



THE CANADIAN NATIONAL EXHIBITION
TORONTO Aug 27th to Sept 10th
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—The World's Greatest Annual Spectacle

THE Canadian National Exhibition takes its place among the wonders of the modern era. Last year more than 1,500,000 people were astounded at the magnificence of the exhibits from all quarters of the globe, charmed by the superb musical programs and thrilled by the unique and diversified performances that provide 13 days of never-ending delight.

Some of the New Features for Confederation Year

Agricultural Pavilion—an 8-acre Extension to the C.N.E. Coliseum.
 Diamond Jubilee of Confederation Eastern Entrance.
 Province of Ontario Building, entirely completed.
 A stupendous, unique Grand Stand Pageant "CANADA," more magnificent than ever.
 Countless new displays and other new features will make the Confederation Year Program the Greatest Exhibition of all time. Arrange to come.

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CELEBRATING CANADA'S
60th BIRTHDAY

The Diamond Jubilee of Confederation

Send for attractive booklets, etc.

JOHN J. DIXON President
JOHN G. KENT Managing Director

\$50,000 MARATHON SWIM
 Gigantic Feature of Wednesday, Aug. 31st
 Entrants from all parts of the world to strive for long distance championship and purse. Entire triangular 3-lap course visible to Canadian National Exhibition visitors. Wm. Wrigley Jr., collaborator in producing the greatest event in the annals of sport.

Details of the Motor Trip From Cochrane to Toronto

Average Speed of Twenty-eight Miles an Hour Was Made on Trip. Mr. Alec Dewar Gives Interesting Account of the Noteworthy Motor Trip Over the Ferguson Highway.

Last week The Advance had extended reference to the first motor trip to be made over the Ferguson highway from Cochrane to Toronto. A more detailed account is given by Mr. Alec Dewar, who was one of those making the trip. Mr. Dewar, who is editor of The Broke Hustler at Iroquois Falls writes as follows in regard to the memorable trip:—

From Cochrane to North Toronto in 17 hours and 48 minutes was the record made by the first car over the entire Ferguson highway. The time stamped by the railway agents showed 17 hours and 58 minutes but the actual time was 17 hours and 46 minutes. The reason for the difference is that at North Toronto the agent took two minutes worrying whether he would sign the document or not, and at Cochrane the time table was stamped by the agent and then it was discovered that the sign for the front of the car had been left at the garage and 8 minutes were lost going back for it.

As the exact distance was 499.9 miles, this given an average speed of 28 miles an hour.

Fritz Anson drove the car all the way and it was a non-stop run. Only three stops were made, sufficiently long for gasoline and to send telegrams. It was a big strain on any driver but Fritz came through it in great shape and was ready for the road again next day.

The others in the car were: A. V. Waters, M.L.A., Cochrane North, A. F. Kenning, M.L.A., Cochrane South, H. D. Duff, resident engineer of Cochrane for the Northern Development Branch and Alec Dewar, chairman of the central committee in charge of the Northern Crusade to Toronto, September 6 and 7.

Road is Good

The object of the trip was to dispose of any doubt as to the condition of the road. The road is in splendid shape from Cochrane clear through to Toronto. The only difficulty experienced was in the stretch south of Ramore to near Swastika. Here part of

the road had not been touched and the car went through on a bush trail which had been cut for the purpose. Another part of the road just below this was sand which had not been gravelled or clayed, and considerable time was lost in this. On the road itself it wasn't such bad going but where the sand had been dug up for culverts it was very soft and the car had to be pushed through, a gang of the road men putting their shoulders to it. Just below this again came the worst stretch of the road. On a piece of muskeg which had been graded to a certain extent, but not gravelled, and a lot of time was lost getting the car over that 100 yards.

Will Open Middle of August

Within 10 days or a couple of weeks this part of the road will be finished as the contractors have a large gang of men and teams at work. When this strip is finished the whole road from Cochrane down will be as good as the road to Timmins and except for slowing up for turns and an occasional bump there is no difficulty in going 30 miles an hour or better.

It is a splendid road and just as good as the road south of North Bay up to the time the asphalt roads are reached.

A Great Schedule

Before leaving Mr. Anson drew up a schedule of estimated mileage and estimated times of arrival at the different towns and villages. As the road had not been located this was rather a difficult proposition and the accompanying table will show that at some points where the road diverged from the railroad there was an error of calculation in the mileage, however, the schedule and the table were a fine piece of work as he was only out 3.01 miles in distance and 2 minutes in time.

One on Fred Kenning

The journey was uneventful except for a couple of small incidents just after leaving Cochrane. A skunk-crossed the road in front of the car and escaped with his life by inches, much to the pleasure of the occupants of the car. The next incident was the piece of road which was not finished and the next incident happened just before coming into Toronto. As the timetable shows the car was behind its schedule and it needed extra speed if it was going to arrive in Toronto within the 18 hours. Fritz stepped on her and the car began to catch up on its schedule. Fred Kenning leaned over the side of the car and looked at the speedometer. When he saw what it registered he grasped his companion's arm and said: "My God, I wish I had lived a better life."

Everyone who saw the car knew what it was, for a large galvanized

sign painted white with black lettering said "Non-stop Run Cochrane to Toronto," and a banner stretched on the back of the car contained the words "first car over the entire Ferguson Highway." As the car sped down through the lower part of the province the roads were jammed with cars and many of their occupants jumped to their feet, waving their hats and shouting "Welcome, Cochrane."

A Proud Welcome

From Swastika telegrams had been sent to the Mayor of Toronto, the Hon. Wm. Finlayson, the President of the Toronto Board of Trade, Motor League and etc.

When the party arrived at the King Edward Hotel they were met by Hon. Wm. Finlayson, Minister of Lands & Forests, Hon. Findlay McDiarmid, Minister without portfolio and a dozen or so representatives of the city, the Board of Trade, the Motor League, the Canadian National Exhibition Co. and a half dozen newspaper men.

The result of the trip was a great pleasure to the Minister of Lands & Forests, for it proved what he said: That the road would be in splendid condition long before the Crusade to Toronto.

Mayors to Mayor

The party carried letters from Frank K. Ebbitt, Mayor of Iroquois Falls, Fred C. Ivy, Mayor of Cochrane, E. L. Longmore, Mayor of Timmins to T. W. Foster, Mayor of Toronto. The delegation from the North was received by the Mayor and the Board

of Control, the following morning and were given a hearty greeting as they presented their letters. The letters and the timetable had all been stamped at the railway stations, wherever a stop was made.

After leaving the city hall the party went to the Parliament Buildings at the request of the Hon. Wm. Finlayson, where they met the Hon. Howard Ferguson, Premier of Ontario, who expressed great pleasure over the good time made on the highway.

A Wonderful Route

The highway itself is a wonderful route especially that part of it between Lathford and North Bay. For 80 miles the road winds through a beautiful stand of timber a good deal of splendid white pine showing among the other trees. Small lakes, hills and valleys make it a wonderful scenic route a worth any one's while to see. It is so beautiful that it is a shame to speed through it.

The trip proved conclusively that there will be not the slightest difficulty experienced by any car going on the Northern Crusade to Toronto, in the first week of September.

It is expected that the road will be open for traffic about the middle of August, although the road gang will not have quite completed their work. The traffic over the road between then and the time of the Crusade will put the road into excellent shape for that event.

The schedule showing estimated mileage, actual mileage and estimated time of arrival and actual time of arrival follows:

Town	Total Miles		Estimated Time Arr.	Actual Time Arr.
	Estim'd	Actual		
Cochrane	0	0	5.00	5.09
Iroquois Falls	33	33	6.06	6.18
Matheson	68	68	6.56	7.05
Ramore	68	68	7.16	7.25
Swastika	103	100	9.01	10.29
Englehart	126	134	9.47	
New Liskeard	155	155	10.45	12.33
Cobalt	164	175.4	11.03	12.53
Lathford	173	184.3	11.21	1.14
Temagami	195	205	12.05	1.55
North Bay	268	270	2.31	4.07-4.20
Callendar	278		2.20	
Powassan	290	291	3.48	5.03
Trout Creek	298	299	4.02	5.17
South River	311	312.7	4.28	5.41
Sundridge	318	318.7	4.42	5.51
Burks Falls	330	330.8	5.10	6.14
Emsdale	340	340.2	5.30	6.32
Scotia Jet.	343	342.7	5.36	6.37
Novar	346	347.4	5.46	6.45
Huntsville	358	357.8	6.06	7.04
Utterson	370	369.7	6.30	7.25
Bracebridge	387	385.3	7.04	7.52
Gravenhurst	398		7.26	8.12
Severn Bridge	409	407.8	7.48	8.30
Washago	411	409.4	7.54	8.38
Orillia	423	420	8.08	8.56
Barrie	448	455.2	8.58	9.35
Stroud	455	452.4	9.12	9.48
Fennell	460	457.3	9.22	9.50
Bradford	470	466.8	9.42	10.12
Holland Landing	474		9.50	
Aurora	481	477.7	10.04	10.30
Elgin Mills	489	485.4	10.20	10.40
Richmond Hill	490	486.4	10.22	10.44
Thornhill	494	490.4	10.30	10.49
Toronto North	503	499.9	11.00	10.58

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 Help to Weed Out THE INCOMPETENT MOTOR DRIVERS
 By securing your Motor Vehicle Operator's License now.

NO matter how cautious you are in the handling of your car, the safety of yourself and your passengers is dependent largely on the other drivers on the road. To prevent incompetent persons endangering your family and yourself, each driver in Ontario, not already licensed as a chauffeur, must possess a Motor Vehicle Operator's License.

Secure your application form today. You can get it from any garage or issuer of motor car licenses in the Province. The fee for a License is \$1.

Traffic Patrol Officers may call for the production of Operator's Licenses both on city streets and country highways. If you cannot produce your License you will be subject to a penalty under The Highways Traffic Act.

New drivers, and those suffering from physical disability, have the opportunity to pass an examination by Inspectors of the Department. These Inspectors are located at convenient points throughout the Province. Your garage will tell you of the one nearest to you. The examination fee is \$1.

Ontario Operator's Licenses are recognized in every Province and every State. Wherever Operator's Licenses are required, an Ontario Operator's License is necessary for everyone in charge of an Ontario car. Do not attempt to leave the Province without your Motor Vehicle Operator's License.

A satisfactory measure of support by the great majority of motorists has been accorded the Department in its past efforts to maintain the safety of the highways. The higher speed limit and an abnormal increase in traffic now render this additional measure necessary. The Department therefore sincerely hopes you will indicate your support of safe highway travel by securing your Operator's License without delay.

Ontario Department of Highways
 The Hon. GEORGE S. HENRY, Minister

STRIKING EXAMPLE OF REAL SPORTSMANSHIP.

The Barrie Examiner last week says:—
 "The action of a Barrie youth refusing to accept a prize for athletic honours after it had been awarded him by the judges, because, in his own opinion, he had not won it, furnishes a display of sportsmanship all too rare in these modern days of spirited competition, not only in athletics, but also in business. The scene was enacted at Monday evening's banquet to visiting swimmers. The boy, Keith McCullough, when called to the front to receive his medal, politely but resolutely informed the donors that another boy, and not himself, was deserving of the prize, and the correction was promptly made. The incident brought forth the joellar remark from the chairman that, apparently, swimmers, too, were honest. He might well have added a few serious complimentary words, but they were unnecessary. The gathering of over one hundred athletes, among them the most prominent swimmers and divers in the province, immediately grasped the situation and warmly applauded the boy's action, one which not only the youth of the community, but grown-ups, too, might well emulate. The days of chivalry have not passed."

Plans are under way for the building of an extension to the Strand theatre at Kirkland Lake.

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HAPPILY and quickly go the evening hours when your entertaining drink is "Canada Dry."

To every glass and to every occasion it brings something of the joyous sparkle of a rare old wine . . . and a certain proud distinction, too, that you will find in no other ginger ale.

Served alone, or with other beverages, it is a delightful treat at dinner, for your weekly bridge game, for the birthday party or the dance.

Here is Ida Bailey Allen's favorite recipe for punch—a most worthy addition to your cook book:

Continental Punch

Combine one quart of grape juice and a pint of orange juice with half-cup of sugar and a third-cup of lemon juice. Just before serving, add two quarts of crushed ice and four pint bottles of "Canada Dry." Mix. Garnish with eight sprigs of fresh mint. This recipe makes 36 to 40 glasses.

66 CANADA DRY 29



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