

## NOW OPEN FOR BUSINESS AT AMOS

COMPLETE STOCK OF HARDWARE,  
PROSPECTING, MINING, LUMBERING, MILL  
AND GENERAL SUPPLIES.

Parties Completely Outfitted with all Supplies.  
Including Groceries, Cured Meats, Properly  
packed for transportation, Canoes, Tents, Blan-  
kets, Drill Steel, Blacksmith Coal, Pipe Fittings,  
Pipe Valves, Roofing, etc.

Save Money by Outfitting with us at Amos.

## Taylor's Limited

Amos. - - - - - Quebec.

For Sure Results Try Our Want Ad Column

## Timmins' Watch Hospital

If your Watch gives you trou-  
ble bring it to us.

We guarantee the best work-  
manship and service in the  
North.

## WHITFORD'S

28 Second Ave. Near Rink

## Boston Hotel

Corner Second Avenue and Pine Street.

Now Open under New Management

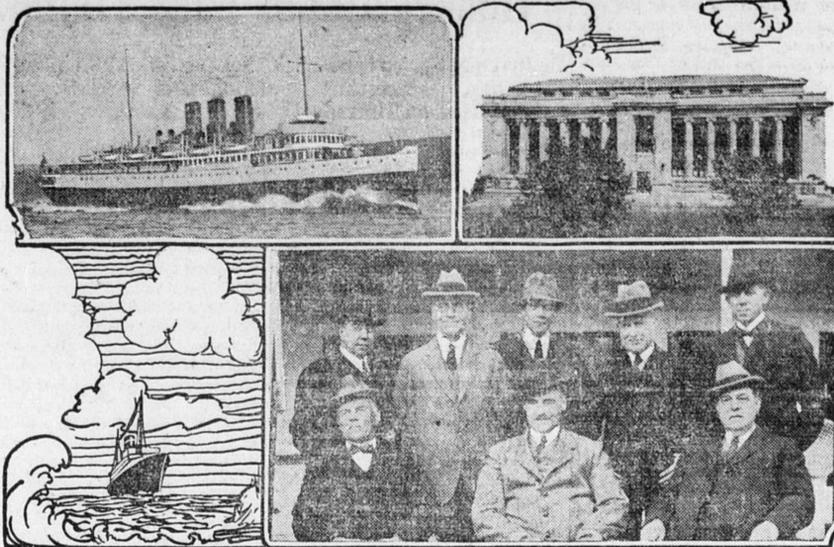
Rooms to Rent with or without Board.  
Room and Board from \$9.00 up.

PRICES REASONABLE SERVICE GUARANTEED.

Open from 6 a.m. to Late at Night

Come in and Try our Meals

## Victoria Marks New Steamer's Arrival by Dinner to Pioneer of Coast Shipping



Group of Canadian Pacific Officials photographed on board the S.S. Princess Kathleen at Victoria, B.C.—Left to right, top row: W. H. Saell, general passenger agent, Vancouver; Charles Murphy, general manager western lines, Winnipeg; Captain R. W. McMurray, who brought the Kathleen from her builders on the Clyde to her home port at Victoria; J. J. Scully, general manager, eastern lines, and Captain C. D. Neroutso, marine superintendent B.C. Coast Services.—Seated: Captain J. W. Troup, manager of the company's B. C. Coast Services; Grant Hall, vice-president of the Canadian Pacific Railway, Montreal; and C. H. Temple, chief of motive power, Montreal. Above, Princess Kathleen in action, and the Canadian Pacific Marine Terminal Building, Victoria, B.C., a handsome new building which does not detract from the beauty of the water front.

The arrival of the new Canadian Pacific coastal steamer "Princess Kathleen" at Victoria, B.C., at the end of her lengthy trip from the Clyde, Scotland, where she was built, was made a public event by the residents of that city. Crowds met the ship when she steamed into the harbor, and the occasion was marked by a civic dinner to Captain J. W. Troup, manager of the Canadian Pacific British Columbia Coast Service, which was attended by two hundred citizens. The Mayor and aldermen of the city were present, as well as representatives of the Provincial Government. The company was represented by Vice-President Grant Hall, J. J. Scully, general manager eastern lines, and C. H. Temple, chief of motive power and equipment, who crossed Canada from Montreal to be present, and Charles Murphy, general manager western lines, Winnipeg. As a recognition of his many years' effort in contributing to the upbuilding of Victoria, Captain Troup was presented with a massive silver tray suitably engraved.

In returning thanks, Captain Troup told the history of the company's coastal steamship service since 1901, when he had taken over its management. At that time it represented an investment of about \$250,000, whereas, he said, it now amounted to well over seven million dollars, while its expenditures in Victoria for equipment and supplies amounted to \$43,000 monthly and Victoria's share of the monthly pay roll was \$65,000. He told of the building up of the fleet, ship by ship, as growing trade warranted. Captain Troup concluded by remarking that the officers and men of the Canadian Pacific were

partners with Victoria and other Canadian cities in building up the tourist traffic and general trade of Canada, and that the future of the country could be assured by co-operation with the company in its national work.

Mr. Grant Hall, who represented President E. W. Beatty, told of the company's history and of its building as a national institution at the time of Confederation when it contracted to build the line and operate it in perpetuity. He told of the steady improvement of the property by the expenditure of many millions until it represented an investment of considerably over a billion dollars, and he referred to the company's reputation for efficiency and courtesy of its officials that has gone round the world. "The Canadian Pacific," he said, "is the largest contributor to the finances of the nation through taxation, and we expect to be judged and patronized on justification given in service."

Mayor J. C. Pendray, speaking of behalf of the city of Victoria, acknowledged the work done by Captain Troup and the company for Victoria and the Pacific Coast generally, while C. P. W. Schwengers, president of the Chamber of Commerce, in presenting the silver plate to Captain Troup, paid a tribute to the vision and determination of the men who had founded the Canadian Pacific. Dr. MacLean, Provincial Minister of Finance, spoke on behalf of the Government and referred to the company's war record which, he said, was one of the brilliant illustrations of the readiness of the company to co-operate for the public good.

### BENEFICIAL BUSINESS ESTABLISHED AT AMOS.

Prospectors and other will reap benefit and advantage from the new business now established at Amos, Que. This is the A. T. H. Taylor Company, Ltd., dealing in mine, mill, lumbering supplies, hardware, etc. Prospectors and others will be completely outfitted including everything from tents and blankets to food for the trip, all packed for travel to suit the prospector. The Taylor business at Amos should prove of great advantage to the many prospectors and mining men striking for the mining areas in the Amos district. Mr. A. T. H. Taylor, the head of the firm, was formerly a member of the Geo. Taylor Hardware Co., selling out his interests in the Cochrane store some months ago.

Swastika has organized a Town Improvement Association with the purpose of booming Swastika as a business and residential town. Mr. Harry Oakes is Patron of the Society; Mr. Alex Matheson, President; Dr. Edies, Vice-President; and Mr. A. A. Vincent, General Secretary.

### ENTRIES AND WINNERS IN PREVIOUS DOG RACES

This Year Higher Than Average for Entries. Record List for Freight Race.

Only two other years, 1922 and 1923, had a greater number of entries for the Porcupine Dog Race than this year. In the number of entries for the Freight Race 1925 set a new high record, with sixteen entries.

The Freight Race was inaugurated in 1922. In that year there were only 4 entries. Mr. H. Darling's team won the Freight Race that first year. In 1923, there were 10 entries, and the Freight Race was won by Mr. J. Clifford. Last year (1924) the winner was Mr. L. Reid who won out in an entry list of 10. This year's winner, Mr. Phillos Bouvureau won from a field of 16 entries.

For purposes of comparison, it may be interesting to review the dates, winners, times and numbers of the various Porcupine Dog Races since the inauguration of the event.

March 25th, 1916—Jos. Brisson, winner; 1 hour, 32 minutes, 37 seconds. Second, L. S. Newton, 1 hour, 34 minutes, 51 seconds.—9 entries.

March 10th, 1917—Geo. Cousineau, 1 hour, 18 minutes, 35 seconds. Second, O. Laroque, 1 hour, 27 minutes.—10 entries.

March 16th, 1918—W. Martin, 1 hour, 33 minutes, 23 seconds. Second, F. M. Wallingford, 1 hr. 47 minutes.—8 entries.

February 22nd, 1919—W. Martin, 1 hr. 33 min. 23 sec. Second, Jean Pare, 1 hr. 35 min.—7 entries.

March 20th, 1920—W. Martin, 1 hr. 28 min. 19 sec. Second, F. M. Wallingford, 1 hr. 41 min. 2 sec.—8 entries.

March 19th, 1921—W. Martin, 1 hr. 26 min. 13 sec. Second, A. Belek, 1 hr. 35 min. Third, D. Goudis, 1 hr. 36 min.—11 entries.

March 4th, 1922—W. Martin, 1 hr. 33 min. 50 sec. Second, Walker, 1 hr. 45 min. 56 sec. Third, C. E. Myers, 1 hr. 48 min. 10 sec.—12 entries. Of this dozen entries, three were women drivers namely Mrs. H. Darling, Mrs. Murley, and Miss M. Martin.

March 10th, 1923—W. Martin, 1 hr. 14 min. 45 sec. Second, John Landers, 1 hr. 21 min. 20 sec. Third, Victor Bissonette, 1 hr. 28 min. 25 sec. Fourth, Wm. LeClair, 1 hr. 23 min. 50 sec.—15 entries—the largest entry list yet.

March 8th, 1924—1st W. Martin, 1 hr. 18 min. 55 sec. Second, St. Pierre, 1 hr. 19 min. 35 sec. Third,

### ANOTHER FINE OF \$1,000 WITH THREE-MONTH TERM.

At police court last Thursday Mrs. Mary Peterson, who was brought back from Sudbury for trial in the case, was fined \$1,000.00 and costs for illegally selling liquor, and in addition to the fine the woman is to spend three months in jail, as there is a previous conviction against her. In case the fine is not paid the term is to be nine months all told, but it is understood that Mrs. Peterson is arranging to pay the \$1,000.00 and save six months.

The charge against M. Shubb of keeping for sale was withdrawn. Two charges of wilful damage to property were also withdrawn, the defendants paying the costs.

There were a couple of cases under the Master and Servants Act, these being disposed of by the Magistrate ordering the amounts to be paid.

The third local drug store to be fined for not keeping a proper record of liquor sold, following the recent check-up by the License Dept., was dealt with at Thursday's court. Todd's Drug Stores being fined like the other two in town, \$500.00 and costs.

There were five drunks dealt with, there being variety in the fines as there was variety in their degree of spiffiation. There were three escaping at \$10.00 and costs, while one paid \$25.00 and costs and another paid \$50.00 and costs.

McLean (Cochrane), 1 hr. 20 min. 55 sec. Fourth, Bridges, 1 hr. 24 min. 5 sec. Fifth, MacMillan, 1 hr. 29 min. 10 sec. There were twelve entries in this race, but only nine of these turned up to make the actual start.—9 entries.

March 6th, 1925—1st. Wilbord Poirier, 1 hr. 18 minutes, 5 seconds; 2nd, W. Martin, 1 hr. 22 minutes, 6 seconds; 3rd, M. MacMillan, 1 hr. 27 minutes, 26 seconds.—11 entries.

For the old course Geo. Cousineau's record of 1 hr. 18 minutes, 35 seconds, has never been beaten in a race, and for the present course W. Martin holds the record (1923) of 1 hour, 14 minutes, 45 seconds.

The side-splitting comedy, "Nothing But The Truth," to be shown at the Goldfields Theatre to-night and tomorrow night, was presented this week at Iroquois Falls by the same cast that will present the show here. There was a full house at the Falls and the event was generally regarded as a great success and the very best in its line ever shown in Iroquois Falls, which speaks well indeed for the Timmins talent giving the show.

## W. TROLLOPE

SASH, FRAMES, DOORS,  
GENERAL WOODWORK.

Storm Sash Hot-Bed Sash

P.O. BOX 373, SCHUMACHER  
North T. & N. O. Tracks, West of  
Station.

## The S. V. & E. Club

Cordially invite the citizens of Tim-  
mins to call at any evening between  
8.30 and 12 p.m. to inspect the quar-  
ters and to learn the good purpose of  
our Club.

Anyone who wish to make this in-  
spection will be welcome to come.  
The Club is open every evening in-  
cluding Sunday.

R. R. PAGLIARI,  
President.

## E. Donald Smith, L.L.B.

BARRISTER, SOLICITOR,  
NOTARY PUBLIC.

Goldfields Theatre Building,  
Timmins.

Phone 534. 10-21p.

## WARNING

To Householders

Any Garbage Cans containing Snow  
will not be removed by the Scaven-  
ger as we cannot Haul or Burn Snow  
at the Incinerator.

KEEP YOUR CANS COVERED.  
Do not throw peeling of any kind or  
course paper into your Toilets as it  
blocks the Sewers and does damages  
at the Disposal Plant.

By Order,  
TIMMINS BOARD OF HEALTH.

### TOWN OF TIMMINS

NOTICE is hereby given that By-  
law No. 285 was passed by the Coun-  
cil of the Corporation of the Town of  
Timmins on the 23rd day of February  
1925, providing for the borrowing of  
\$72,000.00 upon debentures to pay  
for the construction of certain local  
improvement work in the Town of  
Timmins, and that such By-law was  
registered in the Registry Office of  
Land Titles at Haileybury on the 24th  
day of February, 1925 under Num-  
ber 797.

Any motion to quash or set aside  
the same or any part thereof must  
be made within three months after  
the first publication of this notice  
and cannot be made thereafter.  
Dated this 2nd day of March, 1925.  
H. E. Montgomery, Clerk.

### TOWN OF TIMMINS

NOTICE is hereby given that By-  
law No. 284 was passed by the Coun-  
cil of the Corporation of the Town of  
Timmins on the 23rd day of February  
1925, providing for the borrowing of  
\$128,000.00 upon debentures to pay  
for extension to Waterworks System  
in the Town of Timmins, and that  
such By-law was registered in the  
Registry Office of Land Titles at  
Haileybury on the 24th day of  
February, 1925 under Number 766.

Any motion to quash or set aside  
the same or any part thereof must  
be made within three months after  
the first publication of this notice  
and cannot be made thereafter.  
Dated this 2nd day of March, 1925.  
H. E. Montgomery, Clerk.

### TOWN OF TIMMINS

Application to Parliament

Notice is hereby given that an ap-  
plication will be made by the Corpora-  
tion of the Town of Timmins to the  
Legislative Assembly at its next ses-  
sion for an Act to validate and con-  
firm By-law Nnumber 247 of the Cor-  
poration of the Town of Timmins  
authorizing the issue of Debentures  
to the amount of \$19,347.00 for Con-  
crete Sidewalks constructed as local  
improvement.

The existing Debenture Debt of the  
said Corporation is as follows:—  
General Debentures..... \$81,913.21  
Public School Debentures... 205,428.91  
High School Debentures... 120,000.00  
Waterworks Debentures... 78,799.69  
Local Improvement Deb... 69,124.86  
The Corporation of the Town of  
Timmins.

By Long & Daly,  
38 King Street, West,  
Toronto, Ont.  
Its Solicitors.

Dated at Toronto, this 30th day of  
January 1925. -5-10.

## McLaughlin-Buick

adds all these improvements to  
Coach Design:

- |   |   |  |
|---|---|--|
| 1—Fisher-built body.  | 15—Handsome instrument panel  | 23—Torque tube drive                                 |
| 2—Body panels die-stamped to shape                          | 16—Tool pocket in shroud  | 24—McLaughlin-Buick easy steering gear               |
| 3—Wider doors, easy entrance to rear seats                  | 17—Cowl lights  | 25—Cantilever rear springs                           |
| 4—Deeper upholstery   | 18—Sun visor with side wings  | 26—Floating rear axle                                |
| 5—Wider, deeper body; plenty of room for three in rear seat | 19—Nickelled radiator   | 27—Automatic carburetor; heat controlled             |
| 6—Fine body lines; no box-like corners or unsightly joints  | 20—McLaughlin-Buick valve-in-head engine  | 28—Delco single-unit starting, lighting and ignition |
| 7—Fisher V. V. one-piece ventilating windshield             | 21—Pressure engine lubrication; high pressure chassis lubrication; automatic lubrication of driving parts | 29—McLaughlin-Buick multiple disc clutch             |
| 8—Ducco finish  |   | 30—Four wheel brakes                                 |
| 9—Rear seat foot rest                                       |   | 31—Low pressure tires                                |
| 10—Attractive interior hardware                             |   |  |
| 11—Dome light   |   |  |
| 12—Silk roll shade on rear window                           |   |  |
| 13—Rear vision mirror                                       |   |  |
| 14—Automatic windshield wiper                               |   |  |

J. DALTON  
Timmins Ontario

