

HOW CANADA'S ONLY QUADRUPLTS LOOKED ON THEIR FIRST BIRTHDAY.



Mr. and Mrs. Thomas Mahaney of St. John, N.B., are the proud parents of Canada's only quadruplets, three girls and one boy. They celebrated their first year on this earth on December 25th. So far as is known they are the only quadruplets ever born in Canada. Statistics show how rare this occurrence is. In England this occurs only once in 400,000 births; in Germany, once in every 100,000, and in France, only once in 2,000,000. The above shows the mother and the babies. From left to right, the children are: Edith May, Edna Louise, Lyda Christine and John Douglas.

**MOST OF HIGHWAY CUT BETWEEN COBALT AND BAY**

Ten Miles Being Cut Out North of Swastika. Another Eighteen Miles to Cut to Connect Up.

Very fair progress has been made in the cutting out of the various strips of connecting roadway to link up the existing roads in this North Land in the plan of making a highway from North Bay to Cochrane, Timmins and Iroquois Falls. From information coming from the south it would appear that this week the work will be finished so far as the portion between North Bay and Cobalt is concerned. In the area north of Cobalt the work this winter has not been carried on as energetically. Only ten miles of cutting has been undertaken north of Swastika. There will be another eighteen miles to do before the roads can be connected up so as to allow travel to Timmins from the far south. Last fall Premier Ferguson announced that in two years it would be possible to travel by motor car from the King Edward Hotel in Toronto to Timmins and to Cochrane. From the progress made below Cobalt this winter this forecast seems reasonable but there will have to be something done to connect up with existing roads north of Swastika. Another disappointment is the fact that nothing has been done in regard to rock crushing for the roadways cut out. Many had expected that rock gangs would follow right after the road-cutting gangs, but apparently this is not to be done. However, taken by and large, there has been fairly good progress made on the North Land Highway, and the prophecy of direct road connection to the South inside of two years may prove more substantial than a dream.

DOG RACE EARLIER THIS YEAR THAN THE AVERAGE

Some comment has been made on the idea that the Dog Race is being held later this year than usual. This idea is not in accord with the facts. The dates of the various dog race events were given in The Advance last week shows that Feb. 22nd was the

earliest date on which the Dog Race was held here. That was in 1919. The latest date was the first year, 1916, the event on that occasion being held on March 25th. This, admittedly, is too late. Good luck has been met in the matter of dates in the usual year, however, though there is no possible foresight or knowledge available in the selection of a date, as the date must be decided upon several weeks in advance and no one can foretell North Land weather more than a few hours in advance. Averaging the various Dog Race dates it will be seen that this year the date is five days earlier than such an average. The average date, arrived at by statistical circumspection, or words to that effect, is March 11th for the ten years. This year the Dog Race is being held on Friday of this week, March 6th, five days ahead of the average.

As a result of scalds sustained when a kettle of hot water in his mother's kitchen was overturned Rano, the four-year-old son of Mr. and Mrs. Mike Koski, Copper Cliff, died last week.

**THE BEST ROUTE FOR THE TRANS-CANADA HIGHWAY**

Highway Should Pass Through the Great Clay Belt. Not Along the Rock Shore of Lake Superior

Mr. J. R. O'Neill, writing from North Bay last week, expressed the hope that the Associated Boards of Trade in session here would stress the importance of having the proposed Trans-Canada Highway pass through the Great Clay Belt of this North Land. Mr. O'Neill had his wish gratified in this respect, and the Associated Boards showed again how anxious that body it to support anything for the advantage of the North Land and the general benefit of Canada.

There were several Boards of Trade submitting resolutions urging the Clay Belt route for the Trans-Canada Highway. As The Advance reported last week: "A resolution moved by T. McDonald (Matheson) and seconded by D. A. McDonald (Smooth Rock Falls) was passed enthusiastically, urging the Government to build the Highway along this better North Land route." This resolution was passed without any extended discussion. All were in favour of this route, so discussion was not necessary. However, Mr. O'Neill's presentation of the case is both interesting and timely, and for the benefit of readers of The Advance is given below. In part Mr. O'Neill says:—

"As you know, tentative measures and preliminary surveys are under way for the purpose of connecting up the East and the West via the North Shore of Lake Superior, following, in other words, two sides of a triangle through a practically impenetrable, non-productive region or rocky reefs, instead of running directly North-East from Nipigon village to join the highway along the Trans-continental Railway through an area of undeveloped country still waiting upon the means of transportation to realise its marvellous potentialities.

"As to the latter location, the physical conditions are unquestionably more favourable to both construction and maintenance, while from the standpoint of the natural and national transportation system, this is the only logical route to serve the country as a whole.

"To the producer of farm products along the clay-belt, it will bring the consuming markets of organized industry within reach. With the producing sections disconnected from the industrial centres, the prosperity of the farmer is neutralized, and, even within his own area, he finds he is not on a basis of economic equality with the outside competition. If by any means this way be rectified the settler demands it as an economic right; if a country is denied its liberty to produce, it is deprived of its true economic freedom. Lack of roads will involve the economic strangulation of the North Country.

"Aside from its importance to the basic industry, agriculture, the project recommended would undoubtedly be justified by reason of its proximity to the Iron Ranges and the new Gold Fields. It would pass near majestic water-powers which sites will soon be the scenes of astonishing industrial activity. Considering the water-shed, several Pulp and Lumber mills will soon flourish at points on this loca-

tion. Canada's most beautiful, but heretofore, inaccessible, park may then be reached by motor, and the open-mindedness and impressionability resultant from the attitude incident to motor traffic will lead to an appreciation of the latent resources of this tremendous territory. The Capital of the Middle Western States towards the North, having made a success of the same problems which we now face, shows a decided tendency to look for opportunity in our Province: why not place our goods conspicuously in the window by means of a high-way through the most promising section?

"Of all the measures suggested to 'break the hump' by increasing the resourcefulness of this country, there is no other of greater importance at this stage than the appropriate selection of a route for the Trans-Canada Highway. The present route from Sault Ste. Marie will involve the expenditure of millions, and once well under way, we shall cry out in vain. Every intelligent bushman, every unbiased engineer, and every airman who ever flew over the area in question, proclaims the clay-belt route. And please bear in mind that the people do not realize nor have they the slightest conception of the vast area whose fate hangs in the balance!"

"At least once in my life I was glad to be down and out."

"And when was that?"

"After my first trip in an aeroplane."

—McKendree Review.

Westerner: "You say you found a rattle-snake in bed with you this morning? Why didn't you kill it?"

Easterner: "I didn't pay much attention to it, I thought I was just seeing it."

Despatches from Toronto last week told of a "rumor from the North" to the effect that Premier Ferguson had been assassinated. This part of the North, at least heard nothing of any such rumor until it came from the South. Premier Ferguson very properly denied the rumor. The North would not commence any rumors about the Premier being assassinated. The North believes he is a good man for the North, and also a mighty hard man to kill, as Mr. Dury, perhaps, knows by this time.

E. Coultere, an employee of Greer's Timber Camp near Port Arthur, lived for some days with a broken neck and other injuries. He was piling ties, and one of the piles tumbled, one of the pieces of timber striking him on the neck and shoulders.



Mr. J. A. McFarlane of Napanee, Ont., had chilblains so bad that he couldn't wear boots. Egyptian Liniment relieved them. Don't suffer from chilblains this winter. This liniment is also for Frost Bites, Burns, Scalds, Cuts, Bruises, Sore Chest and Throat, Neuralgia, etc.

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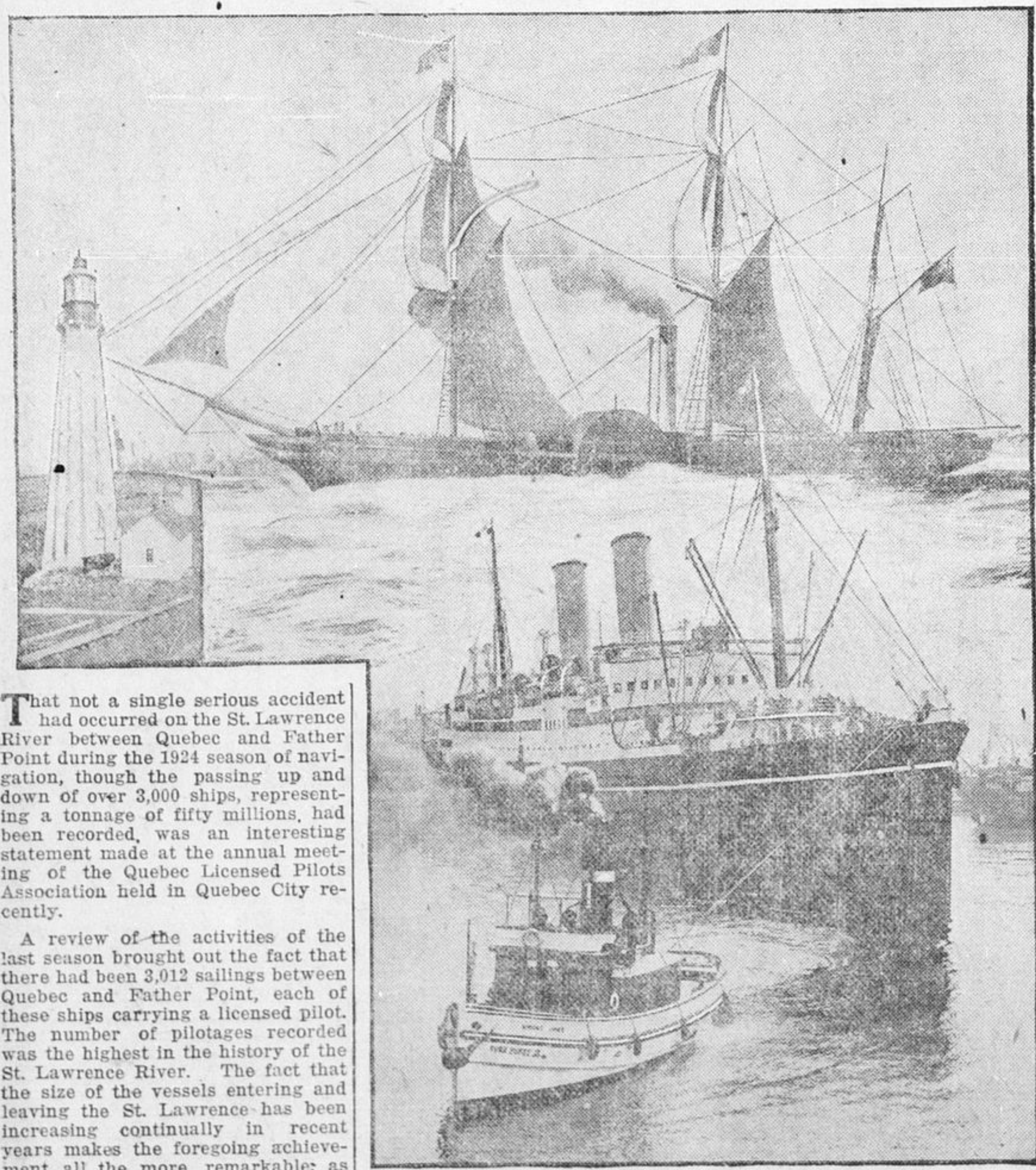
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**St. Lawrence Route Claims Pilotage Record**



That not a single serious accident had occurred on the St. Lawrence River between Quebec and Father Point during the 1924 season of navigation, though the passing up and down of over 3,000 ships, representing a tonnage of fifty millions, had been recorded, was an interesting statement made at the annual meeting of the Quebec Licensed Pilots Association held in Quebec City recently.

A review of the activities of the last season brought out the fact that there had been 3,012 sailings between Quebec and Father Point, each of these ships carrying a licensed pilot. The number of pilotages recorded was the highest in the history of the St. Lawrence River. The fact that the size of the vessels entering and leaving the St. Lawrence has been increasing continually in recent years makes the foregoing achievement all the more remarkable; as this has naturally increased the draught of the liners, some of which, as in the case of the Canadian Pacific steamships, reached thirty and at times thirty-three feet.

Advance bookings to date, indicate that the St. Lawrence route during 1925 will prove even more popular than heretofore. A large number of Holy Year pilgrims to Rome will enjoy a trip down the River on the

Above, "The British Queen," one of the first steam vessels to ply the St. Lawrence. Below, a huge Canadian Pacific steamship, with pilot aboard, is towed into the stream at Montreal. Inset, the lighthouse at Father Point, where the pilot will leave her.

Canadian Pacific S.S. Melita early in days on the open sea, this route to Europe affords advantages other than scenic which are responsible mainly for the increase in traffic and the corresponding increase in tonnage and size of vessel operated over it.

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