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Canadian Gifts to Progress and Betterment of Mankind

During the Past Hundred Years Canada has Made So Many Contributions of Outstanding Merit and Genius That it Would be Difficult to Find a Similar Record in Any Other Country. First Steamship. Paper from Pulp. Railway Sleeping Car. Submarine Cable. Telephone. Standard Time. First Practical Electrical Street Railway. Marquis Wheat. Insulin.

With one political party using as a slogan the words, "Give Canada a Chance," and attention otherwise specially directed to things Canadian, it may not be out of place to consider some of the things that Canada has given to the world. A recent article by Lyman B. Jackson in The Toronto Saturday Night will surprise even some Canadians in this regard. It should have wide publicity in this Canada of ours. It is constantly being pointed out that a certain neighbour of Canada extols its own national gifts and virtues too highly, and by the same token Canada may be accused of not "tooting its own horn" enough. As an antidote to thoughts like these The Advance herewith publishes the article by Mr. Jackson, as follows:—

"If the greatness of a nation consists in its contributions to the betterment of mankind and the general, physical progress of mankind, rather than in the accumulation of vast visible wealth: then Canada is truly great. During the past hundred years Canada has made so many contributions of outstanding merit and genius that it would be difficult to find a similar record of such achievements in searching the history of any other nation or country on the face of the earth. In the early years of the ninth century during the rapid rise of the Arabian empire some wonderful discoveries were made in Bagdad in the realm of chemistry but this blaze of Arabian discovery lasted only a few years. It petered out and Oriental trends had run their course. In Canada the inventive and pioneering spirit into the realms of science have continued with a well ordered regularity that not only leaves a proud record of the past but which also augurs well for the future of scientific research in Canada.

"The story commences in the year 1833 when a group of gentlemen of Halifax and Quebec decided to construct a steamship of such dimensions and power that it could cross the Atlantic ocean. The ship was built near Quebec—to be exact at Wolfe's Cove—where the armies of Wolfe had landed and scaled the heights in preparation for the battle of the Plains of Abraham. The boat was named the Royal William in honour of the reigning sovereign of the day. The engines and boilers were built and fabricated in Montreal and she crossed the Atlantic, from Quebec to a British port in seventeen days, including a stop for coal at Pictou and a short stop for mail and passengers at Halifax. Amongst the passengers was Samuel Cunard, at that time a resident of Halifax and one of the owners of the ship. He was on board as an observer and out of his observations grew the now famous Cunard line. The Royal William crossed the Atlantic entirely by steam power without a sail being unfurled. She was Canadian made and Canadian financed and she was the first vessel to cross the Atlantic under steam power.

"The success of this venture brought forth several attempts at long distance steam navigation but the art did not make much progress until the year 1844 when Canada made a second contribution that forever sealed the doom of the proud sailing ships whose captains snorted insults whensoever they passed or were passed by a "floating tea-kettle."

"In the year 1844 a little ship called the Reindeer commenced to ply on the St. John river in the then colony of New Brunswick. There was something very different about this ship from any that had previously been built. Between 1844 and 1848 shipbuilders from many parts of Europe and the United States came to view this smooth working ship that operated on so much less fuel than anything then known. At last the secret leaked out. Benjamin Tibbits, its designer and builder had invented the compound steam engine. Up to this great invention all steam engines had been of one cylinder design. The steam was generated in the boiler, led into the engine, acted on the piston head once and then escaped. This required a tremendous amount of fuel and the problem was not made easier from the fact that fresh cold water must be continuously added to the boiler to keep up the water level. The engine that Tibbits built with his own hands (in Canada) may truly be called the commencement of the era of serious steam navigation. It was so wonderful that by 1849 none of the former type were built and put into ships. Without getting too technical I will try and explain just what Tibbits had done. In studying the older types of engines he discovered that the escaping steam from the one cylinder type still had power and he decided to use it. Instead of allowing it to escape, he directed it into a second cylinder and made the same jet of steam turn the engine over twice. Then instead of allowing it to escape into the air he directed the exhausted steam into a condenser, brought it back to scalding hot water and led the hot water back into his boiler. Lest the name of Benjamin Tibbits be forgotten amongst the great men of the world the Federal government have erected a memorial plate to his fame and it may be seen on the Marine Building in the city of St. John, N.B. There is a tablet to the memory of the pioneer who built the

Royal William in the Parliament Buildings in Ottawa and it is consoling to feel that the really great men of Canada's past are not forgotten.

"Just about the time when the excitement of the compound steam engine was at its height another citizen of St. John discovered that it was possible to make paper from pulp obtained from spruce fibres and strange to record the same discovery was made by a citizen of the town of Napanee, Upper Canada (now Ontario). Specimens of the first wood pulp and the early trials at paper making have been preserved by the Napanee Historical Society.

"In 1857 Canada presented the world with the idea of the railway sleeping car. The reader may be inclined to think that G. M. Pullman was the inventor of this great convenience. It is true that he started making sleeping cars in the United States in 1859 but Samuel Sharp was making them in Hamilton for the Great Western Railway two years ahead of him. They ran from the Niagara River to Windsor. Sharp was the master-mechanic of the railway and produced his sleeping cars as a solution to the problem of why people did not travel as much by night as by day.

"In the year 1890 F. N. Gisborne, who was manager of the Nova Scotia telegraph system, laid a submarine telegraph cable of his own manufacture across the floor of the Straits of Northumberland and connected Prince Edward Island with the system. This was the first successful demonstration of submarine telegraphy in the history of the world and predated a similar event across the English Channel by several months. Gisborne next connected Newfoundland by means of a cable almost ninety miles in length. The success of this cable convinced him that Ireland could be so connected with Newfoundland and it was Gisborne that gave Cyrus Field the idea of the Atlantic cable. Field was the man who found the money but F. N., Gisborne, the Canadian from Nova Scotia, was the designer and chief engineer of the project that telegraphically connected North America with Europe.

"In the summer of the year 1874, Alexander Graham Bell spent the vacation with his father in Brantford, Ontario. He was working on a device that would better enable him to teach deaf children to talk and stumbled across the basic idea of the telephone. A local photographer cut and supplied the thin iron diaphragms for him out of tin-type photographic base and a very rough model was constructed but the finished instrument was made during after school hours in Boston. Bell brought his finished instruments home and connected them to the telegraph wires between Brantford and Paris, a distance of seven miles. They worked; and Brantford has since been known as the Telephone City—just a modest way of telling the world about another great contribution made toward the progress of the world by Canada.

"In the year 1879, Sir Sanford Fleming made a mathematical proposal that has since affected the entire civilized world. This was the invention of Standard Time. Prior to the wonderful proposal of this great Canadian, the rapid extension of railway service which had been carried through since about the year 1850, had thrown the subject of time into a chaotic condition. Time had been reckoned as mean time, or from a noon decided upon as that moment when the sun was directly overhead. The Fleming proposition was that the earth be divided into twenty-four time belts, each of fifteen degrees in width and that the time be the same throughout each belt. The time belts were to be advanced one hour in an easterly direction. So much interest was aroused by this suggestion that the United States government called an international conference on the subject in Washington and Standard Time, a Canadian invention, became law in almost every civilized country in the world.

"In the summer of 1883 Canada demonstrated to the world the first practical electric railway. It ran in Toronto and connected the then grounds of the Canadian National Ex-

MORTGAGE SALE

Under and by virtue of the powers contained in a certain mortgage which will be produced at the time of sale, there will be offered for sale by Public Auction, on Tuesday, July 22nd, 1930, at the hour of 2 o'clock, in the afternoon at 32 Third Avenue in the Town of Timmins by E. C. Brewer, Auctioneer, the following property, namely:—
Lot Number 599 on the north side of Third Avenue as shown on Plan M-20 Sudbury, now deposited in the office of Land Titles at Cochrane.

There is said to be a two storey brick and tile building on the said land.

The sale shall be subject to a reserve bid.

Terms: The whole of the purchase money to be paid down at time of sale.

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hibition with the foot of Strachan avenue and later Bathurst street. The actual motor had been built by Edison in Menlo Park but could not get it to work in a satisfactory manner. John Wright who was afterwards general manager of the old Toronto Electric Light Company bought the contraption from Edison and had it shipped up to Toronto. Mr. Wright had a power house operating in conjunction with the old Toronto World near the corner of King and Yonge streets. Like all early electric trains Edison had to get the current to the motor through the tracks and a third rail. The Toronto railway pioneers invented the overhead wire and the trolley pole and the railway became one of the wonders of the world. The story shifts next to Ottawa where Thomas Ahearn was trying to induce the citizens to take an interest in electric street cars. A partnership was formed under the name of Ahearn and Soper and they got their cars on the street by the autumn of 1891. The first cold snap of the following winter brought out one of the greatest surprises in Canadian industrial history. The cars were all heated by electricity. Thomas Ahearn had invented the electric heater. Engineers from numerous points over North America came to see this latest wonder and the Ottawa inventors invited them to a dinner in the Windsor hotel. There they prepared for them a sumptuous repast and every item had been cooked by electricity in a stove manufactured for the purpose in the hotel kitchen. Incidentally this was the first demonstration of electrical cooking in the history of the world. The date is April, 1892.

"The achievements of Dr. Charles E. Saunders and his associates in Ottawa in developing Marquis wheat is a tale almost too well known to require repetition in this list. It is perhaps not generally known that the same experimental farm at Ottawa has since produced two wheats, named Garnet and Reward, which are even more wonderful than the far-famed Marquis.

"For a number of years Prof. J. C. McLennan, of Toronto University, carried on a number of highly technical experiments on the mineral waters of Canada. In 1915 he presented the British Government with his scheme for producing helium gas in commercial quantities. During the great war the demands on the power houses at Niagara became so great that a power famine threatened to curtail the output of war materials. Up to that time the largest dynamo at Niagara had an individual unit output of thirteen thousand and horse power. It was a group of Canadian engineers (in Canada) who designed the world's first super-dynamo—a monster that gave out fifty-seven thousand horse power and of which the moving parts weigh over four hundred tons. This was followed by the discovery of insulin at Toronto and next came the great demonstration of a radio receiving set that would work in a satisfactory manner directly off the lighting mains. The story of Canada's gifts toward world progress is one that should be more widely known."

MUSKRATS NOW FIGURING IN INTERNATIONAL NEWS

Ottawa despatches this week, suggest that the ordinary Canadian muskrat, a familiar gentleman to most Canadians who know much about the forests and streams of Canada, is now taking a place in the general news of the world. Recently there has been special mention made in news advices from different parts of the world, apart of course, from fur market quotations. The muskrat has always had a place in the fur market news, whether under his own or a more high-sounding title. From Norway comes the advice, via the department of trade and commerce that the Norwegian department of agriculture has decided to maintain its prohibition of the importation of the rat in any form except of apparel. It is stated that muskrats, when allowed to pass the immigration inspectors have caused considerable damage to crops and forests, besides undermining certain public works in their attempts to set up housekeeping. The public works in question are dams and railways which apparently have been weakened by the Canadian rodent in his daily peregrinations.

But lo and behold! Scotland knows a good thing when it sees it and has sent out a call for 20,000 Canadian muskrats of the finest type and colour. The only joker in the Scotch demand is that they don't want the beastie on the hoof, but only want hide. Practically 90 per cent. of the fur coats made in Scotland today are of muskrat skins and the popularity of this type of fur is steadily on the increase.

DEATH OF MRS. HART MARTIN OF NORTH BAY LAST WEEK

The death took place last week of Mrs. Hart Martin, a well-known and highly-esteemed former resident of the North Bay. Mrs. Martin died at Copper Cliff where she had been visiting.

Mrs. Martin had been a resident of North Bay for some years. Previously she had resided at Cobalt and other Northern towns and was well known through the North. Her husband, Captain Hart, one of the pioneers of the mining industry in Northern Ontario, died last January.

She is survived by one son, Gerald and one daughter, Mrs. W. Shields, both of North Bay, two brothers, John McGuire, Winnipeg and Gerald McGuire, Porquiss Jct., three sisters, Mrs. Frank Sampson, Bonfield, Mrs. Sherman Baldwin, Armprior and Mrs. Peter Godin, North Bay.

Pembroke Standard-Observer:—So many books have been published about the war that returned soldiers now know what it was like.



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WARNING! RE WEEDS

The weed season is again with us and I would ask the co-operation of all in the enforcement of the laws regarding weed control. In any municipality, whether organized or not, if the weeds are not being looked after as they should be, please communicate at once with

HUGH COOK,
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28-31

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