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Urges Study of the Provincial Services

Toronto Board of Trade Touches on Many Points Worth Study.

When the president of the Timmings board of trade recently expressed an opinion on a public question he was met with a shower of abuse, the least objectionable part of which was that he was actuated by political bias.

Common sense would suggest that instead of abuse the report should be given study and thought.

"It is unfortunate that the old-fashioned method of cutting expenditures to come within the existing revenues is so nearly obsolete," states the report of the Toronto board of trade on the province's financial position.

Point of interest noted in the Board's

report were: first—that the revenue of the Province for 1935-36 (October to October) increased over that of the previous year (March to March) by over 15-1-3 million dollars, and that 11 millions of this increase came from taxation.

While the population of Ontario has increased 57 p.c. since 1904-5, the provincial revenues have increased eight times that amount.

Taking the above facts into consideration, it was recommended that, irrespective of local and political considerations, every opportunity of cutting costs should be grasped in order that the balancing of the budget may be effected so far as possible by thorough going and impartial economy.

There are a number of questions regarding Ontario, municipal, provincial and federal, public finances on which the intelligent, inquiring taxpayer would like further information.

The people of the province themselves make up the various interests which have insisted upon expenditures being made by the governments upon things in which they themselves were interested, with knowledge of the relative need or desirability of what they de-

mand, or care as to the source from which the money to carry out these enterprises is to be secured.

Has any business so important as the public affairs of the province and municipalities any right to proceed without a systematic and properly organized plan or organization? A railway would not be built without a survey and without the management knowing where it was going.

The report of the Toronto board of trade urged the provincial government to proceed on a sound basis by having an expert, non-partisan survey made of the financial situation, with two objectives, first as a fact-finding body to disclose what conditions the taxpayers have to meet and secondly, to assist as experts on taxation and its economic effects, in planning the most satisfactory methods of dealing with those facts.

And This is Not the Only Case of the Same Kind

(From "Short Talks" in Editor and Publisher)

It had been a trying evening, with important news developments both locally and nationally and a mechanical complication that had almost precipitated a war between the composing room foreman and news room executives.

Looking up from the sneaf of proofs he was scanning the manuscript editor observed a young chap standing expectantly by his desk.

Asked what he wanted, the visitor replied, "Why I'd like a job on your paper."

Checking an impulse to reply, "You can have mine," the M.E. inquired if the applicant was an experienced newspaperman.

"Well, not exactly," the young man blithely replied. "But I've watched you newspaper guys work and it don't look like no hard job to me."

Boy Crawls Out on Thin Ice to Rescue Dog in Water

Word from Sudbury this week tells of "Red" Bloeman, a messenger boy, risking a cold ducking and the chance of much worse, to rescue a dog from drowning. "I hate to see a dog suffer," the messenger said, in apparent excuse he felt necessary for the risk he took to save a large black husky dog that had gone through the ice on Kelly Creek, a stream that flows out of Lake Ramsay at Sudbury.

Bloeman was passing the creek, which had swollen to unusual proportions due to the mild weather, when he heard a low groan. He looked in the direction of the sound and saw a black paw projecting above the ice. At first he thought it was a bear, but soon discovered it was a dog, which could not get out. Flattening himself on his stomach, Bloeman crawled along the thin ice until he was within reach of the dog's black paw. He extended a stick, but the dog refused to grasp it, and growled.

"I was afraid because you never can tell how a dog will act when its life is in danger. This dog started to growl. It was very big. I finally got courage and pulled at its paw until I got it out. It just shook itself and was off in a flash. I don't know where it went. I think it must have slipped in the water, and the ice kept breaking so that it couldn't get out," related Bloeman.

Bloeman was wet from crawling on the watercoated surface of the ice.

Editor of New Paper at New Mining Town Resolves

(From Val D'Or-Lamaque News)

I, I hereby pledge myself to do everything within my power to see that the eyes of the citizens of Val D'Or and community get their full share of cinders from the engines that will be running on the Senneterre-Val d'Or section of the C. N. R. by October.

2. During the annual Mud Flood on Main Street in the spring of this year I resolve to carry bedroom slippers with me so that when I enter spottish offices, stores and living rooms, I will be able to leave the "Big, Muddy Boots" outside.

3. During Clean up Week this year I resolve to throw my stogie "butts" on the centre of the street. Last year if you remember correctly, I was throwing them on the north side of Main street going east and on the south side going west. Storekeepers reported to the police that they were having trouble climbing over the pile of stogie "butts" to get in and out of their places of business, but that was remedied when I ran out of Christmas cigars early in the year. This year, there will be no such trouble, as I am already out of Christmas cigars.

4. I will continue writing letters to myself. Nobody else does, so why shouldn't I continue stuffing the columns with such stuffy stuff.

5. I will always call a spade a spade, but if I think my partner has the ace, why I'll bid two spades.

6. During the year I will organize a campaign that will end all resolutions, and I might as well start now and end this group.

Mine for Each Quill in Porcupine's Body

H. A. Preston Compares Red Lake with the Greater Porcupine.

South Porcupine, Ont., Jan. 20, 1937 To the Editor of The Advance, Timmings.

Dear Sir:—Lately Johnny B. St. Paul made the remark that before long there will be shaft heads all around Red Lake. May it come true. But Harry A. Preston, known as the Cobalt Crazy Man in 1907, who was predicting great big gold mines up north and who two years after found the first one with the greatest surface showing of free gold in Canada, says that before long we will see from the Vipond hill at Timmings shaft heads all around Tisdale, Whitney and other townships, and yes, two or three new towns. Porcupine already has mines producing more than all Red Lake's mines combined, and there are others yet in the ground at Porcupine, that could be doing the same. They'll never trim Porcupine in the 20th century, for there's a mine in the Porcupine belt for every quill in the Porcupine's body.

Porcupine's greatest ore body has yet to be found. It's coming. Don't you forget. It's either in Tisdale, Whitney or west of the famous Hollinger. Didn't Preston guess right when he said there was something good near Pearl Lake where he wanted his party to go after he found a mine at the two nearest lakes to the camp? The first party he advised to go to Pearl Lake and who recorded first claims there, now part of Hollinger, has just sent Preston a handsome Christmas present. That's proof that Preston was directing visitors at Dome to go in that direction.

Sudbury Star:—Thunder, they say, is the most ancient type of weather reports.

Twenty-five Million Fords Completed

Henry and Edsel Ford See Final Work on the 25,000,000th Ford.

Dearborn, Mich., Jan. 20—Henry Ford stood this week at the end of the final assembly line at the Ford Motor Company Rouge plant and watched workmen build the 25,000,000th Ford.

By his side was his son, Edsel Ford, the president of the Ford Motor Company, and the chiefs of his world-wide organization. The only other observers of the historic event were a small group of newspapermen.

As the 25,000,000th car reached the end of the final assembly line and the inspectors had finished their work Mr. Ford climbed into the front passenger seat. His son slipped into the driver's seat, pressed the starter button and drove the car off the line.

Completion of the 25,000,000 Ford represented the manufacture, over the last 33 1/2 years, of more motor vehicles than are registered for operation to-day all over the United States.

Mr. Ford, his son, other Ford executives and the invited guests watched the entire progress of the 25,000,000th car from the time it began its journey down the final assembly line—a bare frame, with running gear attached, until it reached the end, a sleek shining de luxe Ford touring sedan, with body in cream, wheels in chromium and the 25,000,000th legend decorating the body panels and the trunk compartment hatch.

As the car reached the end of the line it was hailed momentarily while the Fords posed for photographs. Then they led a parade through the highway maze of the Rouge plant and out to the huge Ford Rotunda nearby, a replica of the central section of the Ford Exposition building at the Chicago World's Fair in 1934.

There the 25,000,000th car was placed on exhibition as the central feature in a special display of the sequence of Ford models, side-by-side with the first experimental car begun by Mr. Ford in 1893 and completed in 1896. The display, moved over for the occasion from the Edison Institute Museum four miles away in Greenfield Village, included all the important alphabetical models from the first Model A built by Ford in 1903, the seven others which followed, the various model Ts and model As and the V-8 models.

After the 25,000,000th car had been formally placed in the display, the Fords were hosts to newspapermen and other invited guests at an informal buffet luncheon.

The 25,000,000th Ford is the latest of a long line of historic Fords, running back to the first Ford-built car of 1896. Only last May the Rouge plant turned out the 3,000,000th V-8.

In 1903, its first year, the Ford company produced 1,708 cars, the first model As and Cs. The next year production was only 1,695, the following year 1,529. Production expanded substantially in 1906, 3,729 model K, N, R and S cars being built that year, and 14,887 the following year. Up until 1908 only 28,618 cars were produced.

drop. In 1926 the volume was down to 1,655,076.

On May 4, 1924, the 10,000,000th model T was produced. Three years later, the 15,000,000th model T came off the line on May 26, 1927. It was almost the last of the famous cars which had made world history, for shortly afterward production was abandoned while Mr. Ford laboured to create a new car to meet the requirements of modern transportation.

All that summer and autumn the world watched Dearborn for a glimpse of the new car. Few post-war stories have created wider interest than its development.

When the new product was introduced to the public December 2, 1927, its appearance became first-page news throughout the United States. Millions packed central Ford showrooms to view it. Thousands besieged Ford dealers for months to buy the new car, as production at the Rouge plant and Ford branch plants slowly was built up.

During the closing days of that year only a few thousand were produced. The following year the volume jumped to 818,734 and reached a peak in 1928 with a total of 1,951,092. The following year the effects of the depression began to be felt. Production fell to 1,485,602, in 1931 to 762,058.

Even then Mr. Ford was working on a new car, the V-8. It was shown to the public for the first time, March 31, 1932, when American business was sinking to the lowest reaches of the depression. Along with it was a companion car, the Model B, a refinement of the famous Model A. That year production totalled almost a half-million cars. The next year production reached 858,534, and it became apparent that the four-cylinder car was soon to pass out of the production picture.

In 1935 Ford again enjoyed a "million-car" year, the tenth since the popularity of the Model T. First boosted production past the million-mark in 1920. Volume reached a total of 1,342,346 in 1935, and 1,194,800 in 1936.

The 25,000,000th Ford has been preceded by other historic Fords which travelled all over the United States before they were brought back to Dearborn to be assembled in the Edison Institute Museum. Both the 10,000,000th and the 15,000,000th were driven to the Pacific coast, as was the 20,000,000th, produced April 4th, 1931. A total of 4,527,069 Model A's preceded it. The 1,000,000th V-8 was produced on June 20, 1934 and driven to Chicago where it was placed on display in the Ford Exposition at the World's Fair. The two-millionth V-8 came off the line one year less a week later on June 13, 1935 and went to San Diego for exhibition at the California Pacific International Exposition. The three millionth was produced May 26, 1936 and was driven to Dallas for display at the Ford Exposition at the Texas Centennial.

Prizes Offered for Best Poetry to be Submitted

Prize competitions for 1937, open to any resident in Canada, except at noted, have been announced by the poetry group of the Canadian Authors' Association (Montreal branch).

- The classes follow: 1. Short English lyric on any subject, \$25 offered by Mrs. R. E. MacDougall; 2. Short English poem on the writer's childhood, \$25 offered by Mrs. P. A. Thomson; 3. English sonnet on any subject, \$10 offered by Lady Reddick; 4. French sonnet on any subject (open only to residents of the Province of Quebec) \$10 offered by Lady Reddick; 5. Short English poem on any Canadian legend, \$10 offered by Mrs. J. W. C. Taylor; 6. Short English bird poem, \$10 offered by Mrs. C. L. Henderson; 7. Short poem in English, and form.

Trainer Gives His Team Kruschen

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Read what one professional trainer does to keep his team in tip-top condition:—"I am a professional trainer, at present with a first-class football team, and have been for the past fourteen years Kruschen Salts has been very beneficial both as a laxative and in keeping the men free from staleness. Each morning I see that every man under me takes a small amount of Kruschen Salts to assist the liver and kidneys. I have used Kruschen with all types of athletes, and also extensively among my private patients, for cases of loss of vitality, rheumatism and neuritis."

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any subject, "Bradford Prize" of \$10 (open only to members of the Montreal branch).

Manuscripts should be typed if possible, and bear a pen-name only. They should be accompanied by a sealed envelope bearing the pen-name, titles of poems and class in which each is entered, and containing the real name and address of the sender.

No poem should exceed 30 lines. Competitors are allowed one entry in each class. Each should be plainly marked with the number of the class in which it is entered. Poems previously published are not eligible for entry. Winning poems will be published in the Poetry Year Book and to cover the cost of printing, 50 cents must be enclosed by each competitor.

The contest closes February 28, 1937. Entries and enquiries should be addressed to Contest Secretary, The Poetry Group, Canadian Authors' Association, 1126 Drummond Street, Montreal.

John J. MacLeod Dies at Home at Weedon, Quebec

Kenneth S. MacLeod was called to his old home at Weedon, Quebec, this week, because of the serious illness of his father, John J. MacLeod. The father, nearly 78 years old, died just a short time before Mr. MacLeod reached Weedon.

The late Mr. MacLeod was well known to many in Timmings, having spent the summer here about six years ago. He is survived by his wife; two sons, Kenneth and Leslie (the latter having been in Timmings four years), and three daughters, Mrs. Delleave, of East Angus, Mrs. Wily, of Boston, and Miss Hannah MacLeod, of Weedon.

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