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Text of Letter Sent by Hon. W. A. Gordon

Full Text of Letter to Hon. Peter Heenan in Regard to Road Programme for Ontario Referred to Elsewhere.

The following is the text of the letter referred to elsewhere as sent to Hon. Peter Heenan, Minister of Northern Development, by Hon. W. A. Gordon, Minister of Mines, Minister of Labour, etc.:

Mr. Gordon's Letter
Mr. Gordon's letter to Mr. Heenan reads:

"Dear Mr. Heenan: I have your favour of the 21st instant enclosing a copy of an order-in-council passed by the government of the Province of Ontario and approved by His Honor the Lieutenant-Governor of your province, dated 20th November, 1934, designating a route for a trans-Canada highway. No report concerning the route you have selected accompanied your letter and I have refrained from answering same until to-day believing that full information would follow under separate cover, but nothing has come to hand.

"I note in the order-in-council references made to an order-in-council passed by the government of the Province of Ontario dated August 26th, 1931, under which it is stated that the Department of Northern Development of the Province of Ontario was given authority to continue the survey and reconnaissance to ascertain the most desirable route for the trans-Canada highway between the city of North Bay and the town of Schreiber and upon the completion of the said survey to make a recommendation to council as to the route of the said trans-Canada highway in the said territory.

"You interviewed me first in connection with this matter on the 7th November, 1934, and pressed very vigorously at that time for an immediate decision by the Dominion Government to contribute to the construction of a trans-Canada highway, when in fact at that time you apparently did not know what route would be the more desirable one. Apparently since that date you must have been supplied with a comprehensive report from the officials of the Northern Development branch which has determined in your mind the route a trans-Canada highway should take across Northern Ontario. Accompanying your announcement to the press which appeared as a Canadian Press despatch, on Nov. 20 last, you are said to have stated that the Ferguson highway as an alternative route or subsidiary to the trans-Canada is still under consideration. If it is approved a Hearst-White River connection will be built, thus making it possible for motorists to travel in a complete circle within Northern Ontario, starting from North Bay and going by Cophrane, Kapuskasing, Hearst, White River, Sault Ste. Marie and Sudbury, and I presume back to North Bay again, the place of commencement. Am I correct in assuming that this circulatory route has now been abandoned? You can doubtless enlighten me on this point.

Gaps in Highway Scheme
"There are two major spans of a trans-Canada highway where no route now exists, one traverses Northern Ontario and the other is on what is known as the Big Bend in the Rocky Mountains. All provinces of Canada have designated as a trans-Canada highway sections of presently existing roads upon which work has been done with the object of finally bringing them up to a standard where they can be classed as a safe highway for vehicular traffic. The Rocky Mountain section has been under construction for the past four years.

"The gap where no road exists in these parts of Northern Ontario between Schreiber and North Bay has been left in abeyance, apparently, by the province of Ontario, in order that very complete and full information could be assembled and made available to both the Dominion and the province in order that the route of such road would result with the least possible expense.

"Your letter supplies this government with no information of any kind or character upon which your decision was founded, either in support of the route you have designated or against the other routes, namely, the North Bay-Hearst-Schreiber or the Sault-Chapleau road, which have been abandoned. I note your anxiety that this government should decide at once as to adopting the route designated in order that you could let contracts forthwith for the construction of the same. I feel that upon reflection you will not expect any such precipitate action to be taken as specific information will be required from your government to show that due consideration has been given to at least the following points:

"(A) The report of your officers that the route proposed is proper and practicable from the point of view of construction and that physically possible sites exist upon the line of location for the construction of requisite bridges, fills, etc., disclosing the number of the same and the approximate cost of each;

"(B) That the route lends itself to arterial connection with provincial highways and other principal roads either existing or planned in the area to be served;

"(C) That the line selected can be developed at a suitable grade throughout its length without excessive costs being involved;

"(D) Very complete evidence to show that the route has been selected having regard to the best interests of farming, mining, lumbering and other possible national industries in the area to be served.

"(E) That careful consideration has also been given to the suitability of the route chosen having regard to the avoidance of non-economic competition with existing railway systems;

"(F) That the route has been studied from an economic point of view and that the maintenance charges involved will not be out of proportion to the volume of traffic being served;

"(G) The length of time during the year that the highway will be open for traffic;

"(H) The area of land contiguous to the highway that is suitable for settlement and the number of farmers and settlers who are now located along the proposed route north of Lake Superior and description of their location in general terms if definite information is not available;

"(I) A complete report from your department of mines describing the geology of the region and the likelihood of the development of mines that would be served by the road;

"(J) Similar information with respect to the lumbering industry.

Development of North
"I feel certain that you are well informed concerning the amounts of money your province has spent in the last 30 years opening up what is known as the clay belt and in abandoning the road from Hearst to Nipigon or Schreiber you have taken into consideration that many thousands of settlers have located in the clay belt and a very large farming community is now established adjacent to or in a favourable position if roads are constructed to take full advantage of the home market which is provided by the ever-expanding gold mining industry. The lot of many of the newer settlers should be given attention as the building of a trans-Canada highway through the mining and farming section will go a long way towards consolidating their position and in attracting others in establishing themselves in such a territory.

"I assume, and you being a railroad man I feel confident; I am right in my assumption, that you have given serious thought to the question of establishing a vehicular road which is likely to take away traffic, particularly freight traffic from our railways by reason of truck transportation. At the present time and for many years back railroad employees have suffered by reason of the steady encroachment upon railroad freight traffic by reason of the same. This road should be one that will contribute to the steady development of that portion of the province of Ontario where opportunities exist for people to become established and too great care cannot be exercised when proceeding with work through new territory which will involve expenditures of very great sums of money, both in respect of construction and future upkeep.

"There is no more baffling problem confronting the Canadian people at the present time than that of the debt occasioned by the building of our transportation systems and I suggest to you that it would be sheer folly for those charged with the administration of public affairs to proceed along lines similar to those responsible for that debt to fail to recognize and avoid the mistakes of the past. The expenditure of another huge sum of public monies on new vehicular roads which would serve the territory presently adequately served by railway transportation and the competition with those railways which would necessarily result would be calculated to render our railway problems still more acute and baffling. With the exercise of proper care and forethought this can be obviated, and by the consolidation of existing roads which do not serve territory already fully served by our railways, the position of many thousands of settlers can be assured by the service thus supplied. At the same time our railways could be assisted rather than having their position rendered more hazardous.

Give Railways Preference
"In this connection I would urge that the railways be given first opportunity to establish any truck services which may be contemplated along the route of the trans-Canada and in this way possibly absorb former employees of the railways presently out of employment, and obviate the possibility of men being released by reason of loss of business to the railways arising out of competition with independent truck services.

Secretly Engaged

PRINCESS CANTACUSENE
Wanting to "surprise her friends" after a secret engagement of several months, Princess Bertha Cantacuse, above, great-granddaughter of Garrell Siebern were united in marriage at a 3 a.m. wedding ceremony of former President Grant, and W. in Jeffersonville, recently.

Whist Drive Auspices of Timmins Lodge, Dec. 1
A whist drive will be held under the auspices of Timmins Lodge No. 459 in the I.O.O.F. hall on Tuesday evening of next week, Dec. 4th. There will be good prizes offered for the cards and all attending will be sure of a good time. The admission price is the nominal one of a quarter. Refreshments will be served during the evening.

Noteworthy Reduction in Tisdale Rate This Year
Several weeks ago The Advance noted the reduction made this year in the tax rate of the township of Tisdale. In response to a request from a South Porcupine reader the details are given herewith again:—
Tax rate for S.S. No. 1 Tisdale, in 1933, when Mrs. Thomas was reeve, 78.9 mills. Tax rate this year, C. V. Gallagher, reeve, 49.7. Reduction this year from last 29.2 mills.

Successful Bazaar by St. Matthew's Ladies Guild
Despite the rainy weather that made it difficult for walking on Wednesday the Ladies' Guild of St. Matthew's church had a good attendance at their annual bazaar. Sale of work, afternoon tea, sale of baking and supper at night were the main events of this year's affair.
Money raised by the Guild is applied for reduction of the building debt on the church and the results of Wednesday's bazaar will materially help to make up the year's payment.

Sentence of Two Years for Eustace Montfort
Eustace Montfort, who was committed for trial at Timmins on nine charges of gross indecency some weeks ago, came before Judge Caron on Saturday last. On two of the charges he was sentenced to two years less one day, and on another to one year, the sentences to run concurrently; the other charges were not proceeded with. On the three charges on which he was convicted he will spend two years in the Ontario reformatory. Montfort conducted his own defence, not being represented by counsel, but though pleading not guilty he seemed to have no evidence or rebuttal except a general denial of the charges.

THE MACHINE AGE
(Woodstock Sentinel-Review)
As in many other industries, the individual is being supplanted at fishing, by a well-equipped and fairly expensive ship, which renders the work more comfortable, can cover a much larger area, and is more effective in several details of the industry. It is found also that the trawler method is less expensive. As the fishing industry is in the hands of private companies, there can be no doubt that the situation now complained of will become more acute. It is another example of the encroachment of the machine upon the sphere of manual labour, resulting in the replacement of many men and the increase of unemployment.
High River Times.—Albert E. Wigam, writer says there has been no new type of crime discovered in 5,000 years. Apparently Mr. Wigam has never heard a saxophonist practising.

Women in the North Organize Basketball

All interested in Northern Ontario Women's Basketball Association Asked to Write Gladys Gigg, North Bay.
This is addressed to all persons interested in the formation of a Northern Ontario Basketball Association, to be affiliated with the Ontario Ladies' Basketball Association.
Up to date the C.P.R. Ladies' Club is the only team affiliated with the Ontario body.
The N.O.W.B.A. is to play men's rules.
The finalist of the North will meet the finalist of the South for the provincial title.
Writing from North Bay to The Advance this week Miss Gladys Gigg says: "Will all those interested please communicate with Gladys Gigg, 143 Regina street, North Bay before Dec. 10th, 1934. It is to be hoped that there are enough people interested in the North to begin this association, as the North should have an association for basketball as well as softball."

Strawberries and Grass in November

Some of the Oddities of the End of November Weather This Year. Weather Prophet Tells the Story.
Green grass, strawberries in bloom, and rhubarb budding out in and near Timmins at the end of November! Such are some of the quirks that the winter weather has brought this year. Rain on Wednesday washed away almost every vestige of snow which fell at the beginning of the week and turned the skaters' and hockey players' hopes of car'y ice to despair.
One man in town has it all figured out after years of studying the weather here. He claims that in other years about this season the week is fairly well divided into two parts—cold and mild. For three days it will be cold with a slight fall of snow, then leaving one day for a "transition period". The next three will be comparatively mild. So far this month his estimates have not been far wrong.
Farmers say that so long as there is a fall of snow measuring a few inches before heavy frost comes, strawberries and other perennials will be safe. The Advance was told that berry plants that bloom this fall will in all probability bloom again in the spring.
Port Arthur News-Chronicle.—Will you walk into my beer parlour? asked Mr. Henry of Mr. Hepburn, and Mr. Hepburn did. But the indications are that Mr. Henry will not recognize the furnishings after the fruits of Mr. Hepburn's inspection have ripened, to churchify the Nazi.

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Baby Clinic Moving to Opposite the Hospital

To-day is moving day at the local clinic. After to-morrow the "well-baby" clinic will be at 28 Fifth avenue, just across from St. Mary's hospital. Days and times that the new place is open for the business of making Timmins babies better babies are: Monday from 1:30 to 3; Wednesday from 1:30 to 5:00, and Friday from 1:30 to 3:00. Miss Brooks is in charge of the work and is assisted by Miss Richer.

CONCERT AT SCHUMACHER BY WELSH MINERS' CHOIR

Several delightful concerts have been given this year by the Welsh Miners' Choir under the leadership of Ron Jones so there will be general interest

and pleasure in the fact that another concert is announced by this able choir. The event is to be held in Trinity United Church, Schumacher, on Thursday, December 6th, commencing at 8 p.m., and lovers of music will find it a very enjoyable event.

MAJOR URSAKI, S.A. PAYS ANOTHER VISIT TO TOWN

Major Ursaki, S.A., visited Timmins again on Monday and Tuesday of this week. On Monday evening he conducted a public service at the S.A. Citadel. There was a large attendance and the event proved very interesting. On Tuesday evening he gave a lantern lecture on "Scenes from the Life of Christ." This was much appreciated by the large number present.

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