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## Value to the North Land of the T. & N. O. Railway

An editorial article in The North Bay Nugget is worth careful consideration for the attitude it suggests in regard to the T. & N. O. Railway. Years ago when fault was found with the initial expenditures necessary to inaugurate the provincially-owned railway the answer was that the railway was designed as a colonization road. The suggestion was that it might not be profitable directly but that indirectly it would be worth all and more than its cost. The years have given the fullest justification for this idea. The Nugget says:—

"Anxiety of northerners lest the impending re-organization of the Temiskaming and Northern Ontario Railway would not meet with general approval, has been allayed since the names of Harry Oakes, president of the Lake Shore Mines; R. J. Ennis, vice-president and general manager of the McIntyre Porcupine Mines; J. G. Dickenson, of the M. J. O'Brien Company and Arthur G. Slaght, K.C., have been indicated as probable appointees to an advisory board.

"These men have extensive interests in the north; have been identified with its expansion for many years, and are wholeheartedly in sympathy with the prospector, settler and woodsmen, who have played no small part in its development.

"While the T. & N. O. Railway is a transportation system in the first instance, its purpose since inception has been to enable the geologist and prospector to reach its hidden wealth; to allow the bushman to market its unlimited forest resources, and to permit the settler to find a way to its arable stretches.

"There is no denying but that governments of the past and the railway commission have been considerate of those engaged in the creation and development of industry in the region it serves. Direct revenues could not be expected to be large when thought was given to opening up a territory nearly as large as the older part of the province and to making easy the labours of the prospector, woodsmen and settler.

"The T. & N. O. Railway may not be able to show a large direct return on the initial investment, but when consideration is given to the fact that the greatest mineral fields of the world were opened up within a quarter of a century; that more than 200,000 persons were permanently settled in the region which knew little colonization before 1900; that the Ontario and Dominion governments have reaped almost inestimable revenues from the development of its resources, justification for the existence of the railway and its operation under present and previous directorates is found.

"The Temiskaming and Northern Ontario Railway has, in the opinion of those it directly serves, been the main reason for the present happy position of Northern Ontario. It has been extended to practically every corner of the rich territory it traverses and in that way forced to expend a great deal more than could be expected in returns within a few years.

"The government railway has performed the work for which it was intended, and can now look forward to realizing a profit on effort and expenditure. Its worries are believed to be in the past, and the future more promising than ever."

Detroit Free Press:—You may as well tell your wife the truth; she'll find it out anyway.

## Braved Stratosphere



PROF. MAX COSYNS

Seeking new scientific data on the stratosphere, Prof. Max Cosyns landed safely in Yugoslavia after soaring aloft from Hour-Havenne, Belgium. Prof. Cosyns is shown looking from the manhole of his gondola; in the background is his partially inflated balloon.

## Finds Lumber Fire Losses are Serious

Fire Marshal Advocates that Measures be Taken to Guard Mills and Yards. Recommendations Made.

A serious increase in fire losses in the Canadian lumber industry was reported last week by the deputy fire marshal of Ontario, George F. Lewis, speaking before the Canadian Fire Marshals' convention.

The loss ratio for 1932 was 207.79 per cent., compared with lumber yard figures of 71.15 per cent. for 1922-1926. Premiums paid in 1932 amounted to \$707,152 for lumber yards, he stated, while losses were \$1,469,400 for the same period. During the years 1922-1926 premiums of \$7,223,552 were balanced against losses of \$5,165,463. The loss ratio for 1927-1931 was 44.99 per cent.

Sawmill Losses  
Losses in sawmills were \$5,431,174 for the 1922-1926 period, \$3,137,433 for the 1927-1931 period, and \$792,220 for 1932. In the same periods woodworking factories showed losses of \$3,936,054, \$2,692,792 and \$218,505. The Ontario average loss ratio for the 11-year period was 74.66 per cent.

Mr. Lewis advocated the installation of automatic sprinkler systems and gravity tanks of 20,000 gallons capacity, at least.

He said only intelligent, able-bodied men should be employed as lumber yard watchmen. They should be thoroughly instructed in their duties and drilled in the handling of fire-fighting equipment. "They should be sworn in as special constables and armed—if only supplied with blank cartridges—for the purpose of giving alarm which might be of immense value," he advised. He also recommended flood lighting in yards and surrounding grounds, with sentinel boxes and telephones, together with whistles, sirens or other noise-making advice to sound an alarm when necessary.

## TRYING TO STEAL WEEKS FROM THE NORTH COUNTRY

All the signs seem to agree that the Hepburn government means no good to the North Land. First of all the District Medical Health Officers was removed. The seriousness of this move is not yet apparent to all in this country but it no doubt will be in the near future. It may mean actual loss of life. Then the men were all taken from roadwork and it looks as if the most of them will be "out" for this year at least. The suggestion that the hotel at Moosonee in the typically choice language of the premier is "to be given back to the Indians," and part of the T. & N. O. line north of Cochrane to be practically abandoned, is another slap on the wrist for the North. Last week, however, there was the unkindest cut of all. H. W. Weeks, for many years in charge of the Northern Development road work for the English district was discharged. The reason given was much the same as the town council of Timmins gives for replacements. Mr. Weeks has been so active and helpful a citizen of English that to endanger his residence in English is to give a serious blow to the town. It is not known what Mr. Weeks' plans are at the present time, but if he has to move from English, it will be a serious blow to the community. Not only did he do his work well as one of the staff of the Northern Development Dept., but he was always to the forefront with ideas and efforts for the advantage of English. He will be a hard man to replace if actual replacement is possible in such a case. In the meantime announcement is made that John Howard of Healdy, has been appointed to succeed Mr. Weeks in the Northern Development Dept. at English.

## Game Wardens Needed in Central Parts of Ontario

In referring to the wholesale dismissal of game wardens by the Ontario Government, The Advance has pointed out the loss that will be sustained by the province through this ill-considered action. To suggest that the provincial police will carry out the duties is to go against the facts as proven in past years. There was a time when the provincial police were left to enforce the fish and game laws in the North Land, there being only one game warden for the whole territory north of North Bay. It was not satisfactory—could not be satisfactory. If the Government cares nothing about fish and game preservation, then the dismissal of the game wardens follows such a line of opinion. It would be the part of courage to make this known to all. The dismissal of all game wardens, however, is nothing more nor less than throwing away all that has been accomplished in past years for fish and game conservation. There may be places in the South where game wardens are not necessary. They are certainly required in this North. From other sections, however, there comes the idea that they are also needed in the East and the South. For instance, The Pembroke Standard-Observer last week has the following editorial reference to the matter:—

"In their laudable efforts to cut down the costs of government the Hepburn Government are evidently doing some things, and thinking about what they have done afterwards. The wholesale dismissal of our game wardens is an illustration. There are hundreds of places in Ontario where no doubt a game warden was a joke for there are no game fish or birds in these districts, but Renfrew County is not one of these places. Here bordering on the Algonquin Park, here where we have game fish, game birds, partridge and ducks, here where we have deer, and not far from here moose, it is scarcely conceivable that any man who ever had a gun or a fishing rod in his hands would think for one moment that that Renfrew County should be without a game warden. There is absolutely no politics in this matter at all. Hundreds who reside here, yes thousands, delight in sport and they do not want to see our birds slaughtered, nor our fish taken by the tourists who will be delighted if there should be no one to keep a check on them. We take it for granted that the local member has made a vigorous protest against the action of the government."

## Strewn Nails and Tacks on Highway

Epidemic of Punctures Led to Discovery of Cause for So Many Tacks and Nails Being on the Road.

A large number of trucks and cars using the Ferguson highway recently found they had flat tires, and investigation further showed that the punctures were due to nails and tacks. The trouble assumed epidemic form and eventually the matter was called to the attention of the police. It was evident that tacks and nails were strewn along the roadway and at first it seemed the only explanation was that some evilly-disposed person had deliberately set out to endanger all the tires on the road. The police, however, found that this was not the case. The tacks and nails were only on the road through a rather unusual accident. It did not take the police long to localize the strip of roadway where the tires were picking up the tacks and nails. It was a comparatively short strip of roadway north of Cobalt. Further investigation gave the origin of the trouble. It appears that farmer from Brethour township purchased an old boiler from a man in Cobalt. The boiler had been used in a threshing outfit and was bought for other farm purposes. It was being towed from Cobalt to Brethour township, when it began, as it were to rain tacks and nails. It would appear that old lumber had been used to fire the boiler. Unfortunately, the lumber so used was fully of tacks and nails. As the old lumber was used the tacks and nails fell down on the grate of the boiler. Then when the boiler was being towed along the tacks and nails began to work their way out and drop along the roadway. The result was just too bad for cars and trucks coming along. Scores of cars are said to have been affected as well as a number of trucks. Trucks hauling materials for the paving of the highway suffered more than half a dozen punctures. The drivers of the trucks called the attention of the police. As a result the matter was checked up and the provincial police did not take long to locate the cause of all the trouble. The man who had bought the boiler was invited to use a broom and sweep up the roadway. When this was done there was a large array of nails and tacks. The gentleman with the broom swept up about 25 lbs. of nails and tacks. After these were removed from the road the epidemic of punctures seemed to be closed up.

## BUS SERVICE NOW BETWEEN KAPUSKASING AND HEARST

A bus service which runs between Kapuskasing and Hearst daily and from Hearst to Cochrane on Sundays has been inaugurated, and as there is no mail, express or passenger service west of Cochrane a long-felt need has now been filled. The bus leaves Hearst at 8:30 a.m. and reaches Kapuskasing at 11 a.m. It makes the return trip at 3:30 p.m., reaching Hearst at six. The Sunday bus leaves Hearst at 8 a.m. and reaches Cochrane at 1:30 p.m. The bus will make stops enroute only if flagged. Detroit Free Press:—You can save more time by thinking fast than by walking fast.

## When you're hungry at BEDTIME



HERE'S a "night-cap" that will not only satisfy that bedtime craving for food, but will help you sleep! A bowl of crisp Kellogg's Corn Flakes and milk. Wholesome. Rich in energy. Easily, quickly digested. Kellogg's Corn Flakes are kept oven-fresh and flavor-perfect by the heat-sealed inner WAXTITE bag. Made by Kellogg in London, Ontario.



## Man in 88th Year Asks Poem be Read at Funeral

John Tucker who died recently at Orillia in his 88th year made a last request for a poem to be read at his funeral. The poem, however, was mislaid, and so the request of this citizen who had spent some eighty years in Orillia was not followed. He was a native of Devonshire, England, coming to Canada when about three years of age. The late John Tucker was of original turn of mind, to judge from the reports of his life and death in despatches and in the Orillia newspapers, The Orillia News-Letter giving the poem the old gentleman wished read at his funeral as follows:—

When I leave this mortal shore  
And mosey round the earth no more,  
Don't weep, don't sigh, don't fret, don't sob,  
I may have struck a better job.  
Don't go and buy a large bouquet  
For which you'll find it hard to pay,  
Don't hang around me looking blue,  
I may be better off than you.  
Don't tell the folks I was a saint,  
Or anything that I ain't.  
If you have hope like this to spread,  
Please hand it out before I'm dead.  
If you have roses, bless your soul,  
Just pin one in my button-hole.

## Making of Tea is an Art, And Here's How it's Done

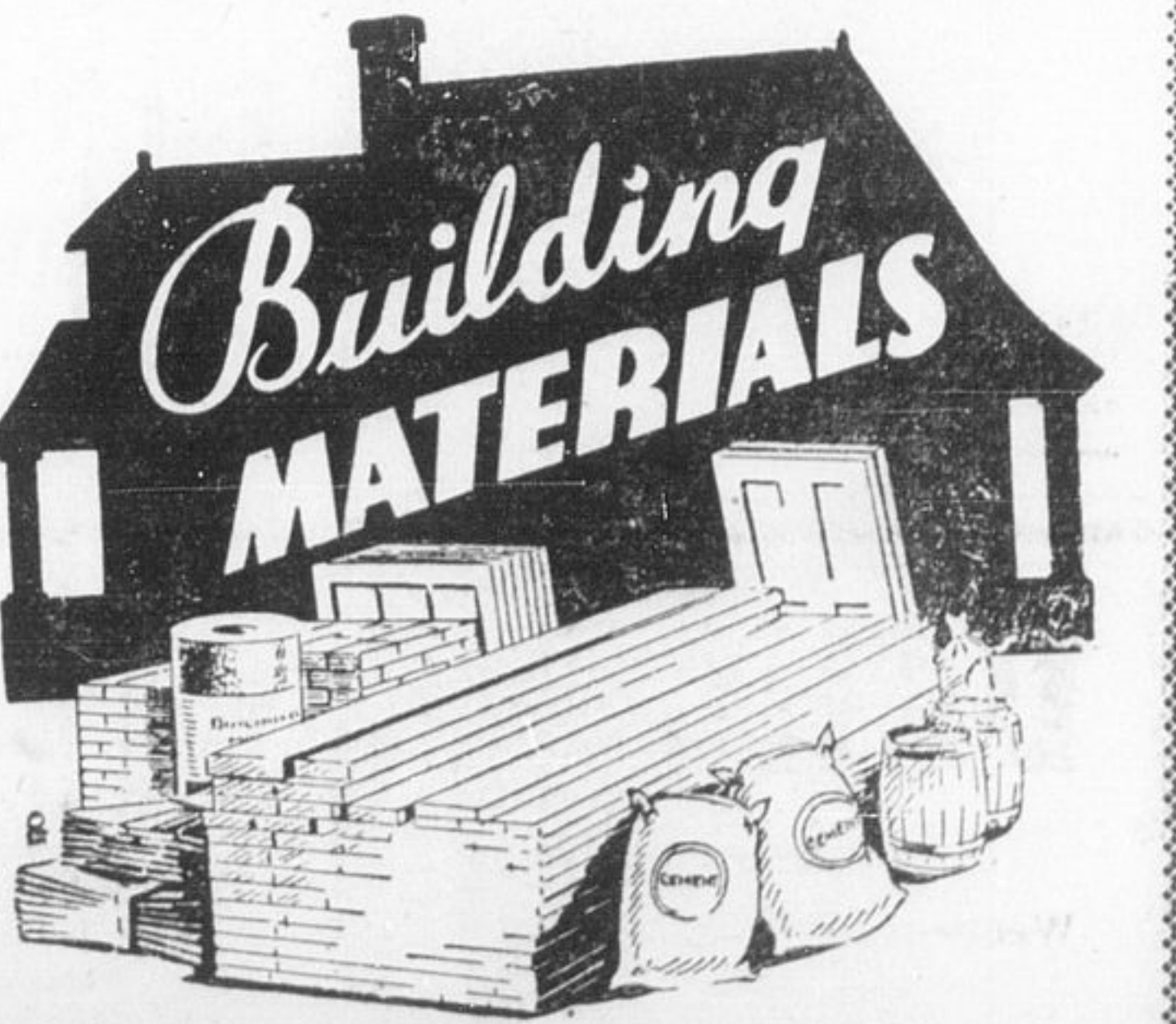
No beverage in the world is as universally popular as tea. It is used in nearly every civilized country and this delightful drink not only refreshes and invigorates the mind and body, but also serves as the medium by which people meet in a spirit of friendship and understanding the world over. If the following directions (which were supplied by "Salada" Tea) are followed, each cup will yield the full delicious flavour that makes tea so enjoyable.

1. Use a tea of fine quality.
2. Use fresh water always.
3. Use an earthenware tea pot.

Scald out the pot to make it warm, place in it a level teaspoon of tea for every cup desired, and one for the pot. Add fresh boiling water. Allow to steep about five minutes and stir slightly before serving. Tea made according to the above rules will be fragrant, delicious and completely satisfying.

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## Connaught Station Has Beverage Room

Also one at McIntosh Springs. Other Items of Interest from Connaught Station. Reminder of Hopes to End Bootlegging.

A friend of The Advance sends the following item from Connaught Station:—

Mr. A. E. Jenner, accountant at the Bank of Commerce, Simcoe, and Miss Opal Duncan, R.N., of Simcoe hospital, are visiting the former's parents, Rev. A. A. and Mrs. Jenner.

We notice that beverage rooms have been opened here and at McIntosh Springs. Henceforth we expect that the prophecies of Premiers Ferguson, Henry and Hepburn, that illegal sale ceases when legalized sale is introduced, will now be fulfilled. Conditions at Connaught recently make us hope so very sincerely.

Mr. and Mrs. Finnerfer and two children have returned to Rouyn after a visit to Mr. and Mrs. Cousineau.

## Jumpy Nerves

Yield to the soothing action of this medicine. You will eat better... sleep better... feel better... look better. Life will seem worth living again. Don't delay any longer. Begin taking it today.

LYDIA E. PINKHAM'S VEGETABLE COMPOUND

## Also Known in Sudbury as "Amos Tobias" Hill

The gentleman welcomed recently in Timmins as "Tom" Hill came to this town from Sudbury and apparently he is known in Sudbury as "Amos Tobias" Hill. In Timmins when he first came here and was arrested by the local police for his part in a disorder here on street he gave the name of Amos Tobias Hill, or at any rate that is the name under which he was placed on the arrest sheet. In referring to "Tom" or "Amos Tobias," The Sudbury Star last week says:—"Recently released from Portsmouth Penitentiary on the expiration of half his five-year term for being a member of an illegal association, Tom Hill, known as Amos T. Hill when he ran as Communist candidate in the 1930 federal election, stopped off at Sudbury between trains on his way from Winnipeg to Toronto Monday night, and was greeted by a band of about 100 vociferous supporters at the C.P.R. station at 6.20. Hill was taken to the Ukrainian Labour Temple on Spruce street, where a celebration was held. Meals were served to about 200 people and the red leader spoke about his recent confinement in Kingston. Hill reiterated charges that he and other prisoners had been put in the "hole," and spoke at length on the riots, for which, Buck was given an extra nine months imprisonment. Hill left at 11.30 the same night to entrain for Toronto, where he will stay for some time. Since his release he has been to Winnipeg and Port Arthur, the latter place to visit his wife and children."

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