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## Kapuskasing Now on Air and with Airport

First Test Messages Plainly Heard in Kapuskasing Last Week. Airport in Service.

(From The Northern Tribune of Kapuskasing)

If you have a map on which you have marked a dot to designate Kapuskasing, make the dot a little bigger now. Kapuskasing was already on the railway map, through its national trans-continental line, and on the highway map through being on the trans-Canada highway (if and when). Now it is definitely on the airway map of Canada too.

We had the unique experience on Monday of hearing on our radio Kapuskasing's new radio station attempting to talk to a plane thought to be flying east from Winnipeg bearing a party of federal aviation officials. The calls were on a short wave band, at the point of 5.64 megacycles, and were clearly heard. We scented a story, so we chased out to the new airport expecting the landing of the big plane; but upon arrival there it was learned that the party had changed their plans and turned back to Winnipeg after getting unfavourable weather reports. The plane has not come through here yet. The officials started their inspection tour of the trans-Canada airway at Vancouver, and are not making any attempt at speed. They are landing at all the main airports and thoroughly going over the equipment and the general situation, preparatory to scheduling the first flights over the new coast-to-coast beeline.

But while we didn't see any big plane come down, we learned a few interesting things. We discovered that two radio engineers from Ottawa, Mr. J. Albulet, engineer in charge, and S. C. Jones, radio operator, were busy installing a new short wave radio station for the airport here, in the attic of the office building at the Experimental Farm. The station could not be installed at the airport for the present because there is no electrical current out there; so Supt. Ballarayne has cooperated—as he always does—and allotted them space in the Farm office building.

It was the voice of operator Jones we had heard in town so clearly on the short wave band of 5.64. He explained that they were first notified that the big plane was coming through on Monday about 12 noon, and it was decided to test out the local radio in-

stallation by trying to contact the plane as it came east. Mr. Albulet told us that he thought the range of the equipment at Kapuskasing would be about 200 miles, or just beyond Opiniska (near Nakina, where the next airport is located).

Before we visited the airport, Mr. Jones could be heard at short intervals repeating his calls to "Aircraft BCT" asking them to call back if they were hearing him. And for the first time the message kept going out. "This is Kapuskasing calling." As explained above, it transpired that the plane was not within range of the new station here, as a telegram soon informed the local airport officials.

In the short time that we were listening for the first time on the wave band of 5.64, having been told by Mr. E. K. Ottosen that the Kapuskasing airport was on the air and expected a big plane to come in, we heard Opiniska talking to Oskelanea in Quebec, reporting routine flights of private aircraft. The conversation was interesting.

It will not be long before Kapuskasing's radio station will be frequently heard on this wave length, so we're passing the information on to readers to tune in. In this way they may get an advance tip of the approach of one of Canada's big new air liners—in time to get out to the airport and see it land.

We will have to write another story soon about the fine new airport just west of the town. It certainly is a story by itself.

## Big Increase of Business by the Confederation Life

Toronto.—Under the leadership of R. C. Mortson, manager, Timmins branch of the Confederation Life Association showed a 13 per cent. gain in issued business for the first six months of 1937 over the same period of last year. The achievement is all the more outstanding when it is recalled that Confederation Life carries on business in 23 countries of the world, pointed out C. D. Devlin, general superintendent of agencies.

"The new business, amounting to \$22,483,854 for the first six months of 1937, and \$4,598,012 for the month of June, is the highest in six years. Canada, Great Britain, Cuba, West Indies and Far Eastern agencies register increases of substantial amounts, indicating that the gain is general, both at home and abroad," declared Mr. Devlin.

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## Reviews Romance of Town of Larder City

Population Grows from 45 to 1100 in Two Years. Omega Mine Chief Support.

Sidney Norman, mining editor of The Globe and Mail, is at present making a tour of some of the mining areas of the North in The Globe and Mail's recently purchased aeroplane, "The Flying Newsroom," as they call it. On this trip the "Flying Newsroom" has confined its calls to the Kirkland Lake and Noranda areas. Last week Mr. Norman was at Larder City and wrote interestingly of that revived centre. What he has to say will be of special interest to readers in the North, and is accordingly given herewith:

**Town in North Has New Vigor**  
Noranda, Que., July 15.—When The Flying Newsroom lighted gently in Larder Lake yesterday afternoon the greater part of the new boom town, Larder City, was on the dock to look us over and give us the hospitality that is always found in mining towns.

Here, indeed, is a typical new mining community, one of the sure signs being that the inhabitants use the centre of the main street for their perambulating exercises. There are no sidewalks yet, and the sides of the street are cluttered with building material and all sorts of supplies and a hundred or so motor cars.

**Bustle and Optimism**  
An air of bustle and optimism pervades the whole, while the presence of innumerable youngsters, mostly in bathing suits at this time of the day, and a goodly sprinkling of attractive young girls, proved that many a family had invaded the new mining centre prepared to stay and see it through.

As a matter of fact, here is a remarkable instance of what mining is doing for this province. Gold was first discovered hereabouts over thirty years ago, and the first community was then founded.

I was informed that the townsite was surveyed back in 1906 by Balmer Neilly of McIntyre Porcupine and Gordon Summers on the same plan as Johannesburg, South Africa, with generous provision for public parks and buildings, not to mention churches. The first promise of metropolitanism was not fulfilled, however, and the population gradually dwindled, until two years ago there were but forty-five old-timers left, practically all on relief, clinging stoically to the belief that "she'd come back." At that time there were but three motor cars between Bigood and Larder City and only one with a license.

Since then the change has been rapid and complete, the real transformation being born when Securities Commissioner John M. Godfrey succeeded in composing the troubles of the Omega Mine and paving the way to resumption of operations on a large scale.

**Godfrey Street**  
In honour of that accomplishment, the main street was renamed Godfrey Avenue. The population at this time is estimated at 1100 and motor cars have increased to around 300. John Granger, an old-timer well-known to every one who has travelled the old trail between Kirkland Lake and Noranda, an overseas veteran and postmaster at Larder since the early days, is adding twenty rooms to his hotel and two others are

building. It is estimated that construction has reached a total of at least \$250,000 in the past two years. The mainstay of the town at the present time is the Omega Mine, two miles from the centre to the east, where 225 men are employed. Kerr-Addison, with 125 men; Martin-Bird, with 75; Fernland Armistice and Raven River are all tributary to the town. Kir-Vit has just completed a comprehensive diamond drilling campaign, has been hooked up to the Hydro system, and the local report is that shaft-sinking is to be commenced at once.

**Good Backing**  
These operations, with several more of lesser importance, provide a good backing for the town's prosperity, and its inhabitants are looking forward to even greater growth.

Over on Raven River the McNamara Construction Company is finishing the power plant, and it might be mentioned that both the Dominion and Imperial Banks are constructing new buildings. Through the courtesy of Mine Manager Angus D. Campbell, our party was given an opportunity of a brief visit to the surface work of the Omega Mine, where the mill is handling 450 tons daily and where I was told costs were brought down to \$3.46 per ton last year. The operation is being carried on through No. 2 shaft, which has reached a depth of 1000 feet and which was started by the predecessor company, Associated Gold Fields, in early days.

Number One shaft, put down by Crown Reserve, is not at the present being used. The milling flowsheet is particularly simple and effective. From the coarse crusher at the mine the product is carried by conveyor to the three-sixteenths of an inch, hence to a 600-ton storage tank and from there to a large marcy mill and smaller tube mill. After being crushed to 100 mesh it

is sent to the flotation unit and thence to cyanide tanks. Mr. Campbell says the average concentration ratio is around six into one.



'HOHENZOLLERN WAS QUOTED AS SAYING "ME UND GOTT" (HOW WORDY!)'  
—Scott in Postland Morning Oregonian

## Geography as it Was a Half-Century Ago

United States School Books Did Not Pay Very Serious Attention to Canada.

Mr. R. F. Wear, of Timmins, has kindly allowed The Advance to peruse a school geography that has been in the family for close to half a century. Mr. Wear does not know the year in which the geography was purchased, but remembers that his father's family lived for some years in Bangor, Maine, and the book was brought to Canada by the family when they came here. The title page of the book shows that it was published in 1886, and so it is over half a century since its material was gathered or revised.

The book is titled "Warren's Primary Geography," and it was designed for use in the schools of the United States. The publishers were Cowperthwaite & Co., of Philadelphia, and an announcement in the book shows that the firm specialized in school text books. Among the books featured were: "Monroe's Physical and Vocal Training," "Greene's Improved Grammars," "Berard's New United States History," and "Parker's Arithmetical Charts."

A preface to the geography says:—"Since the last general revision of Warren's Primary Geography," so many successive editions have been called for that it has again been found necessary to renew the electrotype plates from which it is printed." If the writer of that geography book had to revise it to meet the geographic facts of today, not only would the electrotype plates, but the maps and all the reading matter would have to be changed to meet the facts of to-day. There have been so many changes in the maps of Europe and Asia that the plates of fifty years ago appear as curiosities. Ever in regard to the United States the changes in fifty years are startling. A picture given in the geography book of the City of New York looks about as much like the present-day New York as Calabogie looks like Ottawa.

It is interesting—and somewhat amusing—to search in the 50-year-old geography for reference to Canada. The United States geography dismisses the neighbouring country—with more area than its own—with a few naive paragraphs.

One lesson says:—"North America is divided into many countries, of which the largest and most important is the United States. This country occupies the middle part of North America and extends from the Atlantic ocean to the Pacific. North of the United States is a large country belonging to Great Britain, and called British America. The larger part of it is cold barren and uninhabited. The principal cities and towns are in the southeastern part. The Dominion of Canada is the name now given to the whole of British America, except Newfoundland. Montreal is the largest city of British America. It is built on an island in the river St. Lawrence. Quebec is strongly fortified and part of it is built on a high rocky bluff. Toronto is a flourishing town. Ottawa is the capital. The capital of a country is the place where the laws of that country are made. The French people were the first settlers of Canada and many of the present inhabitants are of French descent. British Columbia first attracted settlers on account of the gold that was found there. Victoria is the capital. The inhabitants of the northern part of British Columbia are chiefly Indians and Eskimos, with a few white traders. The Eskimos inhabit the extreme northern districts. They are a filthy ignorant people, who live in huts made of ice, and dress in the skins of beasts. The white bear, seal and walrus furnish the Eskimos with food and clothing, as well as with fuel and light. The walrus is like a large seal, and is sometimes eighteen feet in length, with tusks three feet long. The white bear is a ferocious creature, yet the Eskimos, armed only with spears, do not fear to attack it." And that's all about Canada, fifty years ago, according to Warren's Primary Geography. Fortunately the writer of the book

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(presumably Mr. Warren) did not say a word about the Algoma wolves, or The Sault Star would be turning him round in his grave, if he has passed away, as seems likely, or giving him an otherwise dizzy time if he still remains upon the earth about which he wrote so knowingly.

Of course, by far the greater portion of the geography is taken up by text, pictures and maps regarding the United States of America and the several states included in that category. Some of the illustrations include:—"Indians Hunting Buffaloes," "View of the Rocky Mountains," "Lassoing Cattle." Two or three pages each are given to the other continents, with maps and pictures to complete the story of the relative importance of the various parts of the world.

At the end of the book there is a "Pronouncing and Explanatory Vocabulary." In this part of the book the title "Winnipeg" is said to come from the Indian language and to mean "Turbid Water." It is a wonder that the Winnipeg of 1886 would quietly endure having dirty water thus thrown on their fair name. Montreal fares better being simply described as "Royal Mount," though it was not suggested how Montreal got that way.

Toronto is given as an Indian name signifying "Trees rising from the lake." This, of course, was before there was any chewing gum marathons in the lake. Recently there has been considerable discussion as to the derivation of the word Toronto. Whether the statement in Warren's Primary Geography will help settle the dispute is an open question. It might at least renew the question and restart the argument. The old geography says that the proper pronunciation of Toronto is "To-ron-to," with accent on the "ron." To-day the usual pronunciation is "Tronta," with emphasis on the nasal part.

## Why Are the Ranks of the Prospectors Thinning Out?

(From Globe and Mail)

The briefest trip to the important mining areas of the North suffices to instill into one the overwhelming importance of past, present and future developments in a potential field stretching from the westernmost boundary of Ontario and beyond clear east to the latest discovery in the Province of Quebec.

He would be a seer indeed who could look far enough into the future to foretell what will happen over this immense area in the years to come, but it is a very safe guess that, granted there are no man-made handicaps, it will be many a decade before the last mine will be brought into production.

Candor demands, however, the unequivocal statement that in the Kirkland Lake, and Larder Lake areas of Ontario and the western camps of Quebec prospecting and initial promotion are at a very low ebb in comparison with the successful activity of recent years. Around Rouyn-Noranda the condition is particularly noticeable, and men in all walks of life agree in voicing that opinion.

We do not intend to obtrude our own ideas as to the cause, but we do strongly urge Government officials and leading mining men of both provinces to look the situation over for themselves, as a matter of vital interest to them and the whole of this Dominion.

Here is a grand stretch of mineralized land, with an agricultural fringe between it and the international boundary, in a country that must depend in



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But are they not forgetting the less fortunate members of the community? There is abundant medical evidence that those engaged in hard

manual labour obtain real benefit from a glass of beer after the day's work. Yet it is just these people who were debarred from the opportunity of obtaining legally a single glass of beer by the former restrictions.

After all, abuse is considerably less probable in a public place, under government control.

Public opinion is a strong weapon and one which inevitably will make for moderation if it is given a chance.

That after all is the British way! Just as it would be against the British tradition to withhold from the poor, privileges that are accorded to the rich!

• This advertisement is inserted by the Brewing Industry in the interest of a better public understanding of certain aspects of the problems of temperance and local option.

