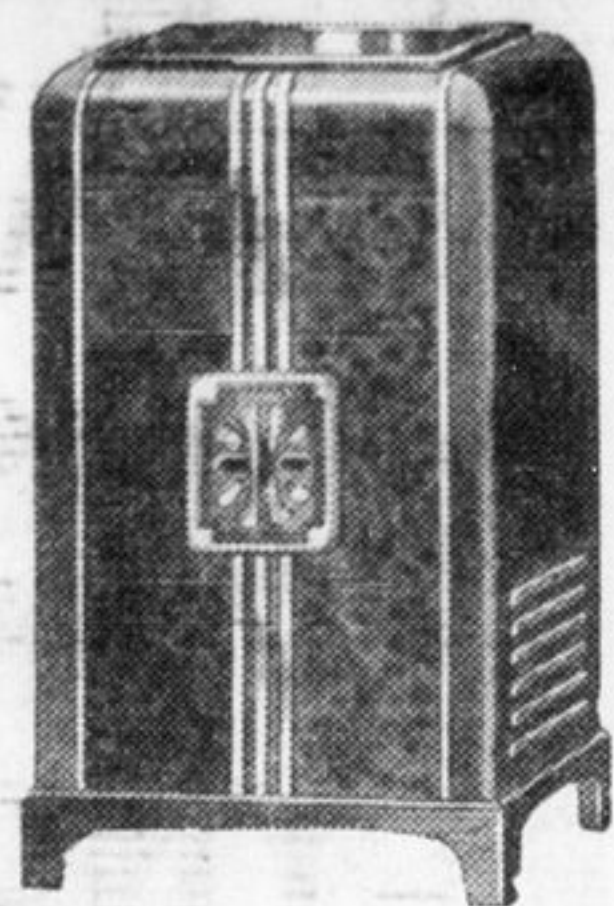


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Sudbury Star:—Some men don't know the first thing about hard times until the wife loses her job.

Chicago News:—Some men make the mistake of thinking that experience doesn't know what it is talking about.

Recalling Canadian Fliers Lost in North

McAlpine Party Lost in 1929 were Rescued. Hope for Russians.

(From "Grab Samples")

There is considerable talk in Canadian flying circles about the plight of the Russian fliers who failed to complete their flight from Moscow to New York, disappearing presumably somewhere in the Arctic Ocean. The last heard of them was when they wirelessed from a point about 1,400 miles north of Fairbanks, Alaska. The subsequent silence, lasting since the latter part of August, is ominous. The giant two-engine machine was equipped with several sets of powerful wireless and the fact that nothing has been heard from the crew via this medium of communication forcibly suggests that the plane crashed on landing or fell into open water disastrously.

Pilots familiar with Arctic conditions are not very hopeful of the survival of the crew. However, it has been pointed out that the ship carried six weeks' provisions and complete equipment for Arctic residence. The crew may be down on the ice with broken wireless equipment or they may have decided to trek either to the Russian mainland or to the northern shores of Canada. They may, of course, have been all killed in a crash or there may have been some survivors who have decided to await the arrival of rescue ships.

The leading Canadian pilot of Arctic and Antarctic experience, H. Hollick-Kenyon who flew the south pole with Ellsworth, has already made a daring attempt to locate the Russians along the Northern coast of Canada, without success. It is probable that the Russians never reached any point near the mainland, as their broadcasts were suddenly stopped a long way north. Any search extending far into the Arctic would appear to be rather hopeless under the circumstances.

On the cheerful sides the thought that the MacAlpine party, lost in 1929 on the Arctic coast near Dease point, existed for over two months and were eventually able to trek across Cambridge Bay to Victoria Island, where they made contact with civilization through the Hudson Bay company post; wireless and were rescued to a man. This expedition had not prepared for any lengthy stay in the Arctic. The original intention was to fly from Baker Lake, on the west coast of Hudson Bay, to the Coppermine River, then to Great Bear Lake and one south to Edmonton. A series of mishaps with the two planes made the party late in starting from the east and eventually, due to the inability of compasses to operate normally so close to the Magnetic Pole, the ships were flown off their courses and gasoline supply was used up. A forced landing on Queen Maud found the machines without enough fuel to even reach Victoria Island across the straits and the party was obliged to settle down to await the formation of firm ice.

The MacAlpine party was fortunate in that it made contact with several families of Eskimos who did, to some small extent, contribute to the rations. However, the natives themselves had



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little to eat and they were also waiting to get across to the trading post to barter furs. What food they had was supplies that had been cached at least one season and the fish was rotten. The white men could not eat it and consequently had to tighten their belts, doling out their own rations and supplementing them with ground squirrels and ptarmigan, a meagre addition to a starvation diet.

The Russians are probably not so lucky. The chances are that, if alive, they are far out on the ice. It will be an epic march to civilization if they can ever accomplish it. But strange things have been done in the Arctic before now; these intrepid fliers may do the impossible and in a year or so may emerge from the white silence.

Citizens Make Detours at Little Current Again

According to despatches from Little Current, Manitoulin Island, this week, skunks are again invading Little Current and in this invasion hardly a street has been missed according to reports. The odoriferous animals are also no respecters of localities or persons, as many have so far found out to their sorrow.

Infesting the main streets as well as the highways and by-ways, the last week has seen many detours in effect from the main travelled paths when local residents are making their homeward way after the show at night.

One skunk camped on a Little Current resident's porch and refused to move even for the watch dog. The end of the episode was when the skunk used its protective scent to warn the dog that it was foolish to bother him, and the house owner could not sleep the remainder of the night. The skunk then all in its own good time vacated the step and was seen no more. The fact that the swamps near town are filling with water is said to be the explanation of the sudden influx of the animals, and judging by reports they are more plentiful than in former years. No one has as yet found a suitable remedy, and they will possibly be in town till the cold weather starts them back to their winter habitats, when once more it will be safe to take the usual main travelled walks and paths.

General Rejoicing at the Safety of Endeavour I

(From Toronto Star)

The safety of Endeavour I and the score of British seamen who are sailing on her is a cause for rejoicing. There seems to be no question now that ship and crew survived the 105-mile hurricane two weeks ago that broke the hawser connected with the boat that was towing the Endeavour. They are still hundreds of miles from their home port, but it is unlikely that they will meet with further serious adventures.

The 1937 America's Cup series was an ill-starred effort on the part of Mr. Sopwith. He built a new boat at great expense and brought it and a sister boat to this continent. His arrangements were much more elaborate and costly than those associated with previous contests. Yet his beautiful racing yacht not only lost four races in succession, but was outclassed. The Endeavour I became "lost" and the worst was feared on both the outward and return voyage and both the skipper and the navigator of the Endeavour II succumbed to illness.

The weathering of the fearful Atlantic storm by the 1934 challenger breaks the spell of bad news and removes the dread that a much more shocking loss had been suffered.

SOUND PHILOSOPHY

(Victoria Times)

Women are the true philosophers. A woman saves her pride by looking at her good points and forgetting the others.

Car Number Plates in Other Countries

England's Number Plates are Black and White and Big.

(By Wallace Rayburn)

Ontario's new motor number plates are creating more than a little discussion. I do not propose to take either side in The Great Number Plate Controversy, but I will mention that I have been looking up the records of the investigation recently instituted by the United States bureau of standards to arrive at just what were the best color combinations for visibility.

According to the bureau of standards, black on yellow, New York's colour combination this year, comes out an easy winner. Green on white is second on the list, blue on white third, white on blue fourth, and black on white fifth. I sought in vain for orange on blue. Maybe it was there but I couldn't see it!

I'm afraid that if one had to pass the English driving test here in Ontario the new number plates would create a stumbling block. In the driving test over there the would-be license holder has to be able to read a number plate 25 yards away. England favours white on black for her number plates (a combination which doesn't come among America's first five, incidentally) and has had that same colour-double for years and years and years. What was good enough for grandpa's runabout is good enough for the latest streamlined Austin!

As you no doubt know, England does not change the colour of her number plates each year as is the custom on this side of the Atlantic. I think this annual colour-changing idea of yours is excellent. It means that one can tell at a glance whether or not a motorist has paid his license for the current year. In England when you buy a car you purchase a number plate with it and your car and its number plate remain bosom friends who never part. There the police have more of a job ascertaining whether or not you are up to date with your registration payments. They have to scrutinize a little round disc that is affixed to your windshield and bears your registration receipt.

England must be a super-law-abiding country. Either it is that or the modern motorist in that country is given to ostentation. Anyway, lots of the new cars over there have two big number plates at the back of the car and they are just so easy to read that you couldn't get away with anything! The latest design in English number plates is square, with three letters on top and one, two or three numbers underneath and the front of the car and one over each rear mudguard controversies such as the present one in Ontario just don't arise.

The rear number plates of France and many of the other continental countries are rather good, and I should think they are the best in the world as far as visibility is concerned. In the new French cars the number plate is let into the back of the body and flooded with concealed lighting. Many English cars follow this vogue and I have even seen cars over in Europe which even have celluloid numbers which are lighted from behind and stand out like Neon lights. But lack of uniformity in the matter of number plates is a disadvantage. Although all number plates are supposed to be white on black they are made of all sorts of varying materials and are of countless shapes and designs, and are placed anywhere from over the outside mudguard to up near the roof of the car.

If beauty means anything in a number plate, Switzerland comes out on top. There each province has a symbol, like the bear of the Oberland district, and this gets prominent mention on the number plate. The fact that they are of three or four colours and have these "pretty pictures" on them make Swiss number plates very attractive.

New Zealand follows Canada in adopting the idea of having a distinctive number plate colour each year, and a year or two back there was a controversy similar to the one we are in the midst of now. But the complainers out there had to eat humble pie, for the colour combination was black on yellow, which is definitely accepted all over the world as the best combination for visibility. Many of the big London newspapers have chosen black on yellow for their posters, claiming that their posters catch the eye and can be read at a greater distance than those of their rivals.

Automobile associations of many countries all over the world have adopted the black on yellow combination for signposts.

It may seem strange that I mention little New Zealand in this number plate discussion. The average Canadian knows little of even the whereabouts of New Zealand, let alone what its number plate system is. But Canadians may be interested to know that there are more cars per head in New Zealand than any other country in the British Empire. England and Canada included. The United States heads the world and New Zealand comes second. New Zealand's million and a half people have the car-owning urge very strongly, despite the fact that prices of American and British cars are very high and petrol is half a dollar a gallon.

The number plates in New Zealand start at number one in the extreme north and work up into the hundreds of thousands on the way down to the south. Just what sort of a fight there is each year to get that number one plate you can well imagine! Each province does not have its own plate as here in Canada. Australia, like Canada, has individual plates for individual states, but England and New Zealand,

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which are the same size and very very much smaller than Canada or Australia, have the same kind of number plate the whole country over.

In conclusion I might say that personally I like Ontario's new number plates. But maybe I'm biased—they happen to be the same colours as the old school tie of the English public school I attended. Don't let the side down, boys!

Human Eye Camera has Lightning Lens

English Physician Perfects Invention After Years of Study

After forty-five years of patient effort and research, an elderly physician has at last realized his life ambition—he has perfected the "human eye camera," a lens as true and faultless as can be devised, reports the English publication The People.

It is claimed that this lens, conceived and constructed in a small wooden house that serves as living quarters and laboratory on the South Downs, will revolutionize every branch of photography and confound optical theories.

In his student days the inventor, Maurice James Gunn, who is nearly seventy years old, became dissatisfied with types of lenses, which he found to other defects.

He shared the optician's admiration for the human eye as the one perfect photographic instrument, and wondered if it would be possible to construct an artificial human eye that could see.

The first patent was filed in 1892, but in those early days the lens would function only at small apertures. Since then, development of this idea has been constantly in the inventor's mind.

This year perfection has been achieved, and the lens now operates with the most remarkable results at any aperture.

He has evolved what he claims to be a universal lens and for this he has paid the price of poverty, ill-health and much criticism.

Like the human eye, his new lens is liquid. A single lens of this new type will transfer straight lines from life to a photographic plate as accurately as a modern rectilinear lens.

Such a performance by a single lens has, so far, been unknown in optical physics.

Depth of definition is obtained with everything in focus from the camera to infinity.

Elaborate tests have proved that this new lens is more than ten times faster than those usually used. This enables a colour screen or filter to be used with everyday snapshot work in or out of doors.

SOME COMPENSATION SEEN FOR THE LOSS OF SHANGHAI

(From Hamilton Spectator)

In a sense—while we deplore the vanishing of this glittering jewel of the China coast—we can regard its loss impersonally, as a not unmixed evil. Shanghai was an arrogant place, a settlement of well-dressed wealthy foreigners, who regarded the Chinese themselves with thinly veiled disdain. It was an exclusive paradise for those who like to be waited upon, a place of fine hotels and clubs, utterly alien to the rude huts of the teeming millions of old China. Chinese, even of the highest caste, were excluded from certain clubs, bars and hotels.

THE WAY IT GOES

(Lethbridge Herald)

And now the gophers are eating the grasshoppers. Same old story of the big ones eating the little ones!

North Bay Nugget:—It may be cowardly to kick a man when he is down, but it is sometimes necessary in order to get him up.

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