U.S. cars traceable to Canadian ideas. The Canadian wheels are smaller and the tires larger, giving the same "rolling circumference" but more air cushion, hence more comfort.

Other features are found in the improved seat cushion construction, the longer, lower, windows, and the shatter-proof glass windshield and draft deflectors. Another improvement, which applies to Canadian motoring conditions with almost as much force as the new draft ventilation system, is the extension of doors to the level of the running board. This overlapping of doors on the apron has the effect of banishing door draft.

The fuel induction system has been revised, even to the point of insuring proper operating temperatures of the explosive mixture by thermostatic control, which also has marked effect on fuel economy and smoothness of operation.

Instruments are of the easily-read airplane type. Headlamps and spotlight have also been re-designed with an eye to efficiency. Gas tank capacity has been increased to almost 12 gallons.

In line with the increased power production, rakes are larger with longer and wider linings, of Canadian manufacture.

The usual wide range of body models is available.

HIGH-GRADE THE SISCOE RUNNING \$40 TO THE TON

The new vein recently discovered on the 725-foot level at Siscoe Gold Mines is opening up rapidly and is said to continue in rich grade ore. According to latest work the vein has a width of eight feet and average grade of approximately \$40 gold per ton. A crosscut is now being driven on the 850-foot horizon to pick up the downward continuation of the new vein, but still has some distance to go to reach the section where vein is expected. Officials look upon this find as one of special importance to Siscoe as it not only indicated a much larger tonnage of high grade, but goes some length to prove their conviction that ore values would improve at depth.

The Northern Tribune of Kapuskasing, says:—"Mr. Joseph Lacasse, president of the Northern Ontario Settlers' Association, recently returned from an extended stay in Montreal, where he underwent treatment for a chronic malady. He is now going to Timmins for a time, where he will take further medical treatment while his family remains here."

British Star Scores



MISS PHYLLIS BARRY
English musical comedy star, who was brought to Hollywood recently to make her first picture on this side of the Atlantic, has scored quite a sensation. Critics forecast a brilliant future for her.

BLUE QUARTZ GOLD MINES TO RE-OPEN EARLY IN 1933

H. A. Crow, president of Blue Quartz Gold Mines, announced that operations will be resumed on the company's property east of Matheson early in the New Year. According to proposed plans a big programme will be undertaken. Several years ago a large amount of work was done and favourable ore conditions revealed. The company ran out of funds, however, and the workings were shut down.

HIKERS LOSE PART OF THEIR EQUIPMENT THROUGH FIRE

Reference was made in The Advance last week to Geo. Wm. Dockleman and Billie Burton who was making a Trans-Canada hike, being on their way from Nova Scotia to British Columbia. They met a temporary set-back last week, having to rest up at Englehart for a few days on account of a mishap while pushing north from New Liskeard. A box of matches stacked away in one of the packs ignited by friction due to the motion of a toboggan they were lugging. The blaze was under way two or three minutes before being noticed. The web of a pair of snowshoes, some clothing, photo films, rubber sheeting and some tobacco were destroyed, and their toboggan scorched.

At Englehart they repaired the damage done as best they could and then pushed on for Cochrane, from which place they will proceed westward by the Canadian National Railway line to the West.

Mr. and Mrs. Thomas Burton, of St. Thomas, Ont., were visitors here last week.

Believe Recovery Speedy for Canada

New Investment Company Founded on Idea that Canada will Recover More Rapidly than the U.S.A.

Probably no other question is asked more frequently than, "when is the depression going to be over." The feeling is growing that the worst of the depression has passed so far as Canada is concerned, and there are many signs of the approach of better times. Increase in employment is probably the best sign of all and it would be well if the Governments would assist in this feature by opening up any public works possible.

Another notable sign of the expectation of better times for Canada is the recent formation of an investment company based on the idea that Canada will recover more rapidly than most other countries. Last week there was an excellent reference to this investment company in The Sudbury Star. The Star's editorial said:—"Stocks of leading dividend-paying Canadian gold mines have appreciated in value from 10 to 25 per cent. within the past four weeks. Cause for the sudden, long expected rise in quotations has been discovered in Wall Street. Here are a few brokers who realize the predominant position of Canadian gold in the midst of the world's confusion. Canadian gold production has increased in value to a greater extent, proportionately, than the product of any other industry in existence since the depression began. Shrewd investors are beginning to realize what these columns have been preaching for months—that Canadian gold mines are in a favoured position with relation to the industry of all the world today."

"No. 1 Wall Street is the business address of Calvin Bullock, investment banker, who last week launched a new investment trust, Canadian Investment Fund Limited. This is an organization designed primarily for the investment of funds in sound Canadian industry. "Along with Mr. Bullock on the board of directors are such familiar names as Arthur Blakie Purvis, president of our Canadian Industries, Limited; Hon. L. A. Taschereau, shrewd and calculating prime minister of the province of Quebec; Sir R. L. Borden; Norman J. Dawes, of National Breweries, Limited; Hon. Charles A. Dunning, former minister of finance; Hon. C. C. Ballantyne, of Sherwin-Williams Co. of Canada; Sir Charles Gordon, president of the Bank of Montreal.

"The new investment company is based on the belief that Canada will recover industrial stability more rapidly than the United States. Meanwhile funds invested in Canadian industry will enjoy the benefit of about 14 per cent. exchange. Naturally, Canadian gold mines are among the first points of interest in the new company's portfolio of prospects. With dividends and bonuses amounting to between 12 and 20 per cent. in return at current stock quotations, the gold mines are attracting world-wide attention. The time has come for Canadians to awake to the possibilities of profit that lie within their boundaries. Never before has the field presented so many gilt edged securities in stocks of well-established gold mines at prices which yield a substantial return of capital. Organization of Wall Street banking firms is the

May Succeed Mellon



LAWRENCE LOWELL
former President of Harvard University, may replace Andrew Mellon, United States Ambassador to Great Britain, when Mr. Roosevelt becomes President. Mr. Lowell who retired from the presidency of Harvard recently, has been a close friend of the President-elect for more than twenty-five years.

Attempted Hold-up at the New Liskeard Station

A despatch from New Liskeard last week says that courageous action on the part of H. A. Boldt, night operator at the T. & N. O. station frustrated an attempt by an armed and masked invader to enrich himself by a hold-up.

Immediately the would-be bandit issued the customary order "hold 'em up." Operator Bolt, by a quick motion, grappled with the invader and in a brief scuffle disarmed him and relieved him of his mask and cap.

The hold-up man, however, broke the operator's grasp to make a quick getaway. Taking the gun left by the bandit the operator gave chase but lost his man in the dark.

The attempted hold-up occurred at 9.40 and at a time when the railway property is about deserted other than for the night operator. The station is located some distance from the centre of the town and the quietness afforded the hold-up man an excellent opportunity to work without detection or interruption. However, he failed to take into account that Operator Boldt is courageous and of the ready-mixing type.

Provincial, railway and municipal police quickly organized a hunt for the foiled bandit.

North Bay Nugget:—There must be a lot of dead men around for the Ontario courts have ruled that a man who hasn't written home in eight years must be presumed to be dead.

open sesame to future wealth in these investments. Until stocks of established gold mines have their fling in the market, industrials cannot be expected to show much activity. A revival of interest in gold is the best and surest sign of returning confidence in the industrial and commercial structure."

Kirkland Lake Will Have a Senior Team

St. Pat's Club Sponsoring a Fast Team to Represent Kirkland Lake in the N.O.H.A. This Season

Until last week there was a fear that Kirkland Lake would not have a senior team in the N.O.H.A. this season, which would have materially reduced the interest in the Golden Group—the northern section of the Northern Ontario Hockey Association.

There was good news, however, for Kirkland Lake and all the rest of this part of the North when it was announced that St. Pat's Club at Kirkland Lake was sponsoring a senior team and as a consequence the Golden Group in hockey this season will be stronger than ever, Timmins South Porcupine, Noranda and Kirkland Lake, all with good teams, should make a great old Golden Hockey Group for the season.

In referring to the matter last week The Northern News gives the following detailed account:—

St. Pat's Club Sponsors Senior Team

Senior N. O. H. A. hockey will make its 1933 bow in Kirkland Lake within a few days when a team carrying the colors of St. Pat's Club—green and white—takes to the ice to represent this community on the hockey map this winter.

Last week junior hockey was talked. This week it swung to senior when the surprising discovery was made that more good senior puck-chasing talent was available in Kirkland Lake than was originally thought possible. And the St. Pat's Club—a local young men's organization—which is sponsoring the local N. O. H. A. entry, believes a sextet that will take the local team well out of the group, and then some, can be made up from the surprisingly big field of material available.

Team Looks Promising

Russ McDowell, member of the Club, and one of the local enthusiasts who started the puck-chasing idea here this winter, says the team is going to line up satisfactorily according to present indications. A lot of the boys who carried the local senior colors here last year and who are keen for the prospect of another season, will form the basis of the aggregation, together with some fast ex-juniors, and some promising new material that can be relied upon to make berths in the green and white outfit. As last year, the St. Pat's team will line up in a group comprising Noranda, Timmins and South Porcupine, and eight home games, instead of six, is planned for.

Doug, Briden, Kirkland's representative on the N. O. H. A. executive, has seen to it that the senior entry will go in, even though somewhat late. Doug, was down to North Bay last week and put it up to the hockey moguls there, with apparently satisfactory results.

Hockey Executive Named

Reeve-elect Gerald D. O'Meara has been named honorary president of the St. Pat's hockey executive, and the names of a number of other staunch devotees of amateur sport are also to be found on the executive. The number includes Councillor-elect Walter Little, Councillor Max Kaplan, Adam Craig and Jimmy Burns.

It may be possible to get the team out on the ice tomorrow (Friday) night, if the weather man will give the team a break and enable Ice-maker Art Throope, at the Kirkland Lake arena, to get an ice surface fast enough for a tryout. And in this connection the St. Pat's Club has issued an open invitation for all players of senior calibre to turn out with the aggregation, and show what they can do.

Material available, as already listed by the club, comprises a lot of local hockey players who have carried the Kirkland Lake colours with distinction for years, plus a good representation of Old Ontario players who have made their homes in the camp here since last season.

Offensive and Defensive

There's Doc Ames, Wilson Phillips and Pete Burns, for instance, all of first-class goaltending calibre. For defence, the list includes Pad. Colquhoun, Frank Speck, Russ Lemon, Len Williamson, M. Porcheron (who was on last year's Legion team), Chick Valentine and Ted Craebbe, who played fast hockey in the Toronto City League last season.

Lots of fast offensive talent is also available, with more to come. A few of the forward line stick-handlers available are Roddy O'Connor, Billy Bassett, Mickey McDougald, Dan Dickenson, Bud Gleason, Tommie Marsden, Henry Morin, "Pop" Poppleton and George Kenty, just to name a half-dozen or so. Dickinson, Poppleton and Kenty provided the scoring punch for the juniors last year.

They'll prove a flashy team on ice, if present indications can be relied upon. Distinctive sweaters and socks are being designed for the outfit—green and white, with the word "St. Pat's" carried on the front in white letters on a green background. Sweater sleeves will be green with white stripes, and the socks will match the uniform.

Renfrew Mercury:—The founder of the Co-operative Commonwealth Federation speaking in Eglinton United Church, Toronto, on Sunday afternoon, admitted that while he had had a better chance in life than the average man he is still very unhappy. It is impossible for some people to be happy unless nearest that state of affairs they are promoting turmoil and strife.

TIMMINS LODGE I.O.O.F. NO 459
Meets every Tuesday evening in the Oddfellows' Hall, Spruce Street, North. Visiting brethren requested to attend.
S. LAWLEY H. M. MOORE, Sec. Rec.
Noble Grand Box 1311 14-26

TIMMINS L. O. L.
Meets on the 2nd and 4th Friday of every month in the Oddfellows' Hall.
R. G. Stoneman, W. M.
J. T. Andrews, Rec. Sec. Box 1415, Timmins. 14-26

LANCASHIRE CLUB
Meets in the Hollinger Recreation Hall semi-monthly. Watch The Advance for Dates.
G. A. Gibson, pres., 20 Messines ave. J. Pye, treas. A. Spence, hon. sec. Box 1175 Box 2013
VISITING LANCASTRIANS WELCOME 14-26

Cornish Social Club
Meetings held in the Hollinger Recreation Hall two evenings a month. Dates will be announced in The Advance.
Pres.—E. Stephens, Box 1104, Timmins. Secy.—Treas.—J. G. Harris—Phone 772-W Box 428, Schumacher 14-26

Gold Star L.O.B.A.
Meets every First and Third Tuesday of the month in the Oddfellows hall, Timmins
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"LIFE ISN'T HALF THE BOSS THAT IT SEEMS WE SHOULD REMEMBER THAT TODAY IS THE TOMORROW WE WORRIED SO MUCH ABOUT YESTERDAY."
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APPROVED AUTOMOTIVE SERVICE
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Wrap all Garbage in paper. Keep your Garbage Can covered. Use plenty of Chloride of Lime which can be procured at the Town Hall free. Household users using well water must boil it for at least 20 minutes. All Outside Toilets must be made safe. By Order of THE BOARD OF HEALTH

Chevrolet for 1933 Reveals New Style



WELL-KNOWN CANADIAN SIX HAS AIR-STREAM DESIGN AND MANY OTHER IMPROVEMENTS
Canadian to a greater degree than ever because it embodies ideas expressed by thousands of motorists of the Dominion, the Chevrolet Six is introduced with many interesting features. New air-stream design makes these cars among the most beautiful on the market. Fisher No-Draft Ventilation, one of the greatest closed car advancements of the year, is standard equipment. Mechanically, the Chevrolet Six is much improved. Picture above shows the beautiful standard coach. Below, at the left, a view of the front end. At the right, the rear quarter, showing the graceful air-stream lines and skirted fender.