

### W. D. GUTHBERTSON

Consulting Auditor  
Office Systems Installed  
Income Tax Adjuster  
Room 2, Marshall-Ecclestone Block.  
P. O. Box 833 Timmins

### W. H. SEVERT

BUILDING CONTRACTOR  
Let us repair and waterproof that leaky roof before the rainy season. Parabestos Roofing Paint, and Kantleek Roofing Cement For Sale  
Corner Kirby Ave and Mountjoy St  
P.O. BOX 974 - TIMMINS, ONT.

### Gordon H. Gauthier

Barrister, Solicitor, Notary Public, Etc.  
OFFICES  
REED BLOCK, TIMMINS and SOUTH PORCUPINE.  
Mr. Gauthier will be at Timmins daily.

### Arch. Gillies, B.A.Sc., O.L.S.

Ontario Land Surveyor, Civil Engineer  
Contract Mining Claim Assessment Work.  
Land Surveys, Mine Surveys, Engineering, Reports, Plans and Estimates.  
P.O. Building, Timmins.  
RESIDENCE PHONE 362-W-2  
OFFICE PHONE 362-W-1

### Attention! Householder

NOW is the time to clean your yard. Use plenty of Chloride of Lime which can be procured at the City Hall free of charge.  
Keep covers on your Garbage can. All users of well water should boil the water at least twenty minutes.  
By Order,  
TIMMINS BOARD OF HEALTH.

### K. of C.

Timmins Council, No. 2403  
Meetings every second and fourth Wednesday in the club rooms over the Taylor Hardware Store.  
VISITING BROTHERS WELCOME

Opp. Woolworth's, 12 Third Ave.

### Dr. H. JACKSON

DENTIST  
Specialist in Plate Work and Crown and Bridge Work.  
Phone 77

### Birthday and Wedding Cakes

Mail Orders Given Prompt and Careful Attention.

### MACKIE'S ELECTRIC BAKERY

13 Wilson Ave., (River Rd.)  
Telephone 231-B.

### FINGER TORN OFF IN PECULIAR ACCIDENT

A Cobalt lady was the unfortunate sufferer through a very peculiar accident recently, and no one with a vivid imagination and a sympathetic feeling should read further in this paragraph, the details as given by The Northern News, of Cobalt, being rather hard on the nerves of susceptible people. The Northern News says:—  
"When the third finger of her left hand caught in a hole in a casting at the rear of a truck from which she was descending at Martineau Bay on Sunday Mrs. Antoine Duval had most of the finger torn off her hand and the remaining portion had to be amputated at the Mines Hospital here.  
"Mrs. Duval was one of a party which had gone to Martineau Bay for picnicking purposes. They reached their destination just before noon and it was while they were alighting from their vehicle that the accident hap-

### PRODUCTION OF VIPOND DURING THE MONTH OF MAY

In a recent statement issued by the Huronian Belt Company, Limited, the production of the Vipond Consolidated Mines, Limited, for the month of May, is given as 4,990 tons of ore, valued at \$49,300.00. The average value per ton was close to \$10.00.  
opened. Mrs. Duval had rested one hand on the casting and, apparently, her wedding ring caught. She fell to the ground and the finger was wrenched from its socket, only a piece of the bone and the cords, these latter greatly extended, remaining.  
"The injured woman was placed on the truck and rushed to hospital by her brother-in-law, P. H. Joannis. Later in the day Dr. Mitchell operated upon the patient and removed what had been left of the finger. Mrs. Duval was sufficiently recovered to return to her home on Monday."

### HISTORICAL PAGEANT AT SAULT STE MARIE

A gigantic historical pageant, emblematic of the most outstanding historical events of the district from the time of the Indians and the early settlers to the present day, will be held at Sault Ste Marie on June 30th and July 1st. One of the chief scenes to be depicted will be that of the turning of the first sod of the Canadian Pacific Railway at the Sault in June, 1875. It is expected that the son of the late Mr. Oliver, who actually turned the first sod, will be present and perform the same part in the ceremony as his father did.  
It is further likely, of course, that among the more modern "historical" events to be commemorated will be the winning of the Allan Cup by the Sault Ste Marie team. In recent years that was probably one of the biggest events in the history of Sault Ste Marie.

### FINAL DRAFT OF STATIONS ISSUED BY CONFERENCE

The final draft of stations has been issued by the Methodist Conference, as follows:  
New Liskeard District.—New Liskeard, to be supplied; Haileybury, supplied by Presbyterian Church; Cobalt, Norman Rawson; North Cobalt, Austin C. Huston; Uno Park, John S. Veals; Thornloe, William P. Newman; Englehart (United Church), T. Sylvester; Charlton, to be supplied (Walter R. Tristram; Kenabeek and Gowganda, to be supplied.  
Cochrane District.—Cochrane (United Church), to be supplied; Iroquois Falls, Fred J. Vowlet; Connaught, to be supplied; South Porcupine, Frederick G. Baine; Hunka and Clute, (Peter Renner); Smooth Rock Falls, Douglas G. Davis; Jacksonboro, to be supplied; Kapuskasing, John L. Moulton.  
Notoriety is often mistaken for fame.

### PHONE 290-W-2

Residence Phones—537 and 258  
P.O. Box 903 Timmins, Ont.  
**Ludford and Skelly**  
134 Spruce Street, South  
**GENERAL PAINTERS**  
Signs, Autos, Houses, Interior Decorating  
ESTIMATES FREE

### Singer Sewing Machines Pianos and Phonographs

Sold for Cash or on Terms by  
**O. SEGUIN**  
69 MAPLE ST. SOUTH,  
TIMMINS, ONT.  
P.O. Box 75 Phone 254-W.  
Our Sewing Machine Repair Charges are Reasonable.

### A. Brazeau & Son

Plumbing, Heating and Sheet Metal Work.  
ESTIMATES FREE  
EXCLUSIVE DEALERS FOR  
**WILLIAMS OILOMATIC HEATING**  
10 Cedar Street, South  
Phone 105 Box 1540

**IROQUOIS FALLS. PARIS HOTEL**  
Now open for business. First-class rooms, and steam heated. All up-to-date conveniences. Reading and Sitting Rooms. Sample Room for Travellers. Best dining room in town. Meals at all hours.

**The Biggest Little Jewelry Store**  
GIFTS FOR THE JUNE BRIDE  
**L. TOWERS**  
15 Wilson Ave.  
P.O. Box.

**Timmins L.O.L.**  
Meets on the First and Third Friday of every month, in the hall at the corner of Mountjoy and Kirby. All visiting members welcome.  
14-27.

**Radio Sale**  
From 25 to 75 p.c. off on all Parts and Receivers.  
Stromberg Carlson, regular \$250.00 Sale price \$155.00  
Freshman Masterpiece, 5 tube, regular \$85.00, Sale price \$47.00  
Heddugen, 6 tube, regular \$165.00 Sale price \$105.00  
Marconi, 3 tube, regular \$50.00, Sale price \$25.00  
Harkness Reflex, 2 tube, regular \$58.00, Sale price \$33.00  
Martin Beauty, 1 tube, regular \$21.00 Sale price \$7.75  
Kodel, 1 tube, regular \$16.50, Sale price \$10.00  
Elite, 3 tube, regular \$65.00, Sale price \$30.00  
Reinartz, 3 tube, regular \$55.00, Sale price \$26.00  
Northern Electric, 4 tube, regular \$80.00, Sale price \$35.00  
Northern Electric Amplifiers, regular \$22.50, Sale price \$10.00  
Stromberg Carlson Loud Speakers, regular \$23.50, Sale price \$16.50  
Other Receivers greatly reduced ranging from \$8.00 to \$87.00.  
Parts for five tube Freshman Masterpiece from \$20.00 to \$44.00 with hook-up and instructions.  
**Armstrong Electric Co.**  
53 1/2 Cedar St., North  
Phone 506

## Canada's Affairs Discussed at Railway Meeting

President of great National Institution Tells of Country's Business Conditions and Discusses General Railway Situation — Immigration Shows Signs of Coming Improvement.



A glimpse at a corner of the big room in which Canadian Pacific Shareholders gather to hear the annual address of Chairman and President E. W. Beatty on national business conditions and the Company's affairs.

The annual shareholders' meeting of the Canadian Pacific Railway is one of the important financial events of the year as naturally follows from the position held by that company as a great national institution the activities of which touch every branch of Canadian life. On the first Wednesday in every May the shareholders gather to hear the president tell of the company's past year and to elect directors to carry on its great work. At these meetings are always to be found many of the country's leaders in industry, commerce and finance representing all parts of the Dominion, and the president's report is looked upon as an epitome of business conditions throughout the whole of Canada. Of course, all the shareholders cannot attend, they are far too many and they are too widely scattered, particularly in recent years when the holding of Canadian Pacific stock or bonds has greatly grown in popularity among the small investors of the country. If all were present the gathering would be a great mass meeting and the country towns, villages and even the farming districts of Canada would be represented to a surprising extent.  
The meeting was this year held on May 6 and the chairman and president, Mr. E. W. Beatty, drew attention to the company's lessened earnings during 1924 which had resulted from a decrease in the movement of manufactured articles and a smaller crop movement for the year. These conditions, he said, had continued during the first three months of the present year, but during the month of April the decrease in gross earnings were appreciably less which gave ground for the belief that conditions were slowly improving. With a good crop, particularly in Western Canada, there was cause for confidence that the results of the year's operations

would be reasonably satisfactory. He pointed out, however, that neither rail nor ocean traffic had reached normal proportions and that until they did so the company's expenditures for capital, maintenance and general operation must be curtailed so far as may be without impairing the high standard at which the property has always been maintained. Mr. Beatty referred to the government proposal to subsidize a line of freight steamers on the Atlantic under the proposed Petersen contract and pointed out that particularly during the past 2 years Atlantic shipping operations have been conducted with very unsatisfactory financial returns. He said the companies felt they had been placed on trial and therefore were making the fullest disclosures of the traffic conditions and of the results of the operation of the Canadian Pacific Steamships, Ltd.  
Attention was drawn to the need of an aggressive immigration policy and the unsatisfactory results so far this year when 10,792 immigrants came to Canada as against 23,880 during the same period of the previous year. Mr. Beatty pointed out there was nothing fundamentally unsound in Canada's immigration laws, but there was an apparent lack of concerted and definite action in Great Britain and on the continent. There was encouragement in the fact that emigration from the British Isles was becoming more active, enquiries from the United States were becoming more numerous and the continental field showed considerable promise.  
In this address Mr. Beatty felt impelled by the prominence which the general railway situation has recently been accorded in parliament and through the country generally to make some references thereto. He noticed and welcomed an awakening of public interest quite contrary to the disinterested apathy heretofore

displayed by Canadians towards transportation matters. Mr. Beatty drew attention to the statement often heard that the present railway situation in the Dominion was due to the failure in former years of private undertakings, the inference being that defects of private ownership and administration resulted in the establishment of public ownership. Mr. Beatty pointed out that the principal causes of the present unsatisfactory conditions "was undoubtedly the formation from time to time of policies of extensive new construction and duplication of existing lines. In most, if not all cases by the government or with government assistance and in anticipation of a much greater development than the country has enjoyed."  
Failure was almost inevitable, Mr. Beatty continued, since the undertakings were so far in advance of the country's existing or immediate future requirements, and it did not to him seem material whether the over-ambitious projects were launched by the government of the day or were conceived by individuals or companies. In each case these undertakings received the financial support of the government and the approval of the people of Canada, without which they could not have been completed, but in neither case could their break-down be attributed to private ownership.  
In consequence of the existing conditions, there was, said Mr. Beatty, a general and deep-rooted desire for railway economies, for the elimination where possible of intensive competition and duplicate services and the utilization where feasible of joint instead of separate terminal facilities. In this connection the president of the Canadian Pacific Railway pointed out that the position of his company was unique. He stated that many of the lines of railway now forming the National System were not constructed as part of one

railway conception, but were conceived and designed to compete with each other as separate transportation units, while each of them, in addition, was in competition with the Canadian Pacific system.  
The consolidation of the National System had, he said, brought, in consequence under one administration, lines which were originally designed to be competitive and in no sense part of a unified system. On the other hand, the Canadian Pacific Railway had been conceived and constructed as one system, had been extended from time to time always as a single system, each part of which was planned to support the other. There had further been heavy expenditure of public monies with a view to bringing the national system lines to a higher state of efficiency, in particular by the addition of much modern equipment and power. Since little new traffic had been developed in Canada in the last five years and a very moderate amount of new territory opened, the expenditures were aimed to take from the Canadian Pacific Railway as much as improved service and large expenditures could accomplish.  
As to the larger question of the future relations which the two systems would bear to one another, Mr. Beatty said: "We propose to work in the greatest possible harmony with the National Railways consistent with the interests of your property and of its owners. I am convinced that the vast majority of Canadians, especially the business interests of the country, do not desire to see the company either absorbed or menaced. I should add, too, that no proposals of any kind from the company to the Government or from the Government to the company have been made save those to do with the question of reducing economic waste through the elimination so far as possible of duplicate services."