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That Body of Yours

By James W. Barton, M.D., Toronto

Should Your Body be Made to Work?

Some years ago an elderly physician stopped before a building that was being erected and on learning that it was a gymnasium where people would go to take exercise, muttered:

"Why don't they saw some wood? Do them more good."

It is likely that this physician had been brought up in a home where "work" was to be done and sawing wood was a part of that work.

Now is work or exercise really necessary?

The first thing that strikes a medical student is the tremendous amount of muscle that covers the body from head to foot. While these muscles are meant to move the bones, the muscles are so powerful that they could move the weight of bones if they were one hundred times as heavy?

Why then are these muscles so powerful?

The muscles are numerous and powerful because they were meant to move the bones when the bones were holding or moving weight of any amount.

It is moving these bones when they are holding or moving weight that we call work or exercise.

You can thus see that the body was meant to work or exercise and because Nature expected it to work or exercise, a strong heart, and deep lungs were provided to keep all these muscles supplied with enough blood and enough pure blood to enable the muscles to work.

Naturally as the blood must be supplied with nourishment to carry further

nourishment to all parts of the body including this large mass of muscle. Nature also provided a large stomach, an absorbing intestinal surface 20 feet long from which the blood could gather nourishment from the digested food, and a reservoir (large intestine) six feet long to collect the wastes from the food.

However with escalators, elevators, motor cars, machines that do the work in factories, steam shovels, and other labour saving devices, these large muscles are not called into use as in early days.

If then you are covered with muscles, and likely eat as much food as if you were working these muscles, although you do no real work, you can easily understand why exercise (work) would not only develop muscle but strengthen heart, lungs, bloodvessels and every part of the body.

And the nice part about it is that you can choose the work or exercise you like—golf, tennis, swimming, baseball, and other seasonal games or go regularly three times a week to a gymnasium where weather doesn't enter into the matter.

Are you bothered with colds three or four times a year? Have you ever stopped to consider the consequences? Send for Dr. Barton's illuminating booklet, "THE COMMON COLD, the ailment that receives so little attention yet may be as dangerous as being attacked by a hungry lion?" As for Booklet 104, enclosing ten cents to cover the cost of mailing. Be sure to give your name, full address, and mention the name of your newspaper. Other Dr. Barton booklets, "Eating Your Way to Health" (101), "Why Worry About Your Heart?" (102), and "Neurosis" (103) are also available at ten cents each. Address: Bell Library, care Advance, 247 West 43rd Street, New York, N.Y.

Pembroke Standard—Hepburn proclaims that he can balance his budget. Critics will agree that most every one can do the same thing if they can repudiate their debts and get away with it.

Newspapers Broadcast About Radio and Papers

(Charles McIntyre, in Printer and Publisher)

You can't put a radio broadcast in your pocket and read it at your leisure. You can't save a clipping from a radio broadcast.

You can't ship it in a radio broadcast. You can't shut off the beauty hints and turn to the baseball scores.

You can't stop listening to answer the phone and go back to the radio without missing something.

You can't skim the news in six minutes with your toast and coffee in the mornings and get an idea what is going on around the world.

You can't get a line on the stock market when you have only three minutes to spare.

Of course, your newspaper has limitations also. You can't put a song and dance and some bum jokes in your newspaper and get paid for them at high rates.

You can't get your clients to accept as your circulation every person in the community who can read.

Also (and this is a deep one) you are not smart enough to get your chief competitor to advertise your medium for nothing.

Topographical Survey Maps of Abitibi Country

That part of the county of Abitibi between Oskelaneo on the east and Bourmont and Langlade on the west, traversed by the transcontinental line of the Canadian National Railways, has just been mapped on a scale of two miles to one inch by the Topographical and Air Survey Bureau, Department of the Interior.

The territory includes part of the Gouin Reservoir, 300 square miles in extent and with a water-storage capacity of 160 billion cubic feet, that regulates the flow of the St. Maurice river, the largest developed source of water-power within Quebec and supplying hydro-electric energy for numerous industrial plants and communities throughout the province.

The area mapped is a network of lakes, rivers and streams, and the comparatively recent prospecting activity in the Chibougamau district to the north has brought part of the district into prominence. It is along the shortest route into this mining area, the starting point by water for which is at Oskelaneo. Along this route to lakes Chibougamau and Mistassini, over 200 miles from Oskelaneo, moose and deer are prevalent, while pike, pickerel and lake trout are abundant.

An interesting canoe trip from Oskelaneo follows a chain of lakes and traverses the country first northerly and then in a westerly direction, a distance of 225 miles, to Senneterre. It is through a picturesque but little travelled region, part of which appears on the map.

From Bourmont, a canoe trip 195 miles in length extends to Maniwaki directly south, but the first part of the journey, winding around hundreds of bends, takes the canoeist in a north-easterly direction for a considerable distance. This route has long been familiar to employees of the Hudson's Bay Company and Indians dealing with the organization.

North Bay Nugget—With the finishing touches being put to North Bay's community rink, a noteworthy endeavour will shortly reach the completion stage to reflect credit on those responsible.

Toronto Mail and Empire—The report that Stalin is dead has been confirmed in the handwriting of Stalin himself. But who would believe a Bolshevik?

Reply to Letter from the Toronto Board of Trade

W. O. Langdon, President of the Northern Ontario Associated Boards of Trade, Details the Neglect Shown to the North in Recent Years. Gives Copy of Resolution from New Liskeard Suggesting Boycott

In last Thursday's issue of The Advance a letter was published from the Toronto Board of Trade in reference to the proposed boycott by the North of the South until such time as this section of the country is given a square deal. The letter from the general manager of the Toronto Board of Trade suggested that Toronto was rather anxious about reports of the proposed boycott. The fairness of such a boycott was questioned, as it was urged that the Toronto business men were ready to do anything possible to assist the North in securing better roads or other needs. The letter also suggested that Toronto Board of Trade would gladly co-operate with the North in impressing the needs upon the annual meeting of the Ontario Associated Boards of Trade to meet at Oshawa, Ont., on Nov. 20th, and also that Toronto would be glad to sponsor resolutions or take part in delegations to the government in the matter. When the letter from Toronto was published The Advance said that W. O. Langdon, president of the Northern Ontario Associated Boards of Trade, was drafting a letter in reply to the Toronto letter. Here is the reply by Mr. Langdon:—

November 4th, 1936.

F. D. Tolchard, Esq., General Manager, Toronto Board of Trade, Toronto Ontario.

Dear Mr. Tolchard:—In replying to your letter of October 22nd I wish to confirm the fact that the people of Northern Ontario generally are very dissatisfied with the treatment accorded the North by the present government and I enclose herewith a copy of the resolution from New Liskeard Board of Trade relative to the boycott of Southern Ontario.

Concerning particulars of the roads of which complaint is made, I wish to deal with the same under various headings:

Trans-Canada Highway

We, in the North, are firmly of the opinion that the route of the Trans-Canada Highway should follow the Ferguson Highway and thence west. Numerous resolutions have been passed and submitted to the government, setting forth the reasons and grounds for such route. Moreover, several deputations have attended upon the government in this connection and on the last occasion the deputation was headed and assisted by the members of Parliament for the Northern Districts. All facts were presented to the Premier and to Hon. Mr. Heenan, Minister in charge. The Minister admitted that necessary surveys had not been made of all proposed routes and these surveys were promised. The deputation was quite satisfied, believing that such surveys would strengthen and prove our contention. Within three weeks, and long before the surveys could possibly have been made, the route of the Trans-Canada Highway was designated by the government, and, according to such designation, it goes by way of the rocky shores on the north side of Lake Superior with little or no local use and very doubtful if tourists will follow the same when more serviceable roads are afforded on the south side of the lake, through the United States.

Ferguson Highway

This is the only highway serving Northern Ontario and it is not even a second-class gravel road. Considerable capital has been invested in the construction of the same and this investment has been permitted to deteriorate because of lack of maintenance and upkeep. All the district engineers will readily admit the inadequacy of the appropriations for maintenance of this road during the past two years and at the present time there is little or no surface dressing on the road. The operation of graders over the same is just so much wasted time, effort and money. I am led to believe that it will take at least \$250,000.00 to restore this section in this riding to its former condition. Users of the highway complain bitterly about this condition and consequent repairs to cars as the result of broken springs, etc., and I do not exaggerate when I tell you that a great number of cars which reach Timmins arrive minus license plates, the same having been shaken off and lost during the trip. Within the past fortnight there was a rather heavy and sudden snow storm which was particularly deep between Ramore and Englehart and with dozens of cars stuck. It took the Department three days before the same was plowed out between the two points.

Pamour Road

The attention of the government has been drawn to the wisdom and economy attached to the construction of a 30-foot cement road from Timmins through Schumacher and South Porcupine to the property of the Pamour Mine, a distance not exceeding in all 12 miles. It has been pointed out that the construction of this short distance of road will render unnecessary the establishment of a townsite at Pamour, thereby avoiding a further new municipal expenditure and indebtedness in which the government is vitally interested. We, here in the North, believe that, afforded proper facilities, the miners employed at the Pamour and to be employed, will be quite willing to commute between Timmins, Schumacher and South Porcupine to work at the Pamour Mine. As you know, both the Town of Timmins and the Township of Tisdale have heavily bonded indebtedness and facilities available to provide for some thousands of workmen and their dependents. Construction of this

road would be only good, sound business.

Roads for Settlers

The attention of the government has been drawn to the need for providing proper road facilities for settlers adjacent to the mining camps. Having in mind the future welfare of the province, we must realize the necessity of assisting agriculture and developing our agricultural lands while the mines are being and providing such a splendid market for products. To wait until the mines and mineral resources are exhausted and then attempt to deal with the lands agriculturally would be the height of folly. In this connection I might further add that for the past ten years, to my knowledge, the government has been repeatedly petitioned and begged to undertake a land clearing bonus system such as has been proven advantageous in the Province of Quebec, resulting in the profitable settlement on the land of a large number of people.

In the first instance the construction of the highway north of North Bay was for the purpose of colonizing and opening up this rich hinterland. This has been lost sight of in the past: eight or ten years and no colonization whatsoever has been undertaken.

In conclusion, we feel that all monies expended by the government in Northern Ontario in the past were the soundest of investments and have so proved themselves to be. These investments must not only be protected by necessary and proper maintenance but they justify further large capital investments and the policy of strict economy does not pertain to the North and is a decided drawback and impediment especially at a time when conditions are so favourable for opening and development of this rich country.

We believe that for every million dollars of road construction in Southern Ontario there should be ten million dollars' road construction in the North and we feel that such should have been the case since the establishment of the first provincial highway in 1914. You have only to look at any road map of the Province of Ontario to see all the various highways constructed in the South and forming a perfect network over the small portion of the Province south of Severn, then compare such road construction with that undertaken in the North and realize that we have been given two roads, the Ferguson highway and what is now known as the Trans-Canada highway from the Sault to Pembroke and neither one of these two roads is even a second-class gravel road.

Concerning your enquiry as to what efforts have been put forth to secure road needs and the attitude of the Government in connection therewith I might say that every effort has been made by our local Boards of Trade and the Northern Ontario Associated Boards of Trade during the past 15 years, to my knowledge. In this connection we have borne in mind the suggestion of the Ontario Associated Boards of Trade to refrain from making any requests involving capital expenditure unless satisfied that same are necessary. This because of the financial position of the Dominion and the Provinces. And all our requests have been on such basis.

The people in the South forget that the North is continually pouring hundreds of millions of dollars of new wealth each year into the blood streams of this Province which is still in need of these transfusions. Industry in Southern Ontario would be in a sorry plight but for its shipments into the North. May I say that into this thriving city the amount of freight is at least 25 times as great, if not 50 times as great, as the amount outgoing. We, here in the North, are doing our part conscientiously and faithfully towards building up a bright future for our province. Naturally, we do not possess the capital. If it were here it would be used to further sound plans. It is in the South and it should be used and the obligations devolve upon all businessmen in the South as well as upon the government to see to the carrying out of these plans. We are entirely fed up with the attitude of the South in looking upon this North as a rich milk cow to be milked dry without being fed.

Yours truly,
W. O. Langdon,
President, Northern Ontario Associated Boards of Trade.

Addresses on "Poppy Day" at District High Schools

Students at the three high schools of the Porcupine will hear addresses on Tuesday of next week from three prominent ex-service men on the subject of "Poppy Day." Dr. S. L. Honey will speak at the Timmins High and Vocational School on Tuesday afternoon; W. O. Langdon will speak at Schumacher high school; and Dr. J. B. McClinton will address the students of the South Porcupine high school on Tuesday morning.

Kincardine Review—There's one thing to be said in favour of all straw votes. If you don't like one you can always take another.

Halleyburian—Nothing involves us in greater difficulties than discontent. **Pembroke Standard-Observer**—The Hon. Earl Rowe is a born optimist. He says that if Premier Hepburn does not hurry and go to the country that he will not be able to carry a seat in Ontario.



MORE POWER

This tire gives you higher average speeds in field or on open road.

SELF CLEANING

The only tire that actually cleans itself as it revolves.

TRACTION FORWARD OR BACKWARD

Truck, tractor, or grader does more and better work.

GET THROUGH

.. slippery mud deep snow

The new Goodyear Lug Tire for trucks (above) bites into soft going with a caterpillar action—gives traction forward and backward—cleans itself automatically—pulls you through. Yet it is fast, smooth and quiet on pavements. The tread is tough and long wearing.

The new Goodyear Studded Tire (left) is designed for cars that must face the mud-holes of unimproved roads, the hazards of cross-field driving, and deep winter snowdrifts. Come in and see this tire. Tried and proven on gumbo roads and through deep snow. It is the same low price as the Goodyear All-Weather Tread.

GOOD YEAR

Marshall-Ecclestone Ltd. Garage

Phone 229

Timmins

One Difficulty that Handicaps Police

Sometimes After Much Hard Work They Find the Case Withdrawn.

Chinese citizens of Timmins were greatly concerned last week over a fight between two local men in which one of them was reported to police as having "nearly been killed" by an assailant who later disappeared. The injured man was anxious to have his attacker brought to justice and he and his friends were loud in their reprimands. They would prosecute to the limit, they said.

It was only after a great deal of skillful police work that the man alleged to have made the assault was brought to the police station, where a charge was laid against him by the man who had been so badly injured. Up until a time immediately before the case came to trial in police court, the man who claimed he had been assaulted was anxious to press the case.

Magistrate Atkinson called the case on Tuesday but no one appeared to prosecute. The doctor bills had all been paid, said the attorney for the defence, and the injured man had decided not to do anything in court. His animosity toward the other fellow had entirely disappeared by court time. Police were then powerless to have the alleged attacker tried, since the charge had been laid by the man who had been attacked and without his evidence, any hearing would be useless.

Death of David MacVicar at Toronto Last Week

Many friends and acquaintances in Timmins and district, will regret to learn of the sudden death in St. Michael's hospital, Toronto, last week, of David MacVicar, who had been a conductor on the Transcontinental Railway since 1915. He resided in Cochrane. Recent illness resulted in his being taken to Toronto for treatment. Death came as an aftermath of an operation.

The funeral was held from his residence at Cochrane Monday afternoon, Nov. 2, with rites of the Masonic Order of which he was a member. Interment was in Cochrane.

Mr. MacVicar was widely known along the Transcontinental, moving over to the service of the C.N.R. from the construction company. He took an active interest in the work of the Order of Railway Conductors of which he was secretary since its inception in 1915.

PILES

With a record of 50 years as a most satisfactory treatment for piles or hemorrhoids, you can positively depend on

Dr. Chase's Ointment

north and was an active officer of Cochrane Gun Club.

Besides his wife he is survived by two children, Helene and Campbell, all of Cochrane.

Governor-General to Speak on Coast to Coast Chain

His Excellency Lord Tweedsmuir, Governor-General of Canada, Hon. Earnest Lapointe, Minister of Justice and acting Prime Minister, and Captain the Hon. Ian A. Mackenzie, Minister of National Defence, will be heard by Canadians from coast to coast this evening when at ten o'clock the Canadian Legion broadcasts its annual Poppy Day appeal.

The Canadian Broadcasting Corporation will carry the appeal over a network of Canadian stations. The addresses are to be short and a suitable musical programme will be provided. The appeal begins at ten o'clock and will continue until ten-thirty.

Cent-A-Mile

TO TORONTO ALSO TO

Hamilton, Smithville, Dunnville, Welland, Buffalo, Galt, Woodstock, London, Guelph, Kitchener, Chatham, Windsor and Detroit.

AND RETURN

Coing
Thursday, Nov. 12th

(By T. & N. O. Train No. 2 and Connections)

Returning up to
Sunday, Nov. 15th

Tickets Good in Coaches Only
No Baggage Checked

Children 5 years and Under 12
Half Fare

Tickets to Buffalo and Detroit sold subject to passengers meeting the Immigration Requirements of U.S.A.
For complete information and tickets apply to Agents T. & N. O. and N.C. Ry.

Canadian Pacific

NOTICE

MUNICIPAL ELECTIONS
TOWN OF TIMMINS FOR 1937

Nomination Meeting

Notice is hereby given that the meeting of the Electors for the nomination of Candidates for Mayor, Councillors and Public School Trustees, for the Town of Timmins for the year 1937, shall be held in the Council Rooms, Timmins, on Friday, November 27th, 1936, at the following hours:

For Mayor 10 a.m. to 11 a.m.
For Councillors 12 noon to 1 p.m.
For Public School Trustees 12 noon to 1 p.m.

And if a Poll is required it shall be held on Monday, December 7th, 1936, at the following places:

MATTAGAMI PUBLIC SCHOOL
Polling Sub-Divisions, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31 and residents of Lots 22 to 64 East of Vimy Road or everyone West of Mountjoy Street and Vimy Road together with residents of Lots 22 to 64 as mentioned above.

MONETA PUBLIC SCHOOL
Polling Sub-Divisions, 3, 7, 8, 9, 13, 14, 17, 18, (or everyone East of Mountjoy Street and South of Third Avenue).

CENTRAL PUBLIC SCHOOL
Polling Sub-Divisions, 1, 2, 4, 5, 6, 10, 11, 12, 15, 16, 32, 33 except residents of Lots 22 to 64 East of Vimy Road who vote in Sub-Division 19, (or everyone East of Mountjoy and Vimy Road and North of Third Avenue).

H. E. Montgomery,
Clerk.