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## Ask Result of Surveys of Trans-Canada Road

W. O. Langdon, President of Northern Ontario Boards of Trade, Pressing for Particulars of Surveys Promised in Connection with Trans-Canada Highway Route.

Were the surveys of the proposed link in the trans-Canada highway from North Bay to Cochrane and Hearst ever made, as promised to a delegation of men who interviewed the premier and the Hon. Peter Heenan? Has the North Country route ever been seriously considered by the provincial government?

These are two questions that appear to be answered in correspondence which has recently passed between W. O. Langdon, president of the Northern Ontario Associated Boards of Trade, and the department of lands and forests of the Ontario Government.

On December 23rd, Mr. Langdon wrote Mr. Heenan asking for the results of the surveys promised by him in the previous summer. No reply was received, so another letter, dated February 4th, was sent Mr. Heenan. This was turned over to the assistant chief engineer of the department of northern development, who states that the alternative (the North Bay-Hearst) route had "received consideration," but he made no mention of surveys. Work may be done on the road this summer, but not as a trans-Canada road, he said. He did, however, give the final routing of the section of the trans-Canada highway that has been under discussion for so many years.

This is the way he puts it: "Recently the highway (the trans-Canada) has been designated by the Provincial Government and approved by the Federal Government to continue from North Bay to Sudbury, to Blind River, to Sault Ste. Marie, to White River. Construction was authorized last July from White River to Schreiber and work is proceeding. From Schreiber to Nipigon to Port Arthur, Fort William, English River, Dryden, Vermilion Bay, Kenora and Manitoba boundary the road has been under construction for several years past and it is expected it will be finally completed from Schreiber to the Manitoba boundary during next summer."

Feeling that the Northern Ontario Boards of Trade would still wish to know whether or not the promised survey of the North Bay-Hearst road has been made or not, Mr. Langdon wrote again on Monday to Mr. Meader, asking for the results of the surveys, "which we presume were made."

**Complete Correspondence**  
Following is the complete correspondence:

December 23rd, 1935.  
Honourable Peter Heenan,  
Minister of Lands and Forests,  
Toronto, Ontario.

Dear Sir:—re: Routing of Trans-Canada Highway;

You will recall that during the past summer a delegation from points along the Ferguson Highway attended upon the Honourable Premier and yourself and not only advocated the routing of the trans-Canada Highway by way of the Ferguson Highway to Cochrane, to Hearst, thence westerly, but pointed out strong reasons therefor.

At such time, if you will recall, you promised that all necessary surveys would be made.

We have at all times felt confident that proper surveys would bear out our contention.

Within the past week or ten days it has been announced through the newspapers that the trans-Canada Highway has been routed west of North Bay and around the north shore of Lake Superior.

Accordingly this association would appreciate receiving from you without delay a full report on the surveys which we take it were made.

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## Suggests Licensed Clubs Not Desirable

Believes Licenses Should Not be Extended to the Ordinary Type of Club.

Anyone who studies the matter with any particular care or thought will be ready to agree that the enforcement of the law in general in the North is attended with special difficulties. This is particularly true in regard to the enforcement of such laws as those in regard to blind-pigging, high-grading and gambling. In regard to the latter, there is no question but that gambling is a weakness of many up in this country. It is easy to reply, and probably more or less true, that unless people were ready to gamble they wouldn't be here. At the same time there are other features to gambling that are not as easily accepted. For instance a man frequents a gambling joint and spends his paycheck there, with the result that his wife and family suffer. Well, people here are not so ready to take a chance on that sort of thing. Or young fellows become addicts of the gambling craze and are in danger of becoming little better than bums and cadgers. Well, that is certainly not so good!

"With the town of Timmins comparatively free of blindpigs, why not clean up on the gambling joints?" This is a question asked more than once recently. That is where law enforcement gets back to the specially difficult region. Perhaps, the worst gambling places are not easy to catch. Some of them are duly licensed by the government, and in such cases it is difficult indeed, to secure convictions. The North Bay Nugget in an editorial article on the matter this week says:—

"Strange as it may seem, the Dominion and Ontario governments are directly responsible for considerable grief being visited upon municipalities in the licensing of clubs which, it has been frequently established, are operating solely as gambling joints and, for more than most part, without much regard for prescribed regulations.

"Few municipalities of any size have escaped the ill effects of these so-called clubs. Sudbury, Timmins, Kirkland Lake, and North Bay have proved to be so appealing for this form of vice that no less than eight licenses have been issued in one mining centre.

"Municipal police are powerless to check the activities of these licensed joints for the reason that privileges held under government authority make it impossible for them to conduct prosecutions as duty dictates. Authorities issued by the governments permit these clubs to carry on gambling which, according to statutes and municipal enactments, is unlawful.

Canada Lumberman.—Give a politician a free hand and he'll put it in your pocket. ("Teek township" (Kirkland Lake))

municipal council, in co-operation with the police commission, have taken initial steps to impress governments with the necessity for checking this nefarious trade. The mining centre is infested by no less than eight government-authorized clubs, allegedly empowered to conduct gambling games among members who, for the most part, are interested only to the extent of being privileged to participate in games of chance which are often conducted with a view to victimizing the unwary.

"It is doubtful whether Kirkland Lake will be successful in its appeal to governments for the reason that other municipalities pleaded vainly to have similar authorities discontinued. It seems as though troubled municipalities will have to unite in protesting against the issuance of licenses that only serve to legalize vice. These clubs serve no good purpose, whatsoever. They are not identified with any worthwhile activity, and it is doubtful whether the governments can offer any good reason for their existence.

"This effort by Kirkland Lake at crushing vice should be taken up by every municipality concerned and in such a manner that the governments cannot disregard their plea."

### Operations at Bidgood Continue Satisfactory

During the past few days adverse rumors have been circulating on the street concerning operations at the property of Bidgood Kirkland Gold Mines, Ltd., in the eastern section of the Kirkland Lake gold area. Officials state, however, that on the contrary mill operations and results from underground development continue very satisfactory. Gold production during the past month showed a marked increase over the months preceding, and drifting on the 520 vein continues to yield high-grade ore, with some sections assaying between \$50 and \$100 per ton. The drift has now advanced for a distance in excess of 200 feet with the face still in high-grade, and officials state that over the full length of the drift only one round was taken out that was not high above the average mine run.

On the 505 vein the drift has advanced for 85 feet with a stope driven upwards for 150 feet, yielding an average grade of about \$8 per ton. Vein 506 has been drifted on for approximately 170 feet showing an average grade of about \$8.50 per ton. On the 515 vein which is now opened up to the east for 140 feet, stope operations are being proceeded with and an average grade of \$15.70 over a width of approximately six feet is shown for the full length of the drift. The drift is being continued and the face is still in good commercial ore.

Canada Lumberman.—Give a politician a free hand and he'll put it in your pocket.

## Schumacher Loses Esteemed Resident

General Regret at Death of Mrs. Stanley Barker. Other Items of News from Schumacher.

Schumacher, Feb. 12th, 1936. Special to The Advance.  
Born—Wednesday, February 5th, 1936, to Mr. and Mrs. E. Zeraldo, 108 Third Avenue—a daughter.

Mr. C. Mohr, of Quyon, Quebec, is visiting his brothers, Harry and Freddie. Mrs. J. Ead, of Shawville, Quebec, is visiting at the home of her son, Mr. and Mrs. Harold Wilson.

Mr. John Byberg, who has been visiting his daughter, Mrs. H. Manette, left Saturday for Kirkland Lake.

Schumacher again loses one of its popular young women, in the sad passing of Mrs. Stanley Barker, of the Coniaurum Mine. Deceased took ill on Thursday from infection in her finger which spread quickly through her body. She was rushed to St. Mary's hospital where her condition was critical and blood transfusions were given. But in spite of all that could be done, the young lady passed away Saturday morning, making the second death in the home in about sixteen months. Deceased came to town about three years ago and had many friends. She was a member of St. Alphonsus's Church and a member of the C.W.L. Mrs. Barker was formerly Miss T. Miller, of North Bay, and was 31 years of age. She leaves her husband and four small children, her parents and sister, Mr. and Mrs. A. Miller and Miss Helen, North Bay; and one brother, Fred, of Coniaurum mine. The body was taken to North Bay Sunday for burial Tuesday morning. Members of the C.W.L. marched from St. T. Walker's undertaking parlours to the station with the remains. Mr. Barker and Fred Miller accompanied the body to North Bay. Floral tributes were many, as were the spiritual offerings. Floral tributes included:—pillow, Mr. and Douglas Jones; spray, Cousin Annette Barker; wreath, Coniaurum Mine Employees; spray, Capt. and Mrs. Reddington; spray, Mr. and Mrs. L. A. Wilson; spray, Mr. and Mrs. F. Flowers and Evelyn; spray, Mr. and Mrs. A. Shields; spray, Mr. and Mrs. George Biggs and staff; spray, Joyce and Bill Trumble; spray, Mr. F. Dwyer.

Mrs. J. Lang, of Shawville, is visiting her son, Mr. Wallace Lang.

Mr. F. Hodgins, of Charteris, Quebec, is visiting his brother, Mr. Gerry Hodgins.

Miss O'Leary, of Pembroke, was the guest of Mrs. J. Chatson over the week-end.

Mrs. George Proulx is a patient in St. Mary's hospital where she is receiving medical treatment.

Miss Florence Grant, of Charteris, Que., was the guest of her sister, Mrs. G. Hodgins, over the week-end.

Mrs. Eden, who has been visiting her daughter, Mrs. Peter Edlund, left on Saturday for her home in Kipling.

Mrs. Alphonse Fournier, 82 First Avenue, entertained on Wednesday evening in honour of Mrs. Kristjensen. Several tables of whist were played, prizes going to: First, Mrs. A. Shields; second, Mrs. Martin; consolation, Mrs. C. W. Arnott; door prize, Mrs. Willan. The hostess served refreshments at the close of the very enjoyable evening.

Word was received in town of the marriage in Kirkland Lake on Monday of Mr. Henry Byberg, well known in town, and now residing in Ramore. Mr. A. Miller, of North Bay, was in town Saturday owing to the death of his daughter, Mrs. Barker.

Schumacher will after the 14th have a brewery warehouse in the new building on First Avenue, owned by Mr. C. Desaulniers. Mr. I. A. Solomon will be in charge of the warehouse.

### PREMIER HEPBURN ESCAPES INJURY IN AUTO MISHAP

Premier Hepburn is having more than his share of excitement these days. In addition to the cares of administration and the troubles of the new session, he was a witness in an attempted extortion case this week, while last Saturday he was in a motor car mishap. His car collided with a mail carrier's car south of St. Thomas.

The Premier's car came to a stop on the edge of a 10-foot ditch and tumbled there for a minute or so while Mr. and Mrs. Hepburn jumped out. The automobile was badly damaged.

Mr. and Mrs. Hepburn were on their way to St. Thomas to attend a wedding. They reached the church in time for the ceremony, but both suffered from shock.

### Mascioli Theatre, Schumacher

FRIDAY and SATURDAY, FEBRUARY 14th and 15th  
KEN MAYNARD in  
"IN OLD SANTA FE"

Midnight Show Sunday, February 16th. Playing Preview on  
"PRIVATE WORLDS"

MONDAY and TUESDAY, FEBRUARY 17th and 18th  
CLAUDETTE COLBERT, JOAN BENNETT and CHAS. BOYER  
in  
"PRIVATE WORLDS"

WEDNESDAY and THURSDAY, FEBRUARY 19th and 20th  
DOROTHY WILSON and PRESTON FOSTER in  
"LAST DAYS OF POMPEII"

FRIDAY and SATURDAY, FEBRUARY 21st and 22nd  
WILLIAM HAINES and ESTHER KALSTON in  
"THE MARINES ARE COMING"

### Well-Known Engineer on C.P.R. Dies at Cochrane

A pioneer resident of North Bay, who has made his home in Cochrane since 1915, William Hales Cavanaugh died at Cochrane Saturday, Feb. 8, in his 69th year. The body was taken to North Bay by an early train Tuesday night, accompanied by sons of the deceased man.

The funeral was held from the home of his son, Edward Cavanaugh, 154 Copeland street, North Bay, to St. Mary's Cathedral where at 9 o'clock, Wednesday morning, Rev. M. J. Gorman officiated at Requiem High Mass. Interment was made in the family plot in St. Mary's cemetery.

A councillor of North Bay for three years, Mr. Cavanaugh was also active in the Order of Railway Conductors. He was a C.N.R. conductor, being in their employ until pensioned October, 1934. Mr. Cavanaugh came to North Bay with the advent of the C.P.R. and served that company until 1915, latterly as a passenger conductor.

Predeceased by his wife about a year and a half ago, Mr. Cavanaugh is survived by one daughter, Mrs. James Rody, Cochrane; and three sons, Edward, North Bay; Clarence and Howard Cochrane.

### Son of President of Irish Free State Killed Sunday

Brian De Valera, the second youngest son of the Free State president, was killed yesterday in a riding accident. He was 20 years old. He was rushed to hospital but died shortly after.

Stratford Beacon-Herald:—A Chicago woman, whose husband left her in 1926 to hunt for a job, is seeking a divorce. She might, give him another year or so to look around. Jobs don't grow on trees these days.

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Poise design cradles all passengers between long, flexible springs. It affords relaxed riding comfort on both rear and front seats.

Parcels and luggage store conveniently away in the large rear trunk of the Touring Sedans, and in large compartments behind the rear deck of other models. A security feature that complements Ford V-8 comfort is Safety Glass throughout in all models at no extra cost. Accept your Ford dealer's invitation to take his car and drive it with your family in the back seat.

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