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TIMMINS, ONT.

HAILEYBURY HAD VERY SPECTACULAR FIRE

When Dunbar Lumber Mill and a adjoining Warehouse Fell Victims to Flames on Friday

Fire, which it is said commenced in the boiler room of the Dunbar Lumber Company's mill at Haileybury on Tuesday afternoon, resulted in losses which it is estimated will run to thousands of dollars.

The mill itself was entirely destroyed as was also a large warehouse close at hand, the property of A. J. Murphy and in which was stored large quantities of grain and flour by the Gordon-Davies Company.

The origin of the outbreak has not yet been ascertained and with a good start before being discovered the flames rapidly assumed proportions which it was realized were out of control.

Thousands of feet of lumber owned by the Dunbar Company were destroyed and at one time it seemed as if four large oil and gasoline tanks owned by the Imperial Oil Company were likely to explode through the spreading of the flames.

Good work on the part of the Haileybury Fire Department under Chief Quinn, however, saved this further catastrophe, as, had the tanks exploded the damage and probable loss of life would have been terrible.

The tracks of the T. and N. O. Railway, near which the destroyed buildings were situated, were twisted and warped and before the north-bound afternoon train could pass toward on its way a gang of men had to be requisitioned to repair the rails. The result of the delay of the train was that passengers to the gold camp were nearly two hours late in reaching here.

From reports received prior to the arrival of the train it was stated that the T. and N. O. Station had also fallen a victim to the flames and as the telephone and telegraphic wires

were out of operation nothing of a definite nature could be learned till Wednesday.

The speed with which the flames spread were the subject of surprising comment by the firemen, many of whom had fought desperate conflagrations before.

Practically nothing was saved from the destroyed buildings. The havoc wrought was so complete that only fine white dust remained after the firemen had succeeded in getting control of the flames.

The ruins smouldered for hours afterwards and a number of firemen remained on the scene till late at night in case of a fresh outbreak.

Cobalt Fire Department responded to an emergency call when the serious extent of the fire was realized and reached the scene in less than half an hour. They put in some excellent work and greatly assisted the local department.

The loss suffered by the Dunbar Lumber Company was roughly stated to be around \$15,000 of which \$4,500 was covered by insurance.

The outbreak was one of the most spectacular ever seen in the history of Haileybury and was witnessed by thousands of spectators. When the danger from the probable exploding tanks was realized many women and children hurriedly left the scene for safer points of vantage but a conspicuous fact was that many others persisted in getting in the danger zone.

Mr. Dunbar has not yet definitely decided whether he will rebuild his mill and as Mr. A. J. Murphy was away at the time it could not be learned what his intentions were in regard to erecting his building again.

THE WEEK'S WAR NEWS IN DAILY DESPACHES

Telegrams In Diary Form of Doings at the Front During the Past Six Days

SATURDAY, JULY 10.

PARIS.—(French Official)—Desultory fighting all along line, but no changes made of importance noticed. French aviators have stormed German barracks and railroad stations in Loraine, causing much damage.

PETROGRAD.—Grand Duke Nicholas' Russian forces have continued offensive at many points and are pressing Germans back toward Lemberg. Many thousand prisoners taken.

LONDON.—One Norwegian, one Italian and two British vessels submerged during the last twenty-four hours.

WASHINGTON.—Unofficial comment on Germany's reply to United States Lusitania note says it is very unsatisfactory.

LONDON.—Important cabinet meeting this morning. It is rumored that another Cabinet Crisis is on. Britain's latest war loan has been handsomely subscribed to.

MONDAY, JULY 12.

PARIS.—With new kind of asphyxiating gas shells Germans forced the French to evacuate part of Souchez country and terrific battle for possession now on. At other points fighting is desultory and there is no change.

PETROGRAD.—German armies are still on defensive and Russians are preparing an enveloping movement in Poland and Galicia.

WASHINGTON.—President Wilson is sounding the opinion of the latest German note and will hold conference at Cornish to-morrow.

BERLIN.—Germany has offered to permit the transference of interned German liners to the United States flag for use during the war and immune them from submarine attack.

NEW YORK.—Mail advices received here say that the submarine which sunk the Lusitania was captured in the channel nets and crew imprisoned. Several steamers leaving here for Britain have been warned that bombs are planted in their cargoes.

TUESDAY, JULY 13.

LONDON.—H. G. Wells and other aerial enthusiasts call for ten thousand British aeroplanes to raid and terrorize Germany by submission.

PARIS.—Thirty-five British Aeroplanes raided German ammunition stores in Apremont, destroying sever-

al tons of ammunition.

LONDON.—Two small trawlers were the total of submarines in past 48 hours. Crews were saved.

ATHENS.—Young Turks have inaugurated a reign of terror in Constantinople and alleged rebels were thrown into Bosphorus.

PARIS.—Germans were terribly decimated when they made unsuccessful attempt to wreck French position near Neuville. Germans are aggressive at many points, but making no progress.

WEDNESDAY, JULY 14.

PARIS.—Germans continued destruction of Arras and Seissons with long range guns but no progress in any direction. Heavy attack on British positions at Pilkem were repulsed with much loss to Germans.

ROME.—Italian Aeroplanes successfully bombarded Austrian concentration camp. Slow progress being made through mountain districts.

STOCKHOLM.—Large Swedish vessel sunk by German mine in Baltic.

PETROGRAD.—German armies still on the defensive. Russians are gathering force for gigantic attack.

ST. ELMA, LAKE MUSKOKA.—Andrew White, C.M., Deputy Minister of Lands, Forests and Mines of Ontario and Past Grand Master Masonic Lodge of Canada, died suddenly of apoplexy.

THURSDAY, JULY 15.

PARIS.—After several days of fierce fighting the French have captured a German trench south of Chateau Carlene. The enemy lost heavily in futile attacks at several other points.

YARMOUTH, ENG.—Norwegian steamer "Rym" torpedoed without warning, off here last night. One man was killed.

WASHINGTON.—Germany has admitted responsibility for loss of United States freighter "Nebraska" and has offered compensation.

LONDON.—It is generally understood that the British Cabinet trouble has been settled.

CARDIFF, WALES.—More than one hundred thousand coal miners are on strike to-day but it is expected they will resume work shortly.

AMSTERDAM.—Turkey, Austria and Germany are sending protests to States and other neutrals against sale of munitions to Allies.

THE "NATIONAL" MAKES HER MAIDEN TRIP

From Toronto To Winnipeg Last Tuesday-- A Luxurious Modern Train

Prominent railroad officials, business men and city representatives were present at the Toronto Union Station Tuesday night, to witness the departure of the first Canadian Government train which left at 10:45 amid cheers from all those who had assembled.

All the necessary arrangements for the initial trip had been made in advance and the train was inspected by the G.T.R. officials, C. E. Horning, D.P.A., and H. E. Whittenberger, the general superintendent of Ontario lines for the G.T.R., who looked over the engine, baggage cars, tourist sleepers, dining car and express baggage car and declared the equipment to be the most modern, and not only the equal of any train that has ever pulled out of the Union Station but of any on the continent.

H. R. Charlton, the general advertising agent of the G. T. R., arrived in Toronto at 5:45 on the connecting train from the east, and brought with him a party of newspaper men from Montreal and Quebec, who were joined at the Queen's Hotel, Toronto, by the Ontario press men.

Western Link Joined.

One of the Grand Trunk officials said: "The western link in the first all-transcontinental has now been joined and passengers can leave from the most distant point in the Maritime Provinces, stop off at Toronto about five hours for business, and go through to Prince Rupert, where the G.T.R. steamship service connects for all points on the Pacific Coast."

The distance from Toronto to Winnipeg is 1,256 miles, and is covered in 42 hours. The highest grade is four-tenths of one per cent, while many of the existing railways in the United States have to contend with

grades over one per cent, which makes it unpleasant for travel and expensive in operation.

The interior of the cars are provided with every convenience and finished in light African mahogany. A feature of the service is the free sleeping colonist car, and the express and baggage cars of the Canadian Express Company which have never been operated over this line before.

Known as the National.

The train consisted of two express baggage cars, one colonist, one day coach, one touring sleeping car, one dining car and three standard Pullman cars. It will be known hereafter as No. 9, "The National."

The crew in charge of the first train were: Engineer Arthur Meeking, Fireman Joseph Howeroff, Conductor K. McLenan, Baggageman W. Duncan, Brakeman R. V. Devlin. The Pullman standard sleeping cars were named Marcus, Annapolis and Arden.

The party of newspaper men and the railway officials who made the first trip arrived at North Bay Wednesday, and ran all day through the Cobalt district and the Temagami Forest Reserve and ten miles over the transcontinental before night fall. The next morning all the territory west of Graham was covered. When they reached Winnipeg an official welcome was tendered and a visit of the city in motor cars extended.

On Return Trip.

On the return trip they will come over the government branch line, recently leased for 99 years, between Superior Junction and Fort William. The Northern Navigation Line's fast steamer will carry them to Sarnia, where they will entrain for Toronto, arriving at noon next day.

ATHLETE HURT IN AUTOMOBILE WRECK

Was Former Canadian Champion Wrestler and Canoe Expert

Toronto, July 15.—Mr. Bruce Sutherland, secretary-treasurer of Messrs R. G. Long & Co., Limited, 439 Wellington street west, has been brought home to Toronto in an injured condition following an automobile wreck which occurred on July 6 within a few miles of Buffalo. Mr. Sutherland was returning from New York, where he had gone on business, and was driving his car toward Buffalo when a wheel came off, throwing the automobile into the ditch. He sustained a broken jaw and other injuries, which kept him confined in the Buffalo General Hospital for almost a week.

Mr. Sutherland is a former Canadian amateur champion wrestler, and he has also won many canoeing championships for the Toronto Canoe Club. He is now at his home at 121 Constance street, where he is resting easily.

MANUFACTURE OF FORD AUTOMOBILES IN MOVING PICTURES

Local Firm Arranges Special Attraction at Timmins Empire Last Night and To-night

Through arrangements made by Messrs. Marshall-Ecclestone, Ltd., of Timmins, opportunity was afforded at the Timmins Empire Theatre last evening, and will be again this evening, for the general public to witness by moving pictures the process of manufacture of Ford automobiles.

This is something entirely out of the ordinary in the movies. The film consists of two reels with 2,000 feet and the various details of manufacture shown are a astonishing.

Carrying such local interest as anything connected with a Ford car does, in the gold camp, the action of Marshall-Ecclestone in securing this special attraction was much appreciated and those who did not see the pictures last evening should not fail to pay a visit to-night.

FRANK CAROL MAY BOX HERE SOON

Well-known Canadian Lightweight Anxious to Pay Timmins a Visit

Among requests for bouts in the gold camp is one from Frank Carroll, that clever Toronto mit artist who is anxious to meet all comers at his weight, 135 pounds and will give or take five pounds.

Carroll is one of the best known boxers in Canada having fought from coast to coast and is considered one of the most scientific and hardest hitters in the game. He won the championship of Canada as an amateur for several years then turned professional and has made a reputation by defeating some of the best of his class both in Canada and the States.

Carroll is well known as a professional trainer having trained the Toronto Lacrosse team for years; the Toronto Hockey Team when they won the championship of the world and has looked after the Riverside A. C. boxers in Canadian and American championships.

BASEBALL SCHEDULE.

The remaining games in the Porcupine Baseball League are as follows: In each case the game will be played on the grounds of the first-named team.

JULY 17.	Timmins vs. South Porcupine.
	Dome vs. Hollinger.
JULY 24.	Hollinger vs. Dome.
	South Porcupine vs. Timmins.
JULY 31.	Hollinger vs. South Porcupine.
	Dome vs. Timmins.
AUGUST 7.	South Porcupine vs. Dome.
	Timmins vs. Hollinger.
AUGUST 14.	Hollinger vs. Timmins.
	Dome vs. South Porcupine.
AUGUST 21.	Timmins vs. Dome.
	South Porcupine vs. Hollinger.
AUGUST 28.	Timmins vs. South Porcupine.
	Hollinger vs. Dome.
SEPTEMBER 4.	South Porcupine vs. Timmins.
	Hollinger vs. Dome.

Don't forget The Porcupine Advance is the only full size newspaper actually printed on the ground of the gold camp—at Timmins. Be a subscriber now.

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