

TEMISKAMING FIREMEN'S ASSOCIATION
FIELD DAY
JULY 1ST
LISKEARD
 A FULL DAY OF SPORTS
BE THERE

ATHLETES
 Before, during, and after
 AN EXACTING EFFORT
VALDA
 PASTILLES
 will double your
BREATHING CAPACITY

Sold everywhere
 Insist on original BOXES
 bearing the name
VALDA
 Agent for Canada:
 J. Alfred OUMET
 84, St. Paul St. East, MONTREAL.

Ten Years Ago

in Timmins

From data in the Porcupine Advance Files.

The Advance ten years ago said:—"His many friends in the camp learned with sincere sorrow and regret of the death on Friday June 18th, 1920, in Toronto hospital of Mr. David Evans, following an operation. The late Mr. Evans was popular and very highly esteemed by all who knew him. He was a native of Wales, and about two years ago came to this camp, first working with his brother, Jenkin Evans, in his store at Schumacher, and more recently being at the Dome Mines. Jenkin Evans, who is now at Kirkland Lake, was called to Toronto last week owing to the serious illness of his brother."

The Advance ten years ago had something to say about a new explosive, "Thompsonite." This explosive was described as having advantages possessed by no other explosive used in mines or quarries. It did not contain nitroglycerine, this fact tending to its special reliability and safety. Thompsonite was further described as extra powerful, requiring 15 per cent. less than the ordinary powder. It was further referred to as frost-proof and so requiring no thawing. It was free from the throwing-off of noxious or poisonous fumes, and worked well in either wet or dry holes. The plant of the company making Thompsonite was located at Deseronto, Ont. Geo. A. Smith, previously a well-known and prominent citizen of Timmins, was the

representative here for the new powder and he was specially enthusiastic about its possibilities and virtues. Among the directors of the Thompsonite Company was Mac Lang, M.P.P. for this riding in the legislature at that time, and now member for South Temiskaming in the Federal election.

For years past The Advance has been advocating the completion of what is called the belt line of roads for the North. Years ago The Advance was urging some sort of highway for the North, to connect up the principal centres of the area. It was recognized then, as it is now, that roads for settlers should be first, but highways for motor use are also very helpful and so do much to assist in the development of this country. It should be noted that all such highways as the Ferguson highway and the proposed belt line of roads are of value to the settlers as well as others. Such highways serve as settlers' roads as well as binding the different communities together in the North. Ten years ago The Advance had centred on the highway from North Bay to Cochrane, Iroquois Falls and Timmins. The Government's reply to all arguments for the highway was the matter of defraying the cost. "Where is the money to come from to pay for such a work?" one Cabinet Minister asked. One of the answers to this was given at a meeting of the Timmins board of trade when Geo. A.

Smith outlined a scheme about as follows:—"All agree on the value and necessity of a good highway connecting Timmins, Cochrane, Iroquois Falls and the other north land centres with North Bay and the south. The difficulty in getting such a highway built has been the financing. Old Ontario methods of sharing the cost between province, county and municipality are utterly impossible here, because of the fact that so many sections are unorganized, and there is no county organization at all. A new plan must be secured. Mr. Smith suggested the appointment by the Government of a commission of North Land men to whom a number of townships would be transferred, the commission to sell the timber under restrictions to raise the necessary money for the construction of the road. Mr. Smith also had a plan for re-forestation of the area dealt with, thus assuring in the end no depletion of the country's timber resources. Mr. Smith estimated the cost of a waterbound macadam highway at \$10,000 per mile, or a total of \$3,000,000. He thought if ten townships were set aside the plan would be fully met. The majority of the board of trade heartily endorsed Mr. Smith's plan and asked him to take it up with the Schumacher and South Porcupine boards of trade. The delegates to the Temiskaming and Northern Ontario Associated Boards of Trade were also urged to particularly press this matter at the meeting called for Iroquois Falls on the following Monday. On account of this matter of roads and the proposition outlined by Mr. Smith, it was particularly desired to have a large representation from here at the meeting of the Associated boards," said The Advance at the time. While there was very general support given here to Mr.

Smith's proposal it was felt by many at the time that no Government would accept such a plan for the financing of the proposed highway and this refusal would be based on several reasons, good and bad. This idea turned out to be correct, but the proposal certainly directed attention to the need for a highway through the North and did more or less force the hands of the Government to consider the early commencement of the work on the road for the North. Mr. Smith was very earnest in his advocacy of his plan, but at the same time it is likely that he felt like most people did that while the plan proposed would not be accepted, it might at least rouse renewed interest in the plans for a highway for the North. The highway is now here. The oldest part of it is not necessarily the best, however, and many now are searching for plans that will assure improvement in the two or three spots where the highway is not what she ought to be.

Ten years ago people did more than kick about the roads or for roads. Iroquois Falls football team won from the McIntyres in a game at the Falls, the score being 4 to 1. The Schumacher men were frank to admit that the best team won on merit of play. Although outclassed, however, the McIntyres put up a stiff contest and the Falls had to win every inch of the way. The game was a nice example of good sportsmanship on the part of both teams and proved interesting and agreeable throughout. Long kicking was one feature of the game, and another was the "heading" of the ball by Iroquois Falls players, the Falls getting no less than two of the four goals from direct head bunts. "Heading-off the ball" was also common all through the game. H. Sherritt, of the Porcupine-

Dome was the referee. In goal T. Moseley-Williams put up a fine game for the visitors, making many good stops. On the forward line Davidson did special work. The rest of the McIntyre team worked hard and did good work, but the luck was against them. It must be said that the Iroquois Falls team ten years ago was a dandy outfit. It included such players as Williams, Corris, Northey, Byrnes, Calverley, F. Corris, Martin, Costain, Lynn, Davidson and price.

Ten years ago The Advance noted that English interests were negotiating for control of the Bourkes Mines. Also it was mentioned in the same issue that the Hudson-Porcupine, the company organized to take over the Whelpdale property at Timmins, was planning to resume operations at an early date. Another mining note said that Chas. Randall had resigned as manager of the North Davidson and had gone to the St. Anthony Gold Mine, which was under lease to Mr. Charlebois, formerly manager of the Newray. Still another mining note was to the effect that preliminary development work was under way at the March Gold Mines in Deloro township. The work was under the direction of A. J. Brant.

The following appeared in The Advance of June 23rd, 1920, under the heading, "Sad Death of E. Pruin Arouses Much Sympathy."—"The coronor's jury at the inquest last week regarding the death of Edmond J. H. Pruin on Monday, June 14th, at the central shaft headframe at the Hollinger mine, returned a verdict to the effect that the death was by accident with no blame attached to anyone. The sad accident has aroused much sympathy, the employers and fellow employees alike at the Hollinger expressing their deep regret and sorrow at the unfortunate occurrence. Mr. Pruin came to the North Country from Belgium, locating first at Connaught and later found his way to the Hollinger. His ability, good character and ambition were early recognized by his associates. He overlooked no opportunity to advance his knowledge of all work that was assigned to him, as the circumstances of his death show. While there were no witnesses to the death, it seems that after quitting about mid-day he evidently became interested in the self-dumping skip arrangement on the top of the headframe and climbed up to better observe its operation. All that is known of subsequent events is that he fell 32 feet, suffering a fracture of the base of the skull, from which he died the same day at 4 p.m. A widow and nine children survive him in Belgium to whom the deepest sympathy of all is extended. While they have lost their breadwinner, the generous provisions of Canada's compensation laws will safeguard the widow and orphans. Mine Inspector J. G. McMillan investigated the accident on Wednesday and was present at the inquest."

time at the property, their visit, it is understood, impressing them very favourably and further suggesting the progress being made at the big mine despite all handicaps." "E. Wood, provincial superintendent of the Ocean Accident Guarantee Corporation, is spending a few days in town with Messrs Sullivan and Newton, the local agents." "Plans are said to be under way for the re-opening of the Porcupine Miracle property. There is a small mining plant on this property and there was considerable work done on the claims before the war." "C. S. Carter, principal of the Timmins public school, is in Toronto this week where he is on the board of examiners reading the papers from the departmental examinations in the province." "Alec M. Dewar, formerly city editor of one of the Montreal daily newspapers, but recently appointed as editor of The Broke Hustler, the Abitibi paper at Iroquois Falls, was a visitor to Timmins on Monday of this week." "The rains this week did an immense amount of good in the district. South, east and west of Timmins the downpour was very heavy and all incipient bush fires lost their force as a consequence." "As will be noted from the advertisement published elsewhere in this issue, tenders are being called for the necessary work of excavating and back-filling in connection with the making of waterworks connections for the new services that are made possible through the waterworks extensions of last year and this year." "Mr. and Mrs. F. J. Hornby and little son, Bert, arrived in the camp last week from England. Mr. Hornby has returned to The Advance staff, of which he was a member for some years in the early days of the camp. He went overseas in 1915 and saw much active service, being on active duty in the infantry in Mesopotamia, Egypt, and other places east. His many old friends in the Porcupine will welcome him back to the camp."

SOFT STRETCH ON HIGHWAY THE CAUSE OF SOME TROUBLE

There has been considerable complaint in regard to the condition of the roadway between Timmins and Porcupine Junction. It is true that the whole trouble centres at a couple of spots, one near Connaught and the other near Three Nations. The remedy seems to be agreed upon as a lot of gravel and some little ditching. The strips are not long ones and it does seem too bad that these spots should be allowed to continue to give the whole highway a bad name. Motorists are becoming increasingly peeved over the matter, and unless something is done and done very soon there will be much dissatisfaction. It seems absurd that year after year dry weather should be the only effective remedy for these bad spots. It does not say much for the engineering skill of those in charge of the road that year after year the difficulty is allowed to continue. In the meantime, however, as misery is supposed to love company, some may get some comfort from the fact that these stretches are not the only bad spots of road in the North. The Halleyburian last week said:—"A short section below Latchford, some 44 miles below Timmins, has been giving some trouble since the break-up, and the exceptionally heavy rain of last week affected it to such an extent that traffic was interfered with on Saturday. Some local motorists were warned that if they drove down they would not be able to get back, and postponed or cancelled their trips, while others took a chance and got across. There was only a short stretch of swampy ground that was dangerous. One driver estimated it as between 25 and 50 feet. Quantities of gravel have been put in since the road opened for traffic in the spring, but apparently did not reach the bottom of the swamp. It is thought, however, that very little more filling will be required. A short detour was built, corduroy being used, and this was completed on Monday. The location of the trouble is near the south boundary of the Temagami Forest Reserve."

Pembroke Standard-Observer:—"If that Hull man who won \$149,000 in a sweepstake a few days ago desires expert advice as to what to do with the money, there are thousands of people willing to help him out."

BETTER

EXPECT a treat when you try these Better Bran Flakes made by Kellogg in London, Ontario. No other bran flakes are like them. So crisp. So rich in the famous flavor of PEP. And you get the nourishment of the wheat, plus enough bran to be mildly laxative. Ready to serve with milk or cream. Sold in the red-and-green package.

Kellogg's
PEP
BRAN
FLAKES

BETTER BRAN FLAKES

You're away
 in front with
RED INDIAN
 Power!



Vibrant with power . . . your car is off at the flash of green . . . and away in front! McColl-Frontenac products whisk you over the level or up a grade with purring ease. And when you step on Cyclo Gas (No-Knock) Motor Fuel, all's quiet on the motoring front! Swift—silent—and saving, too . . . this better motor fuel (as well as Red Indian Motor Oil and Marathon Hi-Test Gasoline) has made firm friends all over the Dominion. At the sign of the Red Indian, fill your tank and crank case with vigorous McColl-Frontenac products. They mean more miles per gallon . . . per dollar . . . and per year!

McCOLL-FRONTENAC
 McCOLL-FRONTENAC OIL COMPANY LIMITED
 Offices and Plants at Winnipeg, Regina, Calgary, Vancouver, Toronto, Montreal and Montreal
 Distribution Warehouses at other convenient points

Cyclo Gas
 (NO-KNOCK)
 MOTOR FUEL
 A new motor fuel with drive—pep—and punch a-plenty!

RED INDIAN MOTOR OIL
 Provides a perfect film of protection between all working parts of the engine!

MARATHON HI-TEST GASOLINE
 A straight-run gasoline . . . economical . . . uniformly clean and reliable!

J. R. WALKER, AGENT

PHONE 380

TIMMINS, ONT.