

**WILLIAM HAMILTON COMPANY, LIMITED**

Peterborough, Ont.  
Hydraulic Turbine Machinery  
Pulpmill Machinery — Sawmill Machinery  
Structural Steel and Steel Plate Work  
Transmission Machinery  
Grey Iron and Brass Castings

Northern Representative  
**VINCENT WOODBURY**  
TIMMINS, PHONE 43 COBALT, PHONE 17.

**TIMMINS ONLY PHOTOGRAPHER**

Don't Send Enlargements Out Of Town  
They are cheaper and more satisfactory if done at this studio.

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Pine St. Next Dominion Bank  
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**SIMMS & HOOKER**

(Agents for Confederation Life Association).  
**REAL ESTATE & INSURANCE**

Opposite the Goldfields  
TIMMINS PHONE 64  
Residence PHONE 118.

**ROUGH LUMBER  
For Sale**

Delivered anywhere in Porcupine Camp.

**WALLINGFORD BROS.  
MATTAGAMI HEIGHTS**

**MCINTYRE NEW CERTIFICATES  
NOT READY UNTIL APRIL 15.**

The attention of The Advance has been called to a slight error in the item in last week's issue in regard to the new certificates for McIntyre-Porcupine shareholders. The item in The Advance suggested that shareholders forward their shares for conversion "as soon as possible," but the fact is that the new certificates will not be ready until April 15th, and so to send in shares for conversion before that date will simply be to inconvenience the head office as the new shares will not be ready to return.

The notice recently sent to all shareholders makes the matter plain. This notice reads as follows:—  
"Dear Sir or Madam:—Your directors beg to report that supplementary letters patent have been granted re dividing the capital of the company into shares of the par value of \$5.00 each instead of \$1.00 each. Permanent certificates for the \$5.00 shares are being prepared and it is expected that the same will be ready for delivery on or about the 15th. of April next. Shareholders are requested, therefore, to forward their certificates for \$1.00 shares on or after that date, either to the Toronto General Trust Corporation, Toronto, or the Equitable Trust Company, New York, for exchange. In case the new certificates are issued in the same names as the certificates turned in it will not be necessary that the certificates turned in should be endorsed, and the exchange will be made without cost. If however, it is desired to have the new certificates issued in other names, the certificates turned in will have to be endorsed accordingly and the usual transfer tax paid. Any shareholders entitled, on the re-division, to fractions of \$5.00 shares will receive fractional certificates therefor.

Yours truly,  
**H. G. LAUX, Treasurer,**

**TECK-HUGHES AVERAGING  
149 TONS OF ORE DAILY**

The daily tonnage through the Teck Hughes mill during February is given as 149 tons average. Good progress is being made in sinking the winze to the 1000-foot level. Last month the average tonnage ran much in increase of February, some days as high as 170 tons being milled. Everything is looking very promising now for the Teck-Hughes.

**SURVEY ROAD FROM COBALT  
TO NORTH BAY EARLY DATE**

In The Northern News of Cobalt last week there appeared the following item of interest:—

"While there is no proposed route on record in Toronto it was stated at a meeting of the Executive of the Temiskaming Motor League, held in New Liskeard on Tuesday, that, from the Northern Development Branch it was learned that a survey of a road from this district to North Bay was to be made shortly. From the same source the Executive was advised that the road from New Liskeard to Cobalt would be fixed this year. The annual meeting of the Motor League will be held in Haileybury toward the end of April, and the 1922 emblems will be ready for that session. Interest already displayed indicates this will be a banner year and the League has an objective of 300 members. The executive committees of the three towns have been provided with funds to do any early Spring work on the roads considered necessary, such as repairing damage caused by washouts, etc."

**WIRELESS RECEIVING SET  
FOR THE COCHRANE CLUB**

Among the social clubs of the North Land there are none more up-to-date and enterprising than the Cochrane Club organized last winter. Those visiting Cochrane during the hockey season were enthusiastic regarding the equipment and accommodation of the Cochrane Club. One of the recent additions decided upon for this club is the installation of a wireless receiving set. With this the Cochrane Club members will be able to listen in on news messages, concerts, etc., etc. The Cochrane Club is also making plans to secure tennis courts, bowling greens, swimming beach and a club house for summer purposes.

All will be pleased to see Officer W. Bennett back on the job as constable at Schumacher where he gave honest and efficient service in that capacity some time ago.

FOR SALE—Henhouse, 10 by 15; 22 hens and a rooster. Apply 97 Spruce street, Timmins. 14p  
FOR SALE—Chevrolet car for sale; in good condition; reasonable price. Apply 17 Balsam street. 14p

**LEO MASCIOLI  
CONTRACTOR**

Excavations for cellars, Sewers etc. Contracts of all kinds taken  
EMPIRE BUILDING  
P.O. Box 62 Phone No. 32

**ATTENTION!**

Complete assortment of Religious Articles, Flowers, French Library Books, Mortuary Tributes, etc. Low Prices

**Albert Meunier**  
Proprietor  
Box 847, Timmins, Ont.

Cedar Street, next Presbyterian Church

**Hamilton B. Wills & Co.,  
Limited**

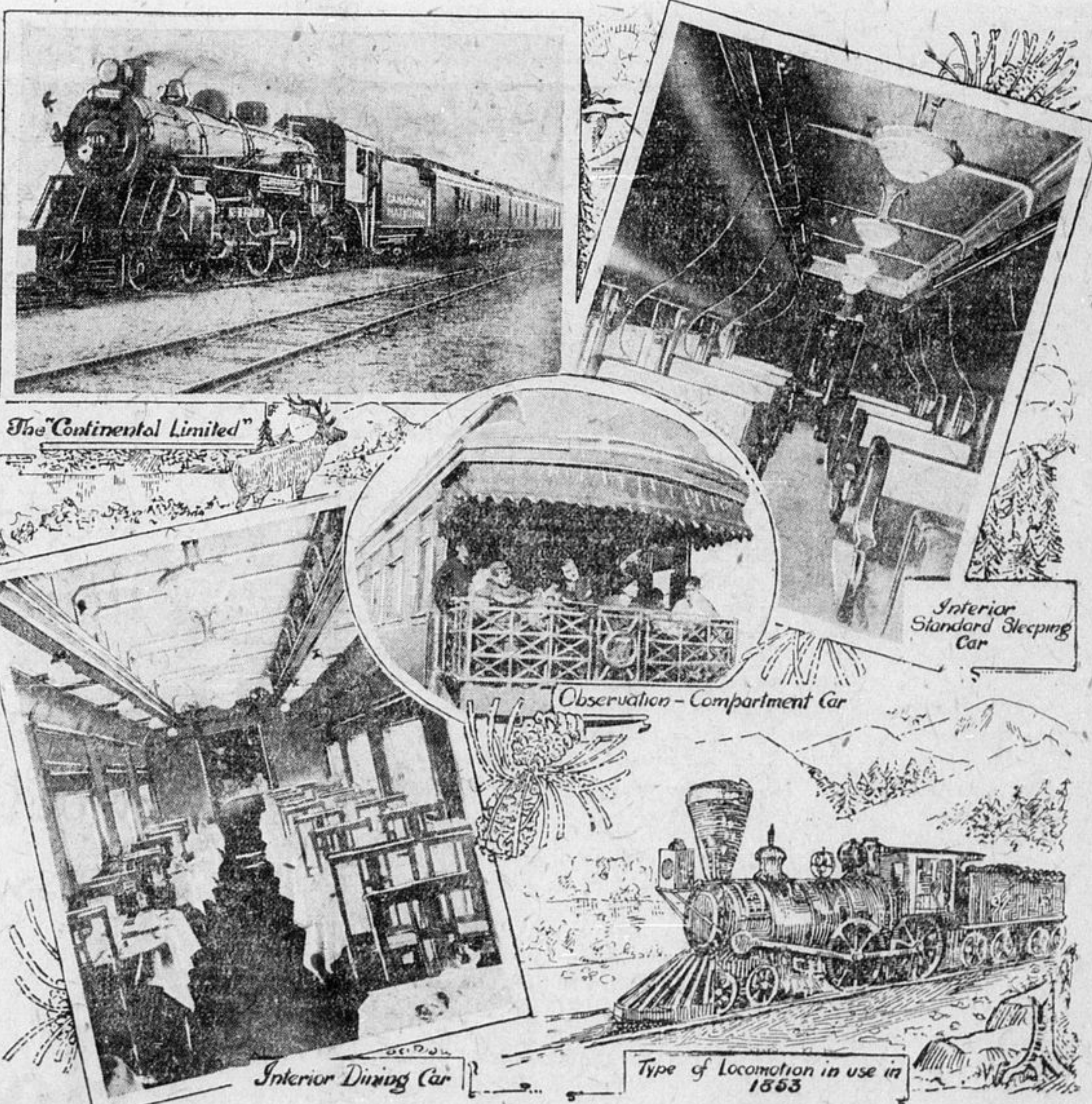
**Stocks and Bonds**

TIMMINS - ONTARIO

DAY 100 PHONES NIGHT 172

Enquiries on Gold Stocks Invited

**THE CONTINENTAL LIMITED**



One of the World's Finest Long Distance Trains

The history of the railroad in Canada makes interesting reading. While it is one of the comparatively modern institutions, few have made greater strides in development than it.

Some of our oldest inhabitants may still remember when the first steam locomotive was imported and tried out, and undoubtedly many can recall the time when railway service was very crude and meagre.

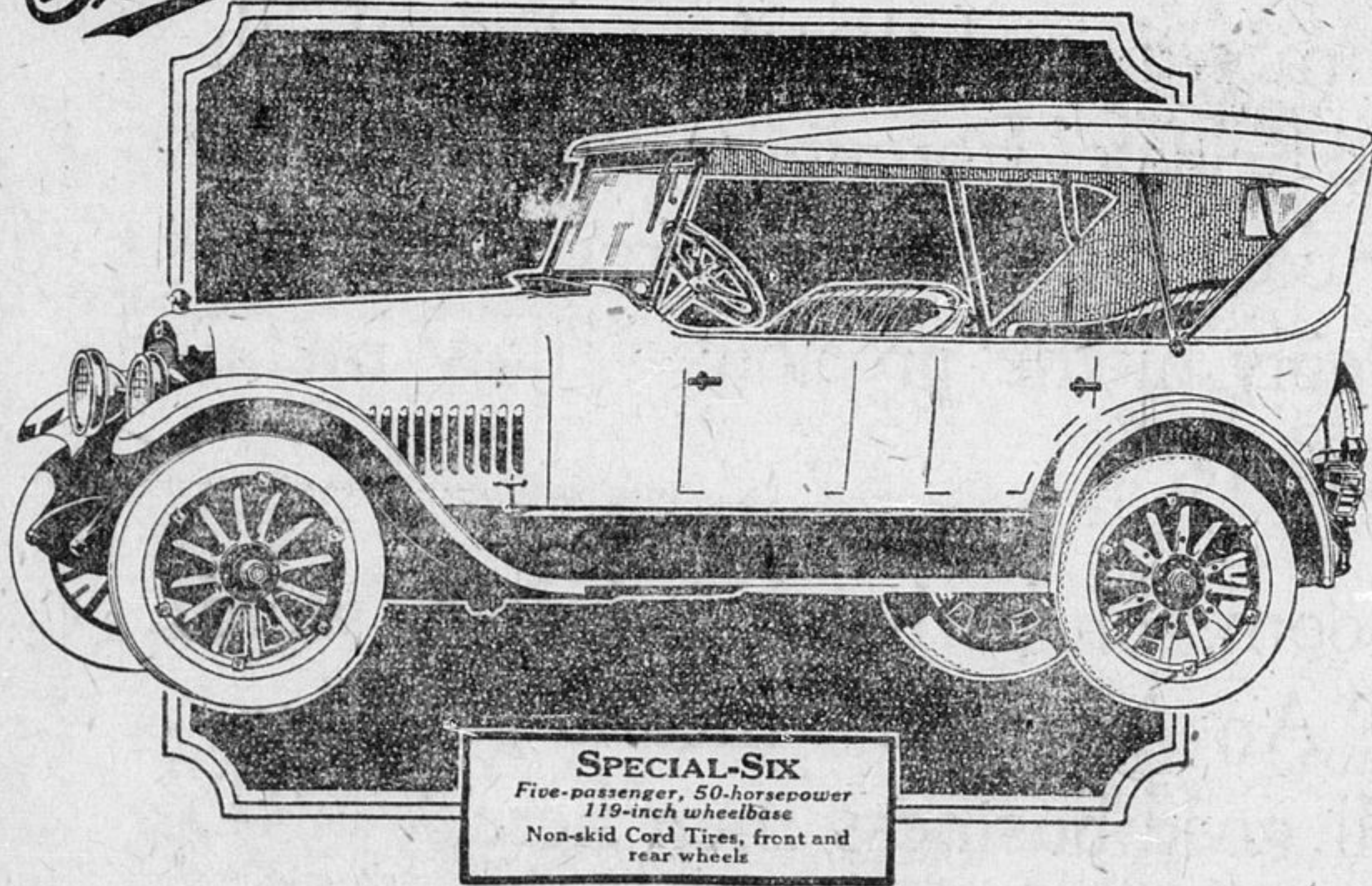
Records show that the first railway charter in Canada was granted in 1832. In 1836 the first railway, which was sixteen miles long, from La Prairie on the St. Lawrence to St. John on the Richelieu, was opened for traffic. The rails, unlike the solid steel ones of to-day, weighing 100 lbs. to the yard, were of wood, with a strip of steel spiked on the top. The first year of operation, horses were used, but in 1837 a steam locomotive was imported and put into service. Ten years later there were only 54 miles of road open for traffic. However, in 1853 there began a great era of railway construction, bringing in its wake development and civilization. To-day the people of Canada, in their Canadian National-Grand Trunk Railways, own over 22,000 miles of road, the greatest railway system in the world.

With the passing of the years and the ever increasing mileage have also come many changes in railway equipment. From the rickety little engine used in 1853, modern invention has evolved the mighty Pacific type of locomotive, weighing 407,700 lbs., and having eight powerful driving wheels, 69 inches in diameter, used to-day. Wooden construction has given way to solid steel construction, and to-day the great transcontinental flier, "The Continental Limited," operated by the Canadian National Railways, is equipped with practically all the comforts and conveniences of a modern hotel. This premier train provides a daily transcontinental service in both directions between Montreal and Vancouver, and is called "The Continental Limited," as signifying that it travels across the continent.

To keep up this daily service via Ottawa, Winnipeg, Saskatoon and Edmonton, it is necessary to maintain 14 trains, 10 of which are in active service all the time, the other four being used as guard trains. To equip the trains actively in service it takes 10 locomotives, 30 baggage or express cars, 10 colonist cars, 10 tourist cars, 26 standard sleepers, 10 dining cars and 10 observation-compartment cars—in all about \$3,500,000 worth of equipment. A crew of 190 men is needed to operate these trains.

The route of "The Continental Limited" traverses six of the provinces of the Dominion. From Montreal it passes through the famous Cobalt mining district and the pulp forests of Northern Ontario, via Ottawa, North Bay and Cochrane, to Winnipeg, thence continuing across some of the richest farm lands of the prairie provinces via Saskatoon and Edmonton. It then proceeds through the Northern Canadian Rockies via Jasper and Mount Robson Parks and follows down the Fraser Valley to Vancouver.

"Built-in-Canada"  
**Studebaker**



**SPECIAL-SIX**  
Five-passenger, 50-horsepower  
119-inch wheelbase  
Non-skid Cord Tires, front and rear wheels

IN buying a motor car, you either buy satisfaction—or wish you had. You buy positive satisfaction when you select the Studebaker SPECIAL-SIX. Here's why:

Its 50-horsepower motor gives you ample power and speed.

Its roomy body is as handsome as it is well built. It is made complete in Studebaker's own shops where fine coach work has been in progress for 70 years.

Its 119-inch wheelbase insures utmost comfort for five passengers because it provides room enough for the passengers to relax, without crowding, in deep, restful, genuine leather upholstery.

Its dependability has been proved in the hands of thousands of owners.

And when you compare it with other

cars, keep in mind these features of equipment and remember the price of the SPECIAL-SIX is \$2075 f.o.b. Walkerville, Ont.

Jeweled eight-day clock on instrument board.

Cowl ventilator controlled from instrument board.

Tonneau lamp with extension cord.

Parking lights in lower corners of windshield base.

One-piece rain-proof windshield and windshield wiper.

Large rectangular plate glass rear window—75 1/2 x 23 in.

Tool compartment in left hand front door with lock.

Transmission lock which reduces cost of insurance to owner 15% to 20%.

One key operates the Yale lock on ignition switch, transmission and tool compartment.

We shall be glad to tell you of many other important points of superiority of the SPECIAL-SIX. You owe it to yourself to see a Studebaker before you buy any car.

Touring, \$2075; 2-Pass. Roadster, \$2025; 4-Pass. Roadster, \$2075; Coupe, \$3050; Sedan, \$3250. All prices f. o. b. Walkerville, Ont.

**Marshall-Ecclestone, Limited**  
LOCAL AGENTS - TIMMINS, ONT.

THIS IS A STUDEBAKER YEAR