

LOST—Girl's kid glove, right hand. Reward. Advance Office. 17-19p.

WANTED—CHURCH ORGANIST. Address P. O. Box 244, Timmins. —18

PULPWOOD WANTED. I am in the market to purchase rough Spruce and fire-peel Spruce Pulpwood. For further information write Harry Towne, Cochrane. 55p.

BUILDING FOR SALE, in South Porcupine, formerly known as the Brunswick Poolroom, containing approximately 40,000 feet of good lumber, including 2000 feet of No. 1 hardwood flooring. Also 4000 feet metal sheeting inside. The building could be taken down and sold at a good profit to the speculator. Enquire, Pearce Bros., South Porcupine. —18

COTTAGE HOSPITAL

Cor. Cedar and Fourth Ave. TIMMINS, ONT.
Rates:—Private, \$25.00 per week. Semi-Private, \$20.00 per week. Maternity Case, \$30. per week. Spacious Accommodation. Efficient Attention. Graduate Nurse in Attendance. Maternity Cases especially solicited.

FOUR-ROOMED FLAT TO RENT. Phone 83, Timmins. —19

PROMISING GOLD PROPERTIES FOR SALE.

Timmins, May 5th, 1920. Three Gold Properties for sale, of 40 acres each, making 120 acres in all; in the south east corner of Whitney Township, Lots 3 and 4, Concession 1; six miles from South Porcupine; 5 miles from railroad; road within 1 1/2 miles of property; width of veins from 3 feet to over 50 feet; as good a body of ore as I have ever seen; large lead ore in sight for 200 feet; hold certificates running from \$1.50 to \$14. per ton for a number of assays made by Mr. D. Johns, Assayer, Haileybury. For further particulars apply to JAMES McCANN, 18 p.— Timmins, Ont.

NOTICE.

A. CHAMANDY—A. SALHANI. Owing to the death of my father in my infancy, I was brought up with my mother's people and became known by her maiden name of Chamandy. I now wish to be known by my real name of A. Salhani and there fore make public my reason for adopting a different name from that by which I have formerly been known. A. SALHANI. Timmins, May 10th, 1920.

ONE BIG UNION HOLDING MEETING ON SATURDAY.

Posters are out this week announcing a public meeting to be held in the Finnish Hall, Fourth Avenue, Timmins, on Saturday, May 22nd. This meeting will be addressed by Joe Knight, organizer for the One Big Union, and an opportunity will be given for the asking of questions, according to the posters. The O. B. U. has had an office in town for some time and has secured a membership chiefly among the lumber industry employees and among the foreigners of the Camp International unionism is as much opposed to the O. B. U. as capitalism could possibly be, the regular trades union idea being that experience has proved that progress can better be achieved along the less radical lines that have distinguished organized labour hitherto in Canada. The O. B. U. received its first notice and general publicity during the Winnipeg strike last year. There is a branch of the O. B. U. in Cobalt.

Mr. Hugh McEachren returned on Saturday from Toronto where he went for medical treatment. The medical officers at first were of the opinion that an operation would be necessary, but later decided that other treatment would be all necessary to restore this winner of the Military Medal to complete health.

ANOTHER WRECK ON THE T. & N. O. RAILWAY SUNDAY

Car Travelled About A Quarter of a Mile Off the Rails. No one Injured of Course.

Passengers on the T. & N. O. Railway on the Northbound National had an unpleasant experience on Sunday a short distance south of Bourke's when the last car of the train left the track and travelled bumpity-bump on and along the ties and sides of the right of way. The train was travelling along at a fair rate of speed when the passengers were suddenly jarred from their seats some of them being thrown to the floor. Some ladies, bound for So. Porcupine, who were moving from one of the other cars into the rear coach were caught between the two cars and the doors jamming through the accident they were unable to get either backwards or forward until the train was safely brought to a standstill. The brakeman of the train was caught in the passageway of the rear coach and the doors were jammed so hard that he could not get in to pull the emergency brake cords. The engineer apparently was not aware that anything had happened until some of the passengers in the rear coach were able to gather themselves together sufficiently to pull the emergency cords. Dr. McInnis, Mayor of Timmins, was among the passengers in the coach that went off the track, and received a considerable shaking up. There were also several others in the coach from Timmins and district. After the first severe jolt, which was followed by a running series of bumps with the car swaying and twisting, the passengers rightly guessed that their coach was off the track. As soon as they realized this and got straightened up enough to pull the emergency cord the train began to slow down and was soon at a standstill. In the mean time, however, the train had gone about one quarter of a mile with the rear coach running off the rails. Part of the distance—the ties were cut through by the wheels. The accident is blamed by the railway men on a "sun kink,"—that is, a rail unduly twisted out of shape by the action of the sun. Passengers on the train, however, after noticing the condition of the ties, etc., think it was simply a case of a spread rail due to the poor condition of the ties, rails and road-bed generally. The T. & N. O., to judge by results, does not mind much apparently about having accidents, but has a decided objection to killing or injuring passengers. This was a normal accident on the T. & N. O. on Sunday, not a single soul being physically injured, though nearly all the passengers in that rear coach were badly shaken up, and some of them this week are almost as serious nervous wrecks as the T. & N. O. itself. The road-bed of the T. & N. O. seems to be in need of much repair and improvement to avoid the breaking of the T. & N. O. record of never killing or seriously injuring a passenger. After the train was safely brought to a stop the rear coach was uncoupled and left behind and the passengers transferred to the cars ahead. The train then proceeded upon its way, only about a half an hour's delay being caused by the accident.

REPEATED REPORTS THAT SCHUMACHER MAY RESUME.

The report that the Schumacher Mine will re-open at a comparatively early date will not do, though there is no official confirmation of the rumor. Despite the lack of any official announcement rumor continues to say that arrangements are being made to resume operations at the Schumacher. It is said that the Schumacher mill will be started up, and the main shaft continued to a depth of 1000 feet. Report also remarks on the fact that a year or so ago the Schumacher shareholders ratified a by-law authorizing the sale of 100,000 shares of treasury stock at a discount of not more than 55 cents per share, or in other words, at 45 cents per share. It is suggested now that this sale of stock at 45 cents per share will be proceeded with to provide the necessary financing for the resuming of active operations. It is practically certain that as soon as financial conditions warrant all the Porcupine mines will be going at full blast and this, of course, applies to the Schumacher as well as the others. Whether the Schumacher will get in ahead of many of the others remains to be seen. Rumor persists that it will. This remains to be seen.

The fourth annual ball under the auspices of the Timmins Fire Department, will be held in the Masonic Hall on Friday evening, May 21st. The Firemen's Ball is always a successful, friendly, sociable social event, and this year "your Firemen," as they very appropriately and honestly style themselves on the advertising window cards, are working to make the fourth annual ball the best of them all.

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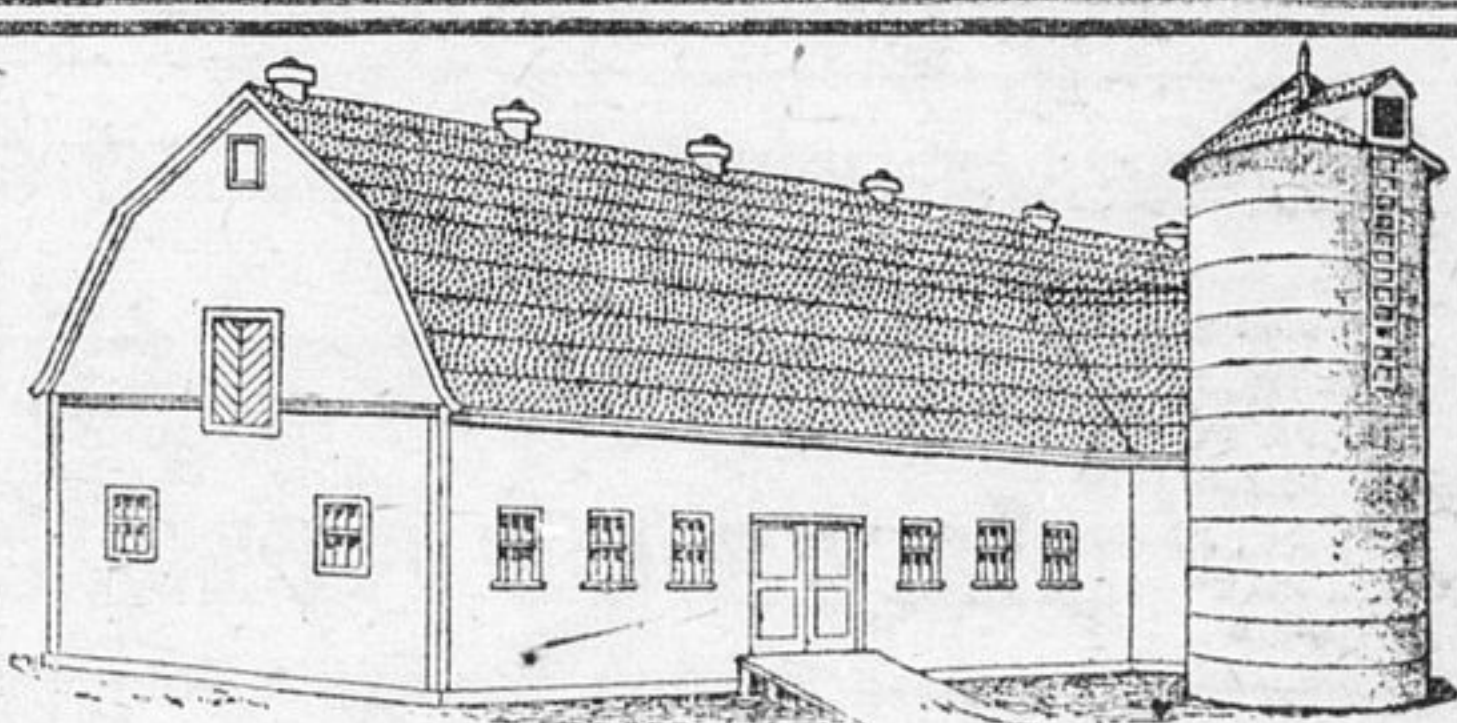
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BOX 135, SOUTH PORCUPINE T. A. STRAIN, Manager BOX 46, TIMMINS

LUMBER WANTED—Spruce, Jack Pine and Poplar. For further information write to Harry Towne, Cochrane. 55 p. O. SEGUIN Singer Sewing Machine Agent, 9 Maple Street, Timmins, Ont. P. O. Box 75. Phone No. 211 Also selling Pianos.



Barn and Silo Roofed with Brantford Asphalt Roofing.

Resists Fire, Sheds Water, Wears Long

Flying sparks and embers from a burning building often cause roofs near by to catch fire, especially in a dry, hot season. Under like conditions, roofs covered with

Brantford Asphalt Roofing

are in no danger from flying embers, because any that fall on Brantford Asphalt Roofing die out harmlessly. Build a bonfire on a roof of Brantford Asphalt Roofing and the fire will not spread and the boards underneath the roofing will be protected in a surprising manner.

If a fire starts in the interior of a building Brantford Asphalt Roofing acts as a retardant and keeps the fire from spreading. Fire chiefs and insurance companies endorse its use in the most congested cities.

Brantford Asphalt Roofing does not absorb water, but sheds the heaviest rain with ease. Acid proof and alkali proof. Reliable, durable, economical. Three weights—60 lb., 70 lb., 80 lb. per square.

Brantford Rubber Roofing
is the same quality as Brantford Asphalt, but has a smooth, rubbery surface instead of the sand. It is particularly suitable for verandah decks and floor coverings. Three weights—40 lb., 60 lb., and 60 lb. per square.

Leatheroid Roofing
Slightly lower quality than Brantford Rubber Roofing. Used for same purposes. Has a leathery surface. Exceptionally good roofing at a low price. 35 lb., 45 lb., and 55 lb. weights.

Standard Mohawk Roofing
is made of the same materials as Brantford Asphalt Roofing, but is lighter in weight. A thoroughly reliable roofing at a low price. Tested for years and has given entire satisfaction. Sanded on one side. One weight—40 lbs. per square.

Climax Sheathing Paper
A tough kraft paper coated with high-grade asphalt. For making buildings damp-proof and wind-proof. Also for roofing temporary bunk houses, lumber camps, etc.

Samples of any of these roofings and prices will be furnished on request.

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