

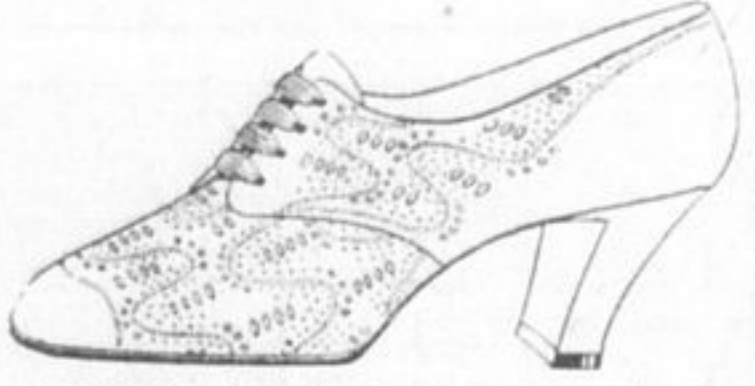
Which Selby
will you wear for EASTER

No need to think of comfort. The new slenderized Selby arch preserver shoes takes care of that. For Easter just choose the style you prefer. Selby is no longer a comfort shoe with style features, but a supremely style conscious shoe with comfort features.

See these smart new models styled with a youthful verve and charm of design that will simply delight smart women.



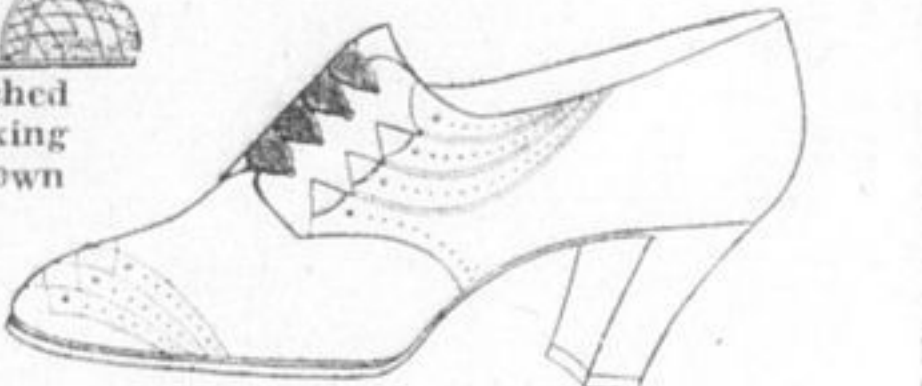
PRESTON—A graceful tie with modish perforations in Navy Black or Brown.



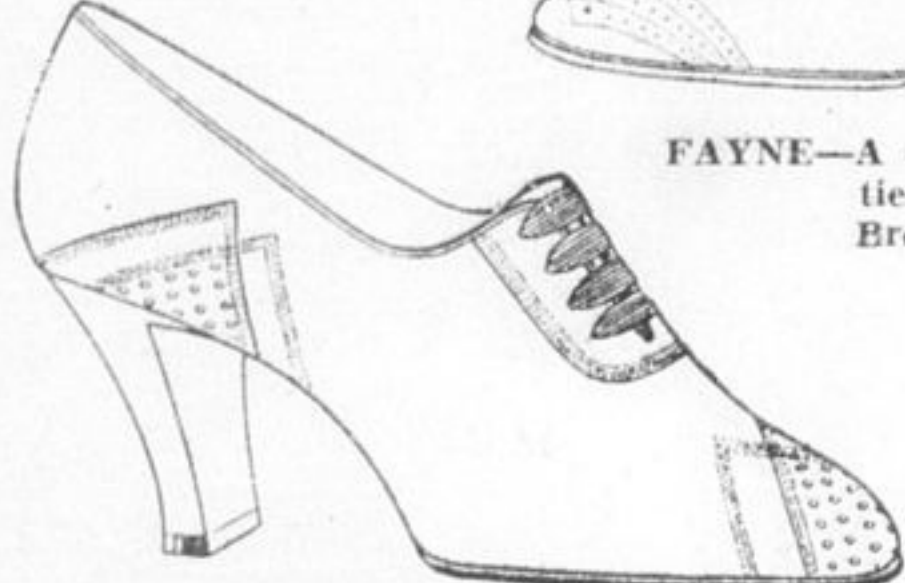
RUBY—Punched and stitched in the newest manner a tie in Brown or Black.



MAUDE—A tie with stitched toe cap and foxing in Black or Brown kid.



FAYNE—A dainty four eyelet tie in Black or Brown kid.



ZULA—A Black or Brown tie Above in Tree Bark leather with perforated kid trimmings.



ELISE—Gore pump in Black Right or Brown kid.

Vogue Shoe Shop

REED BLOCK

TIMMINS

Pretty Wedding at Schumacher Home

Miss Catharine Nemeth, of Graydon, Sask., and Leslie Szilagyi, of South Porcupine, Wedded.

The home of Mr. and Mrs. Verner Nelly, First avenue, Schumacher, was the scene of a very pretty wedding last night, when Catherine Nemeth, of Graydon, Sask., became the bride of Leslie Szilagyi, of South Porcupine, the ceremony being performed by Rev. Murray C. Tait in the presence of a few intimate friends.

The bride, looking very sweet gowned in green crepe was given away by Mr. Verner Nelly and entered the drawing room to the strains of Lohengrin's wedding march played by Mrs. Blanche James.

During the signing of the register Mr. Charles Roberts sang "O, Promise Me," accompanied on the piano by Miss Gertrude Bristow.

The hostess, Mrs. Nelly, beautifully gowned in marine blue velvet, assisted by Miss Mabel Pryde, served a dainty buffet lunch.

Many good wishes were extended to the bride and groom. They will reside in Schumacher. Mr. Szilagyi being an employee of the Marbuan mine.

Rev. Fr. O'Gorman Returns from Tour

Followed on Cruise by Early Spring Weather. Some of the Beauties of the Trip

Back home again after a 15,000-mile trip, Father J. R. O'Gorman finds that the weather in Timmins isn't so bad as might be expected. A rather curious feature of the Mediterranean voyage was the manner in which they seemed to follow early spring from place to place. At the island of Madeira in the Atlantic, in Spain, northern Africa, Asia Minor, Italy, England and even back in New York, spring had just begun at the time he was there.

There was nothing that could be termed hot weather throughout the cruise, he told The Advance yesterday. A winter overcoat was often a necessity in the evenings.

On the same cruise, there were a few other Canadians, including Sir Joseph Flavell and his daughter, of Toronto, and several from Montreal. The rest were Americans. There were a number of clergy who, Father O'Gorman said jovially, were a sort of committee apparently appointed to keep the weather clear. Not one day did it rain throughout the whole 60, nor did the ship's log record stormy weather once during the 12,000 miles travelled by sea. Father French of Renfrew, a lifelong friend of Father O'Gorman accompanied him.

Picking high points from the wealth of beauty and interest was a hard job, said Father O'Gorman. Palestine was his chief objective and the place in which he remained longest. He cut short a part of the Egyptian visit in order to have more time in the Holy Land. The Apollin drive from Naples high above the beautiful bay, and the ford at Cattaro on the Adriatic were the two most beautiful sights of the whole trip. The King Tutankamen collection of the Cairo museum and the Grecian ruins at Athens appealed most in the way of scholastic interest.

There was never any difficulty about language throughout the whole cruise in any of the twelve or thirteen countries visited. Guides were numerous and even the storekeepers of the cities visited usually had some knowledge of English.

Father O'Gorman's series of letters that have appeared in recent issues of The Advance have received much favourable comment from readers.

Ottawa Journal.—Week, and be thrifty. Some day you may be able to purchase a bond backed by the word of the Government of Ontario.

Inquest to be Held in Death of Worker

Formal Enquiry This Thursday Afternoon in Death of Fredrico Marini, Monday.

The inquest into the death of Fredrico Marini, 55-year-old labourer who died on Monday after an accident at the site of the new Mascioli theatre under construction behind the Empire block, is to be held this afternoon at five o'clock.

According to information now available it appears that Marini died as the result of injuries received when a stick, frozen hard in a piece of earth, punctured his abdomen. According to those supervising the excavation work, the accident was not due to carelessness on the part of anyone, but was one of those unfortunate accidents that will sometimes happen. A large piece of frozen earth, weighing about a ton, suddenly broke off the side of the excavation and slid down to the bottom, a short distance from where Marini was working. From this large piece, a smaller piece broke off, knocked Marini over and a stick, solidly embedded there, was driven into the unfortunate man's body. He died shortly after being injured.

To Boost Kirkland Radio Station Power

Government May Allow Increase from 100 to 1000 Watts at Privately Owned Radio Station.

Despatches from Ottawa yesterday, suggest that Kirkland Lake radio station, owned by the Northern Broadcasting company may be authorized to increase its power from 100 to 1000 watts. The Government has considered this increase in power as a possible help to satisfy radio owners in the North who have been complaining for some time past in regard to the poor radio service in the North. It is very doubtful if the proposal will find much favour in the North, except from those directly interested in the radio broadcasting business, but the public have been asking for a government radio relay station that will make Canadian radio communication programmes available in the North. Nothing less will satisfy those who have been giving the matter thought and study. When the tentative suggestion was made in the House of Commons on Tuesday, Jos. A. Bradette, M. P. for Temiskaming North said that this solution was not satisfactory. He failed to see how it would do much to assist in solving the radio problem for the North. What the North wants is a government radio relay station to make Canadian programmes available in the North.

A despatch sent out from Ottawa on Wednesday makes the following reference to the government proposal and to some of the comment on the matter:—

"Northern Ontario will have more radio broadcasting, Hon. Alfred Durand, Minister of Marine, said yesterday in the House of Commons. He announced a license was being issued to the Kirkland Lake station to increase its power from 100 to 1,000 watts. In the opinion of the Radio Commission this would give satisfactory service in the North for the present, although something more extensive might be done in the future.

J. A. Bradette (Lib., Temiskaming North) who complained of poor service in the North said the proposal was not at all satisfactory and would not improve matters greatly. Mr. Durand said he would suspend the license of Mr. Bradette if it would not help.

"Mr. Bradette said he would accept the increased power at Kirkland Lake as a palliative only.

"The station would fall far short of providing a service in the extensive territory of the north country.

"Mr. Durand said the district was a difficult one to serve and the commission was fully alive to its needs.

Mr. Bradette said almost 500,000 persons in the northern sections of Ontario and Quebec were without adequate broadcasting service. They were served by three small local stations but received no national service.

"The people he added, were refusing to pay license fees because they could not get a service, and if an attempt were made to collect the fees the Government would have a small revolution on its hands."

North Bay Nugget.—A Boston school has added a course on what to do with your spare time. But how are those with the most spare time going to afford the course?

Hydro Given Rights to Operate in North

Authority Extended to Allow Entry into Unorganized Territory. Other Provisions of New Act.

Authority for Hydro to enter into contracts to supply Northern Ontario towns and municipalities with power on a flat rate basis is provided for in amendments to the Power Commission Act which Attorney-General Roebuck introduced in the legislature at Toronto on Monday evening, according to despatches from that city.

Contracts made by Hydro with Sudbury and Capreol last Fall are, in effect, validated by the terms of this legislation.

The Hydro Commission also gets authority to enter unorganized territory and provincial parks for the purpose of supplying current, constructing transmission lines, etc., without being first compelled to enter into agreements with the districts concerned as has been the case up to the present time.

Hydro is also vested with power to move toward a policy of financing itself, and in future, according to Mr. Roebuck, its borrowings will be on its own bonds guaranteed by the province instead of on provincial bonds guaranteed by the Hydro Commission.

The commission is also taking power under the amendments to conduct research work of various kind, all with the view of providing additional markets

Easter Tea and Sale of Home Baking

Auspices Ladies' Aid of United Church
SATURDAY, APRIL 20th
at 3 p.m.
Basement of the United Church

for the surplus power which it has on hand at the present time. Acquisition of patents, in connection with this research work is also provided for. Proceeds from sales of any such patents are to be divided among the Hydro municipalities.

The amendments, additionally, provided for Hydro's carrying of considerable of its own insurance. Through a fund which is to be set up the Commission proposes to take care of all the personal and public liability insurance in connection with the operation of the Hamilton Street Railway, and to carry one-third of its entire insurance risk in all other lines. In the past three years and ten months, according to Mr. Roebuck, insurance on the Hamilton Street Railway properties cost the commission some \$146,000 and all they got back was some \$36,000.

American Lumberman.—Prof. P. C. Hayes has discovered a deserted city in Mexico. The people probably paid the taxes as long as they could, and then moved.

HEAR HORACE HEIDT
and his famous
CALIFORNIANS
in a program of popular
fast-stepping entertainment
presented by
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Timmins
HY-WAY SERVICE STATION
Timmins Ont.

Kapuskasing Objects to Raw Deal to Radio Owners

The Northern Tribune of Kapuskasing last week had the following of interest throughout the North:—

"Among the subjects debated at the executive meeting of the Kapuskasing Board of Trade on Thursday night, radio reception in the North claimed attention. The board has previously made its voice heard in favour of better conditions, in keeping with solid local sentiment. Another annual fee of \$2 is called for from radio owners, dating from April 1st, although it seems that radio owners in the North get nothing in return. Apparently the fees paid in the North go to the radio commission to pay for programmes which cannot be heard up here; while the commission also seems to be willing to let the very small chain of very small stations in the North, privately-owned and putting out tripe programmes strengthen its position and hold the field.

The Board of Trade decided to write to the Radio Commission and send a copy to Mr. Bradette, M.P., energetic-

ally complaining of the utter inadequacy of the commission's consideration of the North, and declaring that a powerful re-broadcasting station is needed above everything else, to assure satisfactory day and night reception in all parts of the North. It is known from the columns of the press that the whole of Northern Ontario and Northern Quebec have been bitterly complaining about the raw radio deal they are getting, and Kapuskasing is in line with the other towns in demanding a decided change for the better."

Inquest Thursday Into Recent Deaths of Miners

The inquest into the deaths of "Tony" Lybanovich and Douglas Craig, both of whom died as the result of injuries received in a fall of rock at the McIntyre mine on March 30th, is being held this afternoon at the Croatian hall, Schumacher.

Coroner Evans is in charge of the inquiry and Mine Inspector Weir will be present to bring out evidence.

No One Ever Regretted Buying Quality

Men have learned by sad experience that inferior merchandise is dear at any price. This year when selecting your new Suit or Topcoat choose as your guide, a name that stands unconditionally for quality. Select "A FASHION CRAFT". Fashion Craft embodies all that is fine in the art of tailoring.

TOPCOATS

A new shipment of Topcoats received this week and priced in three groups for quick selling.

Group 1	Group 2	Group 3
English Covert Cloths English Polo Cloths Haratex-Tweed	English-Donegal Dungarvens Ferris Craft Tweeds	Heavy English Dungarven Tweeds BY FASHION CRAFT
\$17.50	\$22.50	\$25.00



By Fashion Craft
NEW HATS
by Brock
\$2.95 \$3.95 \$5.00
WEMBLY QUALITY
CANADA'S BEST \$6.50

New Spring Shirts
by Forsythe
\$1.95

Mark Bowie Limited

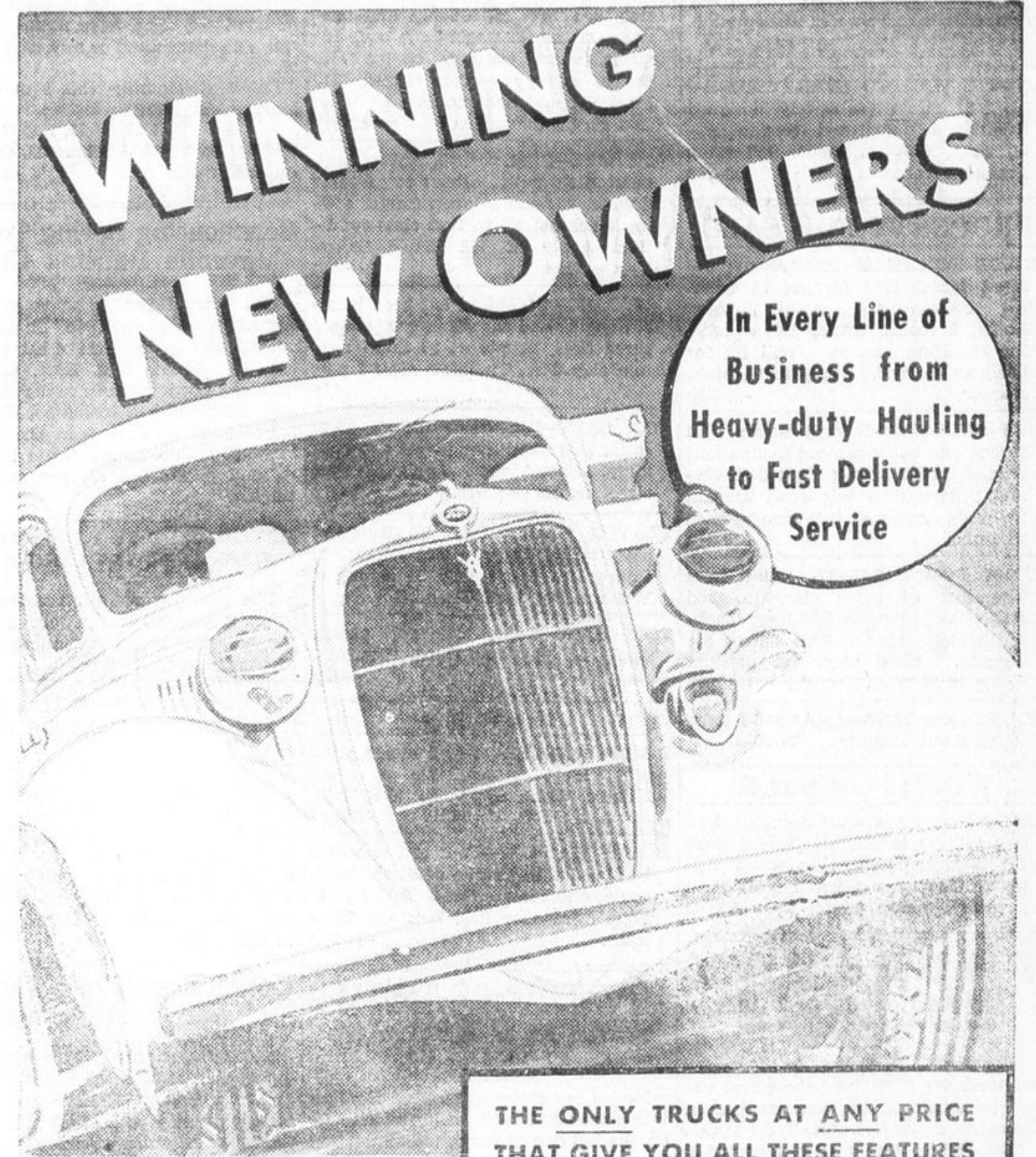
17 Pine Street N.

Timmins

TODAY'S TEMPERATURE demands ALEMITE
Temprite
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THOUSANDS of operators who have heard Ford V-8 Truck owners speak in glowing terms of V-8 Performance and V-8 Economy are now making their own tests and discovering that these reports are TRUE!

Ford dealers are so proud of the 1935 Ford V-8 Truck... they are so confident of its speed, economy and pulling power... that they are placing their demonstrator trucks at the disposal of responsible truck operators and inviting them to make their own tests. And so brilliantly does it perform, so apparent is its economy, that men in every line of business from heavy-duty hauling to fast delivery service are changing to Ford V-8 Trucks and finding the answer to their demands for lower operating costs.

Your Ford dealer asks you to try a Ford V-8 2-ton or 1 1/2-ton Truck. Make your own "on-the-job" test of V-8

THE ONLY TRUCKS AT ANY PRICE THAT GIVE YOU ALL THESE FEATURES

- 80 HORSEPOWER V-8 TRUCK ENGINE in the 2-ton truck; 80 horsepower in the 1 1/2-ton truck. Use no more fuel than a "four." Exhaust valve seat inserts make valve grinding rarely necessary.
- FULL-FLOATING REAR AXLE, straddle-mounted pinion.
- FULL TORQUE-TUBE DRIVE permits free-shocking of semi-elliptic rear springs.
- NEW QUICK-STOPPING BRAKES, oil-cooled drums, longer life between adjustments, will not "bell-mouth" or "fade."
- NEW CLUTCH, lower pedal pressure at idling speed, plate pressure increases by centrifugal force as engine speed increases. Larger diameter. Longer life.
- NEW LOAD DISTRIBUTION gives better braking, more uniform tire and brake wear.
- NEW DRIVER COMFORT. The driver's compartment is completely lined. Triple ventilation system. Instruments grouped directly in front of driver. Wider seat, adjustable cushion.
- NEW DIRECTED-FLOW CRANKCASE VENTILATION reduces corrosion and oil dilution.
- NEW COOLING EFFICIENCY. Larger water pump impeller. Six-blade 15 1/4-inch fan. Wider radiator. 15% more radiating area.
- STRAIGHT FRAME, no "kick-up."
- OILLESS FRONT SPRING SHOCKS require no attention.
- DEEP-SKIRTED FENDERS in colours that match hood and cab.
- BAKED ENAMEL FINISH, more durable, easier to clean.

LOW-COST ENGINE EXCHANGE PLAN
A Ford feature. After thousands of miles of economical service, you can exchange your original engine for a block-tested, factory-reconditioned cylinder assembly for less cost and in far less time than an ordinary engine overhaul.

Performance and V-8 Economy with your own loads, over your own roads. See what this Ford V-8 Truck will do. Then ask the DELIVERED PRICE of the body type you need. You will agree that the Ford is CANADA'S GREAT TRUCK VALUE.

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