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LYDIA E. PINKHAM'S VEGETABLE COMPOUND

Searching for Gold and Jewels of Late King John

The gentle humor of W. J. Gorman, the humorous gentleman who writes the "Grab Samples" column for The Northern Miner finds ample opportunity for expression in the story of the recent search for the gold and jewels of the late King John of England, "who was drowned," as one school-boy phrased "when he was cross about the Wash." Mr. Gorman writes as follows: "The depths of human credulity have never been sounded. In the British courts they have been trying a case which involves the search for the gold and jewels of King John in The Wash, where the recalcitrant king, fleeing the wrath of the incensed barons, is historically reputed to have lost the loot of demolished monasteries at a sea ford.

"The story begins rather more than 700 years ago when King John's train, with his gold and other possessions, were overwhelmed in the sea. In 1906 public interest was greatly stimulated in the old tradition and three Englishmen formed a syndicate to explore the site and locate the treasure. A reputable engineer was engaged, at a salary of \$10,000 a year for a period of three years, to conduct the search. The backer was an American named Boone, who had apparently plenty of money and lots of imagination. The work proceeded in a leisurely way, rights were secured to a large tract of land in

the neighbourhood of the supposed disaster. But Mr. Boone became impatient and after a year or so fell under the influence of a gentleman named Gladitz, who convinced the American that he had an instrument which could accurately locate buried treasure of this sort. Gladitz was evidently a firm believer in the powers of his instrument, which consisted largely of a needle through a cork.

"Gladitz reported to Boone that he had located the whole track of the escort which carried the treasure and to have found about 680 points where the carts, sumpter horses and escort lay buried. He said that he had discovered that the whole treasure train was nearly ten miles long. When it came to exact details he was no piker, either. The little cork and needle could tell things very exactly. Gladitz claimed that the number of men buried was between 800 and many thousands and that the foot soldiers lay in ranks of ten or more apart. The mounted men were 50 yards apart. In the rear of the column he had located 24 carts but in the middle of the column he had located a big, heavy cart which proved, after scientific analysis, to be full of gold, together with a little silver and was twice as heavy as any other cart in the column.

"According to Gladitz he strongly suspected that this cart contained the king's personal regalia, which he proposed to hand over to the present king of England. He had located the officer in charge of the escort now lying 50 yards ahead of the regalia. That's picking 'em.

"The 24 carts in the rear of the column were supposed to contain shrines, crosses, cups, etc., looted from the monasteries and in the rear was a number of horsemen with saddlebags containing ready cash to pay the army in order to prosecute the war with the barons. When dip-needling gets down that fine there is little more to be said.

"The upshot of this hocus-pocus was that the reputable engineer and his British associates withdrew from the scheme altogether and Mr. Boone was left flat."

Latest News About First Superintendent of Hollinger

Writing in The Northern Miner last week in his column of "Grab Samples" W. J. Gorman says:—

"Bill" Cooper, who was first superintendent of Hollinger and set up the initial Tremaine stamp mill on that famous property, is trying again to make a big one out of a little one. This time his scene of action is Birch Lake, near Casey Summit Gold Mines, on the property owned by McIntyre Porcupine. "Bill" has a royalty arrangement and has set up a Tremaine which he runs with steam power. The crew consists of six men and a boy and not only do they conduct mining and milling operations but run a saw mill as well. The blacksmith runs the compressor, the engineer runs the hoist, the mill and the sawing machine. "Bill" himself just sort of fills in at any old job and the boy carries water. The saw mill is quite an arrangement. It consists of a Ford engine and a woodcutting machine, which Cooper ingenuity has harnessed to a rip saw. The sawyer (save the mark) tools the log along with a cranking arrangement, forcing it up against the saw. They do say that they get 4,000 feet a day out of this contraption and lumber is worth real money back 130 miles from the track."

Hanover Post.—Well, at any rate, the name "Mitch" is as dignified as was that of "Fergie."

The Canadian Legion in the Porcupine

By One Interested in their Welfare

IT'S UNIQUE

That's the expression one often hears in reference to the Canadian Legion. In times past when their feature in The Advance was in its prime and working for a membership for the local branch much was said on this subject. The question was often raised "What does the Legion stand for?" When told it was "to help those who could not help themselves," the answer invariably was "Well, that's unique!" To prove the above statement is true in every sense one has only to peruse the Service Bureau statistics as presented to the Dominion Government in the spring of this year. These figures show that over 65 per cent of the cases dealt with were for veterans, not members of the Canadian Legion. Again it was said—"It certainly is unique for an organization to assist those who are in no way connected with it," but the answer given by Legion officials was—"It is the spirit of comradeship, of the overseas days." Friend or foe, if in need during those days always got a helping hand. Illustration of this point can be seen by glancing at the official war photos available in many varied forms at the present time. Another viewpoint of this unique organization which shows in no uncertain way why every returned soldier should be a member of the Canadian Legion is given herewith. It is very timely for the Timmins branch and should be read very carefully by all interested. The clipping is from The Legionary and is as follows:—

W. A. Devine Box 1228

FRIENDS AT HAILEYBURY EXTEND CONGRATULATIONS

The Haileyburian last week says:—"The marriage of Miss Marguerite Froulx, daughter of Mr. and Mrs. Proulx, old residents of Latchford, to Mr. William Bird, son of Mrs. O. J. Thorpe, of this town, and the late Mr. Bird, was quietly solemnized in Timmins on Thursday last, August 2nd. The ceremony was performed by Rev. Father Theriault at the church house, with Mrs. George MacDonnell and Mr. Frank Thorpe as witnesses, and the young couple came to Haileybury that

evening for a few days visit with the groom's mother and Mr. Thorpe. They returned north on Monday and will reside in Timmins for the present. Mrs. Bird has been a nurse in the Timmins hospital, where she completed her course of training a couple of years ago and Mr. Bird is employed at the Dome Mines. Both are popular members of the younger set in the gold mining town and their many friends extend congratulations."

Further Consideration Asked for "Extension"

The newspapers of the North Land seem to be unanimous in protest against the proposal to curtail or discontinue service on the T. & N. O. extension north of Cochrane. In an editorial article last week The Haileyburian had the following comment to make:—

"If the reported action of the new Ontario Government in closing the James Bay Inn at Moosonee and cutting down on the train service to that point comes to pass, it will be a great disappointment to the people of the North Country. One would think that some plan should be made for increasing the traffic over the line, during the summer months at least, and that it could be made worth while as a tourist attraction. There are many people in Ontario, both in the North and the South, who have perhaps planned to visit the T. & N. O. terminus when they could spare the time and the money, but who have been compelled to postpone the experience. There must be many hundreds of tourists who would appreciate the trip if it was given a boost in the right way, and it seems reasonable to believe that the

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hotel and the branch line could be made to pay its way for a season. It could be closed for the winter months and the train service cut down to a minimum. This is the way it appeals to the average person and it is to be hoped that the government will give the matter further consideration before taking steps in the direction indicated by the reports."

Calgary to Welcome Mining Men from All Over Canada

Men identified with the mineral industry in all parts of Canada will trek to the West this fall, and converge upon Calgary.

The Canadian Institute of Mining will be guests of the Western branches in the annual Western meeting held with the Paliser Hotel as headquarters on September 13th, 14th and 15th.

Summer excursion rates and arrangements whereby the traveller may go by one railway system and return by the other if he so desires, will tempt many mining men to combine a trip to the

coast with the visit to Calgary. The guests will be driven through famous Turner Valley and will visit Banff National Park to attend the unveiling of a beautiful memorial of the late Donaldson Bogart Dowling, a geologist whose memory is cherished by the Institute.

The programme will include the most comprehensive presentation so far arranged of mining developments in the Great Bear Lake district, papers on natural gas and petroleum production, on the production and preparation of coal, and on metal mining in the West.

Social functions, sight-seeing, and golf, will supplement the more serious proceedings of the meeting.

The president of the institute this year is Mr. S. G. Blaylock, Vice-President and General Manager of Consolidated Mining and Smelting Company. A strong committee of Alberta men have completed arrangements for the convention. A warm welcome awaits not only institute men but all who are interested in the mining industry of Canada.

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