

**TAKE ME HOME**



Only a few Premier Spic-Spans on these generous terms

There is no earthly reason why you should deny yourself the aid of a Premier Spic-Span a day longer.

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Moth damage is absolutely prevented by the Spic-Span. It dislodges and crushes eggs, kills larvae and, used with Dichloride, kills moths that have already started damage.

**MATS MATTRESSES CAR AND FURNITURE UPHOLSTERY HANGINGS SHELVSINGS ODD CORNERS also KILLS MOTHS and DEODORIZES**

Clumsy, obsolete vacuum cleaner attachments can't begin to do the many jobs the Premier Spic-Span does so handily. Get one. And get it now while this generous limited time offer is in force.

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**Higher Speed Means the Worse Accident**

Facts and Figures Given by the Motor Vehicles Branch of the Dept. of Highways Carry Useful Lesson

The Ontario Department of Highways has been making an earnest and intelligent effort to achieve a greater measure of safety on the roads of the province. Advertisements in the newspapers have urged carefulness and thoughtfulness on the part of both motorists and pedestrians in the matter of achieving greater freedom from accidents. Bulletins sent out to the press and to motorists also urge precautions for safety's sake.

One of these bulletins received this week by The Advance touches on an important point that has often been emphasized in these columns. This point is that speed is one of the greatest contributing factors to accidents and danger. The bulletin points out that with the increased use of motor vehicles, the development of faster and more comfortable cars and the improvement of highways, there has come a tremendous movement of traffic, particularly each summer and fall, to the open road. These changes have combined to make the accident problem on rural roads of increasing importance. While rural highways have been improved, tempting to speed, the lack of artificial light at night has created a danger of increased accidents. "A comparison of the results of rural and urban accidents which occurred in Ontario during 1933," says the bulletin, gave convincing evidence (if any were needed) of the truth of the statement that the higher the speed the worse the accident."

In support of this bulletin note the fact that despite the fact that traffic is less concentrated on rural roads, deaths by motor vehicles on these highways exceeded those from urban accidents by more than 55 per cent. Rural accidents were only 40 per cent. of the total in the province, but resulted in 61 per cent. of the total fatalities and 63 per cent. of the total property loss.

"The higher death rate at higher speeds was also very clearly indicated by the results of the accident involving collisions between motor vehicles. Urban accidents of this type numbered 1,743 and caused 11 deaths. Accidents of this type on rural roads numbered 1,500 and resulted in the death of 47 persons," says the bulletin.

The bulletin concludes with the following two paragraphs that are worthy of the close consideration of all:—"The claim is frequently advanced that the present limit is archaic, and

that the development of vehicles has made much higher speeds possible. But the accident figures speak for themselves. On the roads to-day the average speed of traffic is approximately 35 miles per hour, perhaps at times a trifle higher. Nevertheless, the ratio between fatalities and the total number of accidents is 140 per cent. higher on the rural roads than on the urban streets. What then might one expect if the average speed increased to perhaps 45 miles per hour?

"Driving to-day, more than at any time since the invention of the motor car calls for good judgment. Facility and adeptness in the handling of the vehicle is not nearly sufficient. It is upon human judgment that the safety of every user of the road rests and excessive speed which shortens the time during which a driver may judge the situation when an emergency arises, is a factor which better cars, better tires and better brakes cannot possibly overcome."

**What has Been Done at Ottawa in Four Years**

(From Mail and Empire)  
In the course of his speech on the budget Hon. Dr. Manion summed up some of the achievements of the Government of which he is a distinguished member. He said: "Our record is open for all to read. I think it is a very good one and in a few brief sentences I am going to cover the work of this Government in its term of office which has extended about four years. In the first place we realized that economies must be put into effect in Canada, and with that in mind we put those economies into effect to an amount something like \$81,000,000 per annum, cutting down the per capita cost of government in this country from \$9.60 in the year before the war to \$9.03 last year. We spent large sums of money on public works; we assisted the provinces, municipalities and the railways in their work of relieving unemployment, and we gave direct relief running into a large amount of money.

"We lent money by tens of millions to the western provinces. We saved the savings bank of the Province of Manitoba; we gave a wheat bonus to the wheat growers of the western provinces. All of these actions of our Government of Canada and of our people of Canada something in the neighbourhood of \$180,000,000. But a result there has been no starvation in Canada, while in the only socialist country in the world millions starve. We have maintained sound credit not only of the Dominion, but of the provinces and the railways. We have saved their credit. Then, so far as trade is concerned, we have held our own. We took part in two Imperial

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There's no rubber to rot in the patented Nu-Way Spring End Suspenders yet you get all the s-t-r-e-t-c-h you want! This feature plus triple seams, reinforced crotch and bartacking on the pockets assures longer wear. For real value in big roomy overalls see the nearest Walker Nu-Way Dealer.

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conferences at which, for the first time in our history, we obtained preferences, profitable preferences — profitable to us and profitable to the other nations of the Empire."

This is a plain and unvarnished statement of fact to which critics of the administration should give attention.

**BODY OF COBALT YOUNG MAN RECOVERED FROM THE RIVER**

A week after he was drowned when a canoe upset in the Montreal river, near Hound Chutes, the body of Flavvy

Apps, Cobalt young man, was recovered by Provincial Constables Stromberg and Heney late on Friday, about 100 yards distant from the scene of the fatality. Previous search had been hindered by the high level of the river, but a drop of four feet within a few days enabled efforts to be resumed, the body being located close to the shore in about four feet of water. Dr. W. C. Arnold, coroner at Haileybury said an inquest was unlikely, and the body was released for burial from Cobalt.

Mr. and Mrs. E. Loney were visitors to Kirkland Lake last week.

**Political Meeting Not in Relief Camps**

Ottawa Allows Men to Gather for Meetings Out of Bounds But Not in Camp Buildings, Reason Is Given

Following the practice adopted in the British Columbia general election last year political meetings will not be permitted in unemployment relief camps operated by the department of national defence in Northern Ontario during the Ontario general election campaign. An order issued at the time of British Columbia election is still in force and will be observed in Ontario.

Some criticism of the stand taken by the department has arisen in Liberal circles and Hon. Peter Heenan, former federal minister of labour, who plans to take an active part in the Ontario campaign, particularly in the North, said objection would be raised on the floor of the House of Commons. Mr. Heenan said he would claim the right of free speech in the camps and contends opposition candidates will be handicapped if they are not allowed to hold meetings.

Explaining the order, Major-General A. G. L. McNaughton, chief of the general staff, said only meetings within the camp areas, that is to say the buildings or other quarters occupied by the men are banned. The men will be perfectly free to attend meetings outside the camp areas and all candidates will be free to visit the camps and to speak to the men individually. If they wish to stay overnight they will be provided with accommodation at the usual small charge.

One of the reasons for the order, General McNaughton said, is the small size of the camp buildings. If a meeting were being held in a camp it would practically mean all the men would have to listen or get out.

Almonite Gazette:—If the Canadian Broadcasting Commission could find some legitimate way of barring Walter Whitchell from the air it would go far toward redeeming itself. The late Texas Guinan said what Walter needed was "a great big hand across a great big mouth" and there are many who will agree.

**Rank Discourtesy Shown to Joseph A. Bradette, M.P.**

While whining about discourtesy shown to the C.C.F. outfit and howling about intolerance and so on, The Cochrane Northland Post last week had the rather mean distinction of being the only North Land newspaper to stoop to the publication of a silly and unprovoked and unjustified slur and insult to Jos. A. Bradette, M.P.

Apart from the fact that Mr. Bradette had done nothing to warrant the childish slur thrown at him, it seems particularly regrettable that the newspaper of his own home town—and a town for which he had given much service—should go out of its way to be mean and nasty to him. Mr. Bradette himself is courteous and patient on all occasions. As far as may be judged from this distance he holds the regard and esteem of all at Ottawa, regardless of party. He is ever ready to treat others with courtesy and toleration so he is certainly entitled to some forbearance from others. If the sort of thing published in The Cochrane Northland Post in regard to Mr. Bradette is the Post's idea of tolerance and intelligent discussion of public matters then all hail intolerance!

The Advance received the same communication that found a place in the columns of The Post. The Advance threw it in the wastepaper basket because it appeared to be silly, pointless, spiteful and unnecessarily crude and ill-tempered. The Advance has no brief for Mr. Bradette; differs from him in political opinions, and all that. But The Advance has always found Mr. Bradette courteous and gentlemanly and careful not to sneer or slur others. For this reason he is surely entitled to courteous treatment from others. Still more noteworthy is the fact that he ably and conscientiously represents this riding, and his own home town should surely treat him respectfully. The Advance believes that the people as well as the politicians should play the game and when a representative shows tireless effort, the ability evidenced by Mr. Bradette, he is certainly entitled to decent usage and fair comment. In an editorial article The Northern Tribune makes very apt and able reply to the silly article in The Post, as follows:—

"An inveterate and abusive writer

of letters to newspapers, Mr. John Lanning of Cochrane, has a letter in the last issue of the Northland Post which deserves some attention in the name of common decency. This is particularly so inasmuch as that same paper has often complained of late about unmerited abuse directed against persons in public life. Only last week it had a very long editorial on the reverse side of the page to Mr. Lanning's latest outburst. To quote one sentence will summarize the Post's complaint: "We are quite well aware of the fact that there are many tolerant and intelligent people who are opposed to the movement; but these people will express their opposition in a manner befitting intelligent people, and not resort to cheap ridicule and abuse."

"Mr. Lanning has been freely spoken of as a C.C.F. aspirant for parliamentary honours in this riding. Not having been successful in his own journalistic outbursts, the next best thing for him is to use other papers—if they will print his effusions. We are informed that Mr. Lanning was introduced to a small conference at Porcupine Junction as "the prospective C.C.F. candidate" the very next day after he joined the C.C.F. However that may be—

"Mr. Joseph Bradette is one of the most faithful members of the House of Commons in point of attendance. He earns his sessional indemnity if any of them do; but he holds that an M.P. should not be required to take an oath about performance of sessional duties when being paid. He got up and said so in the House.

"And Mr. Lanning compares this brief protest of Mr. Bradette's to the braying of an ass which for an undisclosed reason was tethered in a pasture opposite Lanning's house in Cochrane. If anyone can tell us the aptness of the comparison, or why such a fool (brade should be allowed to appear in a newspaper, we are willing to learn that much more about journalism and tolerance.

"We have plenty of troubles getting out our own sheet without trying to dictate very much to the Northland Post how to run theirs. But we would like to see the Post editor show gumption enough to turn down contributions of this kind, especially when praching tolerance and lofty ideals to other people."

**Finnish Bazaar at South Porcupine on May 29th**

The third annual Finnish Bazaar in the United church, South Porcupine, will be held on Tuesday of next week, May 29th, from 2 to 9 p.m. The previous two bazaars by the Finnish ladies at South Porcupine were very interesting and the event on Tuesday of next week should attract a large attendance. There will be interesting displays of work with articles for sale, also home-baking, and, of course, the famous Finnish coffee bread.

**Room-Base VERSUS Wheel-Base**

**WHEEL-BASE**  
This is the outside distance from hub of front wheel to hub of rear wheel.  
**ROOM-BASE**  
The inside body room of the car—the distance from the dash to back of rear seat.

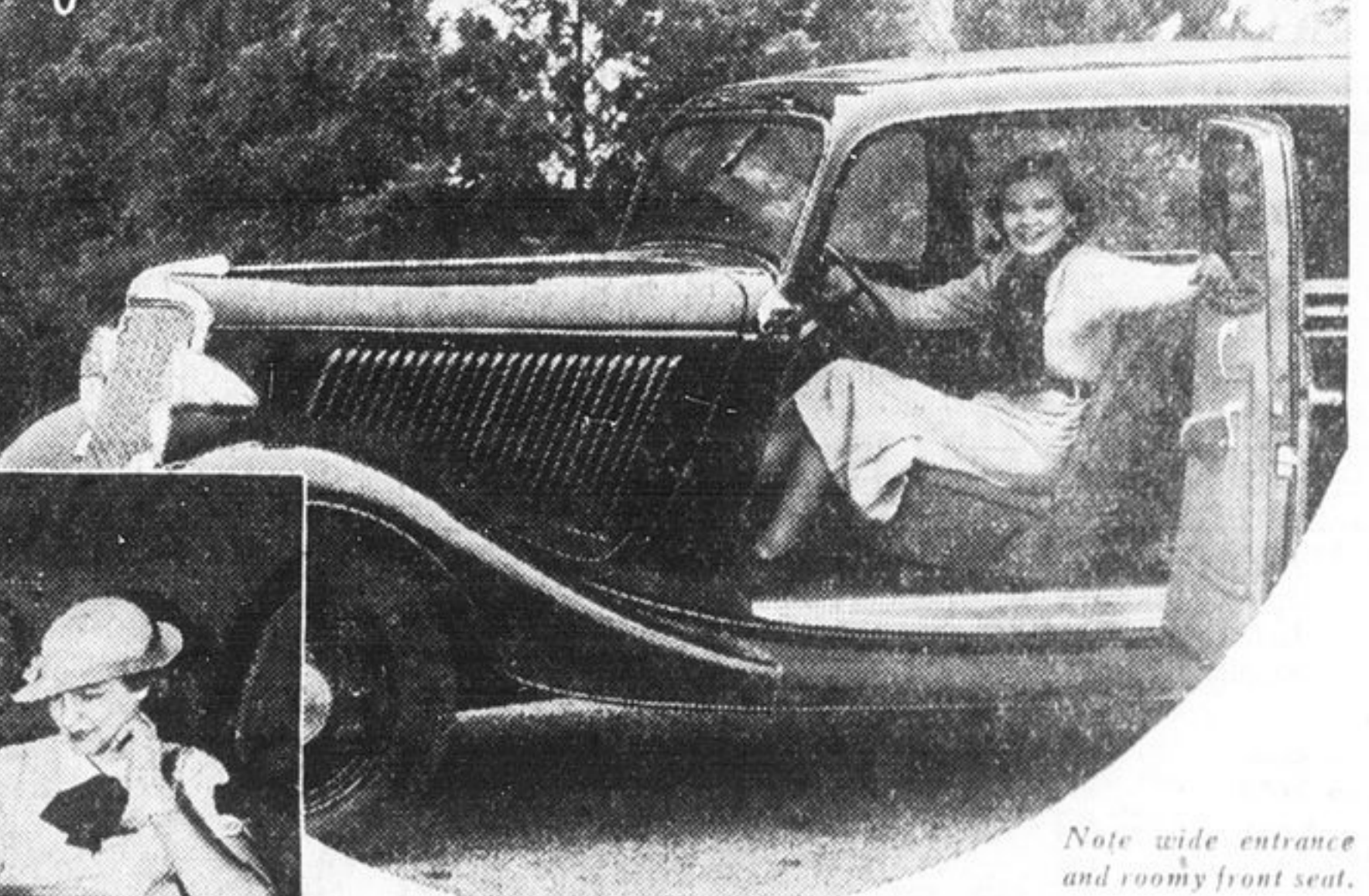


Actual photograph showing roomy rear seat of Ford V-8

The wheel-base of a car is not always an indication of its body room. Cars of similar wheel-base may vary considerably in the amount of interior space available for the comfort of passengers. That's the difference between wheel-base and room-base.

Take the New Ford V-8, for instance. Its wheel-base is 112 inches—a good, generous dimension. But the roominess of the body is even greater than you would expect in a car of this size.

The reason is plain and easy to see. But it is not something that you usually associate with body room.



Note wide entrance and roomy front seat.

It's the V-8 engine. In this design, the eight cylinders are built in two banks of four each and would if they were strung out in a long straight line. Your own tape measure will show you how much more leg room, seat room and head room you get in the New Ford V-8.

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ROOMY REAR COMPARTMENT—You have 26 inches of leg room between front seat and back seat of the Ford V-8 Tudor Sedan.

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