

THIRTEEN YEARS AT SCHOOL WITHOUT MISSING A DAY

At present the newspapers are calling attention to the record made by Miss Muriel V. Price, Normal School student at North Bay, and a cousin of Attorney-General W. H. Price, who has not missed a day from school in thirteen years. This record includes four years at the Owen Sound Collegiate and a year at the North Bay Normal. This is a fine record and all the more noteworthy, because for some time the young lady resided in the country and had to walk two miles to reach school. In this connection it is also well to remember that oftentimes the weather was very cold and blustery making a two-mile walk far from a pleasure stroll. Miss Price is a cousin of William Laird, postmaster at North Bay, and also of R. R. McKessock, barrister of Sudbury. Miss Price is quoted as thinking that there is nothing wonderful about her record, but those in a position to judge say that thirteen years' attendance at school without the loss of a day is a remarkable record and one that few, if any, can equal. If this sort of faithfulness and attention to duty run in the family, as they probably do, there is still hopes that the Attorney-General may induce the capture of the murderer of Inspector Constable. At least he may think of the case every day for thirteen years. If he doesn't, it will not be the fault of The Advance.

GOLD MEDAL COFFEE

"You'll drink it again"



Says--Now Stiff Joints Must Go!

New Discovery Limbers 'Em Up and Even the Creaking Ceases.

Yes, it's true—the world progresses. All you have to do nowadays to limber up that stiff, rusty knee joint is to squeeze a half inch of miracle working substance from a tube.

Then rub it on the offending part for a quarter of a minute or until it soaks through the skin and disappears on its errand of mercy.

Then read the evening newspapers and go to bed.

The chances are that your misbehaving knee joint will lose its "creak" while you are dreaming about the high fences you used to leap when you were a youngster.

"And in the morning," says one who has tried the new discovery. "You'll feel so happy that you'll want to jump into your sportiest clothes and walk briskly down the street just to show the neighbours that you are not as old as they think you are."

Joint-Ease: They call this wonder working substance, for the reason that when ordinary remedies fail to limber up the stiff, inflamed rheumatic joint, or reduce the swelling, Joint-Ease succeeds.

It's a good name for a good, clean, stainless prescription that in just a few months has proven to a multitude of people that lame, swollen, distorted joints can speedily have the kinks taken out of them and work as smoothly as ever.

But Joint-Ease is for bothersome joints, whether in knee, ankle, hip, shoulder, spine or finger, and for that purpose its sale is immense.

Mosley & Ball has a big supply of it and druggists everywhere report a big demand.

Development of Aviation of Special Interest Here

Plans for Hydroplane Training Station in Porcupine District. Board of Trade Hears Interesting Details Last Week. Porcupine Was Leader in the War, Should do Well in Peace. Of Interest to Mines.

During the war, the Porcupine District was a regular leader in the way of providing recruits for the air service. About a hundred went from this part of the North to join the Royal Air Force. Some went as fliers and others as mechanics and there was not a man from here in either branch who did not do credit to himself and to the district. The Royal Air Force looked upon the Porcupine District as a specially worthy area so far as flying recruits were concerned. At that time The Advance emphasized the value of flying for commercial and industrial uses after the war. The latter idea has been fully proved. The use of airships for prospecting and mining purposes has made the matter of special interest to the mines. At the last meeting of the Timmins Board of Trade Mr. D. Briden gave a most interesting review of the plans for the formation in this district of an aero club for training in the flying business for commercial purposes. He also sketched the development of aviation. Few people realize just what aviation means to-day. To supplement what Mr. Briden said on Thursday evening last The Advance is publishing herewith a review of the development of aviation as published in the Canadian Pacific Railway's journal of recent date:—

As a result of the success attending the aerial transport of mail last summer and fall, which was largely in the nature of experiment, the services so established are to be maintained this summer and new ones added. Initial services carried the mail between incoming trans-Atlantic vessels in the point of land contact 200 miles below Quebec and 350 miles from Montreal, and the cities of Quebec, Montreal and Ottawa. Throughout the past winter, delivery of mail was made by air from Moncton to the north shore of the St. Lawrence, Anticosti and the Magdalen Islands, points which were formerly cut off from any but occasional radio communication after the close of navigation, while a service was established from the same point to Charlottetown, Prince Edward Island.

This summer the service from the St. Lawrence gulf has been extended to the city of Toronto and another is planned between Montreal and New York. It is also understood that a service between Halifax and Montreal is under consideration, this being a logical initial step in the development of a trans-Canada air mail service. The entire planning obviously looks to a linking up of all the larger Canadian centres from Atlantic to Pacific, which it is expected will be accomplished prior to the inauguration of the airship service from Great Britain to form a chain of Imperial airways, and for which a mooring mast is now in course of erection at Montreal.

While Canada is thus getting more into line with other countries in this branch of aviation she is continuing to make very gratifying progress along the peculiar lines adapted to her special requirements she adopted after the war. These phases are not so generally known because though frequently involving arduous and hazardous flying, they do not come to public attention in the matter of more spectacular flights. The Dominion, for instance, leads the globe in the use of aircraft in forest patrol and has also set up a world record in the line of aerial survey. In the past five years some 200,000 square miles of unexplored territory have been mapped from the air, which is equivalent to circling the world eight times, with a mile wide strip photographed. Now the Dominion promises to give the world a lead in a new phase of aviation she pioneered and developed, that of mineral exploration.

Canada's first regular aerial service was into a mining field and was an important factor in the development of the Rouyn gold field. So efficacious was its operation that similar services came to be established into the new mineral fields of Ontario and Manitoba, where they are playing equally important parts in the progress. Enterprising prospecting trips of considerable hazard of which little has ever been heard, have been made into the unexplored regions of Northern British Columbia and the Yukon and into the Badlands of Northern Alberta, which were attended with very gratifying success. Now it is intended to systematize prospecting with the aid of the plane.

In the past winter the Northern Aerial Mineral Exploration Company was formed with \$5,000,000 capital to give a general service to the mining industry in Canada, from

Labrador to the Pacific coast. Headquarters posts and bases will be established at strategical points to which supplies will be transported and from which prospectors will set out to pursue their work. Daily contact will be maintained with working parties through the use of the plane and radio. It is the claim of the promoter, a well-known Canadian mining man with several successful mines to his credit, that by this means it will be possible to discover more mineral deposits in the next five years than in the last fifty.

Following this a company has been formed to give a similar service in the new Quebec mineral field, with planes stationed at Rouyn which will be available for special prospecting trips to all the remoter sections of that area. That the plane is to become an increasingly important factor in the great era of mineral development opening up for Canada cannot be doubted.

It is further indicated in the announcement of the granting of a concession to a mining syndicate by the Federal authorities to prospect in the Northwest Territories, in which expedition planes will be used. The area granted the syndicate to prospect by plane for three years, comprises about 5,000 square miles and is 200 miles north of Fort Churchill and inland. The territory is remote from civilization, with a few wandering tribes of Eskimos, its only inhabitants, and no mining prospector has ever been in there or is likely to go in the ordinary way for many years. The syndicate is willing to spend \$200,000 on its exploration work.

Increasing indication is given of the developing air-mindedness of the Canadian people, which the inauguration of light aeroplane clubs from coast to coast is calculated to further considerably and which augurs a very intimate place for aircraft in Canadian economic life. Steadily the plane is forcing its way into varying phases of Dominion activity. The first aeroplane to be used for private commercial purposes in Western Canada was recently brought to Lethbridge. It is to be used by the management of a western brewery concern in travelling between branches situated at Lethbridge, Edmonton, Calgary, Regina and Prince Albert.

McNAMARA BROS. GIVEN CONTRACT IN WEST INDIES

Hockey fans all remember the McNamara brothers, and people in general here also remember their work in this district on roads and other public works. Accordingly here, where they have many friends and acquaintances there will be general interest in the announcement in Toronto papers relative to a contract in the West Indies.

McNamara Construction Company, Limited, general contractors, 53 Yonge Street, Toronto, has been awarded general contract for the \$750,000 sewerage and sewage disposal system at Nassau, Bahama Islands, West Indies.

Howard McNamara, vice-president of the firm, who has been in charge of the recently completed contract for a dock, bridge, etc., for Bahamas Government, will supervise the immediate installation of necessary plant and equipment, for the new job.

Plans call for sludge plant, sewage pumping buildings, outfall sewer from Nassau to Key Island and an aggregate of sixteen miles of sewer.

George A. McNamara, president, has just returned to Toronto from Nassau.

HIGH-GRADE SAMPLES FROM RUN OF THE PRESS

Vancouver (B.C.) Sun:—Neutrality is that easy feeling you have when you're in a taxi, and the inevitable happens to the fenders.

Editor and Publisher:—It is easier to push a millstone up the mountain-side than promote a newspaper that has nothing important to say.

Winnipeg Mirror:—The reason they call sailboats "she" is possibly because they make a better showing in the breeze.

Sudbury Star:—The latest quest of overimaginative scientists is a substitute for sleep. They figure that one-third of life is spent in sleep, and that if one could obtain the restorative effect equivalent to that of slumber from pill or phial, man's active days would run to 24 hours per, instead of the estimated 16. Just so, and if one could find a substitute for death, immortality could be attained.

Boston Transcript:—One of Rockefeller's daughters has just lost a \$7,000,000 suit. Don't women's clothes cost something awful!

Windsor Border Cities Star:—Pedestrians could prevent much confusion if they would indicate by signals whether they preferred to be knocked down by eastbound or westbound traffic.

San Diego (California) Union:—You can't make the way of the transgressor hard, while the gateway is easy.

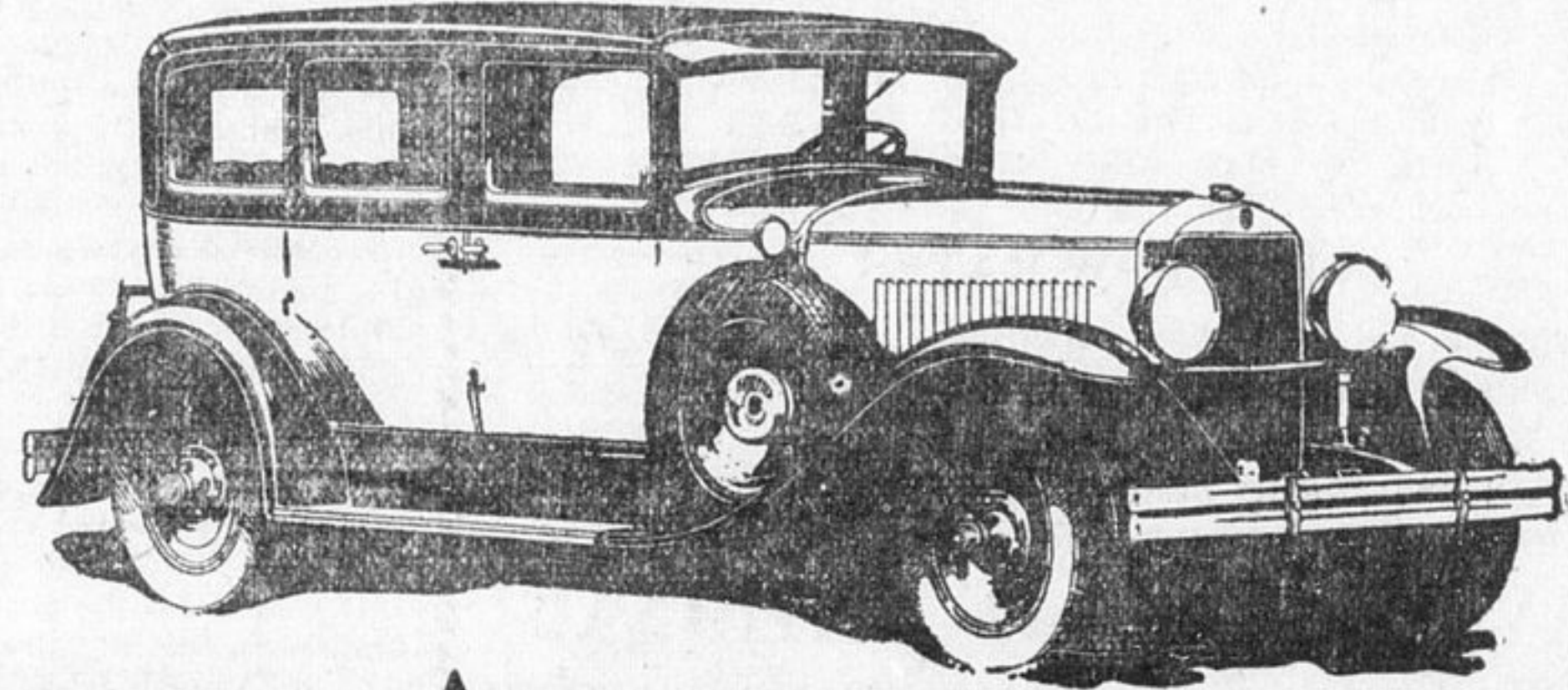
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