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TIMMINS WINS FIRST ROUND OF THE ONTARIO CUP FINALS

The Timmins Football Team administered the same defeat to North Bay at Timmins last Saturday that they handed the Bay Team at North Bay a year ago in the same finals, the Ontario Cup, the score being 5 to 0.

There was a good crowd present, and the game deserved even a bigger attendance, especially in its earlier stages. From the opening the Timmins team pressed the visitors and the play was kept much of the time around the North Bay goal. Every member of the Timmins team put up a fine game and worked hard all through to the closing minutes when things were naturally taken a little easier, the outcome being assured. The opening pace was more than the visitors could equal, though they put up a strenuous defence. The North Bay men were handicapped in the latter part of the match by having to play one man shy, but while this no doubt affected the number of goals scored, it did not alter the fact that Timmins was the better team and played the winning game.

Before the kick-off, Mr. Chas. V. Gallagher, of South Porcupine, presented the cup he has donated as an emblem of the football championship of the North Land. In presenting the trophy to Timmins Club, Mr. Gallagher made a very pleasing and effective speech. He referred in witty manner to his experiences in the South as a football player, and added, "I do a little kicking yet sometimes, but it is of the mental not the physical kind." He congratulated the Timmins Club on its great record this season, and expressed the hope that they would go right through and win the Ontario Cup. Turning to the North Bay team, he said he had the kindest feelings for them but although North Bay was the Gateway of the North, there was no intention to allow any trophy to stop at the Gateway. "We want it to come right through to Timmins," concluded Mr. Gallagher amid very hearty cheers.

Mr. J. E. Craig, of Toronto, was the referee for the match, and it may be said here that his work was about as faultless as can be imagined. He was alert every minute, very evidently knows the game from A to Z, and is absolutely above fear or favour. He placed the ball for the kick-off at 5.30. The Bay won the toss, and took advantage of the wind, but it

Defeated North Bay Here by Score of 5 to 0. Timmins Showed Itself the Better Team, but the Bay Was Handicapped in the Latter Part of the Match by Being One Man Shy. Good Crowd Cheer All Good Plays.

was of little use to them, for during the first five minutes of the match Timmins had them penned up in their goal area. Petterson had the first shot, which went over. Street and Satrang both tried, but both shots went wide. Satrang had another shot before the Bay got away, and they only gave Elriek an easy one to save. The visitors got away again and Hetherington went to clear, but the ball went to Bush, who took a shot, but Elriek pulled off a fine save. Timmins got away again. Petterson broke through and made a fine shot and Sharp pulled off a great save. He was lucky to clear. Indeed, there were horse shoes all around the Bay team at several times in the match. The Bays were trying a defensive game, by playing three backs. Timmins still pressed and Satrang went in and fell just as he was about to shoot. He made a fine attempt to back-heel the ball while lying on the ground, but Sharp robbed him, the horse shoes again encompassing the Bay. The Bay broke away again, but Liddle kept them well out, and sent the leather to Street. Street worked his way in but in a collision with a North Bay man was knocked out and had to be carried from the field. Street showed the goodstuff in him by coming back after half-time. He was greeted with hearty applause for his gameness as he came back on the field. The score at half-time was 0-0.

The second half was much one-sided. Timmins started right in and were conceded two corners in two minutes. The first went out, but Fergy nearly scored on the second. Satrang went in but Thompson cleared. Sharp was kept busy stopping shots and he certainly cleared in fine style. The first tally came from Geo. Cooper who passed the ball to Petterson, and then to Alex. Cadman, who drove the ball by Sharp in a shot that brought loud cheers. In a couple of minutes, Satrang drove in a hot one from five yards out. Sharp made a sensational save by grabbing the ball from the ground and clearing it. The second goal came from Dunbar's corner kick. Satrang cleverly headed it in. Satrang also got the next one on a long

seous state, but when the whistle shot. Up to this time the Bay had scarcely got out of their own half of the field. Petterson got the next count on a long drive that was a nice piece of good work. Satrang, then came down on his own from centre field and scored. Timmins by this time, with five to the good, had eased up and Elriek got his first and only shot of the half near the end. Satrang came down and broke through, but Sharp, who had run out of goal, grabbed Satrang by the back and held him from the ball. This saved what looked to be a certain goal, but, of course, a penalty was awarded. With Alex Cadman taking the spot kick, the penalty easily meant one more against the Bay, but Alex was a good sport and kicked the ball over the bar. This piece of good sportsmanship brought a nice little round of applause.

The following is the line-up of the two teams:—
Timmins—Elriek, goal; Hetherington and Liddle, backs; Short, F. Cadman and G. Cooper, half-backs; Dunbar, A. Cadman, Petterson, Satrang and Street, forwards.

North Bay—Sharp, goal; Thompson and Laurence, backs; Saunders, Bush and Watt, half-backs; Scott, G. Thompson, D. Thompson, Stobell and Santon, forwards.

J. E. Craig, Toronto, referee.

The following are some notes on the game:—

Fergy played a specially good game, especially in the early part of the match. He was the white-haired boy all right.

The way the crowd applauded every good play by the Bay players was a nice feature of the game. Also, it was pleasing to note that North Bay lads as well as Timmins boys were loudly cheered for showing stamina and pluck after being hurt. Street showed rare pluck and gameness. Early in the opening stages of the match he received a nasty and painful blow in the mouth that split his lip, and required medical aid. He took up the battle again, but was again laid out. Again he resumed play, and after a remarkable run with the ball he came in collision with one of the Bay defence. Street was carried from the field in a semi-con-

blew for the second half, Street was in his place and finished the game in his usual fine style.

"Come on, George," was a favourite expression of some of the North Bay fans, and was quickly taken up by the rest of the crowd. It was the call of encouragement to the North Bay goalie, whose first name is George. George certainly did come on, all right. There is no discredit to him in the five goals scored against him. Most of them were unbeatable. He gave a fine exhibition of good work between the sticks, some of his saves being genuine crackerjacks.

The way that Fergy Cadman, Satrang and Petterson played the game throughout showed the special value of football brains. Every move was quickly thought out, and the ball passed to an unmarked man, in checker-board fashion. The result of the headwork was a superiority over the visiting team.

Each and every member of the Timmins team deserves credit for the good way the positions were played and for the fine team work. Special mention should be made of each man on the team.

Alex Cadman and Geo. Cooper played fine games, and got several rounds of applause for specially good work. Satrang, Street, Petterson, F. Cadman and Dunbar were also favourites with the crowd. Hetherington, Liddle and Short did good work and the crowd showed appreciation. The other member of the team (Elriek, the goalie) had so little to do that he was in the background, but he did all that was asked of him in his usual first-class fashion, as the score indicates.

The North Bay boys proved to be very good sports. They were not discouraged by their defeat and showed no ill temper. They advanced no alibi, simply suggesting that the best team won. They had only ten men nearly all through the second half but put up a fine exhibition of the "one-back" game, and in consequence the referee was kept busy on the off-side question and rules. Mr. Craig, however, was fully equal to the occasion and gave his decisions in a very able and satisfactory manner.

The North Bay team were more than pleased with the fine reception and hospitality shown them by the Timmins team and wished them the best of success this season in the endeavour to win the Ontario Cup.

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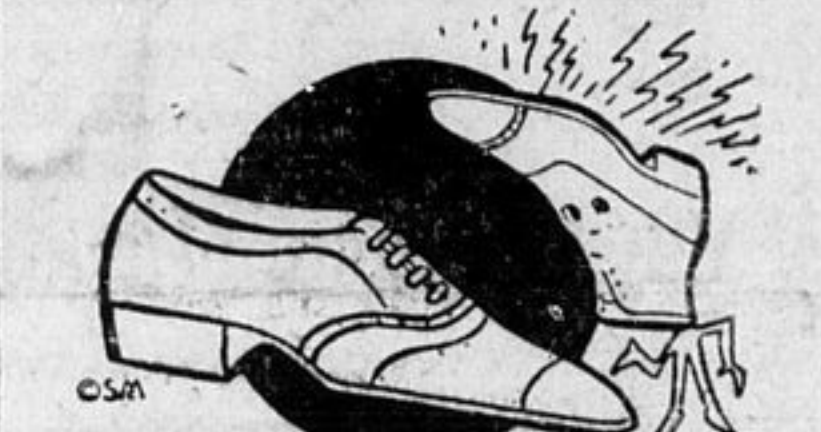
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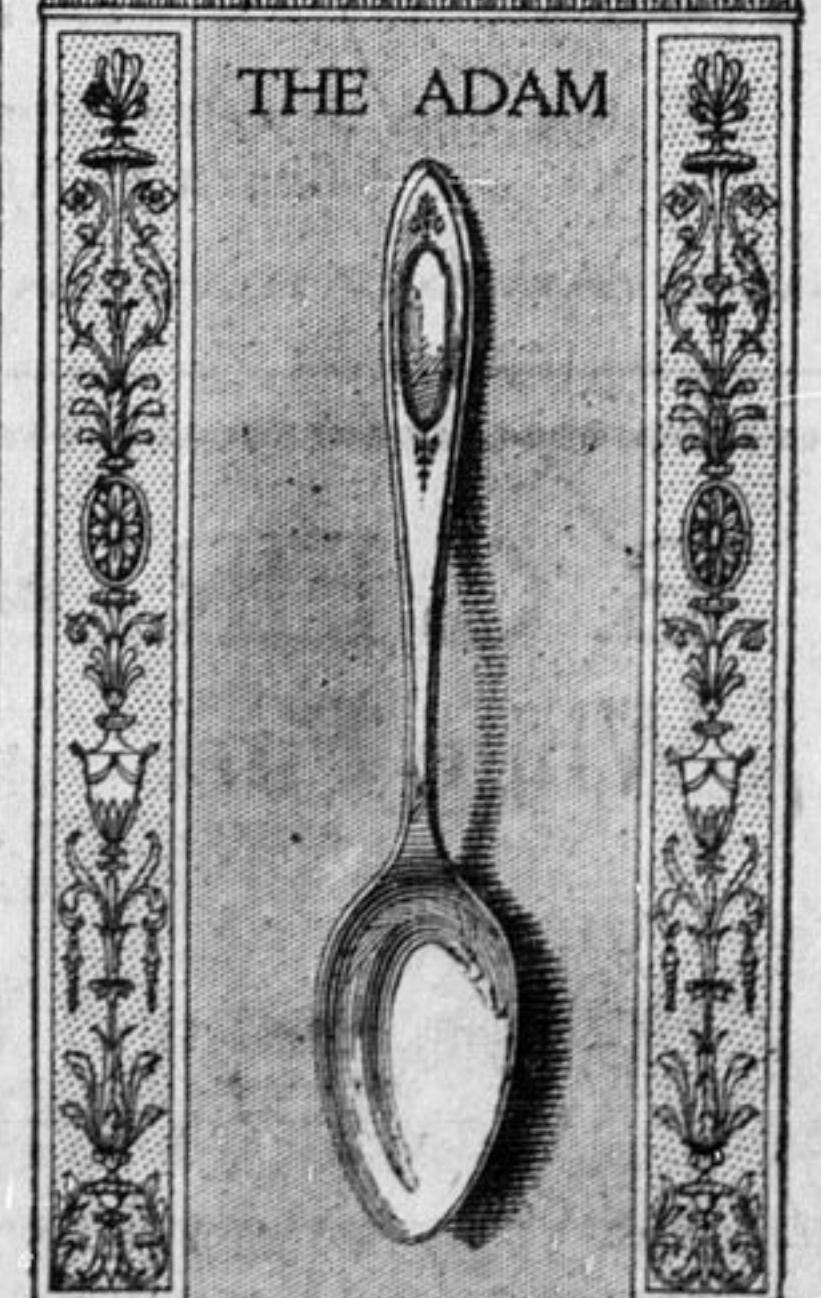
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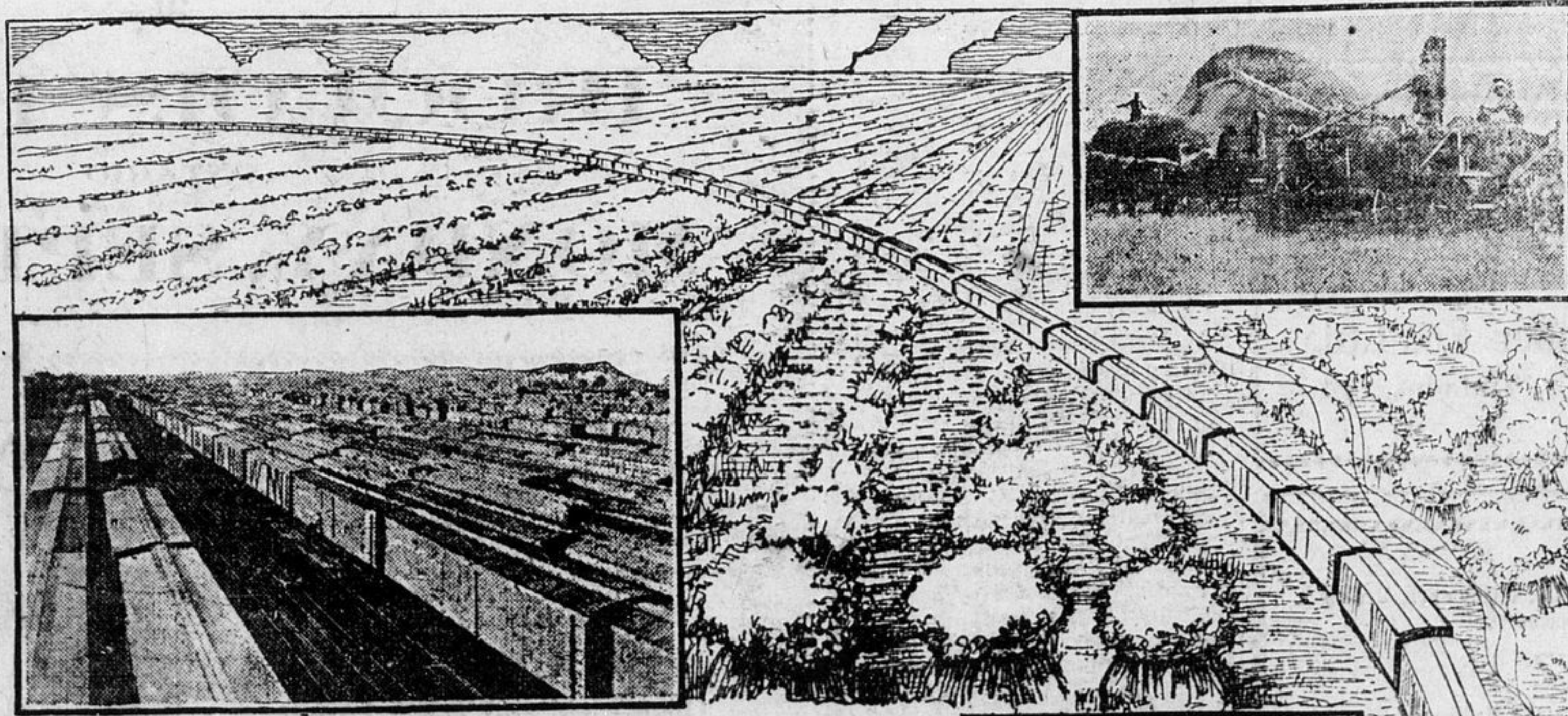
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Train 300 Miles Long to Carry Crop



(Right)—Threshing time on the prairie. (Left)—Freight trains in readiness at Winnipeg for immediate service. (Bottom)—A grain elevator at Montreal.

Stationed at the Transcona yards, Winnipeg, and at strategic points throughout the Prairie Provinces, the Canadian Pacific Railway has 35,000 boxcars standing ready for the transportation of the 1925 crop. Of these over 8,000 cars are at the Winnipeg yards. To move this immense aggregation 650 freight and 150 switch engines will be required.

Were they all to be joined up into one train and if we further suppose that this train were moving at twenty miles an hour over a level crossing, a motorist who arrived there just as the first engine reached the crossing, would have to wait fifteen hours until the caboose passed across. This would indeed be a case where "taking a chance" would almost be justified.

Each boxcar is from 36 to 40 feet in length or an average of 38 feet. Allowing a space between each of four feet and taking into consideration also the 650 engines each ninety feet long, the total length of this great train would be about 290 miles which at twenty miles an hour would take close on fifteen hours to pass a given point.

The carrying capacity of a boxcar is about 1,500 bushels of wheat and this would take care on the first movement of the above imaginary train of 52,500,000 bushels. Since the train in its individual movements will travel several times, an idea of what proportion of the 1925 crop, estimated at 375,000,000 bushels the Canadian Pacific Railway will carry, is indicated.

Among the engines used in the hauling of the wheat trains are some of the most powerful in the world. Reckoning in the weight of coal carried, the heaviest of these engines weighs about 380,000 lbs. while the boxcar, loaded with grain, weighs 140,000 lbs. The average grain train is composed of forty boxcars, so the weight is about 6,000,000 lbs. or 3,000 tons. The total number of such trains would be 875 which would give a total weight of 2,625,000 tons.

Cutting of the crop is already under way and movement of the grain will commence about the end of August and will continue until the close of navigation on the Great Lakes which is generally between the 10 and 15 December. During the banner crop year of 1923, the Canadian Pacific Railway operated in connection with the movement of the grain approximately 5144 trains and 26,720 men were required to handle the traffic. In that year the Canadian Pacific Railway moved 220,000,000 bushels.