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Province Planning for Municipal Loans

Other Municipal Problems Being Considered by Premier Hepburn's Cabinet

According to despatches last week from Toronto, amendments to the act governing the Province of Ontario Savings Offices, which will permit the loaning of money to municipalities at lower rates of interest than charged by chartered banks, are under consideration by his government. Premier Hepburn announced to a deputation of Ontario mayors.

"We can borrow all the funds we require at three per cent. or less, right here in Canada, and United States funds at one per cent.," the premier explained. He added that it was the intention to borrow this money and re-lend it to the municipalities at interest rates well below those of the chartered banks.

"Interest rates are all out of proportion to prevailing money values," Premier Hepburn concluded his brief announcement of policy.

The announcement was made while the premier and Hon. David Croll, Minister of Public Welfare, received a delegation of Ontario mayors who presented a series of resolutions passed at the Kitchener conference in June. Of the resolutions presented, those concerning relief allowances, the care of transients, licensing of peddlers and transient traders, and hospitalization costs, received the greatest consideration.

Both Premier Hepburn and Mr. Croll evidenced great personal interest in the lot of the unemployed, when Mayor W. J. Cullen, Sudbury, presented the serious problem confronting the city in the care of transients.

The opinion of the various mayors was sought, on the adequacy of relief allowances, with the consensus of opinion among the Southern Ontario mayors being that there is no malnutrition in Ontario.

Transient traders and a discussion of powers of the municipalities to tax

these came up next. Municipalities are now empowered to tax these persons, not including those who take orders for future delivery. Truckers bringing loads of fruit, vegetables and dairy products north can be taxed.

A desire for minimum wage laws for men was listed as a further resolution. Confusion over proposed Dominion legislation on minimum wage laws prevented the provincial government from passing such regulations during the past session was the view of the premier.

The Henry government had encouraged the establishment of municipal health clinics and other health services as existed in many schools, costs to be defrayed in part by the province. On April 1st, these grants were discontinued without notice, throwing a heavy burden on the municipalities concerned.

Mr. Hepburn did not believe this affected many of the municipalities but promised to investigate the matter through the Department of Health. Other hospital and health services causing heavy burdens for indigent patients on the municipalities will be investigated simultaneously.

Other resolutions included a study of steps to tax department stores in small towns to cover upkeep of roads and other facilities in the municipality used by these stores. Great difficulty would be met in any attempt of this kind, was the opinion of the premier.

Resolutions for federal consideration involve lowering the age for pensions from 70 to 65 years; that the federal government bear the entire cost of unemployment relief, and that the responsibility of municipal income taxes be assumed by Ottawa, due to existing facilities and the lack of information on the part of municipalities in respect to incomes.

Sudbury Star:—Cable says J. P. Morgan is in London to sell his collection of miniatures. Well, this is fairly hot weather for house-to-house canvassing, Ottawa Citizen:—Critic says the average government too little resembles a business company. Not in France. Every French government is a going concern.

Larder Lake Station is Being Re-opened

Renewed Activity in District Responsible. Other Changes in the Staffs at T. & N. O. Stations.

On account of renewed activity in the mining area served by the Larder Lake station it is understood that the Nipissing Central Railway on the Rouyn branch at Larder Lake is being re-opened. The station has been without a resident agent for the past three years, being closed down as a matter of economy when the need for keeping it open seemed to be gone. It is understood further that William Denman, who has been stationed at Boston Creek, has been assigned to the Larder Lake position. His place at Boston Creek will be filled, according to reports by the appointment of Osborne Orr, who has been the agent at Widdifield, 14 miles north of North Bay. The station at Widdifield has been demoted to the status of a flag station, the business there not warranting a regular stationmaster.

There are other changes reported that will be of more than passing interest to the people of Timmins and district. Like Osborne Orr, some of those concerned in the other changes are known in this camp on account of former residence here. For instance Abbie Simms is scheduled as to go to North Bay from Charlton where he has been stationed for some years as agent. He is to be relieving despatcher at the Bay. His place at Charlton will be filled by the transfer of J. H. Beamer, "third trick operator" at New Liskeard. Mr. Beamer was the station agent at Moosonee last year. As most readers will recall Moosonee station was closed down for several months, but has recently been reopened for the summer at least. C. K. Kirkwood hitherto a spare operator, being placed in charge as agent at Moosonee for the present.

Another change reported in regard to the T. & N. O. and it auxiliary is that an agent will likely be appointed soon for Arnfield, a station on the Nipissing Central, some thirteen miles from Noranda. At present Arnfield is only a flag stop. The name of the agent to be appointed for this new regular station has not been announced.

Romance of the Diesel Engine on This Continent

(From "Time")

In 1918 a Columbus, Ind., banker named William G. Irwin had a chauffeur named Clessie Lyle Cummins. When Mr. Irwin went to Canada for the summer, Chauffeur Cummins decided he ought to "do his bit" to help the U.S. win the war. He converted the Irwin garage into a workshop, began turning out wagon hubs for the government. By the time Mr. Irwin got back to Columbus, Chauffeur Cummins had the garage running as a full-fledged factory with three eight-hour shifts.

Mr. Irwin, who is now a director of the United States Chamber of Commerce, decided that such talent should be given an opportunity to flower. Chauffeur Cummins, mechanically inclined since childhood, had built an automobile at the age of 15. Mr. Irwin set him up in business with \$10,000, eventually backed him with half a million. By 1930 Chauffeur Cummins was one of the leading manufacturers of Diesel engines in the U.S.

At that time the Diesel engine was a cumbersome, slow affair which weighed some 250 lbs. per horsepower, had a top speed of 500 r.p.m. But heavy or light, slow or fast, it was still the most efficient engine in the world. Mr. Cummins set out to make the Diesel engine lighter, faster, and kept an eye cocked on Europe and its Diesel-powered vehicles.

In 1931 Mr. Cummins put a Diesel engine into a racing car, saw it finish the 500-mile Indianapolis sweepstakes nonstop. Still slow, still heavy, still economical, Cummins' Diesels were ideal for hauling heavy commercial loads, were soon powering some 1,200 U.S. trucks.


After three years of experiment, Mr. Cummins appeared a fortnight ago in Manhattan with the first Diesel engine exclusively designed for automobiles. This time he used a new Auburn chassis for his test. His engine has six cylinders, 100 h.p., weighs only 8 lbs. per h.p., and is only 80 lbs. heavier than the 8-cylinder Lycoming gasoline engine it replaced. It can turn 3,000 r.p.m. and make 90 m.p.h. with a gear ratio slightly above normal. It would cost some 10 per cent. more than a gasoline engine to put into production. It has no spark plugs, no ignition system, no carburetor, is free from carbon. There is no fire or explosion hazard. The exhaust gas is non-poisonous.

Last week, on the first leg of a trans-continental "economy tour," Mr. Cummins drove from Manhattan to White Sulphur Springs, W. Va., to attend the annual meeting of the Society of Automobile Engineers. Distance: 496 miles. Fuel cost: 74 cents, plus 38 cents tax. Mileage: 402 miles per gallon.

St. Thomas Times-Journal:—The address given by the Bishop of Exeter in the House of Lords on Wednesday was distinctly unusual. He denounced democratic government and held up the dictatorial systems of Italy and Germany as far better examples of government than the United States. Surely his own country has democratic government and he ought to regard it as doing pretty well by the people. In England he has free speech, but if he lived under Italian or German dictatorship he might either be forbidden to speak or clapped in jail.

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Charged with Forging of Prescriptions for Morphine

A despatch from Halleybury on Friday of last week says that His Honour Judge Hartman sitting in magistrate's court in place of Magistrate S. Atkinson, who is away on a trip to England Lake position. His place at Boston Creek will be filled, according to reports by the appointment of Osborne Orr, who has been the agent at Widdifield, 14 miles north of North Bay. The station at Widdifield has been demoted to the status of a flag station, the business there not warranting a regular stationmaster.

Ball was arranged for the accused until his trial before a judge on two charges of using forged prescriptions to obtain morphine.

According to the testimony, Eplett presented to William Mitchell, Englehart druggist, two prescriptions purporting to have been signed by Dr. J. A. C. Kane, Cobalt physician under whose care accused had been since early January. Each called for 25 tablets, which were given Eplett by Mitchell on two occasions last month, after the druggist had made some inquiries from the defendant and had satisfied himself there was a doctor of that name in Cobalt.

Dr. Kane, who told the court he sometimes signed himself as J. A. C. he at other times as J. A. C. swore neither prescriptions nor signatures were in his writing and that Eplett had not been in his office on either of the dates mentioned, June 6 and 8, respectively. To W. C. Inch, counsel for accused, Dr. Kane denied giving Eplett a number of prescriptions at one time, leaving accused to enter his own dates, nor would he admit having issued 35 prescriptions to accused between January 8 and June 8. He had given Eplett one prescription at a time, usually about a week apart, Dr. Kane swore.

Buffalo Courier: A Soviet scientist aims at prolonging the human life span to 150 years. An admirable objective, but more important is that of making life, to the average human being worth living that long.

Gold Mining Not Coming Along As Fast As It Should

In an editorial recently, The Northern Miner points out that although gold mining has made notable strides, it has not done as well as it might have done. The Northern Miner also indicates the reason for this. The editorial is well worth consideration, at least. The Northern Miner says:

"Gold mining does not come on as fast as it might in Canada. Production is increasing but certainly it is not increasing by leaps and bounds, as one would expect from the higher price of gold. It is not the fault of the rocks of the North. They hold many more mines than have yet been found. But are we finding and making new mines as fast as we should? Are we Canadians sacrificing a golden opportunity in our lust for taxes and our zeal for regulation? It is patent to anyone who travels the gold lands of Canada that there has been a falling off in the initiation of developing and exploring operations. What has caused it? We should think that heavy and erratic taxation, and the constant talk in Canada of taking the lion's share of a venturesome man's winnings, have deterred many people from entering upon the hazardous business of mine-finding. Also, the effort to check dubious promotions seems to have swept such a wide path that the honest initiator of companies finds his work made extremely difficult, and only a few courageous souls are carrying on."

"We read of many fine gold properties under development toward production but it is a fact that there has been a change from a couple of years ago, when the public was putting its money into new producers, and to-day many of the enterprises in this class are now controlled by the big mining organizations. The public, as shareholders, have little chance of participating in the profits that should be won. A stock which is selling at \$30 or \$40 a share cannot double or treble when its company brings in a new mine—and unless the public at large has the opportunity of doubling or trebling its money every now and then it could lose interest in mine-making speculation. The big companies may think the present situation excellent, but what would they do should the North run out of suitable properties?"

"It is Northern experience that the old-line, established organizations do not make mines on their own stakings, they make mines out of properties that have been advanced from the prospect class by public shareholders and promoters. One who doubts this may reflect that Noranda's Pamour is the outcome of four public promotions; that Smelters' Chibougamau, Afton and

Big Missouri were all brought to an attractive stage by promotions; that McIntyre's chance of making a mine at Mud Lake is built upon the work of promotion; that Teck-Hughes' Lamaque and Dome's Sigma were initiated by promotions and public money; that the same is true of Hollinger's Young-Davidson and Ventures' Canadian Matachewan. In short, the mining industry requires the work of the promoter and the money of the general public if it is to progress. All our worthy outpourings as to Canada's wealth of mineral opportunity will be only froth if we continue to discourage the public speculator and the initiator of new enterprises by tax-strangulation, and if we continue to block the channels of stock-selling and to make the work of the promoter and director an odious, and almost impossible thing.

"What we speak of here—the danger of drying up the gold mining initiative, is not realized by the people at large. Politicians, if they did not know of it, would scarcely mention it. They are too much taken with the supposedly popular aspects of their soak-the-mines and damn-the-promoters policies. They refuse to visualize the injury being worked in Canada by measures that take a dollar in taxes at the expense of ten dollars in employment. But the North Country, where miners and engineers find new jobs a little scarcer than they were, is well aware of the situation that looms up for the future unless there is a change. What the North wants to-day the Southern part of Canada, for the protection of its own jobs and business, will be demanding in a few months. Is it not time we called a halt to the race, in the competition, to raise taxes? Is it not time to consider whether we are on the road, via regulation, to the destroying of publicly-sponsored mine-making?"

Cruise Ship Now Carrying Passengers to Noted Clinic

The thousands of people from all parts of Canada and the United States who come to Williamsburg to visit and be cured at the famous Dr. Locke clinic, will be augmented this week by those who will come by steamer. Special arrangements have been completed by Canada Steamship Lines so that their steamer, the Rapids Prince, will call at Morrisburg, six miles from Williamsburg, every morning during her voyage from Prescott through the St. Lawrence rapids to Montreal. The Rapids Prince, after making connections with the steamers Kingston and Toronto from Toronto, Rochester, Kingston and Alexandria Bay, at Prescott, will arrive at Morrisburg shortly after 10 o'clock on her way to Montreal. Busses will meet the Prince



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Accommodation for motor cars is available on the two steamers operating on daily schedule between Toronto, Rochester, Kingston, Alexandria Bay and Prescott and also on the Rapids Prince.

Chicago Daily News: "China defies Japanese"—life a chicken defying the axe.

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