

# Practical Motor Sled Being Demonstrated in Timmins

Mr. Frank G. Horner, Formerly of Ruby, Alaska, Perfects Sleigh for Transporting Passengers and Goods over the Snow. Sleigh so Constructed That it is Not Damaged by Contact With Logs or Rocks.

Some weeks ago brief reference was made in The Advance to Mr. Frank G. Horner's invention of a motor sleigh for travel in the north through snow and ice. Since then the ingenious machine has been put on exhibition in Timmins where its advantages may be studied by any interested. For winter travel through the outlying sections of the North it would seem to be a useful and beneficial invention. The company manufacturing the motor sleigh, the Canadian Autosleigh Company, Limited, has its head office in Timmins, opposite the T. & N. O. depot. The autosleigh is being demonstrated here to any interested and is creating a great deal of attention.

The autosleigh is designed for use in localities where settlements are far apart and where the traffic does not justify the cost of ploughing for teams. The autosleigh will travel several miles per hour, carrying a

load that will correspond with the density of the snow.

The illustration shown herewith pictures the Autosleigh carrying "Miss Canada" in the Montreal Carnival last year. "Miss Canada" was the winner of the prize as Canada's most beautiful young lady in the competition that included the leading cities of the Dominion.

The promoters of the Autosleigh estimate that in the vast expanses of Canada there are over a million miles of trail travel per winter. In addition there are further territories now practically unexplored being under snow for five months of the year. Some sections of the North are practically inaccessible in the summer, on account of muskeg, tundra, etc. These offer a great field for autosleigh transportation. The promoters believe that the autosleigh will to a large extent take the place of the dog-team, with greater convenience,



satisfaction and economy.

The Scientific American was interested enough in the Autosleigh to devote a page to an explanation and discussion of this invention. The Scientific American also displayed on

its cover page an illustration in colours of the autosleigh in full action in the bush. The Scientific American refers to the slow and laborious trip of the three Naval Balloonists, with snow shoes and dog

sleds, from Moose Factory to Mattice, and suggests that this incident cannot fail to impress the stern necessity for better means of travel over snow. "Long before the above-mentioned incident," continues The Scien-

tific American, "Frank G. Horner, of Ruby, Alaska, set to work developing a suitable motor sled that would take the place of the primitive dog sled. First-hand experience with the many difficulties incidental to travelling over soft snow and broken ice, as well as an exhaustive engineering study of the problem, led to his development of the motor sled which forms the subject of our present cover illustration. The motor sled is so constructed that it is not damaged by coming in contact with rocks or logs or other obstructions. Furthermore, being somewhat like the caterpillar tractor in its method of locomotion, it can cross narrow chasms, brooks and other declivities alone or with the aid of felled trees, as shown in one of our illustrations."

The Scientific American give a detailed technical description of the motor sled. This is not necessary to readers of The Advance, as the autosleigh itself may be seen now any day at the office of the company, across from the station. This invention is well worth inspection, and should prove of very special interest up in this country.

## Gordon H. Gauthier

Barrister, Solicitor, Notary Public, Etc.

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REED BLOCK, TIMMINS and  
SOUTH PORCUPINE.

Mr. Gauthier will be at Timmins daily.

## MONTCOMS KEEP WINNING IN TIMMINS BOWLING

Won the Two Games During the Week, Defeating the K. of C. and Imperial Bank Teams.

In the Timmins Bowling League, the Montcoms are keeping nicely ahead. On Wednesday last the Montcoms won from the K. of C. Montcoms.

Size	202	170	167	539
Claney	206	187	170	563
McIlhargy	149	86	166	401
Verity	162	178	170	510
Cornthwaite	172	107	176	455

Totals 880 731 796—2407

K. of C.				
Seully	141	153	181	475
Aspect	150	138	159	447
Anderchuk	104	131	—	235
Hannigan	—	—	144	144
Keboe	105	—	—	105
Mondeau	—	137	104	241
Pare	125	124	100	349

Totals 625 683 687—1996

On Monday evening this week the Montcoms won from the Imperial Bank team:—

Montcoms.				
Size	122	197	191	510
Cornthwaite	119	126	189	434
Claney	206	187	170	536
Verity	175	127	117	419
McIlhargy	128	228	148	504

Totals 750 805 815—2430

Imperial Bank				
Wilson	147	137	198	482
Henderson	197	145	93	435
Morris	134	109	188	431
Payne	178	180	140	498
Brown	124	101	145	370

Totals 780 672 764—2216

There will be another Band Concert in the New Empire Theatre on Sunday evening after the church services. This will be the last band concert this year, and it will be a particularly good one.

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- M. O'Connor Connaught Station
- Reamsbotton and Edwards South Porcupine
- United Provision Company South Porcupine
- Frank Feldman Timmins
- Shankman Bros Timmins
- Frank Byck Timmins

### New Issue

\$30,000,000

## Canadian Pacific Railway Company

Twenty Year 4½% Sinking Fund Secured Note Certificates

Date of Issue December 15, 1924.

Date of Maturity December 15, 1944.

Principal and semi-annual interest (June 15 and December 15) payable direct to holders by cheque negotiable at par at any Branch in Canada of the Bank of Montreal. Fully registered Note Certificates will be issued in denominations of \$100, \$500, \$1,000, \$10,000 and \$100,000. Redeemable in whole or in part on any interest date on six weeks prior notice at 102 and interest up to and including December 15, 1929, and at a declining premium of ½ of 1% during each five year period thereafter.

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TRUSTEE AND REGISTRAR: THE ROYAL TRUST COMPANY.

Transfers may be effected at the Registrar's offices or agencies in Montreal, Ottawa, Toronto, Winnipeg, Regina, Calgary and Vancouver.

Mr. E. W. Beatty, K.C., President of the Canadian Pacific Railway Company, has summarized his letter of December 8, 1924, as follows:—

These Note Certificates will be direct obligations of the Railway Company and have priority over \$93,335,254 Preference Stock and \$260,000,000 Common Stock, representing an equity at present market prices of approximately \$460,000,000. The Preference Stock has received 4% dividends without interruption since its issuance in 1895. The Common Stock has paid dividends continuously since 1882, with the exception of the year 1895, the rate since 1912 having been 10% per annum.

In addition they will be secured by the assignment to the Trustee, by way of security, of all unpaid purchase money or deferred payments owing or accruing due to the Railway Company in respect of lands in the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia, sold or contracted to be sold by it prior to December 1, 1924. The amount due or accruing due to the Railway Company on December 1, 1924, in respect of said sales was \$66,000,000. The Railway Company will covenant to pay to the Trustee all monies, both principal and interest, less expenses and taxes paid to protect the security, received by the Railway Company in respect of the said contracts. The Railway Company covenants that it will not charge the lands in respect of which such deferred payments are or shall be due, so as to prejudice in any manner the security hereby created.

All monies received by the Trustee will be utilized for the payment of interest on these Note Certificates and thereafter as a Sinking Fund for the purchase and cancellation of these Note Certificates at the best prices obtainable up to the call price prevailing at the time of such purchase. If Note Certificates cannot be so purchased the Trustee shall redeem the Note Certificates by lot at the prevailing call price. The Railway Company will covenant that in the fourth and each succeeding year the annual amount available for the purchase of Note Certificates will be at least \$300,000.

The Note Certificates will be issued under, secured by and subject to a Trust Agreement between the Railway Company and The Royal Trust Company as Trustee.

The net earnings for the last five years, after paying all fixed charges, including interest on Consolidated Debenture Stock and all other obligations, have been as follows:—

Year ending December 31, 1919	\$31,320,868
" " " " 1920	32,844,083
" " " " 1921	33,169,867
" " " " 1922	33,545,140
" " " " 1923	34,899,409

Yearly interest on these Note Certificates amounts to \$1,350,000. The average yearly net earnings for the last five years as above set forth amount to \$33,155,873, or over 24 times annual interest requirements on these Note Certificates.

These Sinking Fund Secured Note Certificates are offered if, as and when issued and received by us, and subject to the approval of all legal details by Messrs. Meredith, Holden, Heward & Holden. Trustee Certificates in interim form or Note Certificates in definitive form will be available for delivery on or about December 30, 1924.

Price 92.25 and interest, to yield 5½%

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- The Canadian Bank of Commerce
- Dominion Securities Corporation Limited
- Hanson Bros.
- Nesbitt, Thomson & Company Limited
- Greenshields & Company
- Imperial Bank of Canada
- The Molsons Bank
- The Sterling Bank of Canada
- The National City Company Limited
- A. E. Ames & Company
- R. A. Daly & Company
- René T. Leclerc, Inc.
- The Dominion Bank
- Bank of Toronto
- Union Bank of Canada
- La Banque Provinciale du Canada

The information contained in this advertisement is based upon official statements and statistics on which we have relied in the purchase of these Note Certificates. We do not guarantee but believe it to be correct.