

The Canadian Legion in the Porcupine

By One Interested in their Welfare

Will War Stop the Vimy Pilgrimage? Let us hope not. Let us all hope also that there will be no war. But dark clouds, mean sinister happenings, and today the whole of Europe is under a very dark cloud indeed. Most of us do not realize the gravity of the situation, being as we are some thousands of miles away. Those of us, however, who went through it once before will not wish the young sons of Canada forced into another conflict. It was thought a couple of years ago that the Germans would be the ones to start another war, but diplomatic pressure was felt and heeded, and for the time being danger passed. Last November, however, a party of Italians are said to have entered into Ethiopia near the Ualul Wells, which is about 80 miles from the boundary line of Italian territory—Italian Eritrea. They were asked to leave but, it is said, began digging trenches and according to a despatch from an Ethiopian correspondent continued to fly planes and take observations. There was some fraternizing by Italian Somalis and Ethiopians. One of the Italian Somalis borrowed a rifle from an Ethiopian

and while examining it the rifle the report says accidentally discharged. The Ethiopian was killed and an Italian officer in charge blew a whistle and his men began a heavy fire on the Ethiopians who were standing close by. Two tanks appeared and four aeroplanes dropped bombs, making it appear as if the whole incident had been planned to start the whole world in another upheaval. For months European diplomats have been trying to patch up the quarrel of the two nations, but the collapse of a meeting in Paris over the week-end, seems to have only one answer—War! Of what use will be the monuments to peace erected since 1918? They will appear to be just a mockery. A pilgrimage of 5,000 people (in the present light of European eyes) will appear to be another army. The object of the pilgrimage will be lost and the Vimy Memorial (an image of stone) will be left to tell the world that those whose names are engraved thereon, died in vain. These nations that signed for "Peace Evermore," never meant to keep their pledge. It appears that way by the happenings of the past few years.

France building gigantic forts. Italy building an air force and army. Germany conscripting her manhood and building up her navy. Britain mechanizing her land forces and now building a great air force. America spending millions on her navy. One could go on and on yet on November 11th of each year, the people pray for "Peace Evermore." It is the earnest hope of all who have loved ones resting in France and Belgium that their prayers will be heard and other loved ones may live to remember that the heroes of 1914-1918 died for "Peace Evermore."

Something a Little Brighter I guess we all need it after the perusal of the above article. It appears that while our delegates were at London, Ont., and busy distributing the folder, which had as its object the securing of the convention for Timmins in 1936, there was much discussion and speculation. There was one who however read through the circular very carefully. He spoke of the town of which he had read a lot about but never seen, asking questions as every Old Ontarian will. "It says here that Timmins has nearly 20,000 population, but it isn't a city is it?" "No, my friend, it's just a town, just twenty-six years old." "Do you mean to tell me that the Hollinger Mine employs that many people?" "No, but a great percentage of the population work at that mine, but the Hollinger isn't the only big mine in the vicinity of Timmins." Questions of a like kind were continually asked and our two delegates, A. Borland Sr., and A. Neame had a busy



Winner of the T. T. Barnes gold medal for the highest standing at the College of Optometry of Canada, 1935. Mr. Spence is in charge of the new Optical Department at Remus' Jewellery Shop.

time answering them. One thing it was said the circular did not promise, this being a "nugget" apiece for each of the delegates present. I am sorry for that omission, but as the convention was being advertised for Timmins and not

North Bay (where "The Nugget" is published) and who were busy staging an old home week or something of that sort, it would have been folly to have made such a promise. I will however make a promise now, with the aid of the management of this paper, this being that every visiting delegate will receive a copy of The Advance, which according to general opinion, is a regular gold mine of news in itself.

The Legion Does No Lobbying It has often been the surprise to many to note the way that the Canadian Legion can secure concessions from the Government. In a recent interview, Brig.-Gen. A. Ross, declared that one thing which was absolutely "out" in their programme was the wielding of the "big stick" in the seeking of legislation. "We do no lobbying. We play the game with all governments. We can go into the office of the prime minister or the leader of the opposition and be received with equal courtesy. We make no bulldozing demands, but pursue our course in a dignified constitutional manner. We know we can accomplish more that way. As good Canadians we realize that we must not make demands which are preposterous. We cannot ruin the country. But we also have to look after our own people. We only try to get what we believe is right. We have never made an unjust demand and we never will."

W. A. Devine, Box 1428.

Try The Advance Want Advertisements

Mascioli Theatre, Schumacher

FRIDAY AND SATURDAY, AUGUST 23rd and 24th
BUCK JONES in
"BORDER BRIGADS"
First Chapter of Serial: "RUSTLERS OF RED DOG"
Midnight Show, Sunday, August 25th—Playing Preview on
"THERE'S ALWAYS TO-MORROW"
MONDAY AND TUESDAY, AUGUST 26th and 27th
FRANK MORGAN and LOIS WILSON in
"THERE'S ALWAYS TOMORROW"
WEDNESDAY AND THURSDAY, AUGUST 28th and 29th
JANETTE McDONALD and NELSON EDDY in
"NAUGHTY MARIETTA"
FRIDAY AND SATURDAY, AUGUST 30th and 31st
GEORGE O'BRIEN in
"COWBOY MILLIONAIRE"

Unique Display at Toronto Exhibition

Canadian National Railways
Make Use of Specially Dyed
Satin in Original Manner.

A new technique in exhibition displays features the Canadian National Railways exhibit this year, at the Canadian National Exhibition. It consists of the use of satin for display purposes with special drawings and designs dyed upon it by specially prepared dyes. It was developed by the National System and so intricate is the method used that only one craftsman capable of performing the work.

One of the features of this new exhibition technique is the pleasing and glossy effect secured under indirect lighting. Probably the outstanding example shown is that featuring the 35th birthday of The International Limited, Canada's famous train which has operated daily, each way, since 1900, between Montreal and Chicago. A huge satin plaque, treated in the modernistic design, shows the route of the train and the various important cities it serves. The colour scheme of a deep, unusual crimson and black, makes it, coupled with the big decorative plaque of a 6100-type locomotive, over the doorway, one of the centres of interest of the railway building.

Other satin displays of unusual interest and illustrating the varied treatment and wide opportunities offered by this new medium, are those featuring a West Indies scene with the white hull of the "Lady Nelson" in the foreground, surrounded by other West Indies scenes, and of the Houses of Parliament, treated in a broad outline, with a splendid model of The Chateau Laurier, at Ottawa, in the foreground, and framed by transparencies of the various other Canadian National hotels and summer resorts. These two big satin displays flank a colourful, symbolic painting, outlining in a vivid pictorial way, the world-wide service given by the Canadian National Express by land, on sea and in air.

The main exhibit of the Canadian National building this year is a topographical display showing the Canadian Rockies, with Jasper Park Lodge nestled amid the huge mountains rising about the valley, and the main transcontinental line of the railway between Montreal, Toronto, Winnipeg and Vancouver winding about their base. Done on a vast scale, covering more than 50 feet in width and 25 feet in depth, a bird's-eye view of this most famous of Canadian playgrounds is given in a manner in keeping with their grandeur. Many of the mountains, including the well-known Old Man Mountain, tower in their might about the lodge, while others are shown in their impressive ranges, rising in the background. Each mountain is done to scale and The Continental Limited is seen operating about their base, stopping at Jasper Station, while motor cars race to and from the station and lodge as the train draws to a stop, with rivers glistening in the valley and glaciers gleaming in the distance. Specially prepared for this year's big show, the topographical display combines the latest in mechanical invention for exhibition purposes with a scenic effect unequalled by past exhibits.

Another outstanding feature among the many interesting displays is that of the Canadian National Telegraphs, showing electrically the speedy cable service between London, Eng., and Toronto, a one minute service, and Vancouver, a two minute service. Flashing lights trace the seconds which separates the three cities, so far flung by miles, but brought together by cable and telegraph to only seconds of distance. In no other way would it be possible to give an effective demonstration of this fact as by this latest use of electricity to trace out, first the 60 seconds separating the "Heart of the Empire" and the "Queen City," and the 120 seconds required to span an ocean and a continent.

Canadian Mayors to Gather at North Bay
Four-Day Session of Heads of Municipalities to Open on Tuesday, Sept. 3rd.

More than one hundred mayors, aldermen and civic officials of Canadian municipalities have already signified intentions of attending the annual convention of the Union of Canadian Municipalities, scheduled for North Bay September 3, 4, 5 and 6. From the Atlantic seaboard to the Pacific coast, cities will send representatives to North Bay to discuss municipal problems. Mayor Camilien Houde, C.B., O.B.E., Montreal, will attend the sessions as one of the principal speakers. He will

REDUCED FARES

LABOR DAY

Round trip between any two points in Canada at regular one-way first class fare and a quarter
Going Dates
from Noon, Friday, August 30, until 2:00 p.m. Monday, September 2
Return Limit
To leave destination up to midnight, Tuesday, September 3, 1935
Information and fares from your local agent
Canadian Pacific

Within the past few days letters have been received at North Bay from: Mayor G. G. McGreer, Vancouver; Mayor McQueen, Winnipeg; Mayor Leeming, Victoria, B.C.; and Mayor James Simpson, Toronto, stating they will attend the North Bay meeting.

The September meeting of the Union in North Bay will be its 35th annual session, and will be under the chairmanship of Mayor W. G. Bullbrook, North Bay, president.

Some Facts About Trans-Canada Road

Will be Approximately 4,200 Miles when Completed. Only a Few Gaps Remain to be Constructed.

Despite the political trickery that has been displayed in regard to the route of the Trans-Canada highway, interest continues in the highway. Indeed, it is difficult to avoid interest because of the value of the road from a tourist-attracting standpoint. It is this feature of the interest of the Trans-Canada highway to tourists that no doubt prompted the following reference in the current issue of The National Revenue Review, published by the Dept. of National Revenue, Ottawa:—

"Dominion Day marked the formal opening of that section of the trans-Canada highway between Winnipeg and Fort William-Port Arthur. The opening of this particular link of the inter-oceanic highway is a highlight in the history of Canadian road-building as it enables motorists for the first time to drive their cars from Halifax to Vancouver and vice versa over an all-Canadian route. In order to do this motorists must use the car ferries between the twin ports of Port Arthur and Fort William, Ontario, at the head of the Great Lakes, to Sault Ste. Marie, Ontario, pending the construction of the remaining links of "Canada's Main Street" between Schreiber and White River a distance of 125 miles, now under contract and the ultimate link or twin links between White River and Sault Ste Marie and Hearst. There is also a short gap in British Columbia where cars are being carried by trains until the highway is completed.

"The Winnipeg-Port Arthur section of the trans-Canada highway is 452 miles in length. It is gravel surfaced, the travelled portion being thirty feet wide, and it has been driven in ten hours. The radius of curvature is generous and the gradients easy. It intersects some of the continent's finest fishing and hunting country as well as scenic summer playgrounds. The Kenora and the Lake of the Woods districts with their primeval forest and myriad lakes and streams are world famed.

"The trans-Canada highway will be approximately 4,200 miles long, and will provide motorists with diversified scenery unequalled by any other of the world's great trunk roads. There now remains only approximately six per cent to construct in order to bridge the gap northeast of Lake Superior and a short section in British Columbia, and part of is now under construction. In addition to its scenic attractions which embrace the historic Maritimes, the old-world charm of Quebec, the mineral, forest and agricultural wealth of Ontario and the Prairie Provinces, and the grandeur of the Rockies, to mention only some of the more outstanding, Canada's trans-continental highway will provide motorists with an interesting and climatically comfortable travel route from ocean to ocean."

EATON'S "Where It Pays To Shop"

MEAT
Specials for Fri. and Sat.
BLUE Br. BEEF
Government Inspected and Graded
ROUND 22c
STEAK ROAST
Boneless and Tied, lb.
RUMP ROAST
A fine meaty roast for any family—easy to carve—little or no waste.
lb. 18c
SHOULDER OR CHUCK ROAST, lb. 13c
Fresh Ontario
L A M B
1935 Spring
Boneless Rolled
Fronts, lb. - 18c
Loins, lb. Trimmed 23c
Legs, lb. - - 24c
Smoked Shankless Picnic
PORK Shoulders
A suggestion for the week-end dinner—all meat, very little bone and an attractive price.
lb. 25c
Peamealed
BACK BACON
in the piece 29c
Sliced, lb. 32c
COOKED MEATS
FOR VARIETY
JELLIED VEAL, lb. - - 29c
JELLIED OX TONGUE lb 45c
BEEF BOLOGNA - 2 lbs. 31c
MEAT LOAF Chicken Style lb. 32c

Spread it on thick; the cost is small at this low price.
Strawberry Jam 59c
WITH PECTIN
Large 4 lb. tin
A Truly Outstanding Value—EATON'S
INDIA and CEYLON TEA lb. 45c
Ready Cut Macaroni or SHELLS 2 lbs. 11c
BRUNSWICK SARDINES 5 tins 24c
Ontario Mild Cheese 2 lbs. 27c
RED SEAL RED SALMON 2 1/2 flat tins 27c
Purity Flour 24 lb. bag 75c

Golden Wax Beans 2 No. 2 tins 19c
SPECIAL—A NOURISHING CEREAL
Quaker MUFFETS 2 pkgs. 19c
SPECIAL—WESTON'S ROASTED
CHEESE CRISPS In Lunch Tin lb. 25c
SPECIAL—EATON'S ARTIFICIAL
Vanilla EXTRACT 8 oz. bot. 19c
SPECIAL—KIRK'S COCOA HARDWATER
CASTILE SOAP Cake 5c
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TOILET TISSUE 6 Rolls 17c
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RINSO Soap Flakes Large pkg. 21c
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CORN STARCH 16 oz. pkg. 9c

Fry's Breakfast **COCOA 1/2 lb. tin 25c**
GILLETTE'S **LYE Eats Dirt per tin 11c**
PRINCESS FLAKES 2 PKGS. FOR 31c
EATON Groceteria
THIRD AVENUE TIMMINS

A Big Value
Eaton's Tuck Shop Br.
PEANUT BUTTER 32 oz. jar 27c
NESTLE'S CONDENSED MILK 2 tin 37c
SPECIAL—NESTLE'S
Special—Eaton's Brand
BAKING POWDER 1 lb. tin 23c
"Research Tested"
Eaton's Roaster Fresh
COFFEE
You don't have to be an expert to tell the difference in Empire Coffee—it's a much heavier type—dominant in flavour, high in strength—try it at this special price.
Extra Special 1/2 lb. tin 15c
Me-Java COFFEE 1 lb. tin 27c
We heartily recommend our Me-Java Blend—we like it and feel confident you will too.