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Runaway Causes the Death of Young Girl

Little Madeline Brusseau, 6-year-old daughter of Settler, Killed Last Week in Accident Near Iroquois Falls

Madeline Brusseau, the six-year-old daughter of Francois Brusseau, a settler living near Iroquois Falls, was killed on Thursday afternoon last in a runaway accident. Her brother Laurier, was also seriously injured in the accident. Laurier had taken the horse and wagon to a neighbour's to get some machinery parts and the other youngsters, Charles, Cecile, Helen and Madeline, who had been picking berries, climbed on the wagon to have a ride home. As they were passing down a small hill a piece of harness broke and the horse bolted. Charles, Cecile and Helen jumped from the wagon. They did not think it safe for Madeline to attempt the

jump so they called to her to hang on. Laurier continued to attempt to bring the frightened horse under control, but was eventually thrown from the wagon, sustaining a fractured leg and other minor injuries. Little Madeline was pitched out of the wagon with considerable force, landing in front of the wheels. One wheel passed over her chest, crushing it in and causing practically instant death. Laurier was taken to the hospital at Iroquois Falls where he is making good progress to recovery, the fractured leg being his chief injury. The coroner, W. J. Grummett, and the Iroquois Falls chief of police, Neil Curley, made an investigation of the case and after learning all the circumstances decided that an inquest with a jury was not necessary, the facts of the tragedy being quite clear.

HUDSON PATRICIA MINES MAKING GOOD PROGRESS

Hudson Patricia Gold Mines is making good progress with development work at its property on Clearwater Lake in the Patricia area, according to latest word from the field. A crew is engaged in surface exploration work and it is stated that some important finds have been made. The management is seeking other surface veins as well as opening up those found in earlier work. Underground development also is proceeding and a cross-cut is being driven to the northeast on the 200-foot level to intersect three veins which carry good values on surface.

Try The Advance Want Advertisements

First Air Trip from Timmins to Sudbury

Semi-Weekly Air Service Between Porcupine and Sudbury Camps Inaugurated on Friday of Last Week

As noted in The Advance last week the regular schedule of air service between the Porcupine and Sudbury camps was inaugurated on Friday of last week and promises to be a notable success from the standpoint of the Algoma Air Transport Limited, while from the view of the general public it will prove a great convenience and economy of time and money. As The Sudbury Star points out the trip that formerly took an entire day is completed by plane in 90 minutes. As The Advance pointed out recently in referring to the matter the saving is still more noteworthy when railroad travel is considered, and to many this was the only available connection between the Porcupine and Sudbury camps.

It was only to be expected that the opening trip on this new air schedule should rouse more than passing attention. At Sudbury it has been hailed as of very material advantage. In its issue of last Saturday The Sudbury Star gave front page reference to the service. The article in The Star will be of general interest here, and so is reproduced herewith, headings and all, as follows:—

Sudbury and Timmins Linked by Air Semi-Weekly Service Launched Friday Cuts Off 12 Hours

Another milestone in Northern Ontario transportation was reached last night when the six-seater Fokker cabin monoplane of Algoma Air Transport, Limited, of South Porcupine, landed on Lake Ramsay at 8.30. E.D.S.T., after an uneventful trip from its northern base.

Yesterday's flight inaugurated the new semi-weekly air passenger and freight service between Sudbury and the sister mining camp of Porcupine. Its time of one and a half hours between the two camps brings Sudbury and Timmins 12-1-2 hours closer, for by rail it is a 14-hour journey from Sudbury to Timmins, and by motor, little less.

The new air service, making connections at Sudbury with C.N.R. and C.P.R. trains, cuts five hours off this travelling time between Timmins, Montreal and Toronto. Founders of the new service look to the saving in time to make their air line a popular travel link, not only for traffic between Sudbury and Timmins, but between Timmins and other Canadian centres. Intermediate stops will be made by arrangement.

While yesterday's flight was not the first of the big Fokker machines to Sudbury, it was the first under the advertised schedule.

Exactly on Schedule Piloted by Alex. Schneider, the giant pontoon-equipped monoplane took off from the lake at South Porcupine at 7 o'clock D.L.S. time yesterday, and landed on Lake Ramsay exactly on schedule. Pilot Schneider was accompanied by J. McNeil, business manager for the Algoma Air Transport, Limited, and H. Hutton, another official of the company.

President of the firm is Ed. Ahr, of South Porcupine. Mr. McNeil stated, Mr. Ahr is well known in Sudbury, having been here for several months the winter of 1929, flying pleasure trips from the ice of Lake Ramsay. The following summer he located at South Porcupine, where he has since conducted an air transport business. "We made a trip from South Porcupine to Sudbury on Monday," Mr. McNeil said, "but everybody was celebrating, so our arrival passed unnoticed. We thought at first that the fireworks were in our honour," he added humorously.

New Machine The Fokker machine, he said, is new, and has been only 40 hours in the air. The firm also operates another machine in general work at Timmins.

"We believe that there is a field for such a service as we are inaugurating," Mr. McNeil said, "and the promoters of the company have every confidence in its success."

The company has its own weather bureau, independent of the forestry branch or others, Mr. McNeil said. It was slightly cloudy when they took off from South Porcupine yesterday. Their weather report from Sudbury advised them that flying conditions were poor due to dullness and clouds, but they did not find it so, he said.

Closely allied in interests, and only 140 miles apart across country, communication between Sudbury and Timmins has been hampered by lack



MISS VIVYAN ROSARD

Heading the groups of girl aerialists with the Great Al. G. Barnes Circus coming to Timmins on Saturday, July 14th is Miss Vivyan Rosard, one of the most daring in all showland.

Twice daily, does this dainty little star take her life in her hands as she performs in the dizzy heights of the "big top" without a net beneath. She is of the old circus aristocracy, the fourth generation of flyers, and, although only twenty-four years of age, she sets a hot pace for the scores of older aerialists to follow. Her exploits in mid-air are daring, and the vast audiences acclaim her daily as one of the greatest aerial gymnasts of all time.

The Flying Clarktons, the Ward Sisters, the Blainie Trio, and the great Trotter Troupe, are other sensational aerial displays to be seen during the 1934 performances beginning daily at 2 and 8 p.m. doors to the great menagerie opening at 1 and 7 p.m.

Marbuan Gold Mines Joining Producers

Owned and Operated by the Same Interests as Now Successfully Conducting the Buffalo-Ankerite Mines in Deloro

NEW LISKEARD PEOPLE SEE THE MOON IN ITS BEAUTY

In past issues of The Advance references have been made to the Marbuan Gold Mines, owning five claims in Deloro township, adjoining the Buffalo-Ankerite Gold Mines property and about a mile and half south of the Dome.

On the occasion last week of the offering of 50,000 shares of treasury stock to the public, The Northern Miner had the following reference to the Marbuan Gold Mines:—

Add Another Mine to Porcupine "Making a new bow to the gold mining world, Marbuan Gold Mines of Porcupine, this week entered the gold producing list. It started on a 150-ton basis, and officials hoped for seven or eight dollar heads.

"Marbuan Gold Mines, Ltd., which was organized August 25, 1933, acquired the title to five claims in Deloro township adjoining the properties of the Buffalo Ankerite Gold Mines Ltd., about one and one-half miles south of the Dome mines.

"It was organized under the laws of the Province of Ontario with 1000,000 shares of which approximately 500,000 shares were issued for the property.

"The property is equipped with a 150-ton cyanide mill and auxiliary buildings and had been worked to a depth of 675 feet. The former owners had recovered over one million in gold. The average grade of recovery was approximately \$8 per ton, present values. A few good veins were found, particularly the No. 3, which during the previous operations showed values, over considerable widths, equivalent to an average of \$18 at the present time.

Considerable difficulty, however, was experienced in locating ore of commercial grade at the old values in the westerly extensions of the veins and apparently the former owners were unable to sink to deeper levels by lack of working capital.

"The Marbuan Gold Mines Ltd., after acquiring title to the property, sold approximately 129,000 shares of treasury stock without any publicity and by granting share purchase warrants to the stockholders of the company (March) formerly owning the property. They immediately proceeded to de-water the mine, repair and remodel the mill, machinery and equipment and leased their mill for a short period of time as a custom mill to another mine in the district.

"While dewatering the mine the company proceeded on a diamond drilling campaign and drilled thirteen surface holes at a distance of 150 feet apart, from the present workings in the mine to the westerly boundary line of the property, a distance of about 1600 feet. The diamond drill records show that although most of the veins were lean in value from the present workings for a distance of about 300 feet that from this point on they showed a commercial grade ore. None of the holes were drilled to a greater depth than 402 feet and the total amount of footage drilled was 3103 feet.

Sinking of 1000 Feet "The company has now completed the dewatering of the mine and have been developing ore in the underground workings for a period of approximately six months; there is now broken and ready for the mill approximately 6000 tons of ore. All plans have been made and work is actually proceeding on the sinking of the winze from the 675-foot level to a new depth of approximately

1000 feet. Diamond drill records show an extension of the No. 5 and No. 3 veins below the 675-ft. level and indicate good values. Crushing started in June and the mill was placed in operation on July 1st.

"This company is under the same management as the Buffalo Ankerite Gold Mines, Ltd., and many of the large stockholders of the latter company are also stockholders of the Marbuan Gold Mines Ltd.

"By reason of the small amount of issued stock and the small outstanding indebtedness against the company it is anticipated by the present management that this company can be placed on a dividend-paying basis at an early date. It will be recalled that the Ankerite Gold Mines Syndicate started operations on its property about May, 1932, and transferred title to its properties to the Buffalo Ankerite Gold Mines, Ltd., in October, 1932, and the company was on a dividend-paying basis by August 15th, 1933 and has continued to pay dividends since that date. During the early stages of the operation of the Ankerite properties gold was not selling at as high prices as at present but notwithstanding the properties operated at a profit from practically the beginning.

"Although the stated capacity of the mill is 150 tons per day it has been operated in the past to an average of 185 tons per day and this capacity can be increased without a great expenditure of money. A net profit of \$20,000 per month on the operation of the property would yield a return of over 34 cents on 700,000 shares of issued stock and it is believed by the present management that these earnings are entirely possible at the completion of the present development programme now being carried on by the company."

Some months ago two moons in the sky were reported from North Bay honest and sober people in the Halfway City being ready to swear to noticing the phenomenon of two moons in

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1000 feet. Diamond drill records show an extension of the No. 5 and No. 3 veins below the 675-ft. level and indicate good values. Crushing started in June and the mill was placed in operation on July 1st.

TRAFALGAR LONG LAC LIMITED

"Citizens of the North, who may have been out during the midnight hours of Wednesday or Thursday night, had the pleasure of seeing the moon on display in a manner which could hardly have been improved. Reflecting as it did on the waters of Lake Temiskaming the whole scene presented a picture which no artist could have done justice to. "Simply gorgeous" was the comment of one who delights in such nature studies, and whose imagination could plainly see the wide smile of "the man in the moon."

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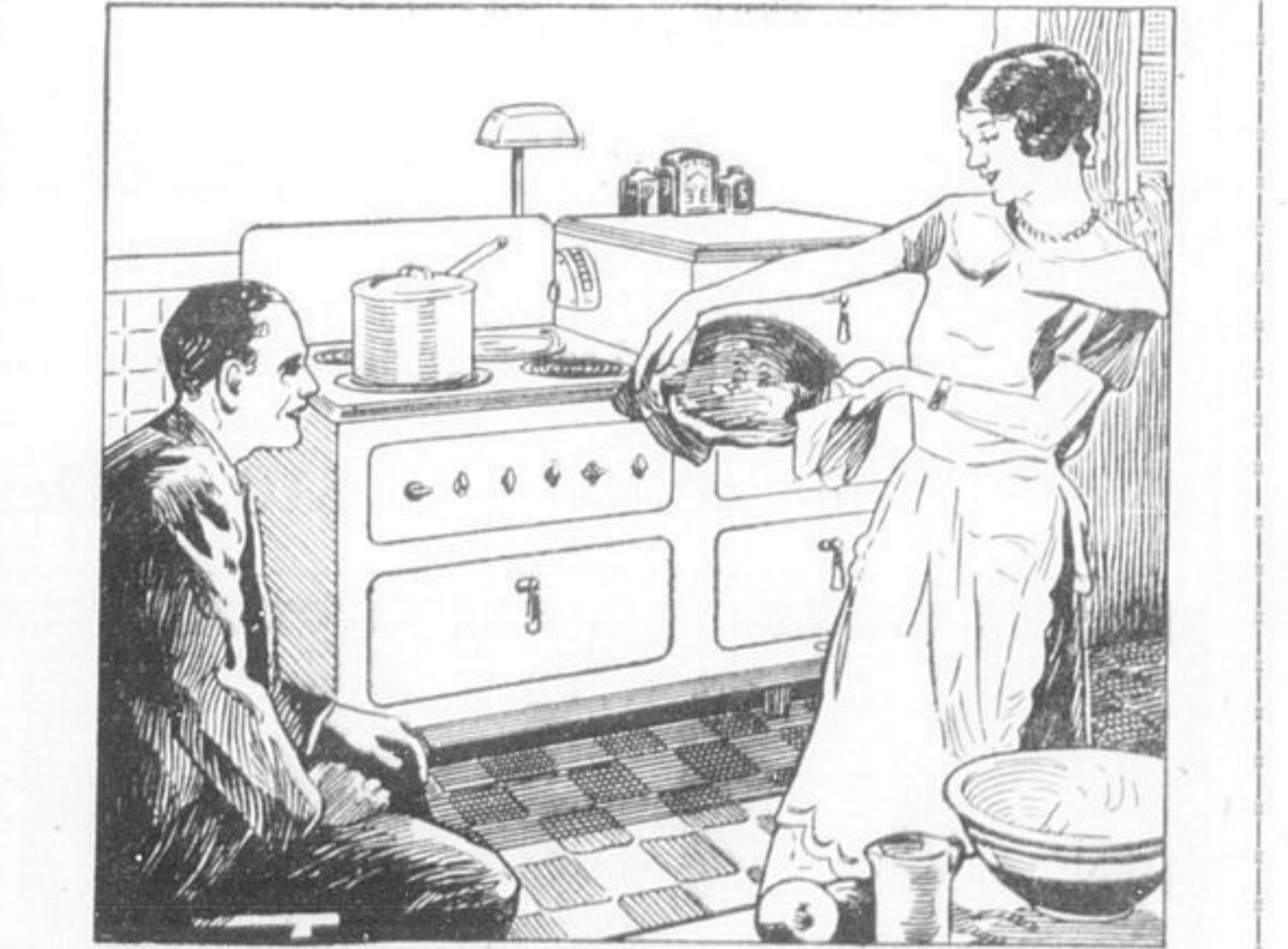
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Deaths by Violence in 1933 Showed a Decrease

A decrease of more than 400 was shown in the number of deaths from external violence in 1933 when they numbered 6,173 as against 6,645 in 1932, says a report issued by the Dominion Bureau of Statistics. The rate per 100,000 was 58 as against 63 in the previous year, and was the lowest recorded during the period 1926-1933 for which vital statistics have been compiled. The highest rate during this period was 73 per 100,000 in 1930. Suicides numbered 917, with a death rate of 8.6 as against 1024 and a death rate of 9.8 in 1932. In 1933 there were 142 homicides giving a rate of 1.3 per 100,000 and compared with 158 deaths and a rate of 1.5 in the previous year.

The number of deaths resulting from accidents in 1933 was 5114 and the rate 48 per 100,000, as compared with 5,463 deaths in 1932, giving a rate of 52 and was the lowest during the period 1926-33.

Drownings in 1933, exclusive of those occurring in land or air transportation numbered 993 or 20 per cent. of the total of fatal accidents. Land transportation accounted for 1331 deaths or 26 per cent. of the total. Of those, deaths in automobile accidents numbered 954 or 19 per cent. of all accidental deaths. Excluding those cases where an automobile was involved there were 204 deaths in railroad accidents and 21 in street car accidents. Accidents in mines and quarries accounted for 71 deaths, 23 persons were killed during the year in airplane and balloon accidents.

Hamilton Spectator:—"Hepburn will fix you," an irate motorist told Constable Wentworth of Grimsby. If this keeps up, mothers will soon be using Hepburn's name to get the children to bed early.