

If you are a wife or mother think this over

The scene is a thriving Canadian City. Time: Spring of 1919. Jimmie Robb and Johnnie Nebb, chums and playmates for years, both now in their teens. The "Flu" epidemic of 1918 had left them, like hundreds of other children, without a father's care and support.

Johnnie—"Gee! Jimmie, we have to move over to Smith St., near the railroad track."

Jimmie—"Why?"

Johnnie—"I heard Mother telling Mr. Scott, who comes for the rent, that not long before Dad died, he came home one evening and said Mr. Wright of the Confederation Life Association had been discussing more Life Insurance Protection, and he thought he would arrange for some more. Mother said to Mr. Scott, 'Oh! how I wish I had encouraged my husband to buy it instead of telling him that we could not afford it. I simply have to move now to a cheaper place.'"

Jimmie—"I heard Mother say the other day she was so thankful she had agreed with Dad's idea of taking more Life Insurance. She said Dad mentioned, when he was sick, how pleased he was that he had increased his Life Insurance."

If Daddy is taken in your home, what could your little ones say?

Confederation Life Policies—pay rent—buy groceries and clothes.

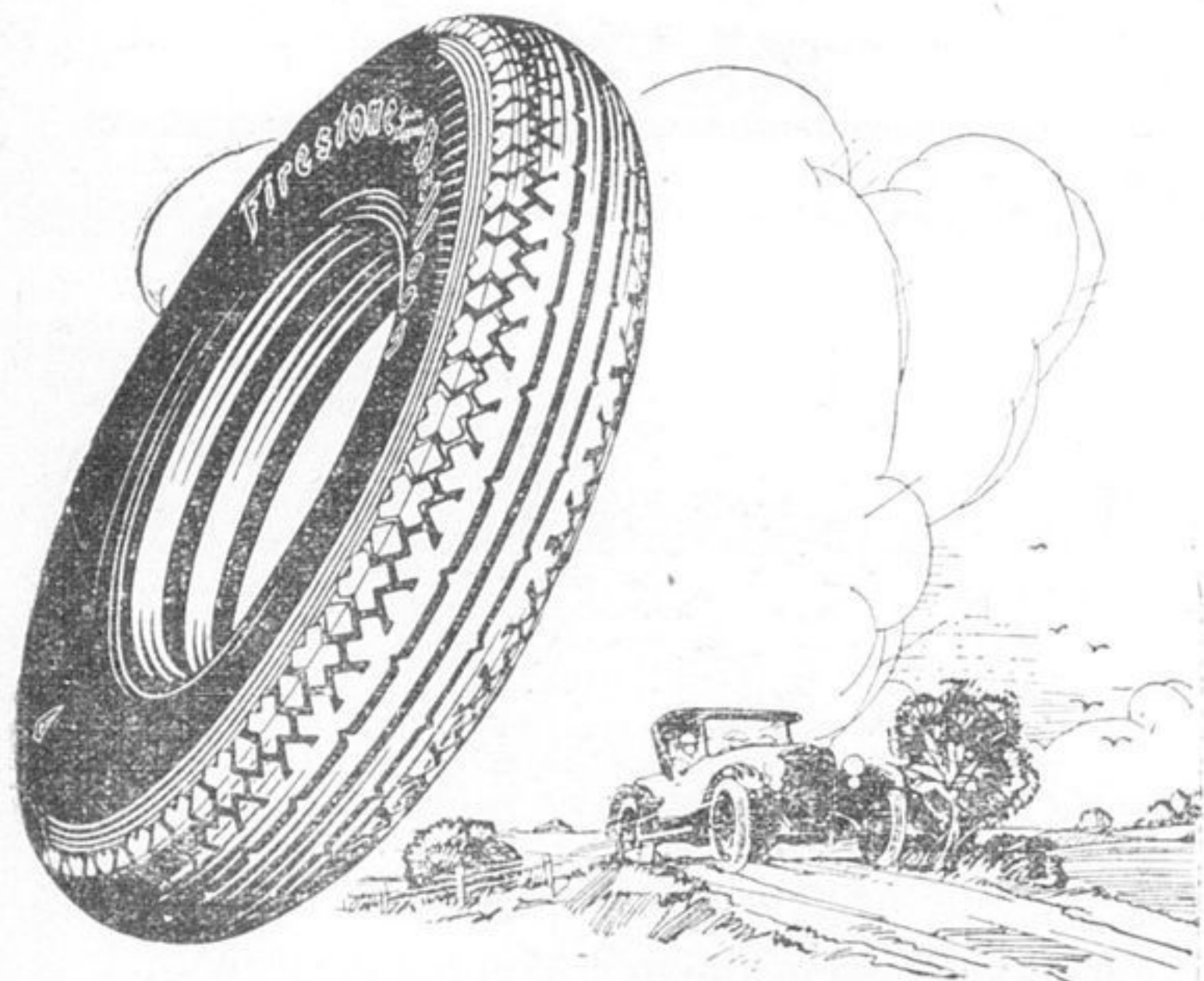
Write for our pamphlet entitled "No Matter What Happens." You cannot fail to be interested in it. Address:

Confederation Life Association

Head Office: TORONTO

General Agent A. W. Pickering Timmins, Ont.

For Sure Results Try Our Want Ad. Column



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Before the holiday rush starts, drive around to your nearest Firestone Dealer and have him equip your car with a new set of Firestones. You, like thousands of others, will find that they give the utmost in mileage, safety and economy.



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DETROIT NEWSPAPERMAN FINDS ROADS ARE GOOD

Special Writer for Free Press Praises North Land and Canada in General.

Recently there has been considerable discussion in the daily papers in regard to the usage given United States tourists in Ontario. There has also been much said about the condition of the Ferguson highway in spots was in very bad condition early this year, but at the present time the roads in the North are generally agreed by those who use them to be very good indeed. The Ferguson highway is not paved, but for a gravel road it will take as high standing as similar type of road elsewhere. It is a pity that after the weather and some work by the department put the bad pieces of road into good shape that there should be continued complaint about the road when the road is not in condition to deserve complaint. It seems to The Advance that some of the southern newspapers are either months behind the times in their complaints about the condition of the road or months ahead, because there may be difficulty again next year or with steady wet weather. The remedies applied of gravelling and proper ditching have put the bad strips of road in good condition and motorists who use the highway appear now to be agreed that the road is good. Perhaps dry weather alone would have put the road in shape, but in any case there is no reason for "knocking" the road in the meantime as some southern newspapers and people are doing. However, it may be that this "knocking" will do some good in the way of more attention to the condition of the road. In the meantime, however, it is unfair and has the effect of unnecessarily frightening away tourists. Probably the talk that tourists are not well used in Canada also has some effect in keeping United States people from crossing the line in their cars.

In view of both these "kicks," more or less common, it is refreshing to read the following from the last issue of The Halleyburian:—

"On a tour of the North Country gathering information of the mining industry and conditions in general, a Mr. Richards, of the Detroit Free Press, was a Halleybury visitor on Friday morning last. He conducts a special feature page in the Sunday edition of his paper and in the interests of this travels over various parts of the world, but this was his first trip into Northern Ontario, although he has covered considerable ground in the province of Quebec.

"Mr. Richards stated that he found the travelling over the Ferguson highway very fair, had no trouble at all and was thoroughly enjoying the trip. It was his intention to go on from here to Kirkland Lake in order to absorb a little of the gold mining atmosphere.

"In view of recent complaints made by American tourists of the treatment they receive when visiting Canada, it was interesting to get the viewpoint of a man whose business it was to learn all phases of any section of the world through which he passes. Mr. Richards stated emphatically that there was nothing to complain of so far as his personal experiences went. He found the conditions very much the same as in his own country, got along well with all the people with whom he came in contact and gave it as his opinion that a few disagreeable travellers from either side of the boundary line could do a great deal of harm to the otherwise pleasant relations which exist between the two countries. Traffic regulations did not differ very much from those prevailing in the U.S., this visitor said. There was nothing particularly irksome to him in having to observe the rules on either side of the line and he found the travelling by motor the most pleasant way of getting around the country.

"He spoke of the natural beauty of the North and of the pleasant and hospitable people that were met here, and there is no doubt that he will return feeling that he was well used and will be a booster for Northern Ontario in his home city, even if that is the place from which most of the complaints have come."

NEW ORE DISCOVERED ON CHIBOUGAMAU PROPERTY

According to mining men who have just returned from the property a new ore discovery was made on the Chibougamau Prospectors property north of Cedar bay in the Chibougamau district of Quebec. The report states the vein has a minimum width of 20 feet, has been stripped for several hundred feet and assays just completed revealed copper and silver values of \$29.94 to the ton. A large working force is developing the new discovery. Drilling operations are proceeding at a rapid pace near the 500-foot level, the horizon where it is expected that ore will again be cut on the Merrill Island group. Two additional drills have arrived at the property, one is being set up on the latest discovery and the other is being set up on a sector where surface work has disclosed good mineralization. Test pits have been sunk on the latter locations and a number of men will be sent into the property to speed up work. Development and exploration activities are being carried out on a much larger scale than formerly.

NOTED AIRMAN SAFE AFTER BEING TWO WEEKS OVERDUE

Plane Reaches Baker Lake in Safety. Schiller Had Not Been Heard From for Two Weeks.

Last week there was considerable anxiety expressed by many in regard to the safety of "Duke" Schiller, the noted Canadian flier, who had not been heard from for over two weeks, and whom it was feared was lost or injured some place in the far north. On Monday afternoon of this week, however, a formal business message was flashed to The Pas, Manitoba, by radio and telegraph, and brought relief to many who had awaited news from the Northland since "Duke" Schiller, famed Canadian flying ace of the north country, had been reported lost in the Baker Lake area with two companions.

"Schiller is safe" was the news flashed to the world Monday afternoon from The Pas a few minutes after the formal message had been received here. Tom Creighton, one of the discoverers of the Flin Flon mine and E. Humble, mechanic accompanied "Duke" on the trip to the far north.

While searchers scoured the barren lands in search of the Schiller plane Monday, Miss Bay Beltee, secretary at the PPs for Creighton received the welcome message: "Arrived at Baker Lake," it said, but there was no explanation for the delay in the plane's arrival at the far northern destination.

It is presumed, however, that in the flight from Wager Bay, 80 miles north of Chesterfield Inlet, to Baker Lake, the plane was forced down, shortly after its departure two weeks ago, and that it has taken Schiller the many intervening days to put his machine in shape for further flight.

Search for the Schiller plane was intensified over the week-end, when Jack Hammell, president of the company, dispatched another plane from Sioux Lookout to comb the area in which it was thought the flier and his companions might be stranded.

Since the big N.A.M.E. plane set out two weeks ago from Baker Lake for a prospecting trip around Wager lake on the north shore of Hudson bay, not a word has been received from any of its occupants. These included Schiller, his mechanic Jack Humble, and Tom Creighton, prospector of Flin Flon fame.

The search for the missing plane, for which few fears were entertained during the first week's absence, was taken up several days ago when Mr. Hammell sent a plane from Sioux Lookout to search the rocky country between Baker lake and Wager lake. Although this plane and planes which have subsequently taken up the search sighted nothing of the missing men, it was hoped that the men were forced down on an inland lake and subsisting on the emergency rations supplemented by game.

Mrs. Donald D. Schiller, 3 Ostend avenue, Toronto, mother of the missing war-time flier, was telephoned by Mr. Hammell over the week-end. He advised her of the search being carried on for her son, and stated that another plane was leaving Sioux Lookout. An active figure in the search was Al Cheeseman brother-in-law of Schiller, who is connected with the N.A.M.E. services at Sioux Lookout.

Early Sunday Schiller's young wife, who is at Sault Ste. Marie, where the flier makes his home, telephoned to her mother-in-law seeking information. She was anxious for her husband's safety, but, like the wife of a pioneer of the air, she was not letting herself think of her husband as lost. She was hourly expecting a message that he was safe at Sioux Lookout.

"I'm trying not to worry," Duke Schiller's mother said Sunday night. "Mr. Hammell said they were doing everything they could. I have a feeling that he is all right and will be coming in before long. It's hard to think anything else, and I'm not letting myself think of it."

"I don't know just how they would be for supplies," added Mrs. Schiller, speculatively. "The plane has been out for nearly a month and there is the chance that the supplies might have been low. Still they have come through lots of adventures and I believe they will come through this one."

BEES, THE CAUSE OF MUCH TROUBLE AT NEW LISKEARD

Some gentleman with the ability of an expert punster or parody-maker might write a heading flavoured with Shakespeare, and containing the idea: "To bee or not to bee!" or something about "bearing the stings" of outrageous honey-makers. The Advance has not time, and so published the paragraph just as it was printed in The New Liskeard Speaker as follows:—

"While driving his team attached to the mower last week, Mr. Hughes of Harris had a most unpleasant and unfortunate experience. It seems a swarm of bees had located at a place in the field of grass where it was necessary to drive the horses. In a moment there was trouble for horses and driver. Indeed, Mr. Hughes was powerless to control the horses. They stamped and plunged and it was difficult to get them away from the "fire zone." The mower was badly damaged. Mr. Hughes sustained stings on head and face, and the poison made him quite ill. However, he is recovering."

Winnipeg Tribune:—Professional pugilism in Mexico is said to be gaining in popularity. Given time, these countries sometimes regarded as benighted, are bound to follow in the ways of civilization.

Special Meeting Held of Northern Ontario F. A.

A special meeting was held on Wednesday evening, Aug. 14th, of the N.O. F.A., the meeting being held in the Timmins fire hall, and the executive members present included:—President W. Morgan, Vice-President W. A. Devine and Secretary W. H. Wilson. The delegates present were:—J. Cowan, P.D.F.L.; A. Odgers, Cornish; F. Bennett, McIntyre; M. Tomlinson, Sons of England; also several others in connection with the above teams.

The draw for the Dickson Cup resulted in the Sons of England to play "The Dome" in Timmins, the date to be announced.

The controversy regarding the Ontario Cup games was cleared up, and Kirkland Lake was ordered to play the Dome on August 24th. In the event of another tie the re-play is to be at Timmins on August 31st, the game here on that occasion to be played to a finish.

Discussion took place regarding the Dome-Cornish game, the report of the South Porcupine correspondent of The Advance in the issue of Aug. 8th, being laid on the table by Mr. Odgers. The Cornish team objected very much to the report, which they thought reflected unfairly on their good sportsmanship. Mr. Andrew, of the Dome stated that his club were in no way responsible for the article in the South Porcupine correspondence, and this was felt to clear up the matter. The delegates thoroughly discussed the incidents said to have taken place at the game, but failing to have a sufficient report from the referee, the association felt it could take no other action than to order the game to be re-played on August 20th at the Dome.

Several other matters of minor importance were discussed and the meeting adjourned.

The Advance had a report of the N.O.F.A. meeting as above last week but it was crowded out of last issue and so is given herewith this week.

Barrie Examiner:—It is not only the churches, but also the softball teams and various athletic organizations which are feeling the effects of the "big nickel craze,"—coins which are today being thrown on the collection plate with a flourish which belongs to nothing less than a quarter. In two softball games played in Barrie in the last ten days, each witnessed by over 500 people, big nickels predominated, but when counted the total was less than \$20.00. This after the washers and buttons had been sorted out. There were times in the good old days of baseball—the real he-man's game—in Barrie, when \$100 was considered a small gate, but this was before the day of the big nickel.

FOUR FATALITIES BEING INVESTIGATED IN FAR NORTH

Last week the provincial police started investigation in regard to four fatalities which had occurred inside of one week in the Sioux Lookout area. Two of the victims have not been identified. A French-Canadian woman named Madame Philomena Curie, aged 75, is believed to have fallen out of a train bound from St. Louis, Que., to Winnipeg. Her body was found on the track with a leg amputated shortly after a train passed through on the way west. An inquest will be held. An Indian woman named Perro was drowned at Goldpines. Captain Frank Edwards, Kenora Indian agent, is on the way to Goldpines to investigate the accident. The other two victims were an Italian who was drowned in a lake near Armstrong, a divisional point east of Sioux Lookout, and an unidentified man whose body was found in a bush near the Canadian National Railway at a point west of Quibell.

Prince Albert Herald:—How shameful to say the day of opportunity is gone when a good sucker list can be bought for ten dollars!



A Different Woman

"I have great pleasure in informing you that Kruschen Salts have worked wonders for me. I have been a great sufferer of liver and kidney trouble, and after trying one bottle I am a different woman. I had to give up my work, but thanks to Kruschen Salts I am back at work again, and I give my son a little every morning, and I don't hear of the little complaints now which a child generally gets. He is happier and brighter. I have enclosed a snap-shot of son and self. I am 43 years, boy 6 years. I shall always highly recommend Kruschen, and I would not be without them myself in a hurry." (Mrs. M. P. Original letter on file for investigation.)

Kruschen Salts is obtainable at drug and department stores in Canada at 75c a bottle. A bottle contains enough to last for 4 or 5 months—good health for half-a-cent a day.

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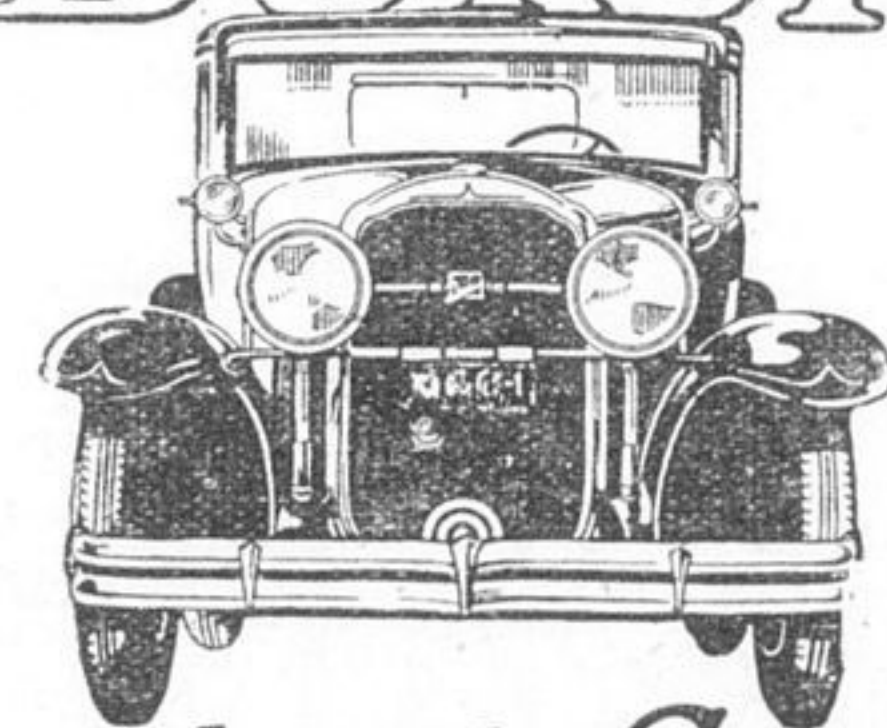
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did not even wait for demonstrations, but placed their orders unconditionally, upon their first inspection of this "greatest McLaughlin-Buick of them all." It was inevitable that this New 1930 McLaughlin-Buick . . . three great new series, larger, more powerful, more beautiful, more luxurious than ever . . . should win an instant and exceptional success. See it for yourself at our showrooms.

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