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Boy Scout Jamboree Outstanding Event

Northern Ontario Representatives of Boy Scouts in Towns of the North Gather for Recent Event at Iroquois Falls.

Despatches from Iroquois Falls say that the recent Boy Scout Jamboree there was an outstanding event. The weather for the occasion was ideal and all features of the event exceeded expectations in the pleasing success achieved. This was Northern Ontario's second Boy Scout Jamboree and it lasted from Friday evening to Sunday morning. The Scouts tented on the Iroquois Falls public school grounds and they were lucky in having absolutely dry grounds and nice clear warm nights for their camping. The despatches last week gave many interesting particulars about the second annual Jamboree.

About 200 boys attended the jamboree from Cobalt, New Liskeard, Timmins, Kirkland Lake, Cochrane, Smooth Rock Falls, Brewer, Kapuskasing, South Porcupine and Iroquois Falls. The Jamboree opened with a council fire, held at the school grounds Friday evening. Scouts Cubs and local Girl Guides, and leaders, gathered round a council fire, with about 250 spectators in attendance. Mayor G. L. Cameron welcomed the boys and extended good wishes to the jamboree. The evening's programme consisted of singing and several humorous skits put on by different troops.

Athletic events attended by some 300 persons were held at the school grounds at 2.30 p.m. Saturday. Events and prize winners were, Class A, 100 yards D. Warrell and J. W. Savill, both of Cochrane; 220 yards, J. W. Savill, Cochrane; Gerald Dowe, Iroquois Falls; Class B, 100 yards, M. Angelo, Iroquois Falls, G. Kaufman, South Porcupine; 220 yards, F. McGrath, Iroquois Falls, R. Martin, South Porcupine; Obstacle race (open), Douglas Cameron, Iroquois Falls, Fera, South Porcupine, Cubs: 80 yards, Brown, South Porcupine, Lightbody, Dome; 50 yards sack race, McLeod, Iroquois Falls, Doran, Dome; Obstacle, Goodman, Iroquois Falls, McLeod, Iroquois Falls. School grounds and arena were decorated with flags by Mr. J. White with very good results.

Details of Contest The Jamboree proper was held in the local arena at 8 o'clock Saturday evening with about 400 in attendance. The Scouts and Cubs paraded from the school grounds to the arena with two ceremonies, the Scout flag break and the Cub howl, were carried out. Events and prize winners were: Cubs: Compass relay, South Porcupine, First Iroquois Falls Troop, Second Iroquois Falls Troop; Skinning the snake, First Iroquois Falls Troop, First Dome troop, First South Porcupine Troop; Book carrying, Second Iroquois Falls Troop, First Dome Troop; Message relay, First Iroquois Falls Troop, First South Porcupine troop. Totals in points were First Iroquois Falls Troop, 21; Second Iroquois Falls Troop, 12; First Dome troop, 10; First South Porcupine troop, 4. Judges were V. Andrews, South Porcupine troop and E. B. Rowe, Kirkland Lake.

Scout events: Bridge building, First Iroquois Falls, Kapuskasing and South Porcupine troops. Signalling, Kirkland Lake, Kapuskasing and Iroquois Falls. First aid, Cochrane, Iroquois Falls and Kapuskasing troops. Tent pitching, Iroquois Falls, South Porcupine and Cochrane troops. Knots, South Porcupine, South Porcupine and Cochrane. Fire by friction, Iroquois Falls, South Porcupine, South Porcupine troops. Totals were Iroquois Falls 20; South Porcupine 18, Cochrane 9; Kapuskasing 8; Kirkland Lake 5. Jungle dances were staged by the First Iroquois Falls and the First South Porcupine Cub packs between the Scout events. The evening closed with the presentation of trophies by Mayor G. L. Cameron.

Several numbers were contributed by the local band, under the direction of A. Dillon, during the evening. The Scouts Own Religious Service open to the public, was held in the arena Sunday morning at ten o'clock. This was conducted by Rev. Roy Manwaring, Iroquois Falls, and Rev. D. McCausland, Kirkland Lake. The committee in charge of the entire jamboree comprised, F. K. Ebbitt, chairman, G. L. Cameron, A. C. Cutten, R. T. Wetmore, A. A. MacDougall and leaders, G. L. Whiting, Rev. Roy Manwaring, Stan Olivier and T. Stones.

Cop Settles Argument About Collision of Cars In sending in a change of address for the weekly copy of his favourite paper, J. M. Woods ("Happy") writes The Advance as follows:—"I have visited Renfrew, Ottawa, Hull, Carleton Place, Perth, Peterborough, (the letter is written from Lindsay). I have had a good time and I also heard a good argument near Madoc, Ont. Two cars hit, and both cars blamed the other. But they were partly a little bit the worse for liquor, both of them. The police investigating the collision told them they were both to blame, but one of them said—"Like Hell, it's my fault!" He hit me first!" The cop answered, "I thought you both hit the same time!" Well, how they settled it, I don't know, for I beat it!"

MORE TOURISTS VISITED NORTH BAY THAN LAST YEAR

Five hundred and fifty more tourists are reported by the tourist information bureau maintained by the North Bay board of trade as visiting North Bay this year in comparison to last year. The total given by the bureau for this year is 2,636 tourists registered at the information office. While there may have been more tourists visit North Bay this year than last, the number of tourists coming as far North as Timmins was not increased to any appreciable extent, if indeed, there were as many. So long as tourists know that they have to travel hundreds of miles North on the one road and return the distance by the same route to the South, there will be comparatively few attracted here. With a road connecting Sudbury and Porcupine the number of tourists would be increased many times. It looks, however, as if a new Minister of Lands and Forests would be required before this necessary work will be undertaken.

Kirkland Lake Man Hurt at Temagami

James Gilhooly and Family Have Dangerous Experience When Auto Plunges over Bridge into Mud and Water.

James Gilhooly, of Kirkland Lake, an employee of the Wright-Hargreaves Mine, sustained severe cuts to his hands, head and chest last week, when the automobile he was driving left the road on the Ferguson highway, twelve miles south of Temagami, and plunged through a bridge railing, landing on its side fifteen feet down in the mud and water of a small pond, pinning down the driver when his head went through the window. He was rescued by Rod McCuaig and another man bound for Cobalt, who were attracted to the scene by the cries of Mrs. Gilhooly and her sister, who were in the car on a return trip from Sudbury. Gilhooly was quickly released and brought to the hospital at Cobalt. The car was badly damaged but Mr. Gilhooly and party were able to return home on Thursday last. It appears that Gilhooly lost control of the machine descending a short hill and although he applied the brakes the car struck the bridge corner, carrying away part of the railway and dropping into the pond. Included in the party in the car at the time of the accident was the ten-month-old baby of Mr. and Mrs. Gilhooly. The infant was asleep on a pillow in the back seat and unharmed, and although the car was badly frightened by the accident but was otherwise unharmed.

NEW BRIDGE BEING BUILT OVER THE BLANCHE RIVER The New Liskeard Speaker last week says:—"The Northern Development Branch is starting the erection of a bridge on the Ferguson highway spanning the Blanche River at about 18 miles north of Englehart. The bridge will have a 120 foot steel span with a 24 foot concrete roadway. The structure is to be carried on a concrete abutment and abutment work is being done by the department under day labour, while the steel erection will probably be by contract."

National Guard Chief



GENERAL OWEN O'DUFFY, chief of the National Guard, or "Blue Shirt" organization in Ireland, whose defiance of President De Valera may precipitate serious troubles.

Revised Edition of "Gold Occurrences in Canada"

Three thousand copies of a revised edition of "Gold Occurrences in Canada" have just been issued by the Geological Survey, Department of Mines, Ottawa, to meet a strong and continuous demand for the earlier edition of the report published last year. The report is designed to afford prospectors the advantages of geological guidance in the search for new sources of gold, and to convey to those interested in gold production a knowledge of the industry, its present situation, and the opportunities of the gold industry in Canada.

There are two parts to the report, the first being descriptive of lode gold deposits in the various provinces, special emphasis being placed on the correlation of their geological features with the general geology of the region. In addition, there is an explanation of geological terms and phrases, and a short discussion on the geological provinces of Canada.

The second part has been prepared with a view to rendering assistance to those engaged in placer operations, more particularly those who have taken to placer mining as a consequence of adverse economic conditions. Descriptions are given as to the mode of occurrences and kinds of placers, hand mining methods, and of the various placer deposits of Canada.

The report is complementary to "Gold in Canada," issued recently by the Department, and dealing with other aspects of the gold industry. Copies of "Gold Occurrences in Canada" may be obtained from the Director, Geological Survey, Department of Mines, Ottawa, or from the British Columbia office of the Survey, 511 Winch Building, Vancouver.

Try The Advance Want Advertisements

MANY ACCIDENTS CAUSED BY SPEED AND BAD ROADS

The Englehart correspondent of The New Liskeard Speaker last week had a reference to accidents on the highway this year, with the implication that the poor state of repair of the roadway and the speed of some drivers caused many accidents. The article from Englehart says:—"It certainly is a wonder that there are not more accidents on the highways with the rate of speed cars run. A serious accident occurred at Hough Lake over the week-end, when one of the passengers, A. Hoggvi, was so badly hurt that he was taken to the hospital, and the driver, we understand, is being charged with operating a car without a license. The car was badly damaged and driver received a few scratches. There have been two or three other minor accidents in this vicinity during the past two or three days. The roads are certainly not in as good condition as they might be, owing chiefly to less attention given and expense that they have received the past two or three years. It is hoped, however, that when next year arrives more work will be done to make motoring more enjoyable and safer."

Longer Season for Partridge This Year

Announcement Made Last Week by Hon. G. H. Chalmers, Minister of Game and Fisheries in the Ontario Cabinet.

A despatch last week from Toronto said:—"An open season for partridge shooting for residents of the province only from Oct. 9-19, inclusive, was announced yesterday by Hon. G. H. Chalmers, Minister of Game and Fisheries. The season applies to all areas except Crown game preserves, provincial parks and any other lands which are legally prohibited. Partridge hunters will require a gun license, the bag limit being 5 per day and 15 per season, and the birds must be disposed of as articles of food or mounted before Nov. 25. A special partridge season for deer and moose hunters is provided in the following areas: North of the Canadian National Transcontinental line, Oct. 20-25; between the C.P.R. and C.N.R. lines, Oct. 20-25; south of C.P.R. to the French River, Nov. 1-6, and south of the French River, Nov. 6-10.

OUTPUT AT SISCOE MINES WAS \$94,700 FOR AUGUST

Siscoe Gold Mines in August produced bullion to the value of \$94,700 exclusive of premium, as against \$98,634 for the month immediately preceding. For the eight months ending with August Siscoe's production totalled \$720,813 exclusive of exchange premium and compares with \$678,309 for the corresponding period of last year and \$1,006,297 for the full year 1932. With the enlarged mill operating Siscoe is holding production at a fairly steady monthly average and net returns are well above current dividend requirements.

The Elk Lake correspondent of The Northern News last week says:—"Gibson Zealand and his mother, Mrs. Zealand, and Miss Doreen left on Friday by motor for Timmins where Doreen will attend high school."

Motorcyclists Lost in Wilds of North

Wander All Night and See Wolf Cross Their Path. But Geography of the North Very Peculiar.

Sometimes the question is asked, "Why is there such a mixed feeling of annoyance and irritation and contemptuous amusement in regard to a certain or uncertain newspaper in Toronto?" The answer may be gathered from the following article published in that certain or uncertain Toronto newspaper. It is supposed to be a despatch from London, Ont. The whole tenor of the despatch gives a false impression of the North, while the particulars in each and every case are ridiculous. The slightest knowledge of geography, or even the sense to glance at a road map would show that the statements are absurd. The motorcycle that can go three hundred miles north of Blind River to "within a few miles of Kapuskasing" exists only in the vivid and livid imagination of the certain or uncertain newspaper in Toronto. A gentleman who handed the clipping into The Advance office suggested that there was not a single statement or implication in the whole article that was not wholly and completely accurate. Of course, this despatch was not intended for the people in the North who know how ridiculous the whole article is. This despatch is for the benefit of the people of the South who know little of the North. There are other articles in this certain or uncertain newspaper in Toronto designed for the delectation of the people of the South. They are no doubt equally ridiculous and misleading if the facts were known. However, for absurd misinformation and silly implication along wrong lines, the despatch in question might well take a prize at the Toronto Fair. Here it is:—

Motorcyclists Lost on Northern Trails

London, Ont., Sept. 2.—Tired and bedraggled after a 2,300 mile motorcycle ride that gave them more of adventure than they ever dreamed of, Bruce Cameron and Hector Marshall have reached home to tell of being lost for eighteen hours in Northern Ontario's almost uninhabited hinterland. "We headed straight for Sarnia and found our first disappointment there," Marshall told The Star. "The ferry had stopped running and we were compelled to double back to Detroit and then up the Michigan side to Sault Ste. Marie. We decided to press on for Sudbury and North Bay. Somewhere above Blind River we got off the main road in the darkness and fog.

"We rode all night, and were thrown twice on a rough and hazardous trail that grew narrower and less used as we went. In the light of our headlights a wolf jumped across the trail. After wandering all night and on into the day for eighteen hours and after covering 300 miles of those terrible trails within a few miles of Kapuskasing, we hit upon a marker pointing back to Blind River. It grew bitter cold and we stopped once intending to light a fire in the road but everywhere around us were fire rangers' warnings and we decided not to try that.

"We continued on, completing the trip back to London with only three meals and three hours' sleep since we left home."

Roads Promote Better Feeling Between Towns

The following is an editorial from The Rouyn-Noranda Press last week, referring to the recently completed road between Kirkland Lake and Rouyn and Noranda:—"The influence of highways in bringing about closer relationship between the people of different communities was made strikingly evident in Noranda and Rouyn last Sunday, when probably a hundred cars came from Kirkland Lake to Rouyn and Noranda, and a large number of cars from the twin cities visited Kirkland Lake and district. Temporary difficulties have arisen this week over the continuance of traffic because of the work now under way in widening the road between Provencher and Kanacuta, but these will likely be ironed out shortly, so that traffic can proceed both ways without interruption. In the meantime it may not be out of place to remark that the traffic both ways while the road could be freely travelled surely justified the original advocates of this highway and the expenditure involved on both governments in its construction. It will serve in the best sense as a connecting link between the two gold camps of Kirkland and Rouyn-Noranda, and is another "hands-across-the-boundary" connection between Ontario and Quebec. That it will be a good thing commercially goes without saying, and that it may also prove a real link of inter-provincial friendship and good-will is a second consummation devoutly to be wished for, and which we are sure will also follow."

Toronto Globe:—Douglas Fairbanks is said to be taking out naturalization papers with a view to settling in England permanently. Several British newspapers express the view that Hollywood is in a state of decline, and assert: "We take the film lead." Whether their optimism will be justified or not by the logic of events remains to be seen. But, in any case, there are evidences of a notable quickening in the British industry.

TIMMINS LODGE I.O.O.F. NO 459 Oddfellows' Hall, Spruce Street, North. Meets every Tuesday evening in the Visiting brethren requested to attend. S. LAWLEY H. M. MOORE, Noble Grand Box 1311 Rec. Sec. 14-28

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. 14-28

Gold Star L.O.B.A. Meets every First and Third Friday of the month in the Oddfellows hall, Timmins Mrs. H. Deane, Mrs. M. Parnell, W.M. R.S. 14-26

LOYAL ORDER OF MOOSE TIMMINS LODGE NO. 1658 Meets every 2nd and 4th Thursday of each month at Moose Hall at 8 o'clock VISITING BRETHREN WELCOME -6-12

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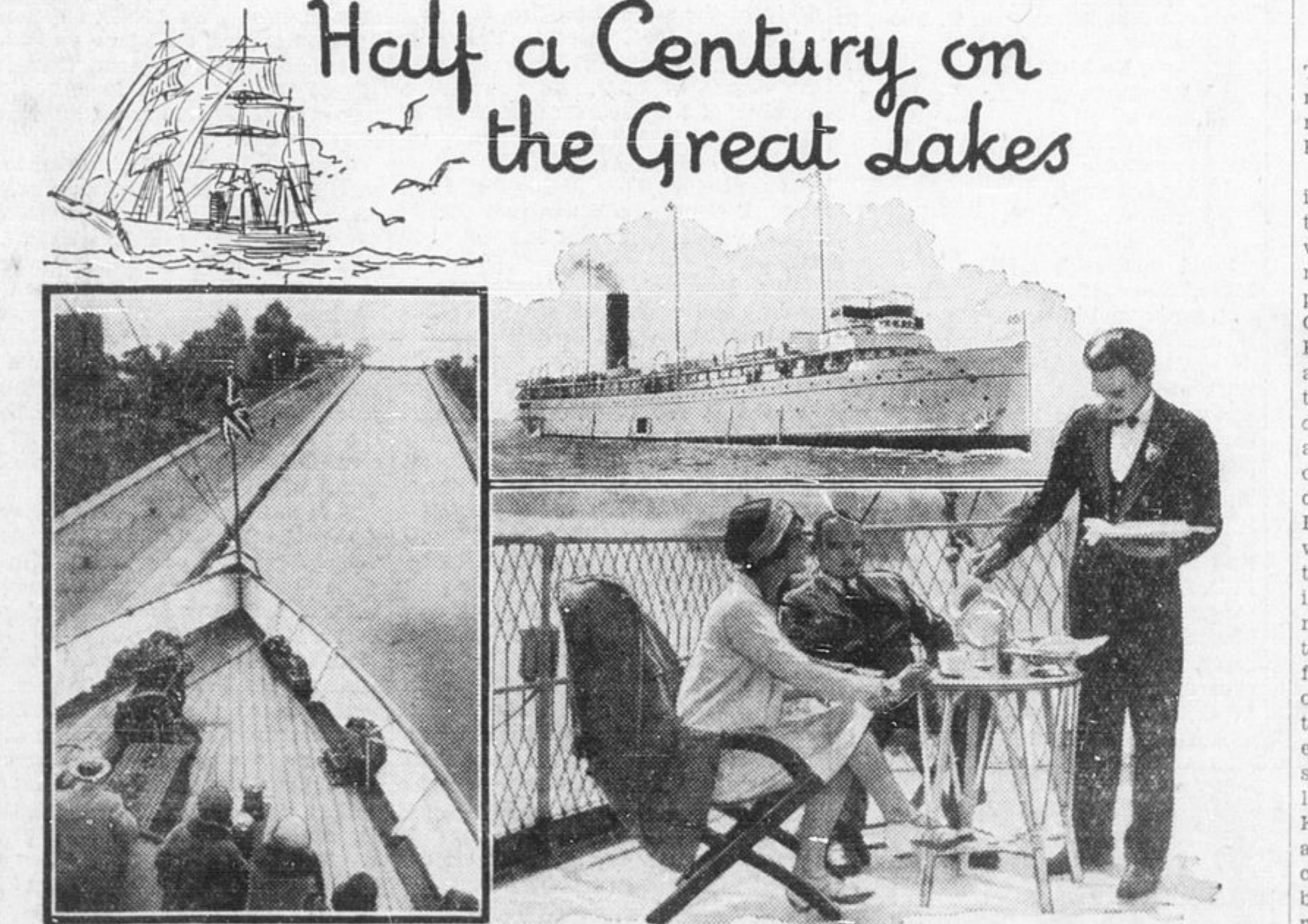
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Half a Century on the Great Lakes Since 1883 when the late Henry Beatty, father of E. W. Beatty, chairman and president of the Canadian Pacific Railway brought from Scotland three vessels equipped with sail and steam as was the regulation at that time, for service on the Great Lakes, thousands of travellers have enjoyed this delightful inland voyage from Owen Sound and more recently from Port McNicoll through the locks at Sault Ste. Marie to Fort William and Port Arthur. It is a fitting tribute to the service maintained by the Canadian Pacific that for fifty years this particular mode of summer travel is still considered a necessary part of one's Canadian travel itinerary as evidenced by the large passenger lists on the S. S. Keewatin and Assiniboia leaving twice weekly from Port McNicoll and on the S. S. Manitoba from Owen Sound weekly. The two former vessels have been in continuous service since 1908 and provide commodious quarters and an excellent table for those seeking quiet relaxation, fresh lake breezes and pleasant travel companions. Both the Keewatin and the Assiniboia, 4,000 ton steamers, have had but three captains among whom Captain McCannal on the Assiniboia is considered one of the best-known authorities on Great Lakes shipping. Until a few months ago there had been but three managers the late Henry Beatty, the late Arthur Piers, father of A. S. Piers, manager of the Real Estate Department of the Canadian Pacific and M. McDuff, now assistant to the chairman, Canadian Pacific Steamships. Alvin Gallagher is now superintendent. Since the S. S. Alzoma went ashore on Isle Royale in 1885, no vessel employed in this service has been lost. The S. S. Manitoba also carrying freight from Owen Sound, was built in the Polson Iron Works in that city, the remaining ships in Scottish yards.