Promotions at the Timmins High and Technical Schools

Honour and Pass Standing for June, 1930, at the Timmins High and Public Schools. List of Students Required to Pass Departmental Lower School Examinations in Certain Subjects. Time-table of the Departmental Examinations.

The following are the promotions for June, 1930, at the Timmins High and Technical schools, with other particulars:—

Lower School, Form I

First-class honours—E. Shub 88, A. Watson 86.8, C. Harris 86.4, A. Longmore 84, V. Laurila 83, L. Traver 80, G. Luoma 79.4, N. Stachow 79, R. Hogarth 78, F. McConnell 77.5, H. Bobbie 77.2, W. Salo 76, A. Pucovetsky 75.

Second-class honours—G. Riley 74.7, R. Torrence 74.4, E. Peterson 73.9, R. Moore 73.8, H. Kumpula 72.9, J. McCrea 72.3, M. Geils 71, C. Slabodian 70.8, E. Lacy 70.7, N. Lawson 69, D. Sky 68.8, W. McLean 68.7, E. Brown 68.6, E. Hill 68.2, M. Brown 68, J. Heath 67.6, V. Innes 67.6, T. Viitasaari 66.7.

Third-class honours—O. Hawse 65, C. Lafraniere 64.8, E. Sveen 64.7, K. Barron 64.5, De Mille 63.7, M. Donylchuk 63.6, V. Bell 63.3, R. Zarriski 62.9, O. Chikini 62.7, P. Mullen 62.6, M. Villeneuve 61.5, C. Jucksch 60.8, O. Shaw 60.8, M. Easton 60.6.

Pass—B. Bugera 59.6, E. Fitzpatrick 59.5, M. Charbonneau 59.4, M. Smith 59.4, M. Morris 59.4, K. Adamson 59.3, D. Dawson 57.7, C. Mondou 56.4, B. Boutin 55.7, T. Leck 55.2, R. Gibson 54.4, J. Dalton 54.4, J. Gauthier 54.2, M. McKinnon 53.8, J. Pike 53.3, M. Diemert 53.3, E. Sheculski 53.1, E. Janes 51.7, V. Chenier 51.5, B. Bonnell 51.3, E. Briggs 51.2, W. Shields 51.2, W. Dunn 50.3.

Form II High School

In order of merit.

D. Macpherson 87.6, A. Bourne 87.2, C. Halperin 85, D. Howitz 84, B. Baker 80, V. Wallingford 79, G. Helperin 78, F. Scott 77.3, B. Waldon 77, J. Pond 75, F. Grant 74, G. White 73, R. Eddy 72, W. McKay 70, P. Robertson 69, C. Richardson 68, C. Reed 67.7, E. Monck 67.6, N. Taylor 66.25, R. Armitage 66.22, M. Madden 66.22, V. Howard 65, M. Kempthorne 64.7, R. Wallingford 64.4, D. Laidlaw 63.8, W. Drew 63.6, C. Rogers 63.2, V. Tynjala 63, J. Sutherland 63, H. Ostrosser 62, S. Abraham 61.8, B. McDonald 61.6, S. Lepic 61.4, R. Copps 60, H. Giallanardo 59, M. Morrison 58.8, G. Gauthier 58.7, G. Scully 58.1, H. Shephard 57, M. Baderski 56.7, K. Tomkinson 56.7, E. McInnis 56.7, C. Boutin 56.37, M. Morin 56.3, M. Hodgins 56, S. Kideckel 55, D. Cook 53.9, M. Nelson 53.7, D. Marshall 53.5, R. Murray 53.5, F. Finkelman 53, F. Carlin 52, W. Kerr 51, L. Munro 50.4.

The following students are required to pass the Departmental Lower School examinations in the subjects indicated. The time-table for this examination, which will be held at the high school on the days and at the hours indicated, is printed at the end of this list.

Mary Baderski—subject to be written on, physiography.

Bertha Bonnell—British history, geography.

Blanche Boutin—Art.

Colette Boutin—Physiography, arithmetic.

Bessie Bugera—British history, geography.

Francis Carlin—Arithmetic.

Rose Carlin—British history, geography, botany.

Marguerite Carriere—Geography, art, botany.

Lloyd Chisholm—British history, geography, art, botany.

Edwin Copps—Physiography, arithmetic, zoology.

Teresa DeMille—Art.

Marcel Diemert—Art.

Mary Donylchuk—British history.

Wm. Dunn—Geography.

Fanny Finkelman—Arithmetic.

Muriel Hodgins—Physiography, arithmetic.

Robert Hogarth—Botany.

Violet Howard—Physiography.

Lydia Jones—Geography, botany.

Winnifred Kerr—Physiography, arithmetic, zoology, geography.

Sam Kideckel—Zoology.

Norman Lawson—Art.

Thos. Leck—Geography.

Albert Lepic—Botany.

Sophie Lepic—Arithmetic.

Dan Marshall—Arithmetic.

Clarence Mondoux—Geography.

Robert Moore—Botany.

Margaret Morin—Arithmetic.

Murray Morrison — Physiography, arithmetic.

Louise Munro—Physiography, zoology.

Lloyd Murtagh—Art, botany.

Raoul Murray—Physiography, arithmetic, zoology.

Bill McFadden—Geography, art, botany.

Catharine McLean—Physiography, arithmetic.

Marjorie Nelson—Arithmetic.

Eric Newton—Physiography, zoology.

Charlotte Ogilvie—English grammar, physiography, arithmetic.

Jean Pike—British history, art, botany.

Helen Prout — English grammar, physiography, arithmetic.

Decima Ray—Botany.

Rose Salem—Arithmetic, zoology.

Edmund Sheculski—Art.

Charles Shields—British history, geography, art, botany.

William Shields—British history, geography, botany.

Margaret Smith—British history.

Maxine Sopha—English grammar, physiography, arithmetic, zoology.

Norma Taylor—Arithmetic.

Elsie Tilley—Geography, art, botany.

Roderick Walsh—Art, botany.

Stanford Walsh—Arithmetic, zoology.

The times for these examinations are as follows:—Friday, June 20th, 9 to 11.30, geography; 1.30 to 4 p.m., arithmetic; Monday, June 23rd, 9 to 11.30, English grammar; 1.30 to 4 p.m., French grammar, zoology; Tuesday, June 24th, 9.00 to 11.30, art; 1.30 to 4 p.m., British history; Wednesday, June 25th, 9 to 11.30, physiography; 1.30 to 4 p.m., botany.

Technical School—Commercial

Commercial graduates 1929-1930—Only the following students are graduates of the commercial department of the Timmins Technical school for the year 1929-1930. The names are arranged in order of merit. It is suggested that the business man preserve this list for reference. Complete diploma—Georgina Luxton 85, Florence Chalut 73, Adelia Ansara 68, Stephanie Ostrowsky 66, Sadie Shub 66, Mildred Lawley 65, Jennie Thompson 65, Ann Young 65, Victor Salomaa 65, Verna Kelly 62, Hope Taylor 61.

Diploma in stenography, spelling, typewriting and related subjects:—Simmone Savard 69, Esther Martin 68, Gladys Shields 60.

French-speaking graduates—Florence Chalut, Simmone Savard.

Finnish-speaking—Victor Salomaa.

C II Commerical 1929-30

I. Bucovetsky 86, O. Paver 77.7, E. Pesonen 77.4, M. Ruir 75.5, E. Kulja 75.2, W. Walsh 61.7, G. Webb 61, V. Jackson 57.9, D. Johns 56.1. F. Shields (special) 64.7.

Commercial Form I

First-class honours—V. Lindross 84, O. Kulja 79, J. McQuarrie 76.

Second-class honours—G. Revill 74, M. Webb 72.

Third-class honours—M. Durrell 65.5, K. Hakola 65.2, I. Koski 63.8, I. Hadley 63.6, L. Mikkola 63.4, P. Letang 63 J. Thachuk 62, E Jackson 61.6, H. Laine 61.6.

Pass—M. Chikini 58, M. Bennett 56, J. Drew 53.

Promotion List T. I

	Academic	Practical
Charles Birce	58.6	61.4
George Burton	71.2	74.7
John Cocklin	65.1	69.7
Rosarie Charette	45.0	62.2
Stewart Dewar	70.5	69.8
Bill DeLuca	72.6	75.4
Dennis Duxfield	63.1	67.4
Joe Domenico	75.1	73.3
Leo DelVillano	77.2	72.6
Alex Gregulski	68.4	81.8
Fred Gilbert	62.0	63.7
Jim Harris	78.0	72.9
Stanley Hass	71.0	75.1
J. Logan Kerr	48.6	58.9
Walter Linna	83.3	77.9
Michael Lukon	50.0	63.7
Donald McLaren	57.6	50
George Meredith	62.0	60.8
Donald Paver	64.3	67.1
Gerald Rassel	57.7	55.8
James Stachow	76.9	75.0
Lennon Wilson	51.0	61.7

Past List T 2

R. DeLuca	40.2	72.5
A. Higginbotham	67.2	73
F. Jaakola	86.6	86.5
R. Morin	68.8	69
V. Mullen	50	65.5
H. McKinnon	45.4	63.3
D. Plaus	51	50.5
N. Roy	58.8	57
L. Ruir	55.4	54
D. Calverley	80	82.5
T. Niemi	61.2	72
Aide	45.4	67.2

Past List T 3

Baker	53	53.6
Craik	28	60.5
Renaud	37.3	69.1
Pechuta	77.7	83.8
Lafraniere	37.9	77.2
Ad. Lacasse	43.6	64.8
Halverson	52.2	65.2
Wilson		65
T. Lacasse		65

Home Economic—Sr.

Andena Baker—composition 75, literature 78, economics 53, science 74, arithmetic 41, percentage 64; clothing, theory 60, practice 72; foods, 65 and 73; home nursing 85; household management 73, art 60; total percentage 71; percentage of both totals 68.

Eugenie Young—foods, theory 71, practice 77; home nursing 79; total percentage 76.

NEW U.S. MINISTER TO CANADA

Hanford Macnider, who has been selected by President Hoover of the United States to represent his country in Canada. The name has already been approved by the Canadian Government and British Foreign Office and now awaits the approval of the United States Senate.

Province to Spend Over $57,000,000 on Highways

More than $57,000,000 will be spent by provincial governments on the construction and maintenance of highways in Canada during 1930 according to a recent estimate prepared by The Financial Post of the total expenditures of the nine Canadian provinces on road building this year. This compares with approximately $54,990,000 spent by the provinces in 1929, the Post states, and is exclusive of highway expenditures by various counties and townships which are estimated to amount to at least another $30,000,000 during 1930.

Highway estimates in Ontario are largest at $12,500,000, of which $10,000,000 will be spent on new construction, $5,000,000 worth of work being already contracted for and $2,500,000 on maintenance. Quebec, the other central Canadian province, will nearly equal Ontario with a highway plan calling for the expenditure of over $11,000,000 during the year, including construction and maintenance.

The Post estimates that $8,500,000 will be spent on highways in the Pacific Coast province of British Columbia. The three prairie provinces, Alberta, Saskatchewan and Manitoba, have announced extensive road-building programmes. Total expenditures in the three provinces are estimated at $15,300,000, a considerable increase over the estimated expenditures last year of $11,100,000. Saskatchewan's programme, announced recently by Hon. A. C. Stewart, minister of highways, calls for the expenditure of $19,000,000 during the next three years of which probably $6,000,000 will be spent this year. Alberta will spend approximately $4,000,000 on highway construction and maintenance, and Manitoba is spending $4,500,000 on new construction and about $800,00 on maintenance, a total of $5,800,000.

Expenditures by the provincial government in the maritime provinces of Canada, New Brunswick, Nova Scotia and Prince Edward Island, will reach $10,000,000, according to The Post's survey. This is a considerable increase over 1929 expenditures of nearly $7,000,000. New Brunswick will spend about $5,500,000 in 1930. The greater part of this will be on new construction within the next two years, recently announced by the provincial government. Nova Scotia will spend $2,000,000 on new construction and the same amount on the maintenance of existing road systems. Expenditures in Prince Edward Island on highway construction and maintenance it is believed will reach $400,000. The Post points out, in respect to the latter, that the island province in the St. Lawrence now has over 1,000 miles of improved highways. Figures are quoted on highway mileage opened for traffic throughout Canada as at December 31, 1928, showing a total of 381,976 miles of all classes of roads in the Dominion at that date.

Pembroke Standard-Observer:— A young man in England recently left $5,000,000 has decided to keep on working and says: "If you stop work you might as well be dead." Some people with only a few thousands, and some people with only a few cents might well ponder over these words.

ESTABLISHING EXPERIMENTAL FOREST FARMS IN THE SOUTH

Peterboro County, Ontario, is rapidly coming to the fore as the centre of a large reforestation scheme. The plan to reforest large tracts of the northern portion of the county was launched two years ago by the Ontario Forestry Branch, when the Province took over 35,000 acres, in the northern townships. Some weeks ago operations were commenced on a large experimental demonstration farm in North Burleigh. Thirty-five men are employed and already 100,000 red pine have been set out. Various methods of planting are being used and the results will be closely watched. It is primarily an experimental farm, stated W. W. Crosby, district forester. Throughout the province, the Forest Branch is establishing these experimental farms and this is the second in this district, the other being in Lennox and Addington.

ANOTHER RECOMMENDATION FOR THE BELT LINE OF ROADS

The Northern Tribune, of Kapuskasing, last week says:—

"Large-scale government maps of Northern Ontario reveal the interesting fact that the shortest and most feasible route for the new power transmission line that is to carry at least 100,000 horsepower down from the Abitibi Canyon to Sudbury would be straight down the Mattagami river, from a point on Niven's base line of 1900 about twelve miles due west of Island Falls, where there is an existing water-power development by the same company. Such a line would bring the current right into Smooth Rock Falls, where the Abitibi Co. could use a good block of the power for making electric steam. Still following the Mattagami to opposite Timmins, a few towers branching off would carry the power into the gold camp to the east, and the new mining field of Kamiskotia could be similarly served, a few miles westward. Then jumping over the pronounced river bend in the Mountjoy township, the line could continue down to the Gowganda and West Shining Tree districts, which are also potential power users. And what a fine highway could be built along the Mattagami, companioning the transmission towers from the Canyon to Sudbury! Carrying out the belt line of roads idea for tourists, it would relieve the monotony of forest aspect that had probably palled on the wayfarers when coming up the Ferguson highway, with ideal fishing and camping sites all along the course. When linked up with the projected provincial highway from Sudbury to Toronto through Parry Sound, this new road would become an important artery to Timmins, Smooth Rock, Kapuskasing and points west on the trans-Canada highway."

COCHRANE SOON TIRED OF THE DAYLIGHT SAVING IDEA

An editorial in The Cochrane Northland Post last week said:—"After a brief "flyer" in Daylight Saving, Cochrane is to revert to Standard Time. When the by-law was passed several weeks ago, giving the town daylight saving, it was done at the request of those interested in sport, and more particularly in the interests of the swimming pool. When the council divided evenly on the vote, Mayor Mitchell cast the deciding vote in favour of daylight saving in order that the citizens could have an opportunity to test it out, even though he himself was opposed to it because of the hardship imposed by it on his post office staff. It is quite evident that many who were in favour of the measure at first have, after a few weeks actual experience with it, changed their minds on the matter, and now are very much opposed to it. Daylight saving is an advantage to those interested in sport, for those who enjoy working in their gardens in the evening and for the motorist who enjoys a drive in daylight after supper, but in a town situated as Cochrane is, with the railroads the governing factor more or less, the confusion which results from two different times is a very great disadvantage, and the expressed opinion of a number of businessmen is to the effect that the inconveniences and disadvantages far outweigh the advantages."

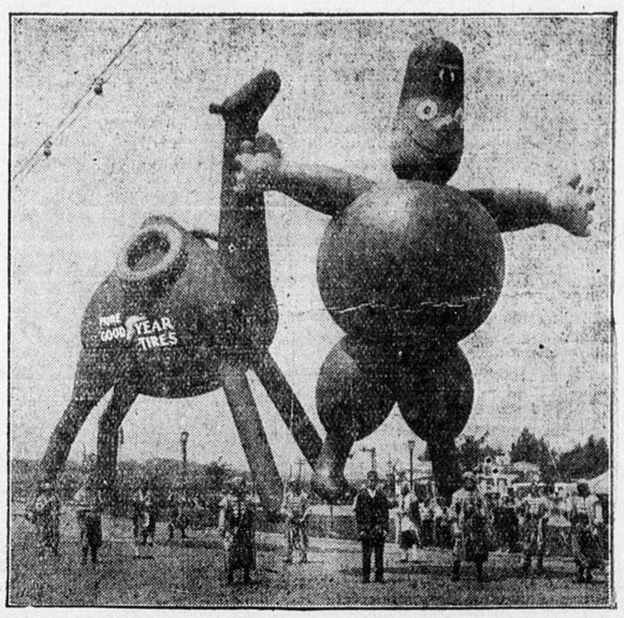
MAY BUILD ROAD BETWEEN ROUYN AND KIRKLAND LAKE

A plan is under consideration to link the mining districts of Rouyn and Kirkland Lake by a first-class motor highway. The project has already been under consideration by the Governments of the two provinces, Ontario and Quebec.

It has been suggested that the Quebec Government should build a highway to the west from Rouyn, while the Ontario Government should build to the east of Kirkland Lake, with the two roads meeting near Cheminis on the boundary between the two provinces.

It is believed both provinces would benefit through the communication thus established between these two important mining fields, and that in addition the highway would give access to valuable intermediate territory.

Buffalo Courier-Express:—It will seem strange if Americans, after the government erects a monument at Kitty Hawk, N.C., to commemorate the first airplane flight, must still go to London to see the plane in which the Wright brothers made that flight.



The tallest Shriner at the big Toronto Convention was the one pictured here, who took part in some of the parades. He is 28 feet high. His camel is 38 feet high with legs 12 feet long. They are made of balloon fabric and were produced by The Goodyear Tire Rubber Company. They contain 3600 feet of helium—sufficient to lift 300 lbs.

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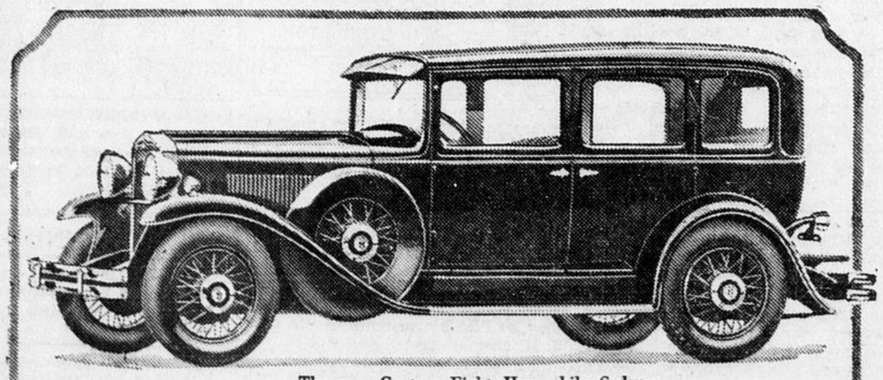
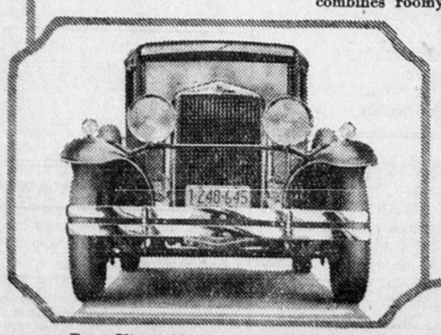
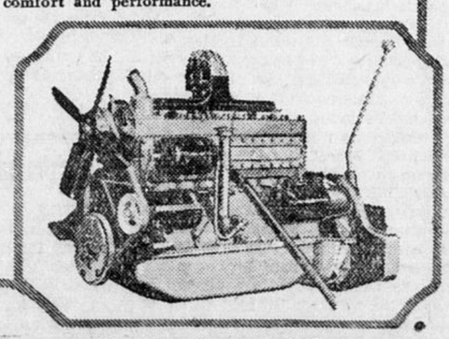


The new Century Eight Hupmobile Sedan combines roomy comfort and performance.



Front View of New Century Eight Sedan



New 90 h. p. Century Eight Engine

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