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ALL PROFITS FOR POLICYHOLDERS

Luxury Features in the 1938 Plymouth

Tenth Anniversary of Plymouth Marked by New Features that Make the Car Ideal in Its Class.

A new Plymouth of bolder design—with easier steering, safer vision and a score of new luxury features for the lowest price—presented as the 1938 model, marking Plymouth's tenth anniversary.

Even further advances in soundproofing, over last year's model, noted for its "hushed" ride, set new levels of

quietness and smoothness to mark Plymouth's first decade of building great cars.

Plymouth's Jubilee car leads its price field for spacious bodies and roomy interiors, with ample stretching room for six passengers in all sedan models. The all-steel bodies of safety designs are built by the pioneers in this method of construction.

Over-all length of all models is 194 inches, from bumper to bumper. The complete Plymouth line for 1938 includes the Plymouth Custom Six, Plymouth De Luxe Six and Plymouth Six—all on 112-inch wheelbase with L-head engine of 82 horsepower.

Stylists have given the 1938 car an entirely different look of massive size and strength. A sleek new hood sweeps

farther forward to meet the re-designed radiator grille, which rises much more vertically than the sloping "face" of last year's car.

Bigger headlamps of teardrop design emphasize the greater mass appearance. The same bolder proportions appear again in the broad, curving fenders that sweep lower in front, an inch and a half deeper than last year's fender line. These now flow in a continuous curve toward a new, rounded front apron in body colour, that forms the substantial, architectural base of Plymouth's new front design.

Grille design remains classically simple, with vertical chrome bars both sides of a centristrip in body colour. At the base, the grille rounds off higher than before, to tie in with the new apron that extends across the front. This carries two decorative designs in chrome; a modernized wing motif in the centre, and two sets of vertical chrome strips at the outer edges to emphasize the height of the grille.

The Plymouth sailing ship in the radiator ornament becomes a full four-master, with bellying sails in convex chrome to catch the highlights and accent its forward motion. Hood louvers continue the flowing line of windstream supports for the bigger headlamps.

Plymouth introduces a new hood design with side fixed panels, and only the top sections swinging open from routine service, water and oil. The handle remains where it was, on the side panel. This now becomes a remote control, tightly locking into place the top section, or opening it partially for fingers to lift up the rest of the way.

The side panel can be removed quickly for special service, but when in place make the whole front assembly a much more rigid unit. They form a structural link between the body and the new radiator shell, which also is stiffer this year by virtue of the new steel apron across the front.

This year's Plymouth has a new windshield for the sake of better vision. Windshields have more effective glass area, being wider in the vertical plane. As a result, Plymouth has 12 per cent greater visibility this year, making it easier to see traffic lights as well as closer down in front of the car.

Plymouth's interior colour scheme for 1938 is tan taupe, with Coach Vermilion accents at the centre spot of two instrument dials, and on the horn button. Upholstery materials are optional, broadcloth or mohair.

The safely-styled instrument panel, with all controls sunk or recessed flush with the surface, appears this year with everything centred in a unified assembly at the middle of the board. There are two large dials: one to show speed and mileage, the other containing fuel and oil gauges, ammeter and heat indicator. Both dials are now face-lighted, instead of through the edge, for better visibility at night without glare.

Numerous conveniences add comfort and luxury. Wider defrosting or anti-fog vents are built into the base of windshields, in front of both driver and passenger. With this year's improvements in heaters and connecting hose, the new Plymouth defrosters are capable of deflecting 60 per cent more warm air up the windshield to melt away any snow or ice.

Aerial Bombing Not Always Effective

All Right in Cases Like China and Ethiopia, but Not Where Reprisals Possible.

(From "Grab Samples" in The North-ern Miner.)

A great deal of publicity is being given these days to aerial bombing. Since Mussolini started on his Ethiopian adventure the world has been given practical demonstrations of this war weapon, following a wide theoretical discussion of its effectiveness. Spain was the next proving ground and now the Japanese are trying it out on the Chinese cities. As was to be expected, a great deal of exaggeration is being indulged in by the press.

Under conditions existing in the various battle areas the test of the aerial bomb as a war weapon is inadequate. The Italians simply encountered no resistance whatever. They simply flew low over enemy troop concentrations or innocent and defenceless villages or transports and dropped their bombs wherever they liked. Naturally they did considerable damage, particularly to the morale of the Ethiopians who were receiving their first baptism of explosives.

In Spain conditions were somewhat different. Considerable opposition was developed by anti-aircraft artillery and if reports can be credited it was quite effective at times. In this connection it is reported that Russian guns played havoc with the German and Italian aircraft in the early stages of hostilities until the fliers learned their lesson and flew much higher, thereby decreasing the accuracy of bombing operations.

In China the Japanese bombers are having a Roman holiday. Anti-aircraft defense is negligible and the invading bombers have the aerial right-of-way. Their operations are conducted on defenseless cities, mainly built of flimsy structures, ideal for incendiary bombs. True, a lot of material damage has been done, with whole sections of cities burned up. The effect on civilian populations has been disastrous, naturally.

These manifestations have not, however, brought convincing evidence of the efficacy of aerial bombing of well defended cities. In the west the advent of bombers would bring an intensive anti-aircraft fire to very high altitudes. They would not only be met with artillery opposition but also with fleets of fast fighting planes which would harass the heavy shell-carrying machines. They would be forced to fly four or five miles in the air and the possibility of reaching objectives or specific targets would be exceedingly remote.

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 - 6—"CARINTHIA" to Glasgow, Belfast, Liverpool
 - Conductor, Mr. J. Mason
 - 11—"ANDANIA" to Plymouth, London
 - 12—"ATHENIA" to Belfast, Liverpool, Glasgow
 - Conductor, Mr. A. Stewart Veysiey
- From ST. JOHN, N.B.
 - Dec. 11—"ATHENIA" to Belfast, Liverpool, Glasgow
 - Conductor, Mr. A. Stewart Veysiey
- From NEW YORK
 - Dec. 8—"AQUITANIA" to Cherbourg, Southampton
 - 11—"SCYTHIA" to Galway, Cobh, Liverpool
 - 15—"QUEEN MARY" to Plymouth, Cherbourg, Southampton

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It is true that the psychological effect of bombing from the air is great. This is particularly so in crowded urban areas where civilians become panic stricken. But in modern cities the material damage by air craft carrying shells is not important. Judging by the Spanish experience, where almost uninterrupted bombardment of such cities as Madrid from the air has been going on for over a year, the air arm is greatly overrated. In the last great war the German fliers reached London on numerous occasions, usually at night, and their bombing while it was rather aimless, had little effect beyond the psychological. The city was crowded to the doors and yet casualties were slight. One had difficulty in finding where the bombs had hit and when a stricken spot was located it was obvious that the same amount of damage could have been done with a single field gun shell.

The modern aerial bombers are reported to travel at fairly high speed, possibly 170 to 200 miles per hour. How the fliers, three or four miles in the air and travelling at such velocities can hope to hit a target is not easily comprehensible. In the stories coming out of Shanghai a great deal of stress is placed on the effect of aerial bombing on the civilian population. The panic generated is easily understood. It is not a nice sensation to stand helpless while some flier a mile up pulls the cart tail and unloads his cargo. Yet the actual danger is far less than that to be expected from artillery or machine gun fire.

In the great war aerial bombing was not much used in fighting the infantry or the artillery of the enemy. Occasionally a flight would search out a battery position but the chances of finding it and putting it out of action were slight. Night bombing of the rear areas was common but in this effort also there was little success. It was merely a nuisance to the resting troops. Rarely were there any casualties from this cause. The bombing of aerodromes, of railway stations, of concentration areas was frequently attempted but almost universally unsuccessful, so far as the Germans were concerned. Civilians behind the German lines reported after the enemy had been cleared off that British and French attempts were equally fruitless.

A great deal of nonsense has been written about the vulnerability of battleships to aircraft. Battleships are built to withstand bombardment of much heavier and more deadly missiles than an air ship can take aloft and transport to a target. Tests made by all nations in recent years have had almost comical results, so far as target location was concerned. The Americans have taken out obsolete warships and tried to sink them with bombs. They have attempted the same thing on old bridges. The airships were baffled, even when they flew far lower than they would be permitted to do in actual warfare. Aircraft travelling at 200 miles an hour are covering three and one-third miles a minutes or ninety-eight yards a second. It would require a hair-trigger gunner to hit a target even as big as a battleship at such speeds, from any height.

The fact is that aerial warfare ex-

perts are now beginning to wonder if their craft are not too fast. Known speeds run to 230 miles per hour for fighting planes. Two rival pilots meeting at such velocities would be nearly eight miles apart in a minute if they kept going in a straight line. The manoeuvrability of fighting planes at such speeds is questionable.

There is little doubt that aircraft carrying incendiary bombs could wreak a great deal of material damage on an undefended city. But in the equipped nations that sort of thing calls for reprisals. It is a cinch for the Japanese to burn Chinese towns and for foreign planes of Franco to rain fire on cities which do not belong to their nationals. It would be another kettle of fish if Japan tackled Russia, for example. Any such tactics would call for the burning of the wooden and paper cities of Japan.

Referees Warned in Russian Soviet

Danger Pointed Out of Continued Unpopular Decisions.

(From Judith Robinson's Column in The Globe and Mail.)

Occupations a peaceable person might hope to grow old in, lessen with awful rapidity in Russia. Army commanders who don't agree with their superiors, the army committees, are accused of plotting to overthrow communism and liquidated forthwith. Railway executives who can't make Russian trains run on time are condemned as counter-revolutionaries and disappear. Factory managers who fall behind in production are convicted as saboteurs and Trotskyists who need expect no mercy; they get none. Careless nursery-maids are bumped off as traitorous poisoners of budding communists' porridge. Plowboys who neglect to oil the tractor suffer the just fate of anti-Stakhanovists undermining the efficiency of the State.

So it has gone for months and months, until lately it has got so that even party grafters are no longer safe in Russia.

But up to now Soviet sport has escaped purging. The shadow of the firing squad has not fallen across the playing fields of Leningrad. Dark dreams of liquidation have not troubled the slumbers of Moscow's equivalent of the Ontario Athletic Commission (James P. Fitzgerald, secretary). Apart from such normal hazards as pop-bottles and decaying vegetables—hazards common to the occupation under any system of ideology—umpires, referees and judges of play have had a pretty good expectation of life, as expectations of life go in the U.S.S.R.

Up to now they have had; but not now. From now on, guardians of Communist fair play are as liable as the next man to wake up and find themselves Enemies of the State. They have been warned in Pravda, the official Communist Party organ. Unless they stop annoying spectators at football matches with unpopular decisions, they need not, the editor of the Pravda says, hope to escape the judgment.

They must, he says, cease making Russian football crowds whistle with their unproletarian practices.

As the New York Times correspondent explains it, Russian football crowds whistle at the umpire when benighted victims of the capitalistic system would boo him. But unlike benighted sports writers of capitalism, Communist journalists do not condemn the boos for lack of sportsmanship. They blame the boos instead. How, they ask, can spectators seeing "incorrect, incompetent and prejudiced umpiring" refrain from uttering a protest? How can honest proletarians keep from whistling when their feelings are hurt by the umpire's decisions.

They cannot, Pravda answers, and adds darkly that the U.S.S.R. Central Committee of Sports had better do something about umpires who are a discredit to their profession and do it quick. That's the warning. If the football authorities of Soviet Russia don't take it, they can know what to expect. Umpires who aggravate the workers of Russia to whistling are already guilty, according to Pravda, of "lack of discipline, conceit, and lack of elementary sporting conscience."

From there it is clearly only a step to being guilty of anti-Communist decisions on yards, Trotskyist theories of interference, counter-revolutionary activities against the forward line and sabotage of proletarian touchdowns. The rest of the way will be dimly short.

No longer than the time it takes for an enlightened Moscow proletariat to stop whistling and start shouting "Liquidate the umpire!"

The Commentator:—Even the greatest money makers have been known to pass up good bets. Charles M. Schwab refused to back the Wright brothers because he thought aviation was a crazy idea. Western Union, when offered Bell's telephone patents for \$100,000, turned them down because its directors felt that the corporation's province lay in long distance communication. And Cornelius Vanderbilt rejected Westinghouse's airbrake on the ground that he had no time to waste on such fool ideas as stopping trains with wind.

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Complaints Made About Beverage Rooms at Hearst

At the last meeting of the Hearst town council, letters were read from women's organizations complaining of rowdiness and disorder on the street in the vicinity of beverage rooms in that town. The suggestion was made that the selling hours be made shorter. The Hearst council promptly took the matter under consideration and will have a by-law drafted to cover the matter along the line of suggestions made. In case anyone should say:—"Doesn't that prove that the North is 'abounding in sin' just like the ministers said last week. The answer is:—"No! It doesn't prove anything of the sort." At least it does not prove that the North is worse than the rest of the province, as the said clergymen suggested. Similar conditions have been noted in many sections of Old Ontario. But in most places "down below" the people do not appear to make an effective protest. In the few cases where protest is made, there does

not appear to be much attention paid by the authorities. In the North, things are allowed to go only so far, and then there is a very decided protest—and action to clean things up.

PROMINENT OBSTETRICIAN TO PRACTICE IN TIMMINS

Dr. J. A. Kinnear, a member of the staff of the University of Toronto, as well as of the Toronto General hospital in the Department of Obstetrics and Gynaecology, has come to Timmins to practice and has an office with Dr. H. L. Minthorn, well-known pioneer physician, at No. 12 Third Avenue, Timmins, Phone No. 2. (84-86-88p)

Milverton Sun:—After listening to a lot of these newfangled "cowboy songs" on the radio, I understand why the range cattle used to stampede so often.

Toronto Telegram:—Mr. Hepburn has sod his onion crop, and it remains to be seen if the onions are to be retailed to the public for soup or to the faithful for souvenirs.

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