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The Caledonian Society of Timmins.

Open to native-born Scots and Scotchwomen and those of Scottish descent.

Meetings every Second and Fourth Friday in the Hollinger Recreation Hall, Timmins.

Membership fee, \$2.00 per year for ordinary members and 50c. per year for associate members.

D. MACKIE, P. LARMER, President, Secretary.



Classes for Mining Prospectors.

Classes for Mining Prospectors will be held under the direction of the Ontario Department of Mines, as follows:

- Sudbury Nov. 5th—Nov. 13th
- Coniston Nov. 17th—Nov. 25th
- Massey Nov. 27th—Dec. 5th
- Sault Ste. Ma'e Dec. 9th—Dec. 17th
- New Liskeard Jan. 5th—Jan. 13th
- Kirkland Lake Jan. 15th—Jan. 23rd
- Larder Lake Jan. 26th—Feb. 3rd
- Matheson Feb. 6th—Feb. 15th
- Timmins Feb. 17th—Feb. 25th
- Cochrane Feb. 27th—Mar. 8th
- Hearst Mar. 10th—Mar. 18th
- Sioux Lookout Mar. 20th—Mar. 28th
- Port Arthur Mar. 31st—Apr. 8th
- Mine Centre Apr. 10th—Apr. 18th
- Chapleau Apr. 21st—Apr. 29th

Instruction will be given in the practical identification of minerals and rocks, and in elementary geology and mineralogy.

Practice classes in spotting minerals and rocks will be carried on in places visited in former years.

Classes free. Conducted by Dr. W. L. Goodwin, late Director of the School of Mining, Kingston.

Thos. W. Gibson, Deputy Minister of Mines. Toronto, 28th October, 1924.

(50)-45-52.

NOTICE TO CREDITORS

IN THE MATTER OF the Estate of Thomas Sinclair Clark, late of the City of Toronto, in the County of York, Chartered Accountant.

NOTICE IS HEREBY GIVEN pursuant to the Statutes in that behalf that all Creditors and others having any claims or demands against the Estate of the said Thomas Sinclair Clark, who died on or about the 8th day of June, 1924, are hereby required on or before the 20th day of December, 1924, to send by post prepaid or deliver to the undersigned Solicitors for the Toronto General Trusts Corporation the Executors of the Last Will and Testament of the said deceased, their names, addresses and descriptions and full particulars in writing of their claims or demands and statements of their accounts and the nature of the securities, if any, held by them duly certified by affidavit.

NOTICE IS HEREBY FURTHER GIVEN that on and after the 20th day of December, 1924, the said Executor will proceed to distribute the assets of the Estate of the said deceased among the parties entitled thereto having regard only to the claims of which it shall then have had notice and that they will not be liable for the assets of the said Estate or any part thereof so distributed to any person of whose claim it shall not then have had notice.

DATED this Twenty-seventh day of October, 1924.

Holden & Murdoch, 603 Royal Bank Building, Toronto, Ontario. Solicitors for the said Executor. 45-48.

A politician thinks of the next election; a statesman, of the next generation.

LAKE SHORE PRODUCTION SETS RECORD IN OCTOBER

During the month of October the mill of Lake Shore Mines, Limited, according to official information, treated 9,400 tons of ore, recovering therefrom in gold bullion a total value of \$155,925.16, the approximate recovery per ton being \$17.24. This constitutes a new high monthly record of production. The average grade, though high, is not a record for the Lake Shore. For years that mine produced ore averaging over \$20.00 per ton in gold. The total production for October sets a new standard for output, and with ore averaging \$17.24 per ton the Lake Shore still holds its place as a wonderful high-grade producer.

MAJOR AND MRS. KNIGHT AGAIN VISIT TIMMINS

Major Knight, of North Bay, Divisional Commander of the S.A., accompanied by Mrs. Knight, visited the Timmins S.A. over the week-end, there being special services on Saturday and Sunday. These services were particularly successful and were attended by large crowds of interested people. Major Knight was much impressed with the growth of the Timmins Corps and the progress made since his previous visit, and expressed pleasure at the good work being done by Capt. and Mrs. Cornthwaite and the Army generally in Timmins. During the visit, seven professed conversions. One of the features of the services was the pleasing music furnished by the new S.A. band here. The S.A. Band rendered a number of selections in very creditable way and the band music added to the interest of the services.

Iroquois Falls to be Again In Senior Hockey This Winter

Strong Effort Also Being Made to Have Timmins Try it Again This Season. Annual Meeting of the N.O.H.A. Deals With Hockey Situation. To Be Two Groups in Northern Hockey.

Iroquois Falls will again be in Senior Hockey this winter. Effort is also being made to have Timmins join the northern group of the N.O.H.A. This Northern Group, it is hoped will include Liskeard, Cobalt, Iroquois Falls and Timmins. In reference to the matter the following report appears in the current issue of The Broke Hustler, regarding the annual meeting of the N.O.H.A.:

There is to be N.O.H.A. hockey in Iroquois Falls this winter. That was decided at the meeting of the N.O.H.A. held in North Bay on Saturday. There are two Senior groups. The Soo and Sudbury in the west will form a Senior group there. Cobalt, New Liskeard and Iroquois Falls and perhaps Timmins will form a Senior group in this district.

The suggestion was made by New Liskeard that these four teams get together. Timmins was not represented at the meeting but there is a possibility that they will come in under the circumstances. If they do not New Liskeard, Cobalt and Iroquois Falls will form the group.

There were some changes made in regard to Senior and Intermediate play. A motion fathered by Angus Campbell was passed providing that the runner-up in the Senior series

would be eligible to play off with the Intermediate Champions for the Gordon Cup emblematic of the Intermediate championship. It was on account of this motion that the group here was called Senior. If the teams in this section are not as strong as the winners of the Sudbury-Soo group and are beaten they still have the right to try for the Intermediate Cup. Had it not been for this the grouping in this district would probably have been Intermediate.

There was a little difficulty over the Soo-Sudbury teams. Port Arthur sent a representative and asked that the Soo be allowed to play in the Thunder Bay League as well as in the N.O.H.A. confining their hopes of the Allan Cup to the N.O.H.A. grouping. This request was granted by the league and it was left to the clubs to see what arrangements could be made. Port Arthur's idea was that Port Arthur, the Soo, Fort William and Sudbury should play together in the Thunder Bay League and that the Soo and Sudbury should play four home and home games for the championship of the N.O.H.A. group. When the delegates met however, Sudbury blocked this by refusing absolutely to play with Port Arthur on the plea of the long journey, so it

NOMINATIONS FOR THE COUNCIL ON MONDAY

Nominations for Mayor and Councillors for the Town of Iroquois Falls will be held on Monday next, Nov. 24th, from 12 noon to 1 p.m. If an election is required it will be held on following Monday, Dec. 1st.

It is quite possible that the arrangements will fall through or else exhibition games by the Soo with Port Arthur and Fort William. The league also decided to negotiate with the O.H.A. with a view to having two games for the Junior finals instead of one. The Iroquois Falls motion making Angus Campbell a life member was carried unanimously, and the N.O.H.A. nominated Angus Campbell for Vice-President of the O.H.A.

The resolution put in by the Soo providing that resolutions to come before the N.O.H.A. should not be required to be filed with the Secretary ten days ahead of time was voted down. The league also decided that in Junior and Intermediate the same as in Senior the coach would be allowed in the box.

The hockey commission is now negotiating with Timmins, in regard to their putting in a Senior, Intermediate and Junior team, and it is hoped a four teamed group will be possible. In the Junior series there will likely only be Timmins and Iroquois Falls. It is the intention of Iroquois Falls commission to get out as many Juniors as possible and build up a good Junior team out of the material in town. All boys who are eligible for Junior hockey and want to play are urged to get their birth certificates right away so that there will be no delays when the team is formed.

TIMMINS LODGE, I.O.O.F. No. 459

Meets every Tuesday evening in the Oddfellows Hall, Third Avenue. Visiting brethren requested to attend. Jas. Cowan, W. G. Smith, N.G. R.S.

Timmins Gold Nugget Rebekah Lodge, No 173

Meets every Thursday in the month in the Oddfellows' Hall, Third Ave. Visiting Brothers and Sisters always welcome. Marie Carlyle, Ruby McCarthy, N.G. Rec. Sec.

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These candies arrive every Thursday. Leave your order for the regular assortment or make up any assortment you desire. List closes every Tuesday morning.

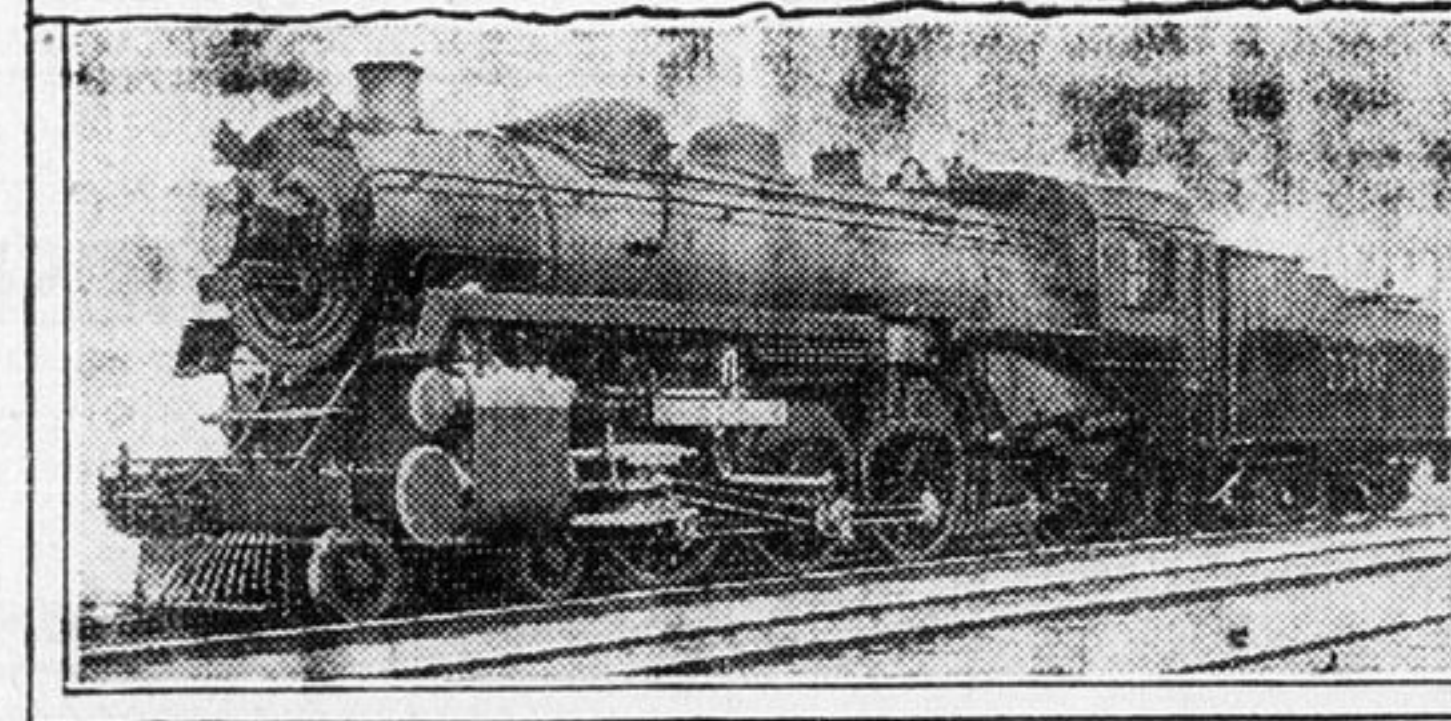
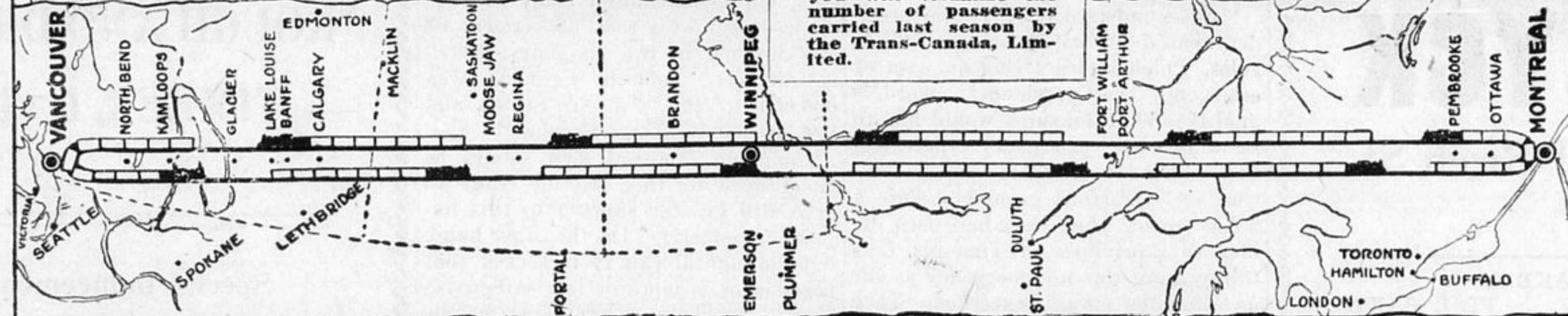
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THIS SEASON'S TRANS-CANADA MILEAGE EQUALLED THREE TRIPS TO THE MOON



There are only 150 people in this crowd. Imagine a crowd six hundred and sixty-six times as large and you will visualize the number of passengers carried last season by the Trans-Canada, Limited.



Powerful locomotives are changed forty-eight times daily in the movement of the Trans-Canada trains and ten sets of equipment are in constant operation.

The Trans-Canada Limited, the crack transcontinental express of the Canadian Pacific Railway, operated from May to September, completed its 1924 schedule on September 13th, when its last trains started and on September 17th these trains steamed into the terminus at Montreal and Vancouver, bringing to a close one of the service's most successful seasons. The train covers the 2,886 miles of its run between the two cities in 90 hours and its Toronto-Vancouver run of 2,707 miles in 86 hours.

Mr. C. B. Foster, Passenger Traffic Manager, summing up the season's performance, gave out some remarkably interesting figures which afford a partial insight into the magnitude of the task of maintaining such a service. The Trans-Canada Limited began its runs this year on May 18th, and before being discontinued made 119 trips in each direction, or 238 in all. The equipment of the train is limited to one baggage, one dining car, four standard sleepers, one 10-compartment car Vancouver to Montreal, and one 10-compartment car Toronto to Winnipeg, with a drawing room-3-compartment observation sleeper Montreal to Vancouver, plus a local sleeper on the west-bound movement only from Fort William to Winnipeg. Thus the maximum accommodation available in each direction between the East and Winnipeg is forty-eight sections, twenty-three compartments and five drawing rooms, while between Winnipeg and the Coast there are forty-eight sections, thirteen compartments and five drawing rooms. The average number of passengers on the train at night varies from seventy-five to 110 on different sections of the line, but for the 119 days the train was in service last season there was a one-night rise of approximately 100,000 berths. The east-bound and west-bound trains together covered 6,292 miles every day, which includes the distance between Montreal and Vancouver, 2,886 miles, and between Toronto and Sudbury, 290 miles, covered by each train and its Toronto-Sudbury connection. Thus the season's mileage was 758,748 for the 238 trips, or three times the distance from the earth to the moon. Each day four Trans-Canada trains were in motion over the Company's lines in each direction. At 8 A.M. each day, one was west-bound between Cartier and Chapleau, one between Kenora and Winnipeg, one between Medicine Hat and Calgary, and one between North Bend and Vancouver, while at that hour one east-bound was approaching Glacier, one approaching Regina, one east of Fort William and one between Chalk River and Ottawa. Ten complete sets of equipment, of which four were in motion each way every day and one was being cleaned, refitted and turned round at each end of the run, were required to maintain the service.

The year's schedule called for 22 changes of engine on every Trans-Canada run from Montreal to Vancouver and two engines for the Toronto-Sudbury connection made by each train. There were 48 engine runs daily for the service. Including these engine-stops, the trains made only 26 stops on their whole run. It is on this steady movement at a uniform speed over long distances and not on high speed that the trains maintained their fast schedules over the transcontinental journey and the elimination of all but essential stops resulted in the smooth running for which it is noted. Owing to the necessity of changing train crews on such a long run, about 14 crews, or about 84 men, were required for one trip on each train, while 48 sleeping and dining-car employees were required for each trip on one train or nearly 400 men for this branch of the Trans-Canada service. None of the hundreds of employees whose duties also associate them with the Trans-Canada Limited, but who do not travel with it, is included in these figures.