

**NOTICE**

The Scotland Woolen Mills Co., the well-known "Mill-to-Man Tailors," of Toronto, wish to announce that they have not recently established any store in Timmins, and that they are not connected in any way with any firm advertising under similar name. The Scotland Woolen Mills Co., with its chain of stores throughout the Dominion, trades only under the name of The Scotland Woolen Mills Co., and can not be held responsible for any others using names of similar sound with the expectation of enjoying the favourable reputation built up in the public mind by the Scotland Woolen Mills Co.

(Signed) Scotland Woolen Mills Co.  
Per H. AMSTERDAM.

**TAKING TERMS INSTEAD OF PAYING B.O.T.A. FINES**

Four Offenders Last Week Passed Up Fines to Pass Time in Jail.

In some districts there is said to be a more or less organized plan in regard to offenders against the Ontario Temperance Act taking the jail terms instead of paying the fines imposed. The fines are usually heavy, and on the other hand if they go to jail the offenders figure that the law will not be further popularized, as the country is put to much expense instead of making easy money in the way of fines. Whether it is true that the plan has been adopted in this district or not, it is a fact that the four breaches of the O.T.A. bringing fines of \$200.00 or more at the police court here last

Thursday, resulted in the accused persons all electing to take the jail terms. D. S. Stavinar, Sixth Avenue, charged with keeping for sale, was fined \$500.00 or three months. He took the term. S. Bouchard, on the charge of having in a public place, drew \$200.00 and costs or three months. He, too, took the three months. W. Pedonaz, charged by Provincial Officer Gardner with B.O.T.A., was fined \$500.00 or three months. He acted like the town cases by taking the three months, as did another Provincial case,—that of Margaret Smith, fined \$300.00 and costs, or three months, for a similar offence. Charges of disorderly conduct against these last two were dropped.

Mrs. Reubins, charged with illegal purchase of liquor, was fined \$50.00 and costs by Magistrate Atkinson. She paid and the town was ahead in this case.

Two drunks paid the formal \$10.00 and costs for extemporaneous drunk-



**McIntyre Recreation Hall**  
SCHUMACHER

Bowling, Billiards, Cigars, Etc.  
— OPEN TO ALL —  
BEST ALLEY IN THE NORTH

**JOHN NIEMI FATALLY INJURED IN EXPLOSION**

Walked Into Blast. Dies from Loss of Blood from Severed Artery in Leg.

Saturday evening at twelve o'clock John Niemi met with a fatal accident at the West Dome Lake mine. After setting some charges, he walked into another blast. He was injured only in one leg, but this injury was a very serious one, including the severing of an artery. Despite every attention and effort to save his life, he died from the loss of blood sustained. His helper, who accompanied him, was slightly injured, but suffered no serious harm through the accident. An inquest was held yesterday (Tuesday).

The late John Niemi was an experienced miner and had been a resident of this North Land for a number of years. He was highly regarded by all who knew him and he has many friends throughout the dis-

trict who will deeply mourn his loss. He was about 40 years of age at the time of death. Born in Finland, he had been a resident in this country for many years, living recently in South Porcupine. He is survived by a widow and three children at South Porcupine, and to these the sincere sympathy of all will be extended in their loss.

**MASONS WIN FROM HIGH SCHOOL AT BASKETBALL**

The Basketball game played last Tuesday between the Masonic team and the High School at the High School resulted in a win for the Masonic team by 30 points to 11.

The Englehart correspondent of The Northern News last week says: "Mrs. (Rev.) John MacDonald of Wyevale, is visiting at the home of her mother, Mrs. Thomas Inglis. Mr. MacDonald is expected up for Christmas. In 1915 and 1916, Mr. MacDonald was minister in the Presbyterian church here, before going to Timmins."



PRISONER: "There goes my 'at—shall I run after it?"  
NEW CONSTABLE: "What? Run away and never come back again? You stay 'ere and I'll get your 'at."  
—The Passing Show.

ness. Winnifred Evans was sentenced to three months on a vagrancy charge. Another young girl, on a similar charge, was remanded to this week. A man named T. Black faces a charge of procuring. He was remanded to this week. A couple of young men were fined \$10.00 and costs for disorderly conduct.

Provincial Officer Gardner has received considerable credit for his speedy and effective work in cleaning up a house just outside the town limits, where liquor selling and other worse improprieties were carried on. The four Chinamen charged with being in possession of opium were remanded to this week. Sergt. Pascoe, of the Dominion Police, had a Chinese interpreter here for the case last Thursday. One of the Chinamen, G. Fong, also faces a charge of bribery. When Officers Greer, Salley and Allen first searched the premises of the Chinamen in the Mountjoy section, it is alleged that Fong attempted to bribe Chief Greer with \$50.00 and Officer R. Allen with \$20.00.

J. D. Lanson, the man charged with the rape of a young girl about 14, was committed for trial before a higher court. He was taken to North Bay with the other prisoners

last week. Deputy Chief Salley and Chief Greer acted promptly and effectively in this case as soon as it came to their notice, gathering all possible information to get at the facts in the matter, and taking speedy action to look after the girl in the case.

**OFFICERS ELECTED FOR GOLDEN BEAVER LODGE**

The following officers were elected last week by Golden Beaver Lodge, No. 528, A.F. & A.M., for 1925.  
W.M.—Wor. Bro. G. F. Bailey.  
S.W.—Bro. A. G. Irving.  
J.W.—Bro. Geo. Murphy.  
Secretary—Bro. E. Richards.  
Treasurer—Bro. A. H. Cooke.  
Chaplain—Bro. Wm. Pritchard.  
Tyler—Bro. C. G. Kemsley.  
Auditors—Wor. Bro. B. E. Martin and Bro. J. L. Hunt.

The charge of assault preferred against Principal Casselman of West Cobalt Public School has been withdrawn. The case developed from the punishment of a 13-year-old boy, but apparently the matter was satisfactorily concluded without the intervention of the law, the charge being withdrawn against the Principal.

**PROSPECTUS**

**Canadian Autosleigh Company LIMITED**

(No Personal Liability)

(Incorporated under the Companies Act of the Dominion of Canada and filed with the Secretary of State at Ottawa, Ont.)

Authorized Capital :—\$1,500,000.

Divided into 30,000 Common shares of a par value of \$25.00 each .....	\$ 750,000
And 30,000 8% Non-Cumulative Preferred shares of a par value of \$25.00 each .....	750,000
	\$1,500,000

out of which are offered to the public 250,000 Preferred Shares as follows :

With each 4 (four) shares (\$25.00 each) Preferred bought, 1 (one) share of Common (\$25.00) will be given as a bonus.

**Description of Autosleigh and Field Operation**

This Company has been formed to promote the manufacturing and selling of AUTOSLEIGHS, invented by its Vice-President and Managing Director, Mr. F. G. Horner. The AUTOSLEIGH is designed for use in localities where settlements are far apart and where the traffic does not justify the cost of ploughing roads for teams.

The AUTOSLEIGH will travel several miles per hour, carrying a load that will correspond with the density of the snow. The track made by the AUTOSLEIGH in normal snow is about the same depth as the snow shoe tracks made by the average man on medium sized snow shoes.

To the man who has not travelled over the vast expanses of territory in Canada the great distances and tremendous need for the AUTOSLEIGH are probably not apparent. Let it be sufficient to say that in the above territory there is immediately available, as a conservative estimate, over a million miles of trail travel per winter, without counting new developments that are sure to come with a practical means of travel to open up the vast almost unexplored regions that are under snow for five months in the year. Many parts of the North country are practically inaccessible in summer because of the large areas of tundra, muskeg, and innumerable lakes and rivers. When these are frozen over, very great territories for AUTOSLEIGH transportation open up.

It is only commonsense to realize that a Company which can furnish winter transportation at a low cost to people who heretofore have been practically shut off for six months in the year, will be overwhelmed with business. Ore transportation, the Mail Service, the Mounted Police, etc., need such services as the AUTOSLEIGH can give, also express of all kinds, general merchandise, the fur business, besides, of course, the passenger traffic.

There are well developed means of travelling in the air, on all conditions of land, and on and under the water, but the AUTOSLEIGH is the first machine to successfully travel over natural snow, which is one of the greatest needs of the present time.

The dog must give way to the gasoline engine on the snow and ice trails of Canada, to an even greater extent than the horse has on the wagon roads and paved highways. The AUTOSLEIGH is needed more in Canada than the Automobile ever was anywhere.

Those who have the means of travelling over snow to the unexplored North have the first chance at the natural resources, and ANY THINKING MAN KNOWS WHAT THIS MEANS.

Complete drawings of the AUTOSLEIGH, showing details of every part, may be seen at our office in Timmins, Ont., and a full sized model AUTOSLEIGH will be operated during this winter in the vicinity of the mining camps of Northern Ontario.

**Historical**

The inventor spent the winters of 1910 to 1916 on the trails of the Alaska Yukon, where tests of snow conditions were made, and the basic laws of transport over snow were definitely determined, and returning to Seattle in 1916, the AUTOSLEIGH was designed to meet these laws. Patents were applied for, and the first AUTOSLEIGH was built in 1917 and 1918, when the Motor Transport Engineers of the United States War Department heard of the AUTOSLEIGH and immediately called the inventor to Washington and placed him in charge of a group of engineers with instructions to complete the detailed drawings, with a view of supplying AUTOSLEIGHS

to the Allied forces, then in Siberia. The war ending in 1918 relieved the United States Government of the necessary further work along this line, and the inventor returned to Seattle, Wash., to make tests in the deep wet snows of the Cascade Mountains, with the AUTOSLEIGH then completed. These tests conclusively proved that a gasoline driven machine can go where a dog is unable to go through without a trail first being made.

**Patent Rights, Autosleigh and Drawings**

The Company owns the Canadian patent rights which are so recorded in Ottawa, and the Canadian rights to any further improvements on the AUTOSLEIGH, or the machinery used in its construction that may be made at any time in the future by the inventor or the Alaska Autosleigh Company. The Company also owns one model AUTOSLEIGH which will be operated as stated above. Also drawings of the AUTOSLEIGH and its power plant, both of which have taken months of time and cost many thousands of dollars, having been done for the Alaska Autosleigh Company, in Detroit, by experienced automotive engineers, who are connected with well-known automobile companies, and under the direct supervision of the inventor who is now Chief Engineer of the Canadian Autosleigh Company, Limited.

**Treasury**

There are in the Treasury 21,360 shares Preferred, with a par value of \$534,000,000. There are, held in trust for bonusing Preferred shares, 6,240 shares Common—par value \$156,000.

The Preferred shares are entitled to non-cumulative dividends out of the net earnings of the Company before dividends are paid upon the Common shares, to the extent of 8% per annum, after which the Common shares receive 8%, and any further dividends during any one year are equally divided between the Preferred and Common shares.

The Preferred and Common shares have the same voting power.

**Agreements**

There were issued to the Alaska Autosleigh Company, a corporation of Seattle, Wash., as payment in full for the Canadian patent rights, drawings of a complete AUTOSLEIGH, and other considerations as per agreements dated Sept. 5th, 1922, which may be seen at our office at Timmins, Ont.—\$200,000, of Preferred shares and \$550,000 of Common shares. There were also issued to the Autosleigh Finance Syndicate \$17,500 Preferred and \$42,500 Common shares, for certain machinery, tools, jigs, dies, drawings, tracings and other benefits acquired under an agreement dated July 1921, which may also be seen at our office.

**Investment Possibilities**

Those who bought shares in the first automobile companies made immense profits, yet the AUTOSLEIGH is a greater necessity than the automobile was, and we have basic patents that prevent any competition.

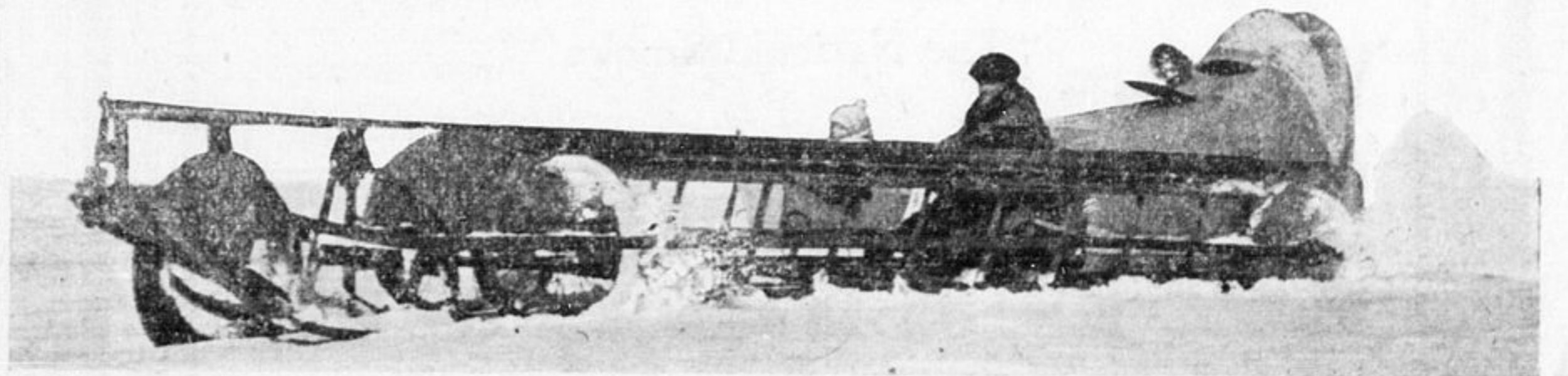
The AUTOSLEIGH must be built of the strongest and lightest material and by expert mechanics in our own factory, where the material and work is constantly under the observation and control of the Company's engineers, and this issue of Treasury shares is being sold to finance the legitimate expenses of manufacturing AUTOSLEIGHS.

Every great invention, without exception, has been financed by the sale of shares to the small investor, and those that went in at the start often received a small fortune in return for a small investment.

\$250,000 of Preferred shares are offered to the public at par, with a bonus of Common shares as follows: With each 4 (four) shares (\$25.00 each) Preferred bought, 1 (one) share of Common (\$25.00) will be given as bonus.

**Officers and Directors**

- President and Director .....
- Vice-President and Director .....
- Secretary-Treasurer and Director .....
- Director .....
- Director .....



**CANADIAN AUTOSLEIGH COMPANY LIMITED**

HEAD OFFICE - - - - - TIMMINS, ONT.  
OPPOSITE DEPOT