

BE BEAUTIFUL

By ELSIE PIERCE
FAMOUS BEAUTY EXPERT



ETHEL MERMAN radiates pep and vitality. To accompany her main spring ensemble she has chosen matching accessories—envelope bag, interesting scarf and narrow band of gay striped satin on her amusing tiny hat.

STORING UP SPRING VITALITY

Spring is the grandest season of the year. Everything budding, blooming, beautiful. We women should feel full of pep, exuberant, ready to be up and at it the day the first pretty crocus lifts its head.

Instead, for the most part, there is a listlessness, an "I don't care whether I do live" attitude that has none of the renewed vitality in it. You've heard of spring fever. Probably had a few attacks of it yourself. Particularly if you live in a big city. Just what is it, this business of spring fever?

If you feel shiftless and dreamy, don't want to work and don't care to play, the reason is not necessarily wanderlust or the pranks of the weatherman. More than likely it is the result of winter inactivity, sluggishness.

Out of the Doldrums

The end of the winter usually finds humans way down in the doldrums physically and mentally. And we either don't think about it at all, or if we do, we're apt to say "Wait till the sun shines." Sure enough you will doubtless perk up when the sun shines. Unless you're actually ill, you can't help pepping up when the sun shines. But why not help matters along in the meantime? Force yourself out of the mental doldrums right now so as not to lose any time enjoying spring when it does arrive.

And get out of the physical doldrums. To begin with if you haven't been living up to your faithful intentions, or if there is any disturbance whatever in the digestive tract, try the three-day liquid diet.

Liquid Diet

It will rid your system of waste ac-

cumulations (and these, you know, may be causing the listlessness we call "spring fever"). Three days of nothing but liquids, water, orange juice and other fruit juices, bouillons and consommés, and more water (a glass of liquid every two hours). You may feel a bit empty and even a bit headachy after the second or third day, but after that you'll be off to a grand start. Start your solid diet the fourth day by eating light vegetables, salads, fruits. And back on your maintenance diet, don't over-eat or have too much of sweets, starches or fatty foods. A sane, balanced diet has much to do with making you feel vital, alive.

And please, do get outdoors, breathe deeply and exercise all you can. There it is, vitality bursting from within you, not creeping up on you like old age or spring fever. Vitality . . . pep . . . go . . . the thing that makes spring and life interesting.

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NORTH BAY PLANS TO CHECK UNFAIRNESS OF PEDDLERS

North Bay has suffered, like Timmins, from the unfair competition of peddlers who compete with local business but give no support to the community. Under a by-law passed last week peddlers on foot, carrying wares in basket, \$10.00; carrying goods other than in baskets, \$30.00; with push cart, \$40.00; one-horse vehicle, \$50.00; two-horse vehicle, \$75.00; with motor vehicle, \$250.00. Transient traders at North Bay must secure a license at the flat rate of \$100.00 under the by-law governing transient traders.

Hope for Sensible Route to be Chosen

Governments Likely to Get Together and Proper Route Agreed Upon for Trans-Canada Highway.

Some weeks ago The Advance referred to the telegram sent by the president of the Northern Ontario Associated Boards of Trade to Hon. Mr. Heenan protesting against the unfairness of the Ontario Government attitude in regard to blaming the Dominion Government for delay in the construction of the Trans-Canada highway. Anyone who knows the facts of the case must realize that at the very worst the Dominion Government could not be held any more responsible than the provincial government as the delay was obviously due to a difference in opinion as to the route to be taken by the highway. In view of the fact that the Dominion was to pay half the cost it surely had equal right with the province to insist on any particular route. In this particular case it did not exercise this right, but simply objected to a route that appears impractical, expensive and thought by many who ought to know to be impossible to construct.

The president of the Associated Boards later received an acknowledgment of his telegram though the response could scarcely be called a reply. It did intimate, however, that the Dominion had requested further details that were being prepared. In the tone of the response and in the tone of despatches from Ottawa and Toronto in regard to the recent conference between Hon. Mr. Heenan and Hon. Mr. Heppburn with the Ottawa authorities it seems quite clear that the Dominion is quite ready to help along the project but that the Dominion has refused to take part in the building of a road that seems to promise to be unduly expensive and impractical.

Indications, however, are that the highway construction is to be proceeded with, other sections to be worked upon for the immediate present while the part in dispute is left until later. There is also very strong suggestion made that the route will not be the rocky road one, but that there will be a "compromise" route, the road running west from Hearst, while there will be connection between Hearst and Oba, and there will be a section built to connect Oba with Chapleau, Sudbury and Sault Ste. Marie.

There is an interesting editorial on the question in The North Bay Nugget last week. This editorial reads as follows:—

"In a selfish and somewhat lonesome manner, Sault Ste. Marie has renewed its plaintive cry as things move quickly towards a sensible solution of the Trans-Canada highway route problem in Northern Ontario.

"Except for the Algoma capital and a few small centres on the proposed Lake Shore route, rounding the rocky precipices of Lake Superior, Northern Ontario is solidly supporting the compromise route, which will serve all places interested, including Sault Ste. Marie.

"With funds to be provided by the Board of Trade and City Council, a deputation of Sault residents, augmented by a few to be drawn from suburban points, will soon invade Ottawa, with a view to upsetting an arrangement made by Hon. W. A. Gordon and Hon. Peter Heenan, which indicates as reasonable a solution of the vexatious question as can be reached. In the meantime Dr. A. D. Roberts, M.L.A., will press the Ontario Government to delay plans until the Sault deputation "pulls guns" on the Dominion Cabinet.

"It may well be said that Northern Ontario is "fed up" with the Trans-Canada route wrangle, and now that all

interested centres, excepting the Algoma capital have reached an understanding, it does not seem logical that either the Dominion or Ontario Governments should give heed to a minority argument . . . since the "serve-all" route recently designated will give Sault Ste. Marie and other parts of settled Algoma a good connection with the main route.

"If the main route of the Trans-Canada roadway through Northern Ontario was made to serve all parts it would mean that tourists would be dizzy circling the region before reaching Manitoba or Southern and Eastern Ontario. The only possible solution has been found in having engineers designate the best route, with arterial links, to bring the road through the territory by the shortest distance and at the least possible cost.

"Distance, construction difficulties and a probability that it would take years to hew a course cut of the lofty shores of Lake Superior should definitely put the North shore route out of the picture. This has been realized by many municipalities which supported the Algoma proposal until recently.

"At the present time all Northern Ontario, excepting the western corner of Algoma, is of the one mind and that is that the highway should be carried from Hearst and Chapleau and a dip from the latter place to Iron Bridge, on the Sault-North Bay road. This would provide for a relatively short branch to tap the Algoma capital.

"With Sault Ste. Marie and aides endeavouring to open an old sore, other parts of the North should unite for the purpose of impressing the governments with the need for quick action on the planned route. If they continue to heed Algoma complaints the road may never be completed."

Private Offer for the Lignite Fields

Government Not to Accept Private Proposal Until the Legislative Committee Passes on it.

Last week The Advance made reference to the proposal of Col. Lang for the T. & N. O. to develop the lignite fields north of Cochrane, the field to be used by the railway for fuel. This proposal is before the government, it is understood, but has not been accepted or rejected. In the meantime there is also an offer from private interests to develop the Northern lignite fields. In connection with the latter a despatch from Toronto this week says:—

"The offer of certain private interests to develop the lignite in Northern Ontario under certain conditions will be left to the decision of the fall session of the Ontario Legislature, it was stated at Toronto Monday.

"Hon. Paul Leduc, Minister of Mines, flatly refuses to discuss the negotiations that have taken place up to the present time, but it is learned that the government is unprepared to accept full responsibility for the proposition which has been advanced without having the terms of the offer threshed out in the House and possibly by a private committee of the Legislature.

"The reason for this is said to be that the offer in its present form would mean a surrender of the best fields in the North to one company and the government is unwilling to alienate the only coal resources in the province to a private concern without the matter being examined by the Legislature as a whole.

"Just before the Legislature progressed, Premier Heppburn asked the Conservative opposition to facilitate the adjournment in every possible way, in order to afford the cabinet an opportunity to discuss the offer to develop the lignite in the North which had been

HEARST AND INDUSTRY

NICKEL . . .

SOME 3,000 years ago a white metal, which was called Pagan by the Chinese, was used by them to fashion caskets, ornaments and the like.

Nickel, deprived its name from the fact that the superstitious miners of Saxony called it "Old Nick" for they believed it was sent from the devil with all its mischievousness, for the miners could do nothing with this ore from their silver and copper mines which had been worked from time immemorial. What these superstitious miners threw away in disgust, the scientists took up and in 1751 Constanti isolated a white metal which he named nickel. Twenty-five years elapsed before this discovery was confirmed by Bergman. And, again, thirty years went by before Richer produced the first pure nickel and gave a remarkably accurate description of its properties.

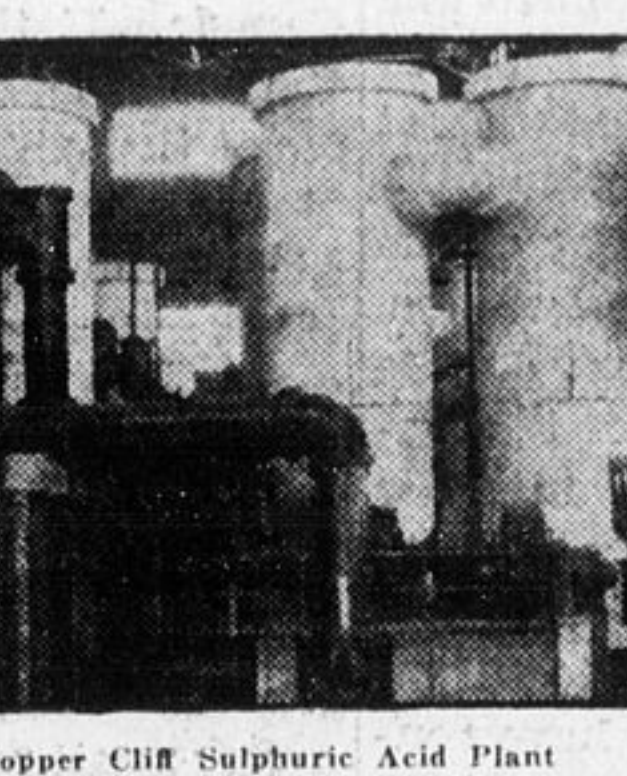
At one time the whole world was combing for supplies, and ores containing as little as one percent of nickel were profitably worked. Today, Canada produces 99 per cent of the world's supply of nickel within an area of less than 1,000 square miles in the Sudbury district of Ontario. In the year 1934 a government surveyor reported the presence of ores in this district, but it was not until twenty-seven years later that the deposit was actually found by the workmen putting through the line for the Canadian Pacific Railway. Here history repeated itself as more than a century earlier, in Saxony, copper was the market which attracted a rush to stake claims. Some of

the names of those who went in there at that time still survive in the famous mines.



Pioneer Prospectors. The man in the background is Thomas Froom

finest nickel, nickel in oxides and salts.



Heat Exchangers in Copper Mill Sulphuric Acid Plant

In the operation of the Copper Cliff smelter of the International Nickel Company of Canada, Limited, the sulphur gases driven off in the smelting operations were wasted until Canadian Industries Limited built an acid plant at this point in 1929. This plant is located some 1,000 feet distant from the Nickel Company's smelter. Its chief function is to retrieve

CHEMICALS FOR THE MINES

sulphur dioxide from the smoke. Cassel Brand Sodium Cyanide 97.28 per cent—du Pont Frothing Oil—C.P. Acids and Ammonium Hydroxide—Copper Sulphate—Cresylic Acid—Lead Acetate—Lead Ni-



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Established for History

Four Boys Dealt with at Police Court Tuesday

Juvenile court on Tuesday brought four lads to the bar, all charged with theft. Two admitted having stolen a bicycle and removing the front wheel to use on their own machine. The rest of the stolen machine had been left and the seat had been taken by someone else from the frame. The father of the boys, a prospector, is out of town and the mother ill. Magistrate Atkinson warned them that they were likely to go to industrial school if it happened again; and they are to be off the streets as soon as curfew rings. The parents will have to come good for the missing part of the bicycle.

The two other lads had the grace to say "Thank you very much," when the magistrate let them off with a warning. They had stolen some bicycle parts which had been returned. Their parents said they were good boys and gave little trouble.

All four will report regularly to Mr. Carson until school is over and must take him their report cards too.

Florida Times-Union:—What the country needs is more men to grab hoe handles and less to grab billiard cues.

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U.S. Mimic War Near Canada



Simultaneous with the announcement from Washington of the proposed new air base near the Canadian border in Great Lakes region and the subsequent reverberations in Ottawa, comes word that U.S. army will hold greatest mimic war in its history at Pine Camp, New York, within sight of Canadian boundary. U.S. will spend \$379,530 on these manoeuvres and 60,000 troops, including National Guards, will be mobilized. U.S. First Army is under command of Maj.-Gen. Dennis E. Nolan (above). Meanwhile Washington is besieged with protests over U.S. naval manoeuvres in North Pacific.

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