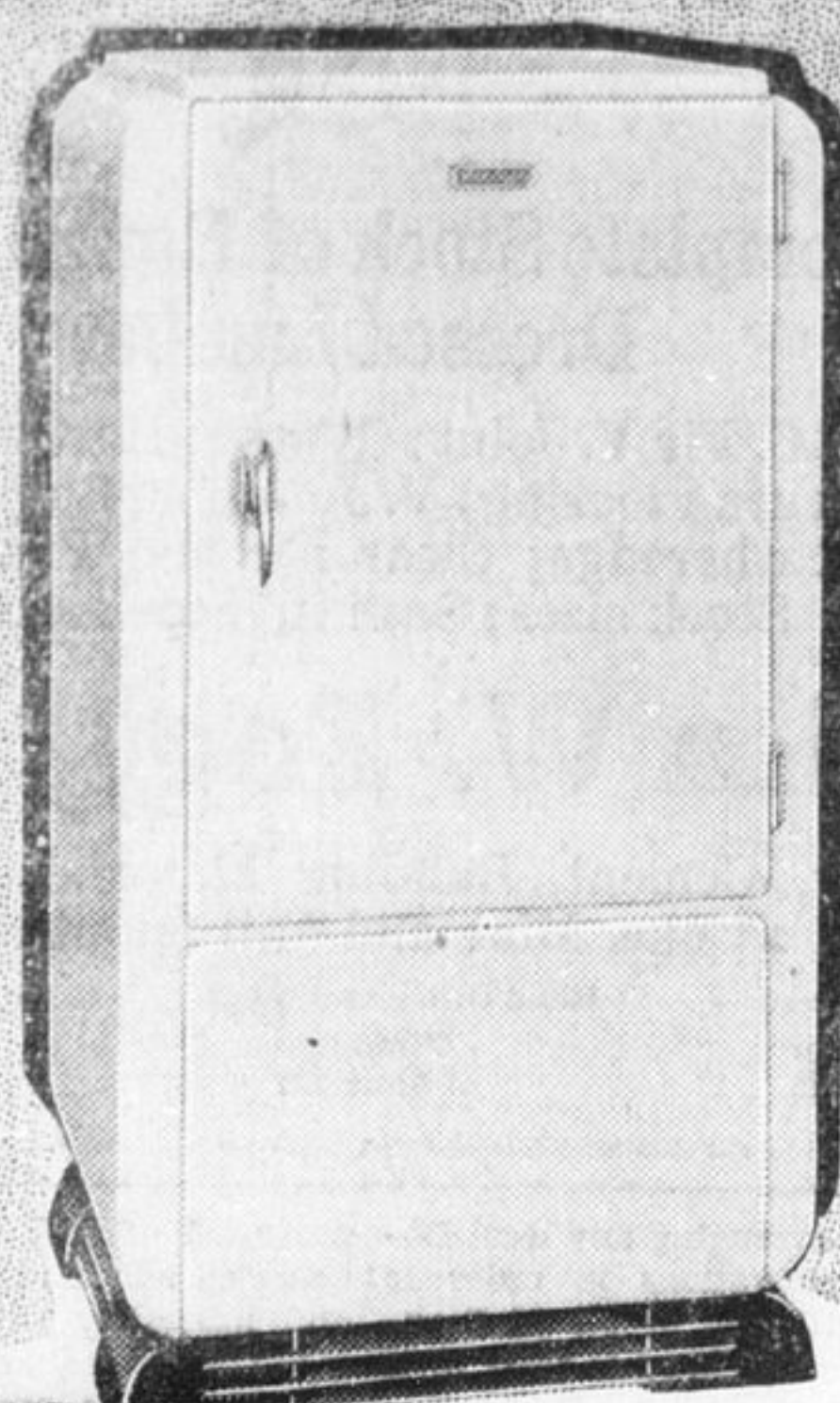


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**Some Snappy Words
on the Trans-Canada**

Northern Newspaper Hits Right and Left in Criticism of Political Attitude on Route.

It would be well for both the Dominion and Provincial Governments to note the general attitude of the people in this part of the country on the question of the trans-Canada highway route. It is all very well for hide-bound partisans to soothe the feelings of the politicians with the idea that anything will be accepted, but it is not so easy to beguile the people into acceptance of what is believed to be injurious and detrimental to the country. There have been many newspaper comments along this line, but few of them as strongly direct as a front-page editorial in The Northern Tribune of Kapuskasing last week. While all points made by The Northern Tribune will not find general agreement, it will be surprising to the politicians, perhaps, to know that The Northern Tribune utters the considered opinion of a great many people on the matter in general. The editorial in full is as follows:—

"There have recently been a bewildering and exasperating series of contradictory statements issued from Ottawa and Toronto regarding the route of the trans-Canada highway through Northern Ontario. It is all a sad commentary on the way important public business is handled by politicians. Five years ago Premier Bennett made prominent in his election platform, 'construction of a trans-Canada highway.' Until last year—there was a government at Toronto sympathetic to himself and his party; yet the vexed question of the route was settled only between Fort William and Manitoba, due to it seems to obviously mutual interests of Hon. R. J. Manion of Fort William (Minister of Railways and Canals) and Hon. Peter Heenan, then federal member for Kenora and now Ontario Minister of Lands and Forests, in conjunction with some scheming of Hon. W. F. Finlayson, predecessor of Mr. Heenan. 'It jibes with the political games between Messrs. Manion and Heenan, and the influences behind them, that these gentlemen have now apparently agreed on construction of a further gap between Schreiber and White River. This gap is traversed by the C.P.R., which the new highway will parallel for 121 miles. The C.P.R. has continuously operated daily transcontinental trains over this stretch for 50 years, and all its through freight business; yet the population of the whole barren region, including the population of the two divisional points and resident Indians, is to-day less than 2,000! The highway construction will be exceptionally costly, motoring there will be unusually hazardous and of very short season, and there is almost no prospect that more population will go in, because there is nothing there to support the people. Seated comfortably in de luxe trains and surrounded by every attention, train travellers get 'the willies' when going through this rocky, foggy region. How much worse it will be for motorists at the wheel, facing all the strain of dangerous driving through a desolate and lonely waste, with not a soul in sight for miles! Peter the pace-maker has put another one over, and Canada's future will pay heavily for it.

"It is intimated from Ottawa that settlement of the route east from White River—due to controversy—will be deferred till after September elections. That will provide a beautiful opportunity for both parties to promise benefits from the trans-Canada highway to every constituency east of the twin lake cities—a typical illustration of politicians passing the buck. 'Concerning the deputation from parts of the North which went down to see Messrs. Hepburn and Heenan, it seems to have been a hand-picked crowd. We are informed that John Rowlandson, M.L.A. for South Cochrane, knew nothing about it, and that J. A. Habel, M.L.A. for North Cochrane, only learned about it through being in Mr. Heenan's office when it was casually mentioned, and tagged along to see what it was all about. And the North Bay Nugget and the Sudbury Star glaringly falsified the record as to what was said and done at that conference. Was any person west of Cochrane asked to join this delegation? Who organized it? 'Nine thousand men are to be given work on the national highway between White River and the Manitoba boundary, and millions of dollars will be paid out to contractors. Around Sault Ste. Marie, road construction that was intended to ultimately become part of the trans-Canada highway has been

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carried on for five years, all during the time that the route was allegedly an "open" matter. There is an existing highway from North Bay to Hearst, serving several hundred thousand people in a rich territory that annually pours millions of dollars into the lap of the big centres and the public treasuries. This great highway has not even been decently maintained, let alone improved. It lacks proper bridges, it is not traversable at all in spots until June, it does not begin to measure up for the heavy traffic that uses it—traffic that would greatly increase if this road were in better shape. No new construction has taken place beyond the category of provincial road-building.

"Hon. R. J. Manion is now mentioned as a likely successor of Premier Bennett. As a lakehead man, his influence as Minister of Railways and Canals has operated to make a poor orphan of the C.N.R. transcontinental line from Quebec City to Winnipeg. And in this highway matter he not only seems to be thinking primarily of the lakehead, but of the C.P.R.'s interests. Peter Heenan is no better on the other side, as his actions prove.

"Mr. Joseph Bradette, M.P. for North Temiskaming since 1926, is talked of as a prospective cabinet minister should King win the fall elections. We don't want to be unfair to Mr. Bradette, who has laboured hard for his constituency; but when Liberal spell-binders come around in the campaign with this whisper of a portfolio for Mr. Bradette if and when, electors might ask what evidence can they produce that Mr. Bradette's advice on railway and highway has received the slightest attention from the moguls of his party! Since 1930 he has been four-square on the highway issue, but it has not got him or us to first base; it is on the record that he has fought often and hard for the Northern Transcontinental line of the C.N.R., but it is also on the record that this line has progressively degenerated to a shameful degree, hindering the progress of our great Northern hinterland."

**Report of Superintendent
District Children's Aid**

The following is the report for the month of May of A. G. Carson, local superintendent of the District of Cochrane Children's Aid Society:—
Application for children for adoption, 15.
Office interviews, 45.
Interviews out of office, 39.
Complaints received, 34.
Investigations made, 37.
Children involved, 39.
Children in shelter, 24.
Children boarding out, 23.
Mail received, 72.
Mail sent out, 80.
Court attendance, 8.
Juvenile cases, 10.
Official warnings given, 1.
Wards visited, 6.
Children made wards, 1.
Children admitted to shelter (not wards), 1.
Mileage travelled, 1512.
Adoptions completed, 4.
Children placed in foster homes (not wards), 2.
Wards placed in foster homes, 1.
Meetings addressed, 1.
Cases under the Unmarried Parents Act, 4.

Detroit Free Press:—Uncle Sam is getting results from the war on crime. Soon all of the living Public Enemies can hold a meeting in a telephone-booth.

**Believes in North
Route for Highway**

Old-Timer Satisfied that Justice and Good Sense will Prevail for the Good of the North.

South Porcupine, June 1st, 1935
To the Editor of
The Advance,
Timmins, Ont.

Dear Sir:—That trans-Canada highway! This will be my last letter on this subject because I am sure the North route via Ferguson Highway will be the main route. I read where some think it should leave the Ferguson highway at Swastika. I say that would be just about as sensible as building it up the rocky shore of Lake Superior because when it gets to the Montreal River there are miles of high mountainous country to get through, but if it were to run northerly it would be in the valley, but going straight west it would cost double on account of so many rock cuts. Now let me ask a question. Was the T. & N. O. Railway not built to James Bay to open the country and attract tourists to the Bay? Well, then, what sense is there to spend millions of dollars to do this and then get foolish and switch the tourists away from it just a short distance from where the railway starts and that is Cochrane, and Cochrane is in the centre of a huge farm area. After hundreds of settlers have cleared the land from Ramore to Cochrane about 60 miles, and spent all the money they had to build homes and buy farm machinery is it a sensible thing to switch the tourist trade away from them when that is just what they depended on to sell their produce? If Mooseonee and that hotel are going to be deprived of the tourists they certainly will never be any good. Then there is our government-owned railway, the C.N.R., what about it? If the country along it grows and towns spring up it will have a better chance to earn money and the highway will help it a lot too. Is it sane business to go and build such a railway and also a railway to James Bay and then when they are finished to go to work and spend millions more to stop the growth of the country along where they run and a country that has produced hundreds of millions of dollars in minerals? Let 'em go to it and make another big mess of things! Let the government take over the mining as some want it to, and make matters worse still! I am sure any other route than the northern route from Cochrane westward would cost as much as both the northern route and the road from Timmins to Sudbury together. So why not make the price build the two most needed roads in Northern Ontario, that serve mines, farms, farmers, and which do the greatest good to the greatest number? Yes, it won't take one-half as long to complete them, either.
Yours truly,
H. A. Preston.

**HEPBURN GOVERNMENT CALLS
FOR TENDERS ON DEBENTURES**

Word from Toronto yesterday was to the effect that the Hepburn Government has again entered the money market, this time calling for tenders for \$15,000,000 of debentures, proceeds of the sale of which are to be used chiefly for unemployment relief purposes. One Toronto newspaper apparently looks for difficulty in having the loan taken up and suggests that the government use other plans if there is any reluctance shown by local financiers in coming to the rescue of the government at this time in the matter of money.

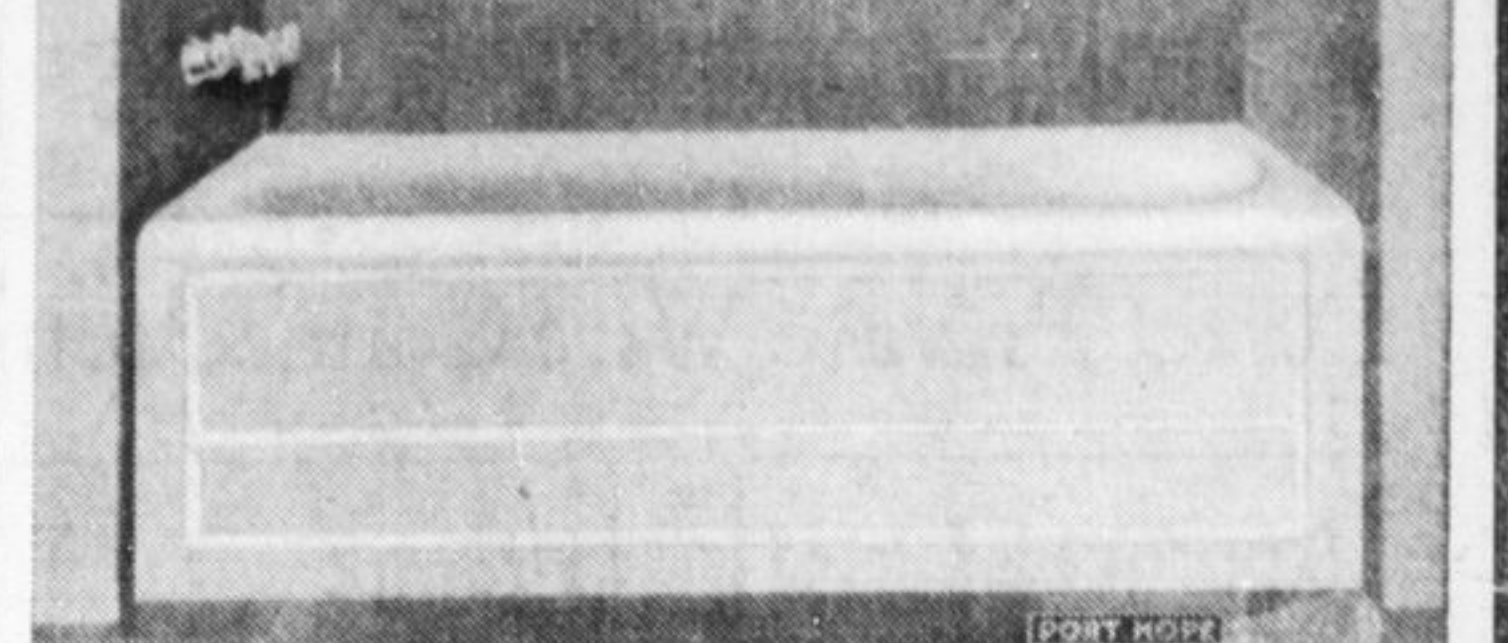
**Dropping of the Stamps
Continues in Nova Scotia**

For centuries "the dropping of the stamps" has been music to the gold miner's ears. In Northern Canada the gold mines are equipped mainly with other devices that have been shown to be more economical than stamp mills, due largely to the fact that for their use, the ore must be ground finer than flour to get the gold out of it. But in at least one part of Canada, namely Nova Scotia where gold mining was first established in this country, the stamp-mill still holds its own.

There are definite reasons for the retention of stamps at the Nova Scotian gold mines. Most of the gold there is coarse so that the ore does not need the very fine grinding that is required in the north. Often the gold comes as large nuggets, and the Nova Scotian miners have invented a simple device for catching these safely within the stamp battery so that they will not be pounded into "flour" gold which is difficult to recover. It is also on account of the coarseness of the gold that the expensive cyanide treatment is not required in Nova Scotia. The net result is that the mill required at the typical Nova Scotian gold mine is inexpensive to instal and economical to operate, the cost per ton of treating the ore being only one-quarter to one-half what it is in the North.

The features of the typical Nova Scotian gold mill are set forth completely, probably for the first time, in the June "Bulletin" of the Canadian Institute of Mining & Metallurgy. E. H. Henderson, who is mill superintendent of Gaysborough Mines, operating the province's principal gold mine at Goldenville, 125 miles east of Halifax, has prepared this paper for presentation at the forthcoming annual meeting of the Mining Society of Nova Scotia at Pictou Lodge on June 26-27. It has been assumed by many that the day of the stamp mill is ended, but Mr. Henderson shows clearly that it still performs a very useful function in Nova Scotia, where conditions are especially suited to its use.

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**Suggesting Attempt to
Domesticate the Moose**

High withered, long-nosed moose that browse off the mountain willow may one day be mixed with the horses on the Black Cat Ranch at Brule, Alberta, which Fred Brewster of Jasper is opening for guests on July 1. "The moose," says Major Fred Brewster, widely known as a Rocky Mountain guide and rancher, "is the natural beast of burden in many parts of Canada. While much of Canada is ideal for the horse in the summer, the winters in the mountain areas are severe for an animal, which after all, originated in a much warmer climate than ours and was first imported into the southern latitudes of the continent. "The moose is strong and with care should be adaptable both for riding and for driving purposes. The one or two attempts at its domestication of which I know have been definitely successful, but these were individual cases where at most two or three animals were involved. "As compared to the horse, the moose would have the advantage in the winter time of finding his food on the tips of willows above the snow. He would not have to be fed, nor to paw through to the frozen ground. In addition, continues Major Brewster, the moose can make his way through snow in which a horse is completely hopeless. "My notion is to catch two or three calves and let my men, who are used to the handling of horses, work upon

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**Schumacher News
Items of Interest**

Red Phillips Back in Hospital. Visitors to and from Schumacher. Bridge Party for Gold Nugget Rebekahs.

Schumacher, June 5th, 1935. Special to The Advance.
Miss Evelyn Flowers, of the X-ray department of St. Mary's hospital, left last week for a six weeks' vacation in London, England.
Mrs. W. Wills and children, who have been on an extended visit in Cornwall, England, returned home last Thursday.
Mrs. David Craig, and son, Walter, left on Sunday, by motor, to visit in New York and Buffalo.
Mr. F. Dwyer returned Thursday from a motor trip through the U. S.
Mr. and Mrs. H. Hoffman and family left on Sunday for a visit in the South.
Miss Annette Proulx, who underwent an operation in St. Mary's hospital last week, is able to be home again.
Messrs. Eddie and Reginald Dunstan, of Cornwall, England, are visiting with friends in town.
Rev. M. Tait left on Monday for Toronto to attend the United Church Conference.
The old-timers in town were pleased to see Mr. Phil Henderson in town last week. Mr. Henderson came up from Toronto with some mining men interested in properties in the camp.
Mrs. Dick Ely and children left on Sunday for a few months' vacation with Mrs. Ely's parents in Dorset.
Miss Sadie Aude left on Sunday to

visit in Toronto, and to attend the graduation exercises of St. Michael's hospital, later going to Buffalo.
Miss Jones left last week for a visit with relatives and friends in London, England.
Mr. and Mrs. H. Sky and daughter, Ruth, spent the week-end in New Liskeard. While in New Liskeard Mr. Sky visited the old Sky homestead in Harley township, and renewed the acquaintance of neighbours and friends of 22 years ago.
Mrs. Reeves and baby, of Kingston, arrived in town on Saturday to join her husband.
Miss Bessie Bugera, nurse-in-training in St. Mary's hospital, underwent an operation for the removal of her appendix last week, and is getting along very well.
Mrs. J. A. Hawkins left on Friday to visit at her home in Orillia.
The home of Mrs. A. Fulton was the scene of a delightful bridge party on Monday night when Mrs. Fulton entertained for Gold Nugget Rebekah Lodge. The prizes went to Mrs. Hass, ladies' first; Mrs. W. D. Watt, second; Mrs. Lacey, consolation; Mr. Grist, gentlemen's first; Mr. Strickland, second and James Keene, consolation. Refreshments were served by the hostess.
Mrs. Sprague and baby left on Saturday to visit Mrs. Sprague's parents in Welland.
Red Phillips met with an accident some time ago while at his work in the Hollinger mine. The wound in Red's leg not healing satisfactorily, it was thought advisable for him to return to the hospital for further treatment.
Mr. John Bexley left on Tuesday for Toronto, where he will represent Trinity United Church at the United Church Conference.

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