

COLDS- For Colds, Coughs and Bronchitis take **108 Nox-a-Cold** Works before others Start to Work TAKE NO OTHER **The Goldfield Drug Company**

Report Hiking Family Not Arrived at Haileybury

Last week The Advance had reference to a family leaving from Montreal to Haileybury and reported as stopping at North Bay where they were very kindly used. Their destination, according to the story told at North Bay, was Haileybury where they said they had relatives who would meet them. Apparently they did not arrive at Haileybury, however. The Haileyburian last week says:— "Although they are said to have left North Bay on Friday morning last with tickets over the T. & N. O. from that city to Haileybury, nothing is known here of the present whereabouts of Mr. and Mrs. Eugene Constantineau and their two children, the hiking family from Montreal. They were reported by the North Bay Nugget as having arrived in the city on Thursday last, having left Montreal on July 23rd pushing a baby carriage with the children, one of which is four and a half years old and the other 16 months.

According to The Nugget they were taken care of in North Bay on Thursday night, where Mr. Constantineau stated that he had an uncle in Haileybury who had promised him a job. The name of the uncle was not given in the paper's report. The traveller claimed that he had never applied for relief in his native city of Montreal, but had kept himself and his family up to the time of their departure by securing odd jobs through the depression. When they left home he had \$5 in cash, he said, but this had dwindled to 12 cents by the time he reached North Bay. From The Nugget report the travellers apparently made good time until they reached Mattawa where the baby carriage broke down and they had to leave it behind. Between walking and getting rides they got from there to North Bay, from where they left, as stated, on Friday morning for Haileybury. Neither Mayor Thorpe nor any of the municipal officials had heard of the travellers until they were questioned by The Haileyburian this week. No one of that name or description had been reported as coming to town, and it is evident that they either stopped short of this point or went on north. It is possible, of course, that they were met here by relatives and taken home on their arrival."

Thinks Zig-Zag Road Best for the North

Old-Timer Shows the Many Reasons Why the Straight-Line Road from Sudbury to Timmins Would be Poor Policy After All.

South Porcupine, Ont., Aug. 10th, 1934.
To the Editor of The Advance, Timmins, Ont.
Dear Sir:—Myself and The Porcupine Advance were first to propose the Timmins-Sudbury road and we have done a hundred times the advertising of it than anyone else. So I think we are entitled to have our say whether it be a straight or a zig-zag route. In the first place this road is not intended for speeders and fast drivers or to get to Sudbury or Timmins in a great hurry. It is needed to serve the mining towns along it, such as Matachewan, Elk Lake, Gowganda and Shingtree area, and open new mines in between, and as I said years ago it would be a belt line of roads with three or four cross-over connections to it from the Ferguson highway and thus make it easy for the settlers to get to this Sudbury-Timmins road and sell a lot of produce to the mines along it. When I first got the idea of this road and started to write several letters in the Northern as well as Toronto papers, the Red Lake rush was on and old Mr. J. E. Moynour and everyone else at Elk Lake not to worry because Matachewan would grow fast some day, and told them some one will find a new mine west of the Young-Davidson and that I was going to keep on writing letters about the whole strip from

Timmins to Sudbury. Some laughed and called me crazy; other said "go to it." Well, look at Matachewan today, and the Hollinger of Porcupine is greatly responsible for helping to start her booming, and the mine I predicted has been found and going ahead. The straight facts are that the zig-zag route is the best by far and on account of it already being from Matachewan to Gowganda and has been for nearly twenty years. Yes from Elk Lake to Gowganda it has been kept open all the year around for 20 years, and yes many years from Elk Lake to Matachewan. So this proves it's the best when there is enough business to warrant keeping it opened the year round between these camps.

The late Jas. Hutchings, of Elk Lake, had two teams of horses and sleighs make the trip from Elk Lake to Timmins in the winter of 1925-1926 and that helped my idea of the road. You bet this Sudbury-Timmins road is to serve the towns through which it already runs and the mining camps along it, as well as Kirkland Lake with a road west to meet it, and same at other places, where the farmers will have a market. It is not by any means meant to serve just a few fast-going speeders like that rocky shore of Superior from Sault Ste. Marie which would only be for pleasure purposes. This zig-zag will be over one hundred miles shorter to Sudbury any way, so please be satisfied it is so. Why this long road, or zig-zag, as some call it, is best is because there are already several mines along it and many more to come and it's mines first, before pleasure, and besides there is that much more scenery than a short straight road. In fact the longer it is the better for all, for the chances of Matachewan was dead. But I told Mr. J. E. Moynour and everyone else at Elk Lake not to worry because Matachewan would grow fast some day, and told them some one will find a new mine west of the Young-Davidson and that I was going to keep on writing letters about the whole strip from

through the world's greatest nickel belt into a long silver belt and then into a great gold belt and run through the centres of these belts. If it is intended for a few like the rocky Superior road then it is not needed at all and should be dropped entirely. It's too costly to build roads for easy living people only. Build it where it will do the greatest good and earn the most. Being one of seven men who made the finds that started Porcupine rush I wish to say that I honestly believe if the Porcupine branch of T. & N. O. Ry. had been built where it should have been and that it went from Matheson through that great farming area to Nighthawk Lake that there would be two or three more big gold mines in the North, because it would have run right through the Porcupine Gold Belt and more money would have been available to work Nighthawk mines, and also from Matheson west where lots of gold can be found. Should it ever be necessary, the railway could be run east to Lightning from Matheson and tap Creosus and other good properties, some of which may yet turn to be big boys. If it were not for the mines and settlers we would not need any roads in this North for they would be useless. So I think those who advocate a short straight route should think twice and take into consideration the stores and business places and settlers and others who have as much right to benefit from this road as they have and others who are always in such a great hurry. If they found a gold mine I'll bet they would like to see it last a long time instead of a short-lived one.

Yours truly,
H. A. PRESTON.

Highway Route Should be for Use Not for Politics

The New Liskeard Speaker last week says:—"While politicians have been playing ball with the Trans-Canada highway proposition, and while "those with a pull" have been having a certain amount of work done in their sections without those in other parts of the North knowing anything about it, prospectors have been making big discoveries in the Long Lake section of Northwestern Ontario, and right in the area it was suggested the Trans-Canada highway should run, if the Northern route were finally selected. Had the politicians taken this job on with a desire to secure a Trans-Canada highway, instead of trying to make use of the proposition as a vote catcher, which didn't catch, the big undertaking would have been nearing completion by this time and Old Ontario would have had direct motor connection, via the Ferguson highway and Cochrane, with what now appears to be another great mining camp for the province of Ontario. There is a saying that gasoline and booze will not mix when a motor car is being driven, and likewise petty politics and good business will not mix when the best is to be looked for in road building. Long Lake is so situated that there are only two possible routes available from Eastern to Western Ontario. One route must cut across the northern end of the lake and thus enter the Nipigon area, or else the rocky and crooked shores of Lake Superior must be made use of. Common sense would indicate the advantages of the Northern route, but political necessities frequently do not consider common sense."

Against Closing Line Cochrane to Moosonee

The New Liskeard Speaker last week made the following comment on the report that service on the T. & N. O. extension north of Cochrane was to be curtailed and the James Bay Inn closed down:—

"The Toronto press recently announced that the Liberal Government of Ontario had decided to all but scrap the T. & N. O. Ry. extension from Abitibi Canyon north. "The new hotel at Moosonee was to be turned into a cross between a community hall and a home for Indians" and the rails made use of only as demand for freight haulage was received. This will be alarming news to any one who may have acquired interests in that section of Northern Ontario, and is greatly to be regretted by the people of Ontario. A representative of The Speaker was present on the occasion of the driving of the spike which formally opened the new road for business, at which the speakers were former Premier Henry, former Premier Drury and Justice Latchford, a former member of the Ontario Liberal cabinet, which sponsored the building of the first span of the T. & N. O. Everyone of these speakers made claims on behalf of themselves for "special mention" for the part they had individually taken to promote the extension of the T. & N. O. Ry. And, although we must confess we had grave doubts about the wisdom of the undertaking, we decided that probably these men knew more about it than we did and decided that criticism would be in bad form on our part. However, if Premier Hepburn is properly quoted, the upper reaches of the Ontario owned railroad are not as promising as we had been led to believe, although we hardly agree with his sentiment as expressed in the words that "It starts nowhere and ends nowhere," because Cochrane, as the former "end of steel" and division point, established by reason of the building of the upper C.N.R. line, under Liberal auspices, is some real town, and, under favourable conditions, might easily aspire to cityhood in the near future."

Hepburn Stops Plan of Land Settlement

Says No More Men to be Put on Land Until Trade Improves. Assistance to be Continued to Those Under Plan.

Another step by the Hepburn Government that is of particular importance to the future of the North is the announcement last week by Premier Hepburn at Toronto that there will be no further attempts made to settle farmers on the lands of Northern Ontario until the price of farm products make such investments profitable. The announcement proceeds to say that assistance will be maintained to those already trying to make a living on the homesteads of the North. In regard to this assistance it is difficult to see how it could be considered as likely to be discontinued. Under the farm settlement plan the Dominion Government, the provincial Government and the municipalities agreed to assist the settlers under a defined and distinct contrast. It may be within the province of the Government to discontinue further settlement under the land settlement plan, although in view of past circumstances and conditions even that seems scarcely fair. Ontario adopted the plan inaugurated by Hon. W. A. Gordon, Minister of Colonization at Ottawa, and there were certain understandings between the two governments that leave a discontinuance of the plan by Ontario as more or less of a handicap to the Dominion plans. But certainly the assistance promised to those who have already taken up the plan could not be stopped without evidencing direct breach of faith not only with the Dominion but also with the municipalities and with those taking up the plan.

Hon. Mr. Hepburn is quoted as saying:—"I can see no useful purpose in putting men on the land until we get a sound trade policy. The money for this expensive colonization service in Northern Ontario comes out of the taxes." It may be replied to this viewpoint that as most of those placed on the land under this plan would otherwise be on direct relief, there is no saving by discontinuing the plan, but the contrary is the fact. As to waiting until farm produce prices are at a higher level, that does not seem to be a far-sighted policy. For a couple of years, until they get really started at farming, the settlers have little concern about prices for produce. If prices come back in the next couple of years then the settlers under the plan will be all ready to reap the advantage. To wait for material increase in farm prices is simply to defer success for a couple of years at least.

When the land settlement plan was first taken up The Advance touched on the matter of prices for farm produce, pointing out that if prices were not good there would be little advantage in having the number of farms increased. The Advance urged some plan or other whereby farmers and settlers could be assured of fair prices. Against this it was argued that the chief purpose in the land settlement scheme at present was the caring for those who would otherwise be upon relief. The plan was designed to offer an opportunity to men with knowledge and experience in farming to start on homesteads in the North. Until they estab-

Automobile Insurance

Reliable Companies. Prompt Claims Service. See us for rates and particulars.

SULLIVAN & NEWTON

(Established 1912) 21 Pine St. N., Timmins, Ontario

lished themselves they were given certain forms of assistance. Already several hundred men have been established on farms in this way and bid fair to make good. While they may never make fortunes, they do stand the chance of becoming independent and able to care for themselves. From time to time The Advance has noted cases where success has apparently been won, according to the men on the farms. There were at first certain mistakes made that created some prejudice against the plan. It is only fair to say that these mistakes were chiefly traceable to misunderstanding or error on the part of the province, rather than the Dominion's plan. One of the main mistakes in this line was the attempt to place unsuitable men on the farms. Some of these men were so inexperienced and so unready to learn that their failure was sure from the start. Others were unfitted by temperament or outlook on life. Recently, however, co-operation between municipalities, province and Dominion has been so close, and the men chosen for land settlement have been generally of the type that gives good promise of ultimate success. Now, when the chances are good for the land settlement plan seem so propitious, it does seem a pity that it should be discontinued.

In regard to the settlement of the North, The Advance has held that for a great many years the plans for securing and holding settlers have been on a poor basis. Even the assistance given the settlers has been along wrong lines. It takes some time for the average settler to establish himself as a farmer. In the meantime, however, he must live, and in giving him this chance to live, the Government seems to have followed the wrong line. Roadwork has helped very materially to keep the settler going, but there has been the necessity, or, at least, the inclination to have the roadwork keep the man while his farm-making is held up while he works on the roads. The answer to the whole problem seems to lie in the adoption of some form of bonus for the clearing of land for homesteading. This would allow the farmer to remain on his farm, and, in the absence of pulpwood on his farm, allow opportunity for living until the farm should be on a paying basis. A land-clearing bonus such as appears to have been so good a success in Quebec seems to be the answer here. It might be well for the present government to have this idea in mind if they return to the land settlement plan.

Huntingdon Gleaner:—For two months, Arnold Rue, University of California student, has lived on three meals a day that cost him six cents. During this time he has lost no weight nor felt any other ill effects. In the morning he boils three cents' worth of whole wheat, which eaten with sugar and condensed milk, is his breakfast and lunch. At night he eats a meal of stewed vegetables, usually carrots, potatoes and onions.

BILIOUS HEADACHE INDIGESTION quickly relieved by **Dr. CHASE'S KIDNEY & LIVER PILLS**

Doherty Roadhouse and Co.

Members Toronto Stock Exchange **MINING and INDUSTRIAL STOCKS**

Direct Private Wire Connections

Approved Listed Stocks carried on margin PROMPT EXECUTIONS IMMEDIATE SETTLEMENT

19 Pine Street North Timmins Phones 1200-1201

FOR BETTER SERVICE - CALL - STAR TRANSFER
Phone No. 427 No. 7 Spruce Street South
Local and Long Distance Hauling
CRATING, STORAGE SHIPPING
We have the only moving van licensed by the Ontario Government with the proper Provincial Commercial Vehicle License and Load Insurance in Timmins.
WHY RISK YOUR GOODS WITH INEXPERIENCED CARTAGE AGENTS WHO ARE NOT PROPERLY INSURED AND LICENSED.



GREATEST of VALUES

A NEW RECORD LOW PRICE
PRICES BEGIN AT **\$1243**
(for the 2-Passenger Regular Coupe)
Delivered, fully equipped, at factory, Oshawa, Ont. Freight and Government license only extra. Convenient GMAC terms.
FOR IMMEDIATE DELIVERY

McLAUGHLIN-BUICK

HERE price is powerless to create value. But check up on this newest McLaughlin-Buick—learn that it's a McLaughlin-Buick through and through, at a new record low price for McLaughlin-Buick quality—and you'll find it the greatest value of all in its class.
Here in the eight models of the new Series 3-40 is Torque Tube Drive... Sealed Chassis... Valve-in-Head Straight Eight Engine... Body by Fisher with built-in Ventilation... all the traditional

McLaughlin-Buick features plus matchless new performance, surprising economy and true McLaughlin-Buick dependability.
Drive it, and you'll agree that in widening its price range, McLaughlin-Buick has created a worthy companion car to the famous 50, 60 and 90 Series models everyone knows... that McLaughlin-Buick has created once more the unmatched value of the year.

- TORQUE-TUBE DRIVE... VALVE-IN-HEAD STRAIGHT 8 ENGINE
 - KNEE-ACTION WHEELS... BODY BY FISHER... MORE MILES PER GALLON... AIR-CUSHION TIRES
 - IMPROVED NO-DRAFT VENTILATION
 - FULLY AUTOMATIC STARTING
- Including Automatic Choke, Heat Control, Idle Control, Water Temperature Control and Vacuum-Spark Control
- A GENERAL MOTORS VALUE  PRODUCED IN CANADA

Marshall-Ecclestone Limited
Timmins Ontario

Try The Advance Want Advertisements