

"Price Class"

The mysterious stranger in the motor industry

Does a difference in price indicate a difference in quality? Why is one car priced 25% to 50% higher than another of the same quality? The 4 questions that a buyer should ask when considering any car

HERE are facts based on world's engineering authority. If you have any intention of buying an automobile, you are urged to read them.

No "Price Class"

There are only two kinds of automobiles today. Economically produced cars which give you more for your money. And cars which are not, and give you less.

Hence two cars may show a price difference of \$400 to \$1,200 and more. And be of the same quality.

Where the difference comes in

Studebaker, producing 150,000 cars yearly, has reduced engineering cost to \$3.33 per car. Other fixed overheads have been reduced proportionately. And these influence Studebaker prices.

A set of body dies costs \$100,000. It will produce many thousand sets of body stampings, each one as perfect as though there were only a dozen made.

By building 50,000 bodies from a single set of dies, Studebaker reduces the die cost per body to only \$2.00.

The average small manufacturer has to charge each body \$20 for die cost. The difference of \$18 is in the price but not in the body.

Thus a car priced at \$1,700 to \$1,950 can be sold as low as \$1,465 when produced economically in quantity. Such a car is the Studebaker Light-

Six Touring Car, priced at \$1,465. A clear difference of between \$235 to \$485.

Equalled only by costliest foreign and American makes

Every Studebaker car is Timken-equipped. The Light-Six more than any competitive car within \$1,500 of its price. We subject Studebaker cars to 30,000 inspections. That requires 1,200 men.

No finer car can be built than the Studebaker of today.

See a Studebaker—then decide

Buy no car until you've seen a Studebaker. Go over it, point for point. And you will own a Studebaker.

Get an answer to these 4 questions before buying any car

1—Is this an assembled car? Or "partly" assembled. Assembled cars pay a profit from 75 to 100 parts makers alone.

2—What sort of bearings? Studebakers are Timken-equipped. Everlasting smoothness and quiet performance result.

3—How many cars a year does this maker produce? Small productions mean either a higher price or cheaper car.

4—What sort of upholstery? Studebaker closed models are done in Chase Mohair, the finest material for this purpose known. Open models are upholstered in genuine leather.

Why Studebaker excels the world in body building

For 72 years Studebaker has been a builder of quality vehicles.

In the modern \$10,000,000 Studebaker body plants, there are sons and fathers and grandfathers working side by side. Their religion is fine coach building. And this is reflected in their work.

As fine body builders, Studebaker stands supreme.

LIGHT-SIX	SPECIAL-SIX	BIG-SIX
5-Pass. 112-in. W. B. 40 H. P.	5-Pass. 119-in. W. B. 50 H. P.	7-Pass. 126-in. W. B. 60 H. P.
Touring \$1465	Touring \$2000	Touring \$2425
Roadster (3-Pass.) 1445	Roadster (2-Pass.) 1970	Speedster (5-Pass.) 2550
Coupe-Roadster (2-Pass.) 1735	Coupe (5-Pass.) 2665	Coupe (5-Pass.) 3395
Coupe (5-Pass.) 1985	Sedan 2860	Sedan 3665
Sedan 2135		

(All prices f. o. b. Walkerville, Ont., exclusive of taxes. Terms to meet your convenience.)

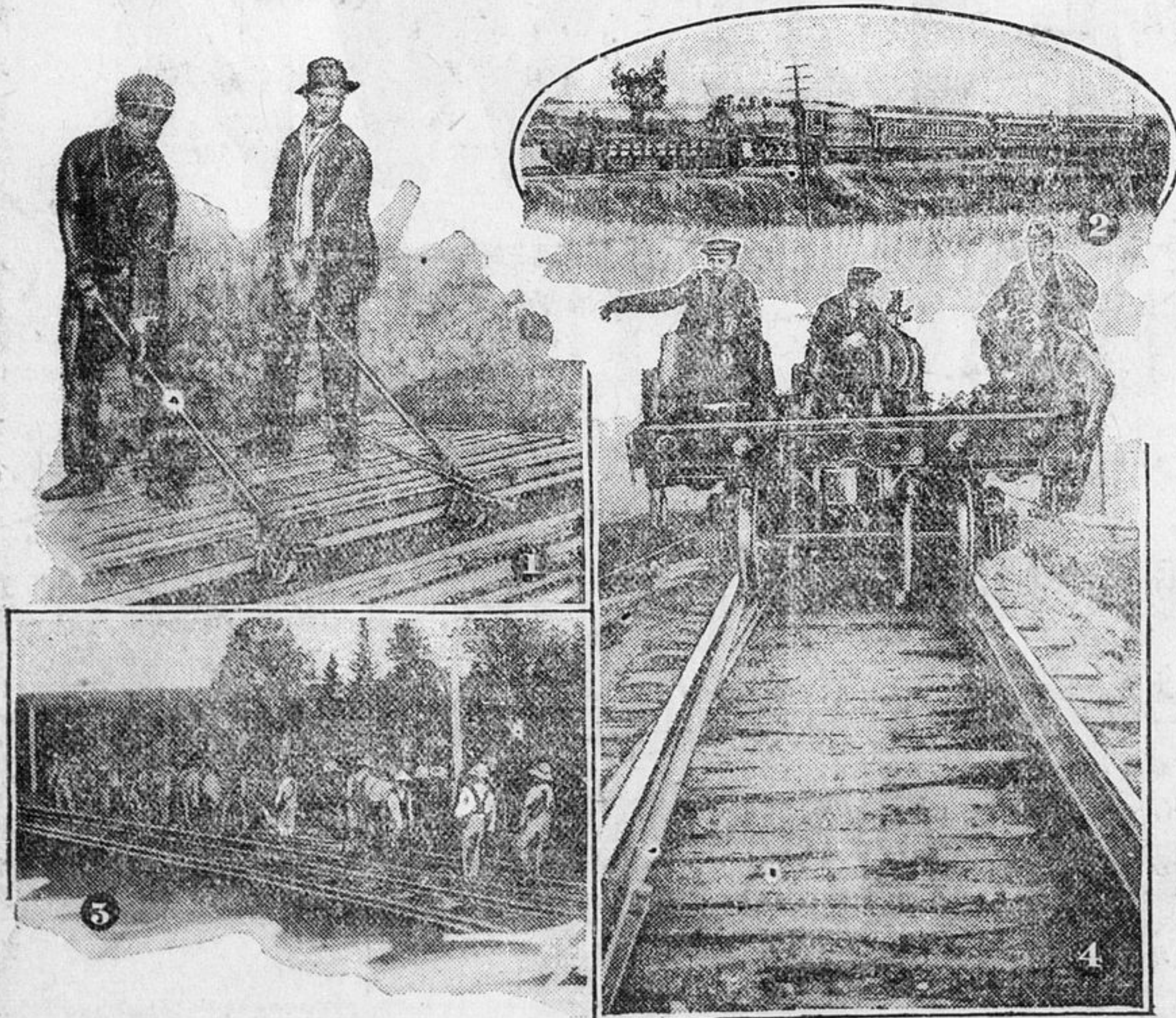
Marshall-Ecclestone, Limited

Timmins Ontario

THE WORLD'S LARGEST PRODUCER OF QUALITY AUTOMOBILES

Try The Porcupine Advance Want Ads for Sure Results

Another Canadian Railroad Record



1 Unloading new rail from a flat car. 2 A Canadian Pacific work train. 3 Placing a new rail unit. 4 Throwing the old rail to the outside of the track. Note how the wheels are edging the old metal over the new.

Although Canada owes its prosperity, and even its national life to the Railroads which stretch across the Dominion and send feeders north and south into its rich agricultural and mining countries, the Railroad history of the country does not yet cover fifty years. In their short existence, however, Canadian Railways have progressed, and been so forced to meet the increasing demands and requirements of the country that their development has been extraordinarily rapid. Not only were the engineers employed by the Canadian Pacific compelled to press the laying of steel to the Pacific at a pace hitherto unknown, regardless of the many difficulties and obstacles which they encountered both on the plains and in the Rockies which were once thought impassable, but competition with other lines and the demand of the travelling public for service, comfort and convenience has stimulated the activities of the operating departments to such an extent that in the matter of equipment and service railroads in this Dominion are not surpassed on the continent.

Experiences gained in "construction days" were not lost, nor has the standard of efficiency which signaled the Canadian engineer been lowered, and today Canadians claim to be the world's leaders in railway construction maintenance and operation.

Using unusual and effective methods, the Canadian Pacific recently laid over 100 miles of 100 pound rail at the rate of a mile or more an hour securing total daily mileages up to 10 miles and over and thus establishing another record. This while the road was under heavy

traffic. First came the train with the new rail. By means of special handling appliances the rails were distributed along the track, outside the old steel. Following the distribution of the new steel, the rails were picked up by a special gang, set up end to end, and bolted into two rail units. Next, the inside spikes were pulled by a gang detailed off for this work, and the old rails were pushed in towards the centre of the track. The new rail was then lifted into place and spiked down against the shoulder of the old tie plates before being bolted into one continuous stretch. This ensured that the alignment and surface of the track remained undisturbed. The new tie plates were inserted later.

Perhaps the most interesting operation was the moving of the old rail to the outside of the track where it could be picked up by the salvage train. The discarded steel was not unbolted, being one continuous piece, sometimes half a mile in length. The end of this rail was thrown outside the new track and as a heavily weighted truck was pushed slowly by a powerful engine, so the planges on its foremost wheels shoved the old rail over the new to the outside of the track—a simple operation, but one which, in course of a few years saves the Company thousands of dollars. As a matter of fact, this system of re-laying track, practised first by the Canadian Pacific on the Megantic Subdivision, has attracted the attention of railroad officials all over the continent, many of whom have sent representatives from as far away as Texas to secure first hand knowledge of it and the special unloading equipment used.

MR. W. MACKIE TO OPEN NEW BAKERY IN TIMMINS

Hill-Clark-Francis have the contract for the erection of an up-to-date bakery building on Wilson Avenue (River Road) between the St. Onge corner and Gray's Drug Store. The construction is being rushed, and it is expected the new bakery will be ready to open early in April. The equipment will include the latest type of electric oven and other up-to-date equipment. The new bakery is being opened by Mr. William Mackie, now of the Hollinger Stores accounting department and who had previous business experience on the staff of the Imperial Bank.

PLEASANT CONCERT AT S.A. HALL SATURDAY NIGHT

The visit to Timmins last week-end of the Instrumental Quartette from the Salvation Army at North Bay was an event of much musical interest and importance. The quartette included Adjutant Speller, Bandmaster Saunders and Bandsmen Blaney and Jannison. On Saturday evening in the S.A. Hall they gave a concert of much excellence. There was a large attendance and all thoroughly enjoyed the good music and other items. The Instrumental Quartette won general favour. "Lanboard Watch," an instrumental trio, was a specially appreciated selection on the programme. The cornet solo, "The Holy City," by Bandmaster Saunders, was a fine number. Bandsman Jannison's euphonium solo was another specially good number. Vocal solos by Bandsman Jannison, and Adjutant Speller were greatly enjoyed, while the vocal quartettes, "All Hail, Immanuel," and "The Pilot," were numbers of particular merit. Readings by Bros. Blaney and Saunders and an address by Bro. Saunders were also items on the programme that pleased all.

The Quartette also assisted at the services on Sunday, specially large attendances being attracted.

WARN CHILDREN AGAINST OPENING POST OFFICE BOXES

Recently some young boys have developed the habit of opening post office boxes and taking out mail matter from them. In the past few weeks more than one boy has been caught at this bad practice, and parents and others should be warned in time and take the proper measures to avoid serious consequences for themselves or for the children. The law looks upon the theft of mail matter as a particularly serious matter, to be discouraged by very severe penalties, and the tampering with mail matter after the manner of recent cases is looked upon by the law as neither more or less than theft. Through finding boxes unlocked, or by waiting the owners use the combination, or through other methods, boys have been able in some cases to gain access to mail in the post office boxes. As a consequence of the improper action of the youngsters mail has been destroyed or lost, and loss thus caused to box-holders. Box-holders may assist in reducing this type of nuisance by always making sure that their boxes are properly closed and locked and that the keys or combinations do not fall into wrong hands. In cases where there is any doubt as to anyone having wrongful access to a post office box the lock or combination should be changed. The postmaster will be pleased to assist in guarding the box-holders in this way. The boys can assist also in guarding the mails and safeguarding the public by strictly minding their own affairs and not meddling with the rights and property of others. The boys would assist still further by avoiding undue loitering in the post office and generally considering the rights and convenience of others. Parents, however, are the ones who may do the most in this matter. Parents should instill in the minds of their youngsters the fullest possible realization of the rights of others. They should see to it that their youngsters do not cause annoyance or loss to others. They could impress upon their boys the fact that every lad should be a good sport, and a good sport's first consideration is for the rights of others. If it is true that "boys will be boys," it should be equally true that "parents ought to be parents." If mischief is a natural attribute of boys, good counsel and advice and timely admonition as to right and wrong ought to be equally natural attributes of parents. It would be a good thing if every parent seeing this paragraph would call his boy to him and say:—"Now, son, if you have been one of the boys interfering with post office boxes, never be guilty of anything like that again. You would not like others interfering with anything belonging to you, and you have no more rights than others have. Be a good fellow. Play the game." A little talking to for a small boy is better than a long term of confinement.

Good clothes are not good habits.—Bishop Doane.

FEBRUARY HONOUR ROLL OF SCHUMACHER SCHOOL

Standing of Pupils in Various Classes for the Past Month.

Names are arranged in order of merit.

Room VI.—John A. Bush, Principal
Senior Fourth Class—Nellie Cornell, Willie Mair, Frank Gerovich, Maisie Mussett, Elsie Henderson, Helen Lark, Koruela Markievich, Douglas Craig.

Senior Third Class—Sadie Aide, Francis Gilbert, Zora Sechen, George Tennyson, Kenneth Hope, Hugh Calverly, Jim Keeley.

Room V.—Clarice Sullivan, Teacher
Jr. III.—Mary Jacksie, Marguerite McKay, Chrissie Murphy, Jennie McLeod, Grant Barron, Beatrice Leek, Grace Lark, Dorothy Heath, Evelyn Leek, Nellie Ansara, Roy Hamilton, Theresa Hope, Stanley Shippam, Doris McLean, Geo. Proux.

Room IV.—Victoria Malkin, Teacher
Sr. II.—Edith Williams, Fannie Finkleman, Albert Hope, Cecelia Craig, Maurice Miller, Gordon Uttley, Percy Sheeluskii, Roy Corrigan, Bertha Bonnell, Arthur Corrigan, Edna Gannon, Mary Waldo and Annie Okliek, equal, Billy Turner, George Leek, Harvey Laine.

Room III.—Olive White, Teacher
Senior First—Mary Holgovich,

Silvester Tomiuck, Mary Miro, Lie Kueheran, Annie Rubbeck, Daisy Miller, Madeleine McKinnon, Margaret Miller, Basil McDonald, Reggie McDonald.

Junior First—Madeleine Holgovich, Annie Rubbeck, Mary Hickey, Quanta Baldwin, Wanda Smith, Fred Sheelski, Milke Kuly, Helen Tario, Bill Tennyson, Wilfred Prest.

Senior Primer—Mike Ostovich, Marjory Sampson, Roland Nilson, William Martin, Sam Finkleman.

Room II.—Mrs. Margaret McKay, Teacher

Sr. Primer—Elsie Robar, Lucien Retiere, Mary Kueheran, Frances Bobinski, Bill Kuly, Quinto Flora.

Jr. Primer—William Hartling, Howard Cowan, Kate Krancovitch, Rosy Oglovich, Hazel Gilbert, Ethel McKinnon, Florence Dillan, Gladys Gannon, Caroline Baldwin, Randolph Humphrey.

Room I.—I. Murphy, Teacher
Junior Primer—A. Class—Steve Rubec, Joe Popovich and Pearl Corrigan, equal, Rosa Wonung and Pearl McLean, equal, Walter Craig.

B. Class—Elmer Nikula, Jean Montigny and Mike Popovich, equal, Gertrude Smith, Frank Augustynowski, John Keeley, Arthur Simms.

C. Class—Madeline Rubec, Bappi Flora, Pat Miller, Steve Austwich, Bobbie Robar.

The Sudbury Star last week says:—"Miss Agnes Angrignon, of Timmins, is the guest this week of Miss Claribel Taylor, enroute to Detroit, where she has accepted a position." "Miss Carmel Costello, of Timmins, is the guest of Miss Margaret Frawley, Cedar St., this week. Miss Costello will proceed to Detroit where she will visit for some time."

See our Windows for This Week's Specials

D. LAPRAIRIE 56 THIRD AVENUE

For anything in Watches, Clocks, Silverware, Chinaware, Crown Derby, Cut Glass, Etc., it will pay you to come to

H. HORWITZ

25 Third Ave., Between the Hollinger Stores

Watch and Jewelry Repairing Promptly and Efficiently Attended to.

NOTICE

On and after, March 20th, 1924 all Banks will be open on Hollinger Pay-days from 10 a.m. until 6 p.m. only.

Wednesday, Thursday and Friday of this Week March 5th, 6th and 7th

On Wednesday, Thursday and Friday of this week March 5th, 6th and 7th I will be at the Hotel Goldfields with a complete showing of the latest models in Spring Millinery, including Dress Hats, Sport Hats, also Matrons' and Misses' Hats.

I have given my personal attention to the selection of these models and am extending a cordial invitation to the ladies of Timmins to attend this showing.

Mrs. W. L. Mackie

Toronto - - - - - Ont.