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**Making the Railway a Political Football**

Note Taken of the Resentment Felt in the North at Attitude of Some T. & N. O. a Colonization Railroad.

As a matter of record and so that readers might have the general view of the North on the matter of the T. & N. O. Railway and recent criticism of that railroad, The Advance has been publishing editorials and articles from other North Land newspapers in reference to the question. The following is a front page editorial from The Northern News of Kirkland Lake last week:

"There is a deep feeling of resentment in the North Country over the manner in which the Temiskaming and Northern Ontario Railway is being made a political football. The treatment which the southern papers have given to the governmental investigation on the line seems to Northerners to stress too heavily the fact that \$30,000,000 has been invested in the line. The suggestion contained in much of this newspaper comment is that this money has been lost without hope of return.

"A review of the history of this railway line should serve to remove wrong impressions created by the current investigation and newspaper treatment thereof. In the dying days of the Ross government the line was projected north from North Bay purely as a colonization railway, designed to open the Clay Belt of Northern Ontario. When it had gone 100 miles and was just entering the potential farming region rich silver ore was struck at Cobalt. This immediately created a tremendous rush of prospectors and miners, gave the new line a huge volume of freight from the first and in addition provided a market for the products of the newly opened farming area. Southern farms, as well as factories, benefited very greatly from this development.

"The road was pushed north, eventually the rich gold mines of Porcupine were discovered and opened; Kirkland Lake quickly followed. Whether or not the line would ever have

succeeded as a purely colonization project is an open question. To the degree that it had been successful mining has been in the opinion of many qualified observers, its salvation. Certainly the development of the mines, which has been made possible by the railway, has created a vast volume of business and prosperity.

"From 1903 to 1931, the Cobalt camp produced \$260,000,000 in silver. Porcupine camp, opened by this railway, produced \$340,000,000 between 1910 and 1933. Kirkland Lake production between 1917 and 1933 totalled \$155,000,000. Total production of gold and silver, in the section of the north, opened and served by the T. & N. O. Railway, has amounted to \$756,152,337 and dividends of \$266,060,482 have been paid. The balance has gone out in wages, supplies, taxes, and provided a steady stream of purchases in southern Ontario. The railway also opened for settlement 16,000,000 acres of good clay land. Over 70,000 people have found employment and have made homes in the area. All this cannot be disregarded in this talk of non-payment of complete bond interest on a \$30,000,000 investment. Ontario is the province that has benefited by the ploughing in of this substantial sum.

"Apart from the fact that the T. & N. O. is outstanding in its earnings position, as compared with any other railway in the country, some consideration should be given to the fact that in its effort to fully develop the resources of the country in lumber, pulp and paper and power, to provide employment for a rapidly growing population, and to fulfil its task as a colonization road, some extensions have been made which have not so far been profitable. Notably the James Bay line has been projected ahead of the development of that area. Yet without the aid of the Abitibi Canyon development could not have been undertaken. Later the power from this source will be required. Further, when the pulp and paper business is restored this region, north of Cochrane will be a source of freight revenue. Similarly, branches were built in the south which did not justify the hopes of the builders. The Silver Centre line is an instance. In contrast and indicating the possibilities of a branch line to a mining area, the Elk Lake branch which for years was unprofitable is now crowded with freight and passengers with the revival of the Matachewan camp.

"The policy of construction has not always been at fault. The lines to Timmins and to Iroquois Falls have been highly profitable. The branch in to Rouyn has diverted much of the business of this growing mining area to Ontario, whereas without it Quebec would have had all of development returns to herself.

"Criticism has centred on this 300-mile provincially-owned line because it is a separate entity, easily isolated. If any paper wishes to criticise railway administration it can attack any given section of the C.P.R. and C.N.R. and find plenty to cavil about. The losses of the T. & N. O. have been failure to pay the full interest return on investment. Each year it has turned in profits; it has not lost its principal, as other lines have done.

"Speaking of the Canadian National it will be recalled that, with the construction of the Long Lac cutoff which connects the main line of the C.N.R. with the Transcontinental, a long stretch of line from Long Lac to Port Arthur was practically abandoned and

there was talk of pulling up the rails. When the prospectors got busy in the area and opened up a dozen properties near Long Lac and then carried on to the Sturgeon River area, this "mixed train" line has been booming with freight, passengers and mining and milling equipment. It has been transformed in a year into one of the most profitable sections of C.N.R. track and the future looks exceedingly bright for the whole area. Mining has worked its familiar magic and will continue to do so.

"The T. & N. O. Railway has contributed mightily to the prosperity of Ontario and of Toronto. People in the southern and eastern sections of the province must know the basic facts and should not forget them in the heat of a politically created uproar. The Northern News has no objections to the correction of abuses on the line, if such exist, but it feels that in the smoke and dust of a political fracas the services which this railway has rendered to the province should not be forgotten."

**Workers Should Heed the Experiences of the Past**

Workers in the lumber and pulp camps who are inclined to pay attention to the alien agitators seeking to make tools of them to serve the purposes of the Soviet should note and heed the lesson to be learned from the following editorial in The Rouyn-Noranda Press last week:

"That the warning in The Press last week regarding an attempted revival of communistic activities in these parts was timely is evident from the fact that across the provincial boundary, in the camps of the Abitibi Pulp and Paper Co. in the vicinity of Ansonville, Kapuskasing and Cochrane, fresh labour troubles have broken out and many camps have been closed down. The striking bushworkers are congregating in the three centres and the experiences of last winter are being repeated. The threat is made that a strike among the workers employed in this district by the International Paper Co. and its jobs will follow later. We have no doubt that the company is taking every possible precaution against allowing agitators to reach its camps, but these men, trained in their work, manage to get in despite the most careful vigilance, and if at all possible the threat we have no doubt, will be carried out. It is, however, difficult to believe, after last December's fiasco, that these trouble-makers, whose only purpose is to cripple the pulp industry, can again succeed in leading the men out of the lumber camps. Surely any of the bushworkers familiar with the dismal consequences of last year's walk-out, which landed about 70 of the lumberjacks in jail and deprived them of a winter's work, will give short shrift to any communistic agitators coming into the camps this year. With improved wages and improved general conditions, and little or no other work available, they will surely not again permit themselves to be lured away from their work by false promises from lying, scheming foreigners and herded in Rouyn to be fed and sheltered by the friends of Moscow and led into further trouble. The Lumber Workers' Union is a purely communistic organization which has no interest in the worker except to prevent him from working in order to cripple industry. If the lumberjacks of this district fall into the Moscow trap a second time little sympathy will be felt with them and they need look for no help in these parts."

**RELIEF RECIPIENTS MUST WORK, SAYS HON. D. CROLL**

A despatch from Toronto last week says that Hon. David A. Croll, Minister of Public Welfare, definitely announced the distinct rule that in municipalities where cash relief is paid, all recipients of relief, if able-bodied, must work for that relief or "go without." Instructions to this effect are to be issued at once to relief officers and are to be enforced rigidly. "Our regulations must be lived up," declared Mr. Croll. "Nobody will be paid a cent of cash relief who won't work at the prevailing rate of wage laid down by the municipality to which he belongs."

**Toronto Mail and Empire:—New Westminster convicts want pay and the recognition of a committee to discuss matters of mutual interest with the warden. The next thing they will insist on may be a closed shop.**

**Joy for the Winter from This Fall Work**

Some Recipes for Making Now and Enjoying Later on. Tomatoes, Sauce, Chili Sauce, Peach Butter.

The following are some interesting recipes for readers of The Advance as written by Barbara B. Brooks:—

How good they smell—spicy apple butter, peach jam, mustard pickle, chili sauce. Children are following their noses straight to the kitchen when they come in from play; father asks what smells so good when he comes home from work and everyone wants a taste despite the cook's assurance that such things should ripen in the jars before they are ready for the table.

While it is no longer necessary to do home canning because of the long list of commercially packed goods carried by every grocery store, nearly every homemaker puts up at least one favorite in the fall which she may save for very special occasions or send as a gift to special friends. Many women can their own tomato juice and season it just the way they like it so that it is only necessary to chill before serving. It is convenient to have tomato sauce canned and ready to heat for spaghetti, veal chops, croquettes or casserole dishes. Here is a tomato sauce recipe which will be its own reward for the trouble of canning it. It is given here in a family size quantity, but can be multiplied as many times as desired for canning in quantity.

- Tomato Sauce**  
4 tablespoons olive oil  
1-2 teaspoon black pepper.  
1 small onion (chopped).  
3 tablespoons tomato paste.  
1-2 cup water.  
1 quart tomatoes.  
1 bay leaf  
1 teaspoon salt  
1 tablespoon sugar.

Heat olive oil and pepper until oil smokes. Add onion and cook until soft, being careful not to brown.

Mix tomato paste with water and add to the oil in three installments, letting it cook each time until it looks dry. Add tomatoes, bay leaf and salt and cook until one-third of the sauce has evaporated. Add the sugar and cook ten minutes longer.

**Savory Creamed Fish**

- 1 cup cooked fish pickle from bones and flaked.  
2 tablespoons butter  
2 tablespoons flour  
1-2 teaspoon salt  
1-2 cups milk  
1-8 teaspoon paprika  
1 teaspoon catsup  
3 tablespoons chopped sweet pickle  
1 tablespoon minced parsley  
1-2 cup corn flake crumbs  
Make a white sauce by melting butter and blending it with flour and salt. Add milk gradually and cook until smooth and thickened. Add paprika, catsup, pickle and parsley. Pour over fish in a casserole. Top with crumbs and brown in a hot oven (425 deg. F.)

**PEACH BUTTER**

Peel and stone peaches. Cook in as small amount of water as possible until they are reduced to a pulp. Add 1-2 as much sugar as peach pulp and cook until thick and clear, stirring to prevent burning. Pack into clean, hot jars and seal at once.

**Cider Apple Butter**

Purchase boiled cider or boil cider down one-half.  
Wash, peel, quarter and core apples. Boil together equal amounts of cider and apples for about two hours, stirring to prevent burning. Add sugar and spices to taste and boil until thick and perfectly smooth. Seal in clean, hot jars.

**Chili Sauce**

- 4 quarts chopped and peeled tomatoes.  
2 cups chopped onions  
1 cup chopped sweet red pepper.  
1 cup chopped green pepper  
1 small hot, red pepper  
3 tablespoons salt  
1-2 cup sugar  
2-1-2 cups vinegar  
1 tablespoon white mustard seed  
1 teaspoon cinnamon  
1 teaspoon allspice  
Combine the vegetables, salt and sugar, and cook until the mixture begins to thicken, then add the vinegar and spices, and cook until the mixture becomes a thick sauce. Pour into hot jars and seal immediately.

**SUDBURY CHILDREN'S SHELTER STRUCK BY LIGHTNING BOLT**

Lightning struck the Children's Aid Shelter at Sudbury on Friday evening last, the chimney being damaged and some of the plaster knocked off the building inside through the force of the stroke. The damage done was not serious and the youngsters were in no danger from the incident as it occurred. The storm that struck the Shelter at Sudbury also damaged other homes and other structures in the same city. There were also some transformers burned out, and other damage done. The loss, however, was all a property loss, there being no injury to any human being, though the electrical storm seems to have been an unusually severe one. Even the property damage was not great and while Sudbury did not escape the force of the electrical storm the city did appear to be fortunate enough to escape any serious loss of any kind.

**SILVER CENTRE MAN HIT BY AUTOMOBILE LAST WEEK**

Struck down by an automobile while talking with a friend in front of his own house, Felix Levesque, 74-year-old resident of Silver Centre, is in the Misericordia hospital at Halleybury in a critical condition, and John Rutlan, Lorrain Valley, allegedly the driver of the car, is on bail facing a charge of criminal negligence.

**"SALADA"**  
JAPAN GREEN  
TEA  
Delicious Quality  
Fresh from the Gardens

**Cunard White Star's New Liner Launched**

Hundred Thousand People See Remarkable Event Yesterday. New Liner Notable in Many Ways.

Elsewhere in this issue will be found a picture of the new Cunard White Star liner, Number 534, launched yesterday (Wednesday) from the shipyards of the builders, Messrs John Brown & Co., Ltd., Clydebank, Glasgow, Scotland. The event is referred to as one without parallel in the history of the British Merchant Marine.

Not only did this remarkable event mark the first occasion for a merchant vessel to be launched in the presence of Their Majesties the King and Queen but it will also mark the first occasion on which a Queen of England has performed the naming ceremony.

Another feature was that the launch was heard by millions of people all over the world. For the launching ceremonies were not only to be broadcast to listeners in the British Isles but also relayed to all corners of the British Empire, the United States and throughout Europe.

In direct line of succession from the first Cunard steamer, the Clyde-built paddle steamer "Britannia" which on July 4th, 1840 made transatlantic history by inaugurating the first regular North Atlantic mail and passenger steamer service, Number 534 represents the supreme triumph of naval architecture and marine engineering in the development of which Cunard ships, throughout the 94 years of the company's existence, have played a noteworthy part.

The contract for the construction of the vessel was placed with the builders, Messrs John Brown & Company Limited, on December 1st, 1930; work was suspended on December 10th, 1931, and resumed again on April 3rd, 1934.

The ship will probably be completed early in 1936 when she will be placed in commission on the Southampton Cherbourg, New York service.

The exacting service on the North Atlantic for which Number 534 is intended involved some years of investigations and experiments being carried out to determine the design, form and propelling machinery of the vessel.

In the course of these investigations a number of leading British marine engineers were invited to serve in an honorary capacity on a committee to consider and report upon the most suitable type of propelling machinery for the ship.

The size of the vessel is indicated by her tonnage which will be about 73,000 tons, and by her length of 1018 feet, which will make her, when launched, the largest vessel afloat.

The total weight of metal in hull and machinery of the finished ship will exceed 50,000 tons, while no less than 10,000,000 rivets will be used as fastenings in the hull structure.

The need for this elaborate structure will be realized when it is stated that the number of persons to be carried will be over 4,000, and when account is taken of the space required for the standard of accommodation demanded by the modern travelling public.

This demand will be fully met in the present case, and as an example, it may be mentioned that practically all first-class staterooms will have attached their own private bathrooms and toilets. The provision of public rooms, swimming pool, Turkish baths, gymnasium, etc., will, of course, be on a commensurate with the size of the vessel. The arrangement of natural lighting to the very numerous ship's side cabins, promenades, etc., throughout the vessel, involves the fitting of about 2,000 sidelights and windows.

A well-raked stem, cruiser stern, and the usual fore and aft rig, with three large funnels of suitable slope and height to ensure that the funnel gases will clear the promenades on the superstructure decks, form the elements of the appearance of the massive hull with its impression of strength, power and speed.

The structure comprises twelve decks viz:—Sun Deck, Upper Promenade Deck, Promenade Deck and "A" to

**PUPILS OR TEACHER GUMMED UP THE WORDS IN THIS CASE**

A story has recently been going the rounds in which an Old Country Frenchman complained about the way the English language plays fast and loose with such a word as "fast," for instance. In one case it means moving rapidly; in another it means staying still; in still another case it means to go without food; and so on. The double meaning that may be noted in English words is illustrated by a recent incident in Halleybury. A young lady from the Old Country who had exchanged with a Canadian teacher as is sometimes done, asked the pupils of her class to bring some gum with them the next day. The children thought that was all right, although no doubt they wondered who was to get all the gum. Parents were puzzled, as they knew that teachers usually discouraged the use of gum for obvious reasons. However, the youngsters all brought a liberal supply of gum. Then it was the exchange teacher who was puzzled or amazed, or whatever it is that happens to teachers when pupils bring the wrong kind of gum. What the pupils brought was chewing gum. What the teacher wanted was the gum that sticketh closer than a brother. Had she asked for mullage or paste she would have received what she required for the school work. As it was she had a load of what she didn't want and didn't wish the pupils to use. However, she won the goodwill of the pupils by her cheerful acceptance of the joke against her.

**District Health Officer Would have Been Helpful**

In recent weeks The Advance has been urging for the sake of the health of the North that the District Health Officers be re-appointed, or others appointed in their place. Although the former District Health Officers did not pay any attention to politics, even a political appointment in this line would be better than none at all. The Advance has faith enough in the medical profession to believe that even if a District Medical Health Officer were appointed because he was useful to one

"J" Decks, including the partial lower decks which are discontinued in way of the extensive machinery spaces.

party or another, he would not be long at the work before the need and the ethics of his profession would lead him doing the good work regardless of politics. Certainly there was no politics shown in previous appointments. Even the present government did not claim that. The claim was that the dismissal of the District Health Officers was purely a move for economy on the thought that they were unnecessary. Since their dismissal the value of the District Health Officers to the North has been apparent to all—even to those who did not realize the work these officers were doing. In the North, particularly, the value of the District Health Officers will be increasingly evident. It is to be hoped that they are replaced before this particular "economy" costs precious lives. In an editorial note last week The Powassan News says:—

"Strong protests have been made to the government over the elimination of the District Health Officers, especially in Northern Ontario, where there are so many unorganized and isolated districts without proper health supervision. A case in point which might well have the attention of a district health officer is that of the little settlement of Carr, where an outbreak of that dread disease, cholera infantum, has occurred, claiming one little life, with others in jeopardy. There have been several outbreaks of the kind within the past few years in this locality, resulting each time in loss of life. This is a simple instance where a District Health Officer should make a thorough investigation to discover the underlying cause of the malady and advise the residents accordingly. Dr. Dillane explains that while it is not violently contagious, like scarlet fever or diphtheria, there is always danger of contagion through direct contact. Cholera is a bilious disease, characterized by vomiting, uncontrollable diarrhea and collapse."

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