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Seeking Dome Gold Found Illicit Furs

Interesting Evidence in Case of Man Convicted at Sudbury.

At the trial of J. I. Glick, Sudbury fur dealer, convicted this week on charges of having illegal possession of raw fur pelts, mostly beaver, it was shown in dramatic way that the search for the \$41,000 worth of gold concentrates stolen recently from the Dome Mine really led to the discovery of the illicit furs.

Evidence at the trial at Sudbury on Monday showed the unpremeditated find of furs was made at Rouyn, June 22, as a seven-passenger Bellanca plane sat down at the Rouyn air harbor, only to taxi into the waiting arms of the Quebec provincial police, who sought the stolen gold concentrates. Investigation revealed 16 packages of the "mysterious" cargo. But they all contained fur, not gold.

Had gone on Plane
How the agent was placed aboard the plane was told by Sub-Inspector J. A. Matte, of the Abitibi division, Rouyn, who appeared as one of the chief crown witnesses against Glick this morning, as he faced 14 charges of transporting and having raw fur pelts without the necessary permit from the Ontario Department of Game and Fisheries. The agent, George Lortie, made the trip from Rouyn to Peterbell aboard the plane disguised as a mechanic, and helped Glick and Pilot B. A. Paget load the furs into the freighter plane for a trip to Montreal.

Glick, however, was duped into believing the plane had to land at Rouyn to refuel before proceeding to Montreal, and it was when the landing was made at Rouyn that Sub-Inspector Matte inspected the cargo. Finding it was fur and not gold, he communicated with Game Warden D. Gervais, who immediately seized the contraband fur and placed Glick under arrest.

Some of the evidence is of particular interest here, and extracts are given herewith as from The Sudbury Star.—Game Supervisor G. M. Parks was the first witness called in the charge against Glick that he did, on or about June 22, transport 44 beaver skins without first having obtained a permit or without paying royalty on the same, from the district of Cochrane on Rouyn. At the request of Acting Crown Attorney DeDiana, all witnesses, both for the crown and defence, were excluded from the courtroom.

Examined by Mr. Common, Mr. Parks explained that in order to ship fur from the province, it was first necessary to secure an export permit and pay the government royalty, varying from 5c to 55¢.

"Did Glick have an export license on June 22?" "No, he did not."
All royalties are paid to North Bay or the deputy minister's office, Mr. Park explained, also stressing there was no open season on beaver this year. Mr. Miller did not cross-examine the witness.

Told of Meeting
Pilot of the plane which carried the alleged \$10,000 cargo of fur from Peterbell to Rouyn, B. A. Paget, commercial pilot for General Airways, Rouyn, told of meeting Glick at Timmins, June 22. "Glick asked me to take him three miles north of Peterbell," declared the witness. "George Lortie, of the Quebec provincial police, was with me."
"We left Timmins with Glick in a 7-

passenger Bellanca. On the way over Glick told me to keep clear of the railway tracks."

"How did you know where to land?" asked Mr. Common.

"Glick pointed out the spot on the map. Glick just said that he was picking up a load of freight to be taken to Rouyn and then to Montreal."

The pilot told of landing near Peterbell and taxiing down the river.
"We met a man in a disappearing propeller boat. There was one man in the boat whom Glick called Lacroix. The only other conversation was when Lacroix asked 'Can you pay off the men?' Glick replied: 'I can't this trip, but will be back.'"

Carts of freight were brought out of the bush nearby, claimed Paget.

"There were about 18 packages in a canvas bag, concealed behind a big rock. We then taxied up the river and picked up three other packages. These were brought to the plane by Lacroix. We all helped to load it."

Promised Good Time
On the way back, Glick promised to show him a good time in Montreal when they arrived that night, Pilot Paget recalled. Glick also warned him to keep away from Timmins, he said.

"What happened at Rouyn?" asked Mr. Common. "A game warden came down with Inspector of Detectives Matte and seized the plane, putting Glick under arrest."

"Some of the packages were opened in the plane and I saw that they contained beaver," testified Paget.

Reading from the company log book, the pilot showed an entry covering the trip from Timmins to Peterbell and from Peterbell to Rouyn. The pilot also pointed out on a map where they landed near Peterbell, in the township of Codrre on the Missinabi river.

Constable as Mechanic
Under cross-examination by Mr. Miller, Pilot Paget explained that Glick came from Rouyn to Timmins with another pilot and Constable Lortie, the latter ostensibly filling the role of mechanic.

"We had to stop at Rouyn for gas on the way back," declared Paget as he plotted the course from Peterbell to Montreal.

"Could you tell what the packages contained when you took them on at Peterbell?" asked Mr. Miller. "No, not until they were opened at Rouyn."

"I didn't know why Lortie was there," said witness. "Glick paid \$400 for the trip from Timmins to Peterbell and back to Montreal. We refunded him \$150. Glick asked if we couldn't go right through to Montreal and I told him I didn't think I could."

Constable Lortie, of Rouyn, told of accompanying Glick from Rouyn to Timmins and how he acted as mechanic during the trip.

"Why did you stop at Rouyn?" asked Mr. DeDiana. "We told Glick it was because we needed to take gas," answered the provincial police.

"How did you come to go on this trip?" asked Mr. Miller, in cross-examination. "I had some information and was going in my capacity as a constable."

"Did you know Glick had chartered the plane?" "Yes, I was at the air base, following information received."

In Official Capacity
"You proposed to take the flight disguised as a mechanic, but in your capacity as constable?" "Yes."

"Did you know where Mr. Paget was going? Did you know the plane was going to Montreal?" "Yes. We intended to return to Rouyn but gave Glick the gasing-up as an excuse."
The witness denied that he was di-

recting the pilot in his capacity as constable.

"Did you tell anyone you were looking for the Dome gold?" "I may have told the pilot."

"Did you place Glick under arrest at Rouyn?" "No, Mr. Gervais, the game warden, did that."

"One package was opened in the plane, the others in the provincial police office," stated witness.

"Do you know what happened to the skins?" "They were checked, but I don't know what happened to them."

Constable Lortie claimed Glick had been arrested at Rouyn for illegal possession of furs.

Sub-Inspector J. A. Matte, of the district of Abitibi, said that they were looking for the stolen gold.

"Do you get information on the flight of all planes?" asked Mr. Miller.

Objected to Answering
"Do I have to answer that?" asked Mr. Matte.

"Inadmissible," declared Magistrate Cooper. "I don't see what it has to do with the case."

"I think the public should know if our airways are under the supervision of police," countered Mr. Miller.

"How long were the furs in your office at Noranda?" asked Mr. Miller.

"One night and one day, before being taken to Ville Marie."

Leslie A. Tregenza, of the Ontario provincial police, Kirkland Lake, told of going to Rouyn, June 22, and assisting in the arrest of Glick, corroborating previous evidence. Witness declared that Glick admitted being in charge of the fur.

Cornish Tin Mines Are Centuries Old

Tin Taken Out for 2,000 Years in Cornwall.

(From Manchester Guardian)

The visitor to Cornwall is apt to hurry past the mine areas, yet even so he will hardly fail to recognize that the Duchy was an important centre of industry. Shortly after crossing the River Tamar by Gunnislake Bridge there appears by the roadside a group of tall, gaunt buildings whose castellated form might seem to have been designed for the guardianship of treasure. Built of the local "moorstone" and roofed with Cornish slate, these deserted mine engine houses form a veritable part of the granite countryside in which they stand, writes a correspondent of the Manchester Guardian.

If he proceeds toward the west the visitor will meet with many of these "Cornish castles," which stand like lonely sentinels upon the cliffs and hilltops and in the valleys. From the workings beneath, millions of pounds' worth of tin and copper have been raised, while rivers of water have been pumped out of them by a fleet of fleets laden with coal. Between Redruth and Camborne, and again at St. Just, evidence of present-day mining appears.

In the valleys streams of red water, turbid with the tin sand from the mines, flow northward to the sea. Tall chimney-stacks trail their faint haze of smoke across the sky.

Adventuring Down a Mine
The descent of a Cornish mine is something of an adventure. Being wet—and often hot—it is necessary to change to the skin before going down. The miner's dress consists of a flannel shirt, trousers and coat of red-stained canvas, heavy boots, and a hard hat which is something of a mixture between a tin helmet and an old-fashioned bowler. Nowadays most of the men use small acetylene lamps, though a few of the older ones still prefer candles, which they fasten on to the front of their hats with a lump of clay.

Toward the end of the shift a silence succeeds the shattering roar of the drills. The holes are charged with blasting gelatin and the miners retire from the workings, the last man setting light to the fuses as he goes. A brief silence, followed by a thundering roar, with others coming in quick succession, show that the charges have done their work. As soon as the smoke has cleared the trammers return to the foot of the stope, where tons of loose rock, torn from the lode, now lies waiting transport.

Tin Taken Out—For 2,000 Years
Whether or not the Phoenicians ever



The man who calls a spade a spade may have an absolutely new set of names for a golf ball.

came to Cornwall, it is a fact that tin has been worked in the Duchy for at least two thousand years. For centuries, however, the output consisted solely of alluvial ore dug from the stream beds and moors at the foot of the granite hills. It was not until the sixteenth century that mining, in the sense of underground excavation, can be said to have properly begun.

During the eighteenth century Cornwall was discovered to be rich not only in tin but also in copper. From then on until the seventies of the last century the industry was at the zenith of its prosperity. Many of the mines of those days made huge profits. Between 1820 and 1865 the original shareholders of Levant mine, in the parish of St. Just, received over £1,000 on every 50s share. The Penstruthal and Tresavean mines, near Redruth, produced an output of £4,000,000 worth of tin and copper and divided among the shareholders profits of upward of £1,000,000 on a total capital not exceeding £10,000. Tresavean mine alone paid dividends at the rate of 400 per cent. for 25 years on end.

Armed Men Seeking for Man Escaped from Amos

Amos, Que., July 27th.—Search for Maurice Fisetie was carried on by an armed posse this week. On Monday revolvers were served to the deputies appointed to search for the escaped man. Searchers said they had received instructions to shoot on sight. A dragnet was spread through the whole Amos district for the fugitive, who was serving a 10-year term in St. Vincent de Paul penitentiary for theft and other crimes, and was brought here last week to face additional charges.

Fisetie escaped on Sunday night from the Amos jail where he was held pending return to the penitentiary to serve his terms. At Amos he had been sentenced to three years, the term to run concurrently with his ten-year term. Fisetie made his escape by attacking one of the wardens in the Amos jail, Jolior Caouette attempted to prevent the escape but he was overpowered by the dangerous convict. It was believed that if Fisetie was discovered by any of the pursuers that he would put up a battle and as it was thought that he might have been able to secure a weapon since his escape it was considered the best policy not to take any chances.

Three Months' Production Matachewan Consolidated

Matachewan Consolidated Mines, Matachewan district, has estimated total profit, before taxes, depreciation and deferred development, of \$40,642 from total income of \$200,580.83 in three months ended June 30, against \$33,003 from income of \$191,228, in the preceding three months. Income for the quarter just ended comprised \$200,138 from treatment of 39,501 tons of ore for average of \$5.07 per ton and \$442 non-operating revenue. All income in first quarter was from production, 36,926 tons being milled for average of \$5.18. Development and operating costs were \$159,938, or \$4.05 per ton, against \$158,225, or \$4.28 a ton.

Profit before above-mentioned charges, for first six months of this year, amounted to \$74,245 from total income of \$391,809, against \$54,379 from income of \$332,023 in comparable period of 1937. Production for the period was \$391,366 from 76,427 tons for average of \$5.12, against \$331,196 from 59,558 tons and average of \$5.56, while costs were \$318,163, or \$4.16 per ton, against \$277,644, or \$4.66.

Total production since commencement of milling operations in November, 1934, now stands at approximately \$1,906,581.

Sudbury Star.—Cobalt is rehabilitating a mine mill which has been idle for 30 years. The "best old town" has a habit of reviving even when the best mining physicians have given it up as dead.

Pembroke Standard.—The airport at Goderich has been christened "Sky Harbor," which indicates a good sense of humor.

Jury Names Lee in Death of H. Johnson

Chief Coroner E. R. Tucker Commended for his Courage in Averting Danger of Further Deaths.

The coroner's jury, presided over by Coroner W. J. Grummett, Ansonville, enquiring into the death of Harold Johnston at Hooker Creek a week ago, named Louis Lee, the 52-year-old neighbour of the Johnston family as responsible for the death. Johnston, who was only 27 years old, married and the father of three children, was shot to death as he was entering the back door of his home. Lee, who was alleged to have done the shooting, then is said to have shot at Johnston's brother and another man and also gave the impression that there would be further shooting if any attempt were made to approach the house. He entered the house who had been called to Matheson at the time of the shooting of Johnston, interviewed Lee at his home and after giving the latter assurance that he was not a provincial policeman was allowed to approach the house. He entered the house and taking the gun from Lee persuaded him to surrender to the law. Chief Coroner Tucker started for Matheson with the prisoner but on the

way met Provincial Constable Fred Simpson to whom he surrendered the prisoner. This was three hours after the shooting of Johnston, Lee in the meantime being alleged to have kept all others away by the suggestion that he might use the rifle on any approaching him. In a rider to the verdict holding Lee responsible for Johnston's death, the coroner's jury at Matheson last Saturday took occasion to praise Chief Coroner Tucker for his "prompt and courageous apprehension of the prisoner."

Vancouver News-Herald.—What Everybody Knows — Nearly everybody you meet nowadays can tell you what's going to happen in Europe, and, personally, we don't know very much about it either.

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