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### Twenty Years Ago

From The Porcupine Advance Files

Twenty years ago there were many expressions of regret in The Advance at the fact that the expected visit of the Prince of Wales to Timmins on his way west had been cancelled. The regret in the newspaper simply reflected the general regret felt here, and as a comfort to the people The Advance suggested that the popular prince might call at this new town on his way back from the west. This was what did occur as will be noted in this column later on. In the meantime, however, all preparations had been made to welcome His Royal Highness here on Sept. 4th. Acting Mayor Brazeau had proclaimed Sept. 4th a civic holiday. The Mayor, Dr. J. A. McInnis, cut short his holiday to return here to be present on the visit of the Prince of Wales, and many other preparations had been completed for a royal reception to the royal visitor. However, word was received that the Prince of Wales would not call here on his way to the west, as expected, though no reason was given for the change of plans.

John Towar, a Finnish American, who brought I.W.W. literature into the Porcupine camp, this literature being considered as highly seditious and objectionable, was before Magistrate Atkinson at Timmins twenty years ago and pleaded guilty to the charge. He had no lawyer and said he did not want any. "Apparently his attitude was that he had been caught and the best plan was to take the consequences and say nothing," said The Advance at the time. In sentencing Towar to two years in jail, Magistrate Atkinson took opportunity to point out that it was not intended to allow agitators and seditious-mongers to come here and attempt to cause disturbance and unrest.

Twenty years ago there were four games in the Dickson Football Cup series. On August 22nd, Porcupine Dome won from Iroquois Falls with a score of 24 to 1 in a very fast game. On August 27th, Timmins was to play the McIntyre at Schumacher, but Timmins had only six men at the game, the others in the team apparently overlooking or forgetting the match, the result being that the game was defaulted to the McIntyre. At the same time so as not to disappoint the crowd Schumacher kindly loaned the Timmins players a number of footballers to make up a team and an exhibition game was played. A game between Iroquois Falls and McIntyre resulted in a draw 1 to 1.

Many in Timmins will remember the notorious automobile, or what-have-you, owned for a time by some of the financial magnates (or maggot), as one of the firemen called them) at the Timmins fire hall. This automobile, or otherwise, as the case may be, was named "110" after the locomotive of the same name owned by Lou Shaw and used by the T. & N. O. In regard to 110, The Advance in its issue of Sept. 3rd, 1919, had the following to say: "The famous steamship on wheels, known as 110, saw it that Monday was duly observed as Labour Day by a number of the boys at the fire hall and by some others. No. 110 is in the hospital but hopes are entertained that following surgical operations by Drs. Ernie Scheletier, Peter Taylor and J. Robson and others, recovery may eventuate in a few days. It is difficult to kill a Ford and especially a Ford like 110, but the boys are doing their best. In the operations gas will be given."

Under the provisions of the Ontario Election Act, 1919, the voters' lists for the voting on the temperance referendum were prepared twenty years ago. The municipal voters' lists had been used in previous provincial elections, but for the 1919 election, special provincial lists were prepared. Sheriff Caldwell was the revising officer for the town of Timmins and held a couple of sessions here for the benefit of those who wished to appeal to have names added to the lists or taken off the lists. The Advance twenty years ago urged the necessity of desirability for improvement in the restaurant service at North Bay in regard to the T. & N. O. traffic. It was pointed out that service was so slow that passengers on the trains were unable to get food before it was necessary to take their trains. After this reference in The Advance a very noteworthy improvement was seen in the service for a time at least. Eventually the improvement was so pro-

nounced that there remained no cause for complaint in this particular.

The Labour Day celebration at Iroquois Falls in 1919 was even more successful than in previous years. The crowds from outside were so great that even the organization and preparations at the Falls were hardly sufficient to accommodate. The programme was very good and the weather quite pleasant. Timmins was largely represented at the event, several hundred from here going over for the occasion. Timmins made a general clean-up in the various events. In baseball the Timmins team defeated Cochrane in the first game, winning 13 to 1, thus securing the \$40 cash prize. In the second game Timmins was again the winner, the second prize being \$100. The Timmins baseball team thus made \$140. Miss Lillian McCortney won the ladies' race.

### Empire Conference on Health Now Suggested

The idea of Empire co-operation in health conservation has been mooted in England and is likely to meet with support in all the Dominions. At the recent Imperial Social Hygiene Congress in London, Dr. Gordon Bates, General Director of the Health League of Canada brought the matter up and now it is suggested that an Empire Conference on Health would be of great value.

Referring to this proposal, Toronto Saturday Night says: "We hope that Canadian governments and health organizations will give it their sympathy and support. Almost every part of the Empire has achieved notable success in some departments of health work and needs guidance and inspiration in others. Canada can teach Great Britain a great deal about the suppression of diphtheria and of the diseases communicable by milk, but she can learn from Great Britain a great deal about the democratization of medical services, the study of nutrition problems, and many other things, while New Zealand with its amazing death rate should be able to teach the whole Empire on quite a lot of subjects."

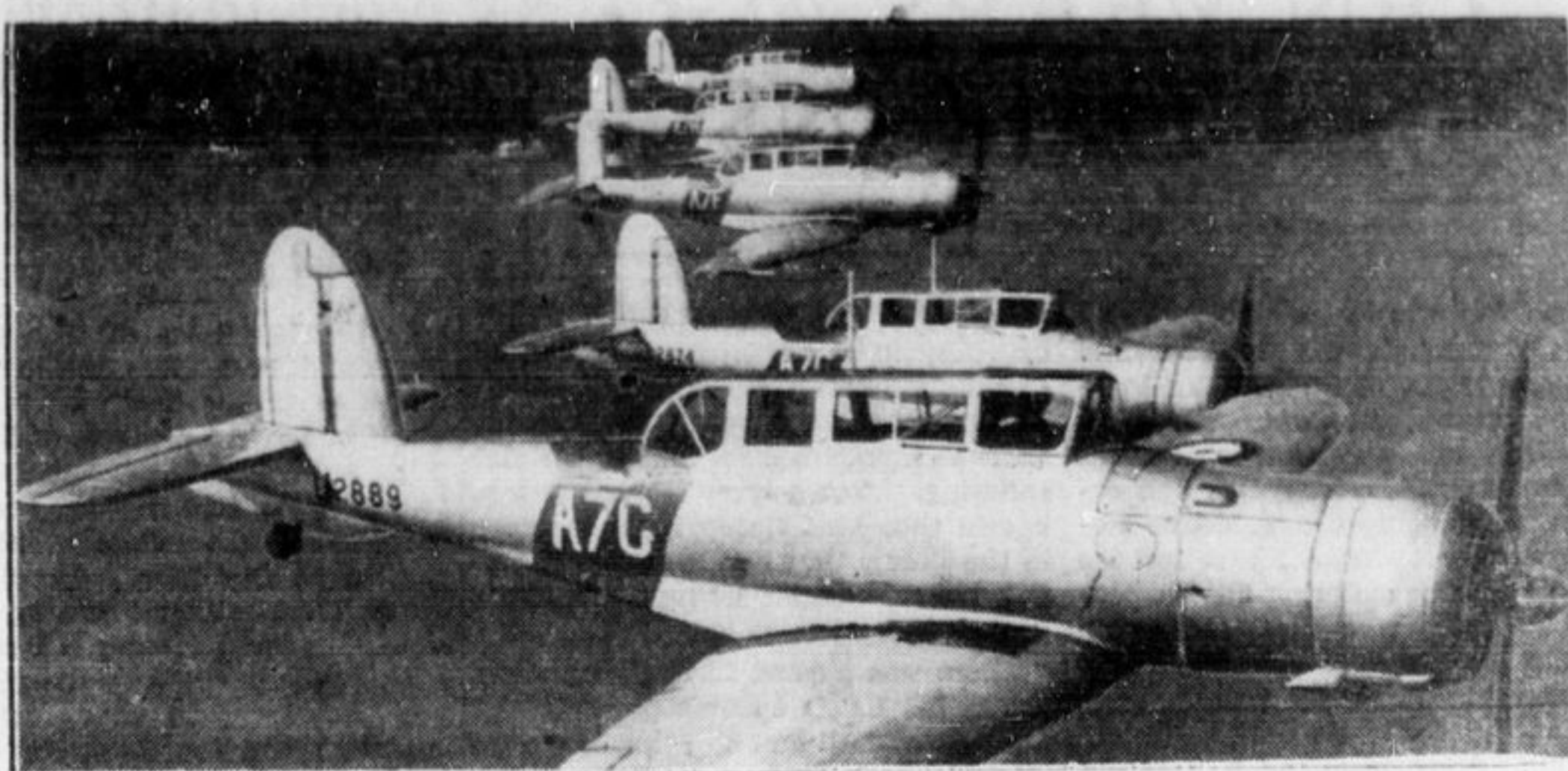
### Second Evening of Virginia Jubilee Singers Here

### Social Evening for Choir and Singers After the Event.

A very large and appreciative audience was present at the second musical evening presented by the Virginia Jubilee Singers in the Timmins United Church on Tuesday evening, under the auspices of the United Church Choir. Mr. Herbert Treneer, choirmaster, acted as master of ceremonies, introducing the Singers on this, their fifth visit to Timmins. A complete account of the programme as presented on Monday will be found elsewhere in to-day's paper.

Globe and Mail:—The old familiar cry, "Butter up!" will presently cease for some months, to be followed by the less thrilling call of "Butter up!"

### BOMBERS DART OVER GERMANY



Bombers now have speed and increased cruising range, far exceeding anything known in the past war. Working from bases in France and Poland, even from Britain direct, giant ships like these can dart into Germany at 300 miles an hour. Already three British 'pamphlet' raids over Germany have been successfully carried out as well as bombing raids on German naval bases.

### Business as Usual at the Mines During the Days of War

### Costs May Go Up, but Offset by Other Favourable Features. Well Stocked With Supplies.

and lower supply purchases, without serious interference. Those mines not so favorably situated can be expected to make a determined effort to improve their positions against the possibilities of a rise in costs.

Some reservists, as elsewhere, have been called to the colors from mining fields, but the number affected is a mere handful and makes no impression on the staff or crews at even small mines.

Some mining companies may find it necessary to reduce expenditures in outside exploration to protect their liquid position, but this situation will not be general. This may not hold at all for United States operators, especially in such a case as American Smelting & Refining Co., which, for instance, is engaged in a widespread search in the Rouyn area for copper.

Aldermac Copper Corporation is meeting a greater demand for its pyrite product, which recalls that during the last war mines were worked exclusively for pyrite. At Aldermac, of course, pyrite is a by-product to the production of copper, and at present a trainload of concentrates is shipped daily on an 80,000 tons order.

"To judge the future we have only history to go on, and 1914 does not present a parallel for conditions today," the manager of one of Canada's largest mining organizations told The Northern Miner. The government had given notice of controlled prices, and with prices controlled so would be the cost of living and mine operation.

Canada's mining industry has assumed great growth since the days of the last Great War. Britain and France will look to the country as a source of much of the needed copper, lead and zinc, and virtually all of the nickel. Canada will also be looked to for gold to help with munitions purchases.

Capital will not be inclined to go into new ventures until the war basis of costs is determined. There will be interference with prospecting until a search starts in old deposits of war minerals. Old molybdenite, lead, zinc chrome and copper prospects will be gone over again. It can be expected that base metal properties such as Lake Geneva, Base Metals Mining, etc., will be reopened immediately should metal prices get back to a profitable point.

Development of the Sleep Rock iron deposit will no doubt be pushed ahead as rapidly as possible. There was a dropping off in prospecting during the first months of the last war, but by the time conscription was enforced a prospector searching for molybdenite or some other war mineral was likely to get exemption from military service.

The continued heavy demand for gold will likely see parties in the field next spring, pretty much as usual, searching for new sources of the metal that promises to be all-important for the purchase of war munitions to such countries as the United States.

### Prospector's Perfect Pearl Project Plotted

Writing in his noted column, "Grab Samples" in The Northern Miner recently, W. J. Gorman says:—  
Prospector's Pearl Project  
"Two medical students, out for a holiday in Northern Ontario, were paddling through a lake in the Tyrrell-Knight area, when they noticed a naked individual, with a canoe tied to his waist by a rope, standing in shallow water near the centre of the lake. When he saw them approaching, he clambered in to the canoe and paddled swiftly in toward a tent pitched on the rocky shore."

"Curious to learn the reason for this peculiar action, the students followed. They were greeted cordially by the former occupant of the canoe, who had donned his clothes. He hastened to explain that he had found several pearls in mussel shells along the shore of the lake, and was thinking seriously of starting a pearl farm. He pointed out that the various shells and ledges were covered with mussels and fresh water clams, but that pearls were only found in those that had been injured in early life. He believed that if he partly crushed the shells of a certain number of the shell fish each year, he would have a continuous supply of pearls to market each season, and he explained, with a twinkle in his eye, that he was looking over the ground with that end in view."

"Even though my claims don't develop into a mine, I'll have the pearl farm revenue to fall back on for my old age, and," he concluded, "that means a lot to me, for I've put everything I ever made back into the ground."

"That's an excellent idea," countered one of the students, "but I'm afraid that you will have difficulty in finding a market. Scientists have recently perfected a synthetic pearl that far outclasses the real article, and it can be manufactured and marketed at a practically fractional cost."

"Stumped for a moment, the prospector scratched his head. Then his face brightened as he quickly replied, "But heck, man, those pearls I found were solid gold!"

"It developed later that the prospector had found some interesting float along the shores which he believed came from a hidden source in the lake, and had been engaged in a survey of the hidden shoals and ledges. His "pearl farming" was a bit of camouflage a little too elaborately worked out."

### The Real Head of the Army

(Sault Ste. Marie Star)  
Here is one which is worth while adding to your collection:

A Sault man was explaining that King George is the official head of the British army and that President Roosevelt is the official head of the U. S. army, but that the actual work was done by the chief of staff and the generals and so on.

"Now," he asked, "do you understand?"  
"Yes, dad," said his ten-year-old daughter, "King George is the head of the army just the same as you are head of this house."

Sudbury Star:—Canadian newspapers do not appear to be of one mind regarding the putting of one "I" or two in Nazism. We would say, however, that both eyes should be knocked out.

### New Device on British Planes to Prevent Fire

New "Crash Switch" Makes L.A.F. Planes Practically Immune from Fire.

(By Robt. Williamson, London)  
A new device for aircraft, designed to prevent or put out fire in any emergency either during flight or on the ground, has been adopted by the Air Ministry and is being fitted as standard to R.A.F. aircraft.

Switches cause automatic inundation of the engine compartment with methyl-bromide—the most effective anti-fire chemical known—if the aircraft crashes, or turns on its back while landing, or if fire breaks out while the machine is in the air.

The inventor is a retired British Naval officer, Captain H. M. Salmond, C.I.E., R.I.M., a cousin of Air Marshal Sir John Salmond, who worked on the problem of automatically preventing fire after a rear relative had been in a car crash.

Before accepting the idea, the Air Ministry required that the extinguishers should be worked automatically in less than ten seconds after the minimum rate of loss of velocity which would cause crash conditions and serious damage to the machine.

Tests carried out at Royal Aircraft Establishments showed that the requirements were met, and the Air Ministry began to fit the equipment experimentally to R.A.F. machines. It will be a standard part of all R.A.F. aircraft in future.

Oshawa Times:—Rural mail carriers are to have special markers to put on their cars. But they have not had their pay raised.

# WOMEN!

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### Britain Determined to Have the World's Best Air Lines

### "Sub-Stratosphere" Monoplane Now in Construction.

(By Robt. Williamson, London)  
Early announcement is expected of the identity of the man who will direct the future development of British air liners. He will hold the position of independent chairman of the new Civil Aviation Development Committee, a body with wide powers and high status which is to be set up in accord with the recommendations of a committee appointed to advise the Secretary of State for Air on the production of civil aeroplanes.

He will be supported by three permanent committee members, representing respectively the British Overseas Airways Corporation, the Air Registration Board—responsible for airworthiness of many categories of civil aircraft—and the Society of British Aircraft Constructors. Representatives of other air transport interests may be co-opted. The main task of the Committee will be to co-ordinate the needs for new kinds of air liner of the air line operators at home and abroad, with the idea of concentrating production upon relatively few types of aeroplane which are likely to be ordered in quantities adequate to justify large scale manufacture.

### 14 Planes—£1,000,000

British factories already have in hand important contracts for new all-metal air liners which each have new standards of speed and efficiency. Fourteen F.C.-1 4-engine monoplanes are being built at an aggregate cost of nearly £1 million. They will carry up to thirty passengers in supercharged "pressure" quarters at maximum level speed of 275 m.p.h. (442 km. h.).

In addition to new flying-boats, the Short company has in construction large land planes, one of which is designed for travel in the "sub-stratosphere" at heights around 25,000 feet (8,000 metres). It will cruise at not less than 280 m.p.h. (450 km. h.) and its maximum speed will exceed 330 m.p.h. (530 km. h.).

The de Havilland Flamingo twin-engine all-metal monoplane (12 to 20 passengers at cruising speed of 210 m.p.h. (338 km. h.)) is already in large production. The first machine has gone into service on the London-Jersey run. Many Flamingoes have been ordered to fulfil some of the transport needs of the Royal Air Force, a means of enlarging the "home" market for civil aeroplanes which was strongly recommended by the advisory committee.

### Polish in Noranda and Rouyn Anxious to Enlist

(From Rouyn-Noranda Press)  
One hundred men of Polish birth now living in Rouyn and Noranda are waiting for Canada's word on what they are to do in the war against Germany. Every one of them is anxious to go to the front. B. Pinkos, president of the Polish Catholic White Eagle Society, told The Press this week.

"We can do nothing," he said, "until Mr. King announces that some organization is ready. We do not know whether Canada would like us to fight in the Canadian army or whether we are to go overseas as a foreign legion."  
About half the "real Poles" in Rouyn and Noranda are naturalized Canadians, Mr. Pinkos said. So far as can be learned, only one of them served on the western front during the Great War. He is Kostanti Hojowski, a former member of the French foreign legion. He may be too old this time.

Nearly all of these people have relatives in the Polish army. Rouyn-Noranda Poles come from all parts of Poland, some of them from the Cracow industrial district which has been the scene of one of the most powerful German attacks, while others have come from near Danzig, Warsaw, and the eastern part of the country toward which the Germans are driving.

They have a stolid faith in the Polish army. They realize full well that it cannot hold out forever against Germany and that's one reason they are so anxious to get to the front with Britain and France, in an effort to draw a good part of Germany's strength to the west, so lessening the pressure on Poland and perhaps staving off conquest.

There are divisions of the Polish army which are sworn not to surrender before death. Of such men were the 77 who held out against the invaders for days near Danzig. Of such, 55, are the men who left Gdynia to raid Danzig, going to almost certain death.

Kincardine News:—An understanding wife is one who has the pork chops ready when you come home from fishing.

### TIME TABLE CHANGES

EFFECTIVE Sunday, Sept. 24th, 1939

Full Information from Agents Canadian National Rlys. T-290

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