

Church Directory

First United Church
Fourth Ave. and Cedar St. N.
REV. W. M. MUSTARD, M.A., B.D.
Timmins
Minister:
11 a.m. Morning Worship.
7 p.m. Evening Worship
12.15 p.m. and 2.30 p.m. The Church School.

Christian Science Society
Oddfellows' Hall, Spruce Street North
Sunday Service 11.00 a.m.
Sunday School 9.45 a.m.
Christian Science Reading Room,
McInnis Block, 18 Pine St. North.
Open Tuesday, Friday and Saturday
from 12.00 noon to 5 p.m.

Mountjoy United Church
100 Mountjoy Street S.
Minister:
REV. E. GILMOUR-SMITH, B.A.
11 a.m. Morning Worship
7 p.m. Evening Worship
Sunday School
12.15 for 9 and over
2.00 for 8 and under
Delinite Sunday School 1.45
Public Worship 2.45

St. Matthew's Church
Minister: Rev. A. R. Chidwick, L.Th.
11.00 a.m.—Morning Prayer.
2 p.m.—Sunday School.
4.15 p.m.—Baptisms.
7.00 p.m.—Evening Prayer.
Holy Communion on first Sunday of month at 11 a.m.; on second Sunday at 8.30 a.m.; and on third Sunday at 7 p.m.

Schumacher Anglican Church
BANK OF COMMERCE BLDG.
Rev. Canon R. S. Cushing, B.A., L. Th.
Priest-in-charge.
10.00 a.m. Sunday School
11.00 a.m. Morning Prayer
7.00 p.m. Evening Prayer
Holy Communion on first Sunday of month at 11.00 a.m.

Trinity United Church
Schumacher
AND
Porcupine United Church
Morning Worship—Schumacher 11 a.m.
Evening Service—Golden City—7.00 p.m.
SUNDAY SCHOOL
Golden City—1.30 p.m.
Schumacher—2.00 p.m.
Come to our friendly, inspirational services.
See that your children are at Sunday School.

Pentecostal Assembly
Cor. - Rea and Commercial Ave.,
Timmins
Pastor J. Spillenaar
Sunday—Morning Worship 11 a.m.
Sunday School 1 p.m.
Evangelistic Services 7 p.m.
Friday—Childrens Church 7 p.m.
Prayer Meetings 8 p.m.
25 Golden Ave., South Porcupine
Sunday School 2.30 p.m.
Evangelistic Service 7.30 p.m.
Tuesday Young Peoples Meeting 7 p.m.
Thursday Childrens Church 7 p.m.
Prayer Meeting 8 p.m.
All Welcome

United Church
South Porcupine, Ont
BLOOM AVENUE.
REV. J. C. THOMPSON
11.00 a.m.—Morning Prayer
Evening Service—7.00 p.m.
SUNDAY SCHOOL
10.00 a.m.—For all 12 years and over
11.00 a.m.—Dome Sunday School
2.00 p.m.—For all below 12 years

St. Luke's Evangelical Lutheran Church
South Porcupine Ont
(Missouri Synod)
Rev. E. Reil, Pastor
Divine Service at 8:30 p.m. in the Anglican Church, South Porcupine
All are welcome

The Presbyterian Church in Canada
MACKAY PRESBYTERIAN CHURCH
113 ELM STREET SOUTH
Minister: Rev. Dr. Geo. Aitken, Th.D
11 a.m. Sunday School and Morning Service
7 p.m. Evening Service
You Are Welcome

The Salvation Army
CAPT. and MRS. DOUGLAS CHURCH
Services Sunday—11 a.m. and 7.00 p.m.
Wed. 2.30—Home League
Thurs. 8.00 p.m.—Public Meeting
You are invited to attend these Gospel Services.

B'nai Israel Synagogue
Cedar Street North
ISRAEL I. HALPERN, Rabbi
W. LINDER, Cantor

St. Paul's Church
South Porcupine, Ont
Rev. H. G. Cook, B.A., L. Th., Rector
Sunday Services
11.00 a.m. Morning Prayer
7.00 p.m. Evening Prayer
Holy Communion on first Sunday at 11 a.m.
2nd and 4th Sundays at 9 a.m.
3rd and 5th Sundays at 7 p.m.
Baptisms and Marriages by arrangement.

North Bay Nugget—If the paper shortage becomes much worse they'll have to start making our shoes out of leather again.

TEN YEARS AGO IN TIMMINS

From data in the Porcupine Advance Files

In an address to the Timmins Kiwanis Club ten years ago, Prof. Geo. Bouchard, M.P., said that the depression then in progress would never be truly over until more people in Canada turned "their heads and hearts" to farming. Agriculture, he held, was more than just a basic industry. In Canada the very life of the nation, and much of the trouble in this country he traced to the neglect of rural life. His idea was to make farming a pleasant place to live—to set it on a closer rivalry with the city. He urged extending electrical power to the farms so that country women may have all the household aids enjoyed by their city sisters. He advised a more universal use of the telephone, pointing out that it was more needed in the rural sections than in the cities and towns. The points made by Prof. Bouchard have special significance today in planning for "after the war".

Nineteen cases were disposed of at the police court here ten years ago. It just nineteen minutes. It was a record that was a worthy one not because the cases only averaged a minute each but because none of them were hurried through or ill considered. Each one received due attention. Most of the accused pleaded guilty and as the majority were what may be called "routine" cases, such as common drunks, many of them took less than a minute to deal with justly and well. Ten years ago The Advance noted that the St. Onge block on Mountjoy street, at the foot of Third Avenue, was being torn down following the fire that wrecked this building. The Cartier Theatre now occupies part of the site of the St. Onge block.

Ten years ago the North Land mourned the death of Dr. J. D. Byrnes for many years superintendent of missions for the Presbyterian church, and later for the United Church of Canada and in whose honour the church at Timmins was named. Rev. Dr. Byrnes had been ill for some years. He was a native of Cumberland, Ontario, and at the time of his death he was in his 65th year. He was the first ordained Presbyterian minister at Cobalt, ministering there for some years, and going to North Bay when he was appointed superintendent of missions for Northern Ontario.

Ten years ago the Ladies of the Moose made a gift to the Timmins V.O.N. that was very much appreciated. It was a complete layette to be loaned to mothers who were not for any reason, able to provide one themselves. The V.O.N. said that the layette was most complete in every particular and was something the need for which had been greatly felt.

Direct relief in Timmins in 1934 totalled \$102,504.02, according to figures released by Premier Heppburn. The total for the province was given as \$16,558,978.62, Toronto alone having \$5,925,647.36. Tuesday, April 2nd, 1935, was the opening day in Timmins of the Freeman Departmental Store in the Bardsone block. Full page advertising in The Advance assured a big crowd at the official opening of the new store. The Advance ten years ago had the pleasant task of announcing the increase in car insurance rates in the North. Passenger hazard rates were raised from \$2 per car per year to \$4 per car per year. The rates for theft and fire were down, however, so it might have been worse.

Timmins Junior Hockey team had a comparatively easy win here ten years ago from the Monteith Academy team the score being 8 to 4. Ten years ago (the first week in April) the North was looking for an early opening of the Ferguson highway. Snow plows were busy between Swastika and New Liskeard and it was expected that in a short time the highway would be open at least as far north as Swastika.

The funeral of Tony Lyubanovich on April 1st, 1935, was very largely attended, there being over 65 cars in the cortege. The services began on Monday in the Croatian hall in Schumacher and were continued at the Catholic Church there under the direction of Rev. Father Gellinas, rector of the South Porcupine R. C. parish. Tony Lyubanovich (familarly known as "Tom Kaiser") was killed in a fall of rock at the McIntyre two other miners, Douglas Craig and Philip Nikais, having remarkable escape from instant death when the large amount of rock fell. Douglas Craig, however, received such serious injuries that he died in hospital a week after the accident. At first it was thought that of the two who seemed to have a miraculous escape, Douglas Craig was the less injured, apparently having no bones broken and seemingly suffering chiefly from shock. Later, however, it was found that he was injured internally and there was no hope of his recovery. He was only twenty-four years of age and had been married only a few months. He was very popular and highly esteemed both in Timmins and Schumacher and district, having attended public school at Schumacher and the high school at Timmins. As an orchestra musician he was favourably known throughout the district. He had worked at the McIntyre Mine for some years, at the time of the accident his position being that of haulage contractor.

George Last, a resident of Timmins for eight years, died at St. Mary's hospital on April 7th, 1935, after a short illness. He was nearly eighty years of

age at the time of death and for some years "had been living with his son, Joseph, on the latter's farm in Mountjoy township.

Police were making a special check-up on speeders ten years ago, there being seven cases of this sort at the court held ten years ago.

Ten years ago The Advance published a series of very interesting letters from Rev. Fr. J. R. O'Gorman, who was on an extended tour, visiting Venice, Messina, Rome and the Holy Land, and writing most interesting and informative letters in reference to the places visited.

The Advance ten years ago reported a quiet wedding at South Porcupine when Miss Myrtle Gertrude Dysart and Mr. Leopold Kramer were united in marriage at the United Church manse. The bride was attended by Mrs. Carl Forsythe and her mother, Mrs. Hugh Dysart. She was attired in a blue travelling suit with white and blue accessories and wore a spray of lilies-of-the-valley. The popular young couple took up residence on Bruce avenue, South Porcupine.

Among the local and personal items in The Advance ten years ago were the following:—"A large number of Timmins people left on the excursion train Friday for Toronto and Montreal." "Mr. and Mrs. Milton Abramson returned from Detroit on Friday after three weeks' holiday." "Mr. and Mrs. Geo. Moore returned last week from their visit to Texas and the South." "Miss Edith Richardson was the guest of her uncle in Matheson over the week-end." "Little Miss Norma Gayle Laroue is a patient in St. Mary's hospital just now. Her condition is much improved since last week." "Mr. and Mrs. W. J. Edwards, of North Bay, spent the week-end with Mr. and Mrs. R. Richardson. Mr. Edwards is a conductor on the T. and N. O. railway." "Wheeling began again in Timmins this week as Third Avenue and some of the other main streets began to show pavement through the icy ruts. The accrued sand and dirt of the winter now left on top of the ice, makes sleighing difficult in town, though the runners still slide easily enough on rural roads." "Dr. and Mrs. G. F. Mitchell returned last week from their holiday in Florida." "Born—in Timmins on April 2nd, 1935, to Mr. and Mrs. Trefle Valliant, 18 Messinger avenue—a daughter." "Several medical men of the district, as well as lawyers, witnesses, principals in the cases and jurors, were in attendance at the sittings of the Supreme Court of Ontario at Cochrane this week." "Henry Galliano and Ero Salomaa were in Toronto last week-end to see the big hockey games scheduled for Saturday in Maple Leaf Gardens."

"How have airplanes made the world smaller? First they are faster than the fastest ship or automobile. Ships that carry passengers seldom travel faster than 25 miles an hour; few automobiles average 75 miles an hour for long distances, and the fastest trains rarely go more than 90 miles an hour on long journeys. Yet some transport airplanes average 250 miles an hour and even the smallest planes can fly 100 miles an hour.

The second reason for their importance is this: A ship can travel only on water—where the water ends and the land begins, the passengers must get off. If the sea is frozen, the ship can run only where there are roads and rails. They must stop at the edge of the sea. But airplanes can use either sea or land to depart from and to arrive at. They fly in their own ocean of air, which extends all round the earth.

That is why air travel is so swift and air routes are so direct. From Washington to Moscow is 4,500 miles in a straight line. Travelling on the surface by ship and railway, it is 5,700 miles.

The first airplane flew in 1903, and one of the men who flew in it is still alive. It was not a very long flight—120 feet—and the wheels were off the ground for only 12 seconds, but Orville Wright had flown. Later that day the same airplane remained in the air for almost a minute, and travelled 852 feet.

Sixteen years later, in 1919, two very daring young men, John A. Alcock and Arthur Whitten Brown, flew from Newfoundland to Ireland. They were the first to cross the Atlantic Ocean non-stop by air.

By 1943, Atlantic crossings were an everyday affair. A pilot, ferrying bombers across to the battlefields in Europe, said that he had flown over 50 times, and he was so high up that only twice had he seen the ocean at all. The record time for crossing the ocean was then six hours and twenty minutes. From Newfoundland to Great Britain by air in less time than the fast trains take to travel from New York to Miami! An ordinary transport plane had flown from Montreal to England in 11 hours and 35 minutes. Half a day to cross the Atlantic Ocean!

The Ocean of Air
"A ship at sea is on top of an ocean of water, but it is at the bottom of the ocean of air. We do not know exactly how deep or how high the ocean of air that surrounds the earth is, but it is a least three hundred miles high. No one has ever been more than fourteen miles high in it.

As we rise from the ground level the

air gets thinner, or less dense. On top of a mountain in thousand feet high, or in an airplane ten thousand feet above the sea, the air pressure or weight is only two thirds as much as it is at sea level. At twenty thousand feet, it is about half as much. An aneroid barometer, which weighs the air, is used as an altimeter when mountain-climbing or flying. It shows the height above ground by measuring the air pressure.

Transportation of the Future Will be Largely by Air

A writer is one of the monthly digests makes it very plain that the transportation of the future will be largely by air. In this North Land of immense distances this is of particular interest. This writer says:—"In 1943 an army commander in far-away Australia needed three hundred men to repair airplanes to fight the Japanese. He needed them in a hurry. Yet the nearest mechanics able to do this very special work were in the United States 6,000 miles away, and the fastest ship would take 18 days to get them from San Francisco to Sydney, Australia. The mechanics, scattered at many flying fields up and down the country, were called to California by radio. In less than four days the army commander had his men. Of those four days, less than one and a half were used to fly across the Pacific Ocean, a quarter of the way around the world. To circle the earth today by steamer still takes nine and a half weeks. By air it takes less than one.

All others' neighbors. There are no longer any foreigners. The flier who is walking through the bazaars of Bombay today may be telephoning his family from Miami the day after tomorrow, and be eating dinner in London that night.

"How have airplanes made the world smaller? First they are faster than the fastest ship or automobile. Ships that carry passengers seldom travel faster than 25 miles an hour; few automobiles average 75 miles an hour for long distances, and the fastest trains rarely go more than 90 miles an hour on long journeys. Yet some transport airplanes average 250 miles an hour and even the smallest planes can fly 100 miles an hour.

A Hundred More Service Men Send Thanks for "Cigs"

Another Group of Cards and Letters Received by Timmins Legion Community Fag Fund. The fact that there is full appreciation by the servicemen for the cigarettes regularly sent overseas by the Timmins Legion Community Fag Fund is proven by the continuing stream of cards and letters of thanks from the men overseas. Letters and cards acknowledging the receipt of cigarettes have been received recently from the following men serving overseas:—

Tpr. D. Mackay, Cpl. T. W. Clarke, L. A. C. D. G. Spence, Gdsm. E. Geddes, Spr. M. J. Malloy, L. A. C. C. A. Dublin, Cpl. V. Thompson, Pte. A. Sarafinicham, L.A.C. M. E. Thomas, Sgmn. S. E. McCroy, Sgt. S. S. Sarson, Sgt. W. Pennington, Spr. C. A. Gilmour, Pte. G. J. Doolan, Sgmn. A. F. Villeneuve, Pte. C. P. Masters, Spr. L. J. Salvail, Pte. B. T. Homuth, Spr. A. Gorman, Tpr. L. R. Giroux, Sgt. F. MacPhail, Cfn. A. D. Seguin, Tel. M. Noonan, Sgt. J. A. McNeil, Sgmn. R. DeLuca, Pte. M. J. O'Grady, Pte. M. Paradis, Spr. G. R. Cudmore, Pte. M. Faulkner, Cfn. A. M. Gerovitz, Gdsm. J. Frankow, Spr. H. Marcotte, Spr. J. C. Eaton, Sgt. J. Molr, Gnr. C. A. Currie, Pte. E. M. Guindon, Spr. A. Narduzzi, Capt. H. F. Appleyard, Spr. W. B. Cherry, Pte. A. E. Theriault, Spr. P. Ojenen, L-Cpl. T. E. Leek, Sgt. P. Blackman, Pte. L. Landriault, Spr. A. A. Ardiel, Cfn. F. Griffin, Pte. W. Roberts, Cpl. H. H. Wharton, Pte. J. Rochefort, Pte. G. D. Adam, P-O T. J. Goodman, Pte. J. O. Auger, L. A. C. J. Shushkevich, Lieut. W. A. Colbert, Spr.

day—at twelve thousand feet, the temperature is at freezing. To go higher, the pilot will need all the warm clothes that he can find—a padded suit, big boots, and thick gloves. Pilots sometimes take up a pall of ice-cream mix on a high flight in summer. It is nicely frozen and ready to be eaten when they land!

"When they have any choice, pilots fly only in good weather. They can see the ground clearly when landing and have no strong winds to blow them off their course. Otherwise they may have to face storms of rain, hail, or snow, and flashes of lightning. Sometimes heavy layers of ice collect on the front edges of the wings, on the propeller, and in parts of the engine.

"The pilot then tries to find a course to follow that will give him as little trouble as possible. He may be able to dodge low clouds by flying higher. It may be possible to get away from a head-wind by going to a different level, where the wind is blowing from behind him. If there are big thunderstorms in his path, perhaps he can find another course that will avoid them.

In the old days, the pilot depended largely on his own experience to help him find a way to avoid bad weather. After many years of flying in all kinds of weather, he learned to make intelligent guesses as to what to do. Often he guessed correctly—sometimes he did not.

Forecasting Service
"Today a pilot does not have to guess about the weather. He is assisted by an expert meteorologist or weather man. This scientist, although he remains at the airport, is expected to know all about the weather up aloft. How is it done?

Sometimes he sends up an airplane with instruments that keep a continuous record on paper of the temperature, air pressure, and other weather. A quicker method is to send the instruments up alone by a balloon with a small radio set to send back messages about the weather as it changes. This clever little arrangement is a "Radio-Sonde." If only the direction of the wind is needed, a brightly colored balloon is released and is watched through a telescope as it rises.

Information of this sort reaches the meteorologist from many hundreds of observers at other airports and at weather stations organized by the Weather Bureau in each country. From the message sent to him by teletype machine, he builds up maps of the weather several times a day.

Before a pilot can leave the flying

field on a journey, he must obtain a forecast telling him the weather to expect on the way. After he has taken off, he can still be told of changes in the weather, through his radio. If he is in doubt about what to do, when the weather looks uncertain, he can call to the nearest meteorologist and ask for advice. When the city to which he is flying is covered by fog, or low clouds, he can be told of the nearest field that is clear.

"Modern flying is very safe—largely because of careful weather observing and accurate forecasting.

House Badly Damaged by Fire on North Road

Timmins firemen had eight calls during the past week. There was a case of hot pipes on Friday, three chimney fires on Wednesday and three already to-day. The other call was a serious one. It was on Monday evening at 11:58 to 129 North Road. The fire had a good start before it was discovered, the occupants, the John Pitchinuk family being away at the time. They arrived while the firemen were battling the blaze. The fire started near the kitchen range. The interior of the house was gutted by the fire. There is a loss of several hundred dollars, covered by insurance.

Empire Digest—According to the British Ministry of Information a five-and-a-half ton jerk will break the cords of a parachute. If they mean Goering, why don't they say so?

Sudbury Star—Ten years ago, a Kansas editor recalls, there were people who thought they could prevent wars by forbidding little boys to play with wooden soldiers and toy guns.

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STORAGE

Care and protection in modern warehouse, Special plane room. STAR TRANSFER Phone 427

Picobac The Pick of Tobacco. It does taste good in a pipe.

Hydro Service Extended in Northern Ontario. The Hydro-Electric Power Commission of Ontario is leased to announce the purchase of the power system of the Northern Ontario Power Company Limited, operating branch offices in Cobalt, Englehart, Haileybury, Kirkland Lake, Timmins, South Porcupine and New Liskeard. The Commission has taken over the operation of this system as of March 27, 1945. In assuming the management of these properties, it is the earnest desire of the Commission to render to each consumer, efficient service, and to foster a spirit of friendly co-operation. The existing staff of the Northern Ontario Power Company will be retained, and the offices now in operation will be continued. For the information of consumers, and to avoid inconvenience to them, the Commission would point out that on and after March 27, 1945, all remittances in settlement of accounts should be made payable to "The Hydro-Electric Power Commission of Ontario", and forwarded to the same local office as in the past. THE HYDRO-ELECTRIC POWER COMMISSION OF ONTARIO

BEFORE Fire Threatens, Let Us Help You Check Your Fire Insurance. Simms-Hooker & Pickering INSURANCE IN ALL BRANCHES - REAL ESTATE Call and see us regarding New Low Rates on all Automobile Insurance. 29 PINE STREET NORTH McInnis Block Phone 112 Timmins 78 BRUCE AVENUE Phone 30 South Porcupine Ont.