

FREE! FREE!

\$25.00 Bench Tailored Suit To Be Given Away Free Saturday, July 27

Now men here is something worth trying for, it costs you nothing. You get a ticket with every purchase. The draw will take place at 10 **50c** p.m. on Saturday night, and the man who holds the lucky number will get his choice of any \$25.00 suit in the store.

We are also making Special Reductions on Mens' Suits, Shoes, Straw, Panama and Felt Hats, Shirts, Underwear, Sox, Overalls, Smocks, etc to make room for new fall goods now on the way. The big reduction in prices which we are giving will save you money, and also your chance to win the \$25.00 Suit--Some one will get it--why not you? have a try anyway. COME IN AND WE WILL TELL YOU ALL ABOUT IT.

Nipissing Stores Limited

The Big Clothing and Shoe House

South Porcupine

LIBERAL EXCURSION TO NORTHERN ONTARIO

Partisan Advantage Not Aimed At--Just Desire to See New Region in Making

On Monday, the twenty-ninth of this month, the Liberal members of the Legislature with their friends will start from Toronto to view the land in the settled part of Northern Ontario. Their trip will extend over a week of time, will range over considerable distances in various directions, and will include all the established and characteristic industries of the region. There can be no doubt about the extreme cordiality of their reception, for their advent on such an excursion means much to a territory of great potentialities but so far of comparatively limited development.

The primary motive of the trip is to make the members of the Liberal Opposition in the Legislative Assembly actually and visually acquainted with a part of the country which will be very much in their thoughts during the next few years. No amount of reading about Northern Ontario will ever make a legislator adequately acquainted with either its resources or its requirements; on the other hand, reading about a region they have seen will always be useful, because it is intelligible.

To the capitalists who are exploiting the natural resources of Northern Ontario, and even more to the pioneer settlers who are making homes for themselves in what is still almost an unbroken wilderness, this excursion will be an education. They will learn by personal contact that the members of the Opposition are as deeply interested in their welfare as are the members of the Government and their supporters. They will find out that it is worth while to keep both sides of the Assembly well informed of their condition, their needs, and their progress. There is no partisan advantage aimed at in this trip; natural curiosity, scientific inquiry, the call of the wild, and the desire to see a new region in the making will all help to arouse the sympathy and broaden the patriotism of the visiting statesmen.

THE CANADA OF TODAY AND THIRTY YEARS AGO
Lady of the Snows to Give the U.S. a Run for Their Money in Railroad Building

Canada is showing Uncle Sam a few things about railroad building. To build 1000 miles of railroad in one year is Sir Donald Mann's job, and it's a world's record.

Twenty-five thousand men and \$25,000,000--these are the men and the money that are pushing in the wilds of Canada the greatest feat in railroad building the world has ever seen.

A thousand miles of line--that's the stint of the Canadian Northern's construction gangs for the current year. It will be a record.

At the same time, farther north still, in the dreary muskogs of the sub-arctic region other men and other millions are at work on another road.

That's why the Canadian Northern is in such a hurry. It wants to put trains into Vancouver before the other road--the National Transcontinental--gets into Prince Rupert. It's a race between the Canadian and the Canadian government.

Giants in organization and in vision are behind this great feat in construction--Sir William Mackenzie, who financed it, and greater still Sir Donald Mann who drives the construction work forward on a score of lines; through a mountain at Montreal, across the high divide north of Lake Superior, hither and yon over the prairies, and through the Rockies for hundreds of miles--through solitudes that never heard the voice of civilized man till the Canadian Northern engineers came seeking a grade.

Both these men were poor boys and both have been knighted for their notable achievements in railroad building.

A few days ago construction crews

began driving a bore through Mount Royal into Montreal, working night and day at both ends. New branches are building in Ontario, linking Ottawa, Toronto and Quebec. A gap in western Ontario is being closed. In Manitoba and Saskatchewan the graders and track layers are swarming.

In Alberta a gridiron of branches is spreading toward the Great Peace river region.

From Edmonton lines are stretching westward into British Columbia and southwest toward the Pacific and the western terminus at Vancouver.

Next year's stint is 968 miles. By 1914 freight trains will be running through to the coast over the new line. Passenger trains will be put on during the year following.

Meanwhile, at least two new cities are being built along the line. One of these is Mount Royal, a suburb of Montreal, called into being by the bore through the mountain. The other is Port Mann, a suburb of Vancouver, where the Pacific terminus of the road will be and where great shops, factories and government buildings are already rising.

Thirty years ago Canada had no transcontinental road. In two or three years more it will have three, one of them owned by the government, and all of them under the thumb of the Canadian railway commission. And two or three are a week nearer Japan than the transcontinentals to Frisco, and one, the National, 400 miles nearer to Japan than either of its privately owned rivals.

Our lady of the Snows is about ready to give the States a fine run for their money in the matter of transcontinental traffic.

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