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Highway Should Run West From Hearst

Premier Hepburn Given Good Chance by Airship Trip to Decide Between Rival Routes.

There is very general discussion these days in the North in reference to the route of the Trans-Canada highway and there is no doubt but that the decisions made in the matter will have an important bearing on the attitude of the people towards the two governments concerned. There is an interesting editorial on the question in The

Northern Tribune, of Kapuskasing, last week. The Northern Tribune says:—"Accompanied by several important figures in the great American Airways company, which operates regular plane services from coast to coast and to South and Central America, and a few mining and financial lights, Premier Hepburn is now spending two weeks on an airplane jaunt in the North. They will fish and have a general good time, but one expressed purpose of the premier is to observe from the air stretches of disputed territory which have been in the public mind as routes of the trans-Canada highway.

"In this informal and unofficial way, Mr. Hepburn may get good advice. With all the cards laid before them, and actual observation of the rival routes, the aviation experts should have no hesitation in strongly urging that the route of the national highway should follow that of the existing trans-continental railway and the partly completed transcontinental airway, especially since it would also open up still more some promising new mining fields, and fertile areas capable of sustaining future population. His mining companions would say amen to the same thing; and even his fishing cronies,

given time, would be forced to conclude that the Hearst-to-Nakina-to-Nipigon route would provide access to unrivalled fishing grounds for motor parties. The increased motor travel would greatly augment the gas tax receipts, furnishing an immediate return on the highway investment. New mines mean new communities and new sources of provincial revenues, for money flows freely in new mining camps.

"The new Long Lac-Sturgeon mining field has already given Canada more actual new gold mine prospects than any other field in the same length of time. Literally dozens of holdings seem to offer promise of sustaining mines that will produce gold; many of them are already at the stage of erecting mills, others are rapidly following the pioneer mills. So it is logical that there is now word from Long Lac that the provincial government is promising to construct a highway from Jellicoe to Sturgeon River. With that start, the road could later be extended east to Geraldton and west to Beardmore. That is exactly what has been proposed by the Nakina Board of Trade as part of the national highway route, and much favoured in Hearst and Kapuskasing in preference to some alleged compromise routes. To carry the highway straight west to Nakina, then down to Long Lac, over to Beardmore and down to Nipigon to connect with already constructed highway would make a very marked contribution to development of tourist traffic and new mines.

"There is no saying when the great area lying north of the C.N.R. line from Cochrane to Winnipeg will come into the mining picture. The geology of the region is considered so favourable by the federal Department of Mines that several of the prospecting parties being sent out this summer under Hon. W. A. Gordon's plan will devote their activities to parts of it. One such area is that between Hearst and Kapuskasing in the clay belt, ranging both north and south of the railway track. Others farther west will be combed over.

"There is nothing whatever between Schreiber and White River, where a further stretch of contract highway work has now been approved. The North should spurn all suggestion that it be connected up with White River, as a compromise, and stick to the far better contention that our highway contact with Fort William must proceed by way of Hearst, Nakina and Long Lac."

Toronto Telegram:—After all, shorts worn by girls seem rather small things to dispute about.

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More Strong Words on the Trans-Canada

But Not More So Than the Opinion in the North on the Contractors and Politicians.

Last week The New Liskeard Speaker had some plain speaking in reference to the trans-Canada highway and the improper and impractical route apparently to be forced on the country for the advantage of contractors and others. The Speaker also reproduces editorial references from other newspapers on the matter. Very evidently The Speaker considers this one of the most important questions of the day, and The Advance believes that this is the fact and that governments will find this out to their sorrow. It is not so easy to flim-flam the people of the North on a question they have studied. Under a row of question marks dis-

played in the centre column of the front page The Speaker publishes

"In putting over the Nipigon-Schreiber-White River highway deal, are Dr. Manion and Peter Heenan, Northwestern Ontario representatives, making themselves safe in their own constituencies at the expense of the rest of Ontario? Is Ontario going to sit down while these politicians mortgage the credit of the province on the building of a trans-Canada highway through the Schreiber-White River wild and woolly waste lands? With a splendid motor road south of Lake Superior, isn't it bunk to use a North Superior highway for pleasure jaunts, during the few months available, in sufficient numbers to pay even a portion of the interest on the tremendous sum required? With promising mining, timber and agricultural possibilities farther north, are the Federal and Ontario Governments justified in this absurd Nipigon-Schreiber-White River road work? What is behind the scenes that will induce Cabinet Ministers and members to sit quietly in their places while such a deal is being put over the people whose trust they are ignoring? How long is Ontario going to allow the ex-engineer and the ex-doctor from Kenora and Fort William to rule the destinies of all Northern Ontario for their own political benefit (and we must not forget the contractors) at the expense of the province?"

In another column on the front page the Speaker has the following editorial reference:—

"The announcement was made last week that the Hon. Peter Heenan had succeeded in at last securing Federal Government consent to the routing of the Trans-Canada Highway from Schreiber to White River, one of the most forsaken pieces of country to be found any place on the continent, at a cost alleged to be two or three millions more than a more northern routing would cost. Reports from Ottawa intimate that Hon. Dr. Manion, Minister of Railways in the Federal Government and himself a representative from the head of the lakes, is alleged to have given material assistance to the Hon. Peter in his efforts to put this deal across, notwithstanding the strenuous opposition of the Hon. Wesley A. Gordon, under whose Federal jurisdiction this work is supposed to come. And, right here we might state that it is our belief that the Hon. W. A. Gordon, although doing everything he possibly could, did not get the support he should have from either the general public or the politicians of this part of Northern Ontario. The mess we now find ourselves in is largely the fault of the men who should have been doing their best to prevent the very thing which has happened, instead of leaving it pretty much, all to the Temiskaming member. True, some of the members have been busy during the last short period, but the contractors and their friends have been busy for some years.

"From the information to hand it is more than apparent that the contractors, who will make millions, and the politicians interested have apparently succeeded in 'putting it over.' The one thing we are surprised at, however, is the utter indifference of the newspapers of Old Ontario to the tremendous deal now being put over the taxpayers of the province. How many editors in Ontario have taken the trouble to get any information on a scheme which will make the building of the Northern Ontario Railway 'look like two cents'? Have they taken the trouble to ascertain who will make money out of the enterprise? Do they think for one minute that the unemployed, whose interests are being so loudly talked of by those interested in this gigantic expenditure, will make anything more than a pittance of a wage? If they have thought about it at all they should realize that contractors will be made millionaires, politicians made happy, and the unemployed will be back home again at periodic times just as empty-handed as they were when the work began.

"If this road work is necessary to give employment the people of Ontario should at least assert themselves sufficiently to make it compulsory for the governments to build the road through a territory that will ultimately benefit the province as a whole, and at the same time where road building operations can be carried on at a minimum of expenditure."

Three Months Each for Two Men Here

(Continued from Page One)

Traffic Cases Numerous
Matthew Miller paid \$10 and costs for reckless driving. No damage had been done.

Tony Tarabass was fined \$10 and costs for failing to report an accident to the police in which bodily injury resulted. A child had been knocked down on Third avenue and the driver, Tarabass, had taken the lad to a doctor and then home. He said that he didn't know accidents had to be reported.

Eli Kespi admitted having defective brakes on his car and also admitted using license plates on it that belonged to another car. He said that he didn't have enough money to buy the plates but he paid \$10 and costs for each offense, a total of \$38.50.

Two speeders paid \$10 and costs and four others were remanded.

One driver admitted not stopping at the corner of Pine and First on May 19th and paid \$2.00 and costs. Another pleaded guilty to parking too close to a hydrant and paid \$1.00 and costs. Left hand parking cost another driver a similar amount. A case of riding a bicycle on the sidewalk was remanded.

Failing to return to the scene of an accident was the charge laid against one driver. The driver of the car that had been bumped into said the men in the first car refused to tell him their names or wait till the police came. Since the second car was able to proceed and no one had been injured, the case was dismissed.

Vag 'Just Up Agin' It'
One vagrant went down for 30 days. He was "just up agin' it for a little while," he said and had a long story about having had his leg hurt while working at a government camp. He has been a rather too familiar figure around Timmins for the past week and had been convicted not so long ago in Kirkland Lake of the same offence. The magistrate recognized him.

An order for \$99 wages dues James Lennon was issued against Michael McNulty. Lennon had been foreman on a building job and had not received his wages, he claimed. Other amounts, charged as owing in last week's court by other men, had been paid.

Payments under the Deserted Wives' and Children's Maintenance Act in one case recently before the court, will in future be made through the Chief of Police, the magistrate advised. The

husband never seems to be able to find the wife when the time to pay comes.

Sopha Gets Three Months
Bruce Sopha, found guilty of attempting a gross indecency with another male person, will spend the next three months in the Haileybury jail. A lad of 17 told a story of how Sopha had induced him to spend a night at his room and of the attempt at indecency made during the early hours of the morning. The boy, being a boxer, had administered a severe beating up to the man and had immediately telephoned the police.

Sopha denied everything and tried to insinuate that the boy had meant to rob him. However, he could give no explanation of why he had not complained to the police about being assaulted, nor could he say why he hadn't denied the boy's story until he was on the witness stand.

Sopha had been originally charged with a very serious offence, later reduced to committing an act of gross indecency, and at the end of the case reduced to attempting to commit an act of that sort.

Counsel held that the man had had enough punishment, if he were guilty, since he had been given a severe beating up and had spent three weeks in the town lock-up. The magistrate disagreed and made the additional punishment three months' hard labour.

London Free Press:—Premier Hepburn hit amateur sports a severe blow when he extended his new amusement tax schedule to include low-priced admissions to amateur sporting events of every kind. There are many amateur sports which are having a sufficiently hard time as it is, and the imposition of a tax on admissions may well spell the death of some of them. This would not be a good thing for the province generally.

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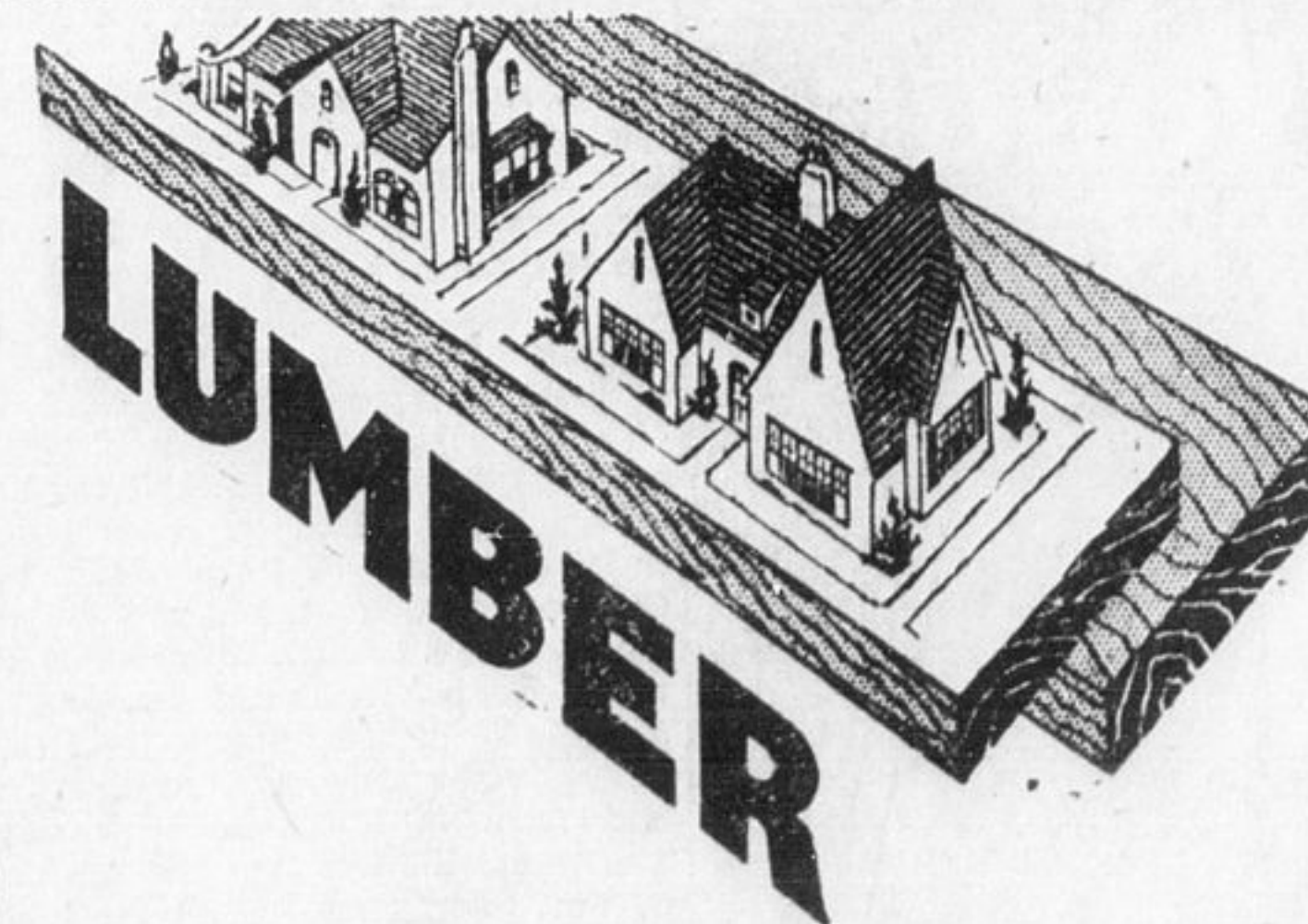
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