

Humane Society Meeting
 To be held in the Town Hall, Timmins, on
TUESDAY, APRIL 20th
 at 8 p.m.
 All interested in the Protection and Fair Usage of Animals are urgently Requested to Attend.

PERCY YOULTEN
EMIGRATION OFFICE
 Moved from 28 Main Ave. to 66 Third Ave. corner Birch Street, N. Passengers booked to and from all parts of the world
To Europe and return \$150.00
 For further information see
PERCY YOULTEN
 66 Third Ave. or P.O. Box 1373
TIMMINS

JUST RECEIVED
 Fresh Shipment
Pagoda Chocolates
 Delicious Homemade Candies
60c. per lb.
 Take a Box to the Show
Timmins Drug Co. Limited
 "Buy Here and Save Money"
PHONE 129
 Goldfields Theatre Bldg.

Remnant Odd Ends Store
GOLDFIELDS HOTEL BLDG.
 Larger assortment of remnants to choose from.
 Give us a call and pick your bargain.
 Have new Spring stock Newest designs
 Come early and get your choice.

Remnant Odd Ends Store
GOLDFIELDS HOTEL BLDG.

Attention!
Studebaker and Star Owners.
 We have a demand for several used Star and Studebaker automobiles. Parties owning the above makes and desiring to change for the new models will do well to call at once.
Marshall-Ecclestone Limited
 7 Second Ave. Timmins, Ont.
LIMITED

ENDEAVOR
 At all times we endeavour to deport ourselves in a manner that will cause us to be remembered by those whom we serve. Our business conduct is beyond cavil.
S.T. WALKER
UNDERTAKER & EMBALMER
 51 THIRD AVE. AT MAPLE ST. TEL. 509 TIMMINS, ONT.

BRAVE BOSTON CREEK YOUNG LADY SAVES SEVEN LIVES
 Seven children, all under fourteen years of age, had a narrow escape from death by fire at Boston Creek last week. They owe their lives to the pluck and coolness of their sister, Miss Winnifred Percy, a brave fourteen-year-old lass who shepherded the family to safety when the house in which they lived took fire. The fire was at the post office, with connected dwelling. It apparently started from an explosion of gas in the stove through the stove being checked off too much. The explosion blew the pipes down and flames got to the building. Mrs. Percy was away, but Miss Winnifred, who was sleeping upstairs with the children, was wakened by the explosion and flames. She gathered the other youngsters at the head of the stairs, but the smoke and flames so frightened the youngsters that she had a difficult time getting them out safely. She succeeded in this dangerous work, however, and rescued the seven children. The assistant postmaster, T. A. Cass, was sleeping downstairs, near the stove, and was partially overcome with the smoke but managed eventually to make his escape without serious injury. The building and contents were a total loss, about \$15,000.00 damage being done, the loss including some mail matter that had not been called for, as well as the contents of the store and dwelling house.

DEPARTMENT OF MINES HELPS MINING INDUSTRY

Ontario Minister of Mines Shows Different Attitude to Canadian Railway.
 There are two things that prospectors hereabouts continually emphasize—the interest and helpfulness shown by the Ontario Department of Mines and the Minister of Mines for Ontario, Hon. Chas. McCrea, and the shortsighted and handicapping policy of the Canadian National Railways so far as prospecting in Ontario is concerned. The attitude of the C.N.R. towards prospectors going in to Red Lake has been roundly condemned. It indicates the lack of interest of the Dominion Railways in the development of this North Country. It is in striking contrast to the thoughtful and helpful attitude of our own T.&N.O. Railway. It is in still greater contrast to the attitude of the Ontario Department of Mines. Hon. Mr. McCrea has won the highest regard not only of the prospectors but of all truly interested in the development of the country. Hon. Mr. McCrea has the right idea regarding the value of the prospector to this country, and the following article by the Minister of Mines as published in a recent issue of The Ottawa Journal is respectfully urged upon the attention of the Canadian National Railways in the hope that a better attitude may be obtained towards the prospector—the man who makes this country. Hon. Mr. McCrea says:—
 "The prospector is the foundation stone of the mining industry. Mines are a wasting asset, and unless new discoveries are constantly being made the industry will languish and eventually die.
 "Recognizing this, the Ontario Government believes it to be good policy to assist the prospectors in every legitimate way. To increase their efficiency and enlarge their knowledge of rocks and minerals, it holds mining classes in the various mining centres during the winter time when prospectors are at home. Elementary instruction in geology, chemistry and mineralogy is given. A collection of representative minerals, labelled and described, is presented each member of the class. Lectures with lantern-slide illustrations are given. These classes are free.
 "When a prospector records a claim he gets two coupons entitling him to free assays of his find. On recording his work year by year he gets two more each time, making 12 assays in all to each claim.
 "A prospector developing a gold claim may sell his ore to the Temiskaming Testing Laboratories, Cobalt, maintained by the Department of Mines, thus putting him in funds for further exploration.
 "Trails are cut out, streams cleared of obstacles to enable prospectors to reach their claims, and wagon roads are built when mines are opened up, so that supplies and machinery may be taken in. Later, when a camp gives promise of being a productive and permanent one, a branch of the Government railway is constructed if the area be within reasonable reach.
 "Undoubtedly the most valuable service which the department renders the prospectors is in the geological reports and maps it publishes of the mineral areas of the province as they are built when mines are opened up, map showing the geology and the association of rocks favourable for mineral deposits, the prospector may take the field, and will find his work systematized and simplified. Many prospectors quickly assimilate such information and become expert in detecting favourable locations for the occurrence of minerals. All publications issued by the Department of Mines are free."

DOODLE BUG BECOMING POPULAR IN PROSPECTING.
 Now the following is from The Northern Miner to whom be all the honour, as well as any responsibility incidental thereto:—
 "Everybody has heard of 'doodle bugs,' those quaint devices for finding ore, and the genius with the crooked stick that straightened up when it tapped the spot where mineral rested beneath the surface.
 "Well, the doodle bug has been put on a scientific footing, and at various points in the Quebec fields prospectors are hiking across the snow, following straight lines that cut their claims into squares, and carrying in their hands dip needles or magnetometers.
 "These little devices become quite agitated if they pass over a mineralized area which is close to surface, and give the prospector a lead on which to start with pick and shovel.
 "A dip needle costs about thirty dollars. A magnetometer, which is described in the bush as a dip needle with a college education, costs about one hundred dollars. One outfit in Quebec has ten of the latter at work.
 "The big electrical prospecting devices are of course more elaborate and will disclose bodies well hidden below the surface.
 "Electrical prospecting in its various forms is becoming quite popular."

The New Liskeard Speaker last week says:—"Miss Reeves, of the P.S. staff, is spending holidays at Timmins, the guest of Miss Hawkins, formerly V.O. Nurse in New Liskeard."

PROSPECTORS BEING DISCRIMINATED AGAINST

Canadian Government Railway Not Giving Much Help to the Men Who Make This Country
 The Advance has made reference repeatedly to the injustice done the prospector and the country in the matter of the rates charged for dogs by the C.N.R. The T.&N.O. accepts canoes from genuine prospectors for transportation as baggage, the prospectors paying the usual rates for excess baggage carried. The C.N.R. will not do this, but compels the prospector going in to Red Lake to ship his dogs by express. The result is great hardship to the prospectors. The prospector is the man who is making this country, and he should at least get as much encouragement as a commercial traveller. But the C.N.R. will not give him a square deal. Not only is he handicapped as regards the transportation of his dogs, but he is now further handicapped by the fact that he is forced to ship all his supplies by express. On all supplies going into Hudson from Cochrane, the prospector has to pay \$4.80 per hundred pounds. This means a big expenditure for the prospector. It has kept many prospectors out of the new camp, and handicapped those who have gone in. Every extra dollar spent on transportation or other outside expenses means so much less that will be spent in actual prospecting and development. The exorbitant transportation charges are accordingly a serious handicap to the development of the country. It is just this short-sighted sort of policy that has made the National Railways a yellow white elephant. The C.P.R., under similar circumstances, would likely have been taking the prospectors in free so that the country would be opened up and the railway profit by the resulting business. A prominent official at Toronto of the C.N.R., however, is reported as saying that the railway had no interest in the prospector. "You have to pay our rates; that's all we're interested in," he is reported to have said when this matter was taken up with him over the long distance telephone. Any railway to-day that imagines it can get away with that sort of attitude has another guess coming. The T.&N.O. never fails in courtesy, and the officials will go to any reasonable lengths to do anything possible to assist the country. The C.P.R. shows a similar spirit. Both the T.&N.O. and the C.P.R. are paying their way and making an honest dollar extra. The C.N.R., with its lack of imagination and its failure to see where a little help to-day to the prospector may mean thousands of dollars in traffic for the railroad later, is showing one of the reasons why it is a burden to the country.

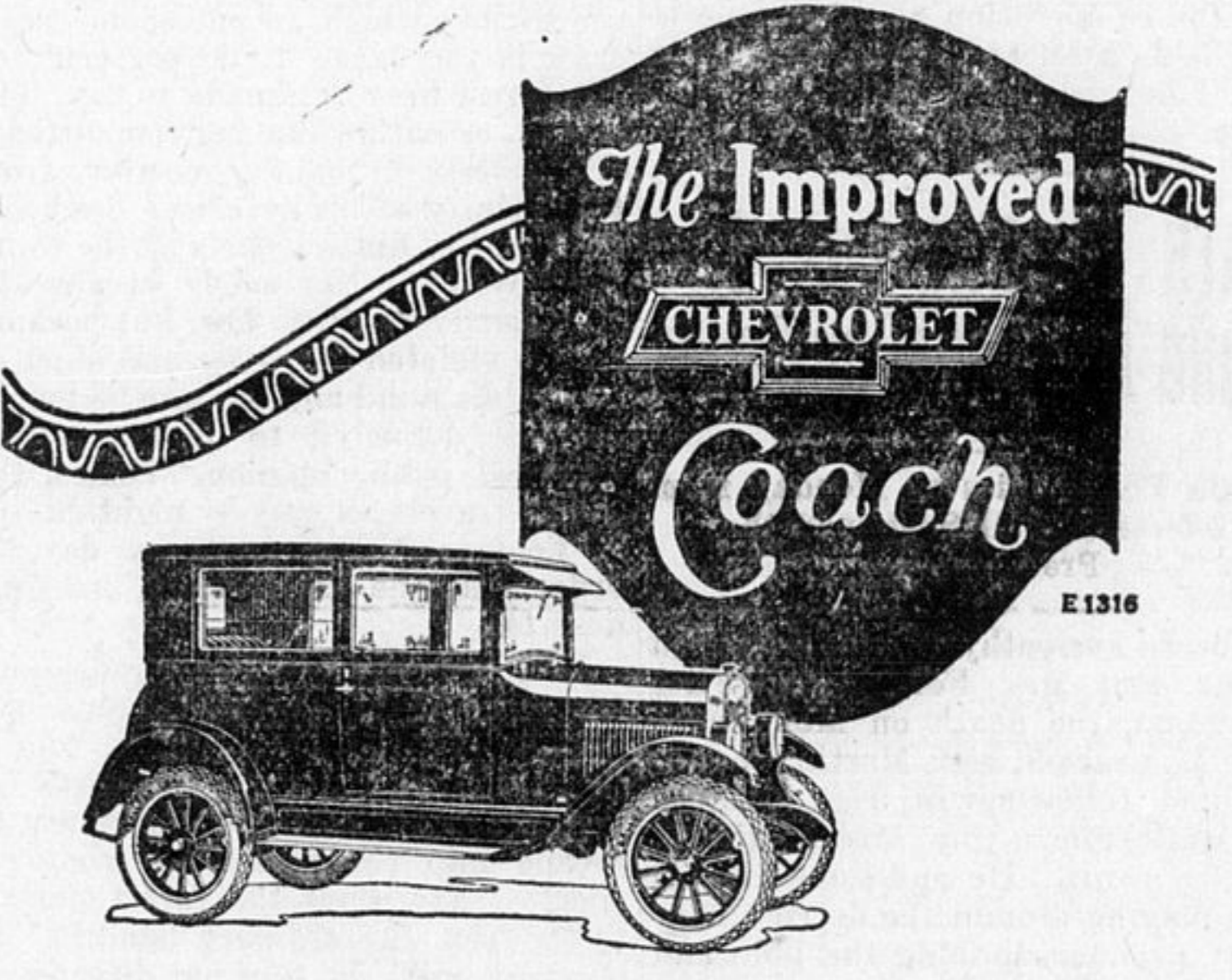
SKETCH OF LIFE OF DR. J. MACKINTOSH BELL.
 Under the heading of "Mining Personalities," the illustrated London, England journal, "Canada," publishes an excellent half-tone picture of Dr. J. Mackintosh Bell, together with the following text matter:—
 "Dr. J. Mackintosh Bell, whose address to the shareholders of the Huronian Belt Company on Monday last is fully reported on another page, is among the most distinguished of Canadian engineers. Born at St. Andrew's, Quebec, he was educated at Queen's University, Kingston, Ontario, and Harvard University, Cambridge, Mass. At the age of 22 he carried out exploration work for the Canadian Government in the Mackenzie River and Great Bear Lake region, and he was attached to the Ontario Bureau of Mines from 1903-4. In 1905 he became Director-General of the Geological Survey of New Zealand, a post he filled until 1911. In 1911 Dr. Bell became consulting engineer and geologist to Messrs Hamilton, Ehrlich and Turk, and managing director of the Huronian Belt Company in 1913. Since 1923 he has been managing director of the three subsidiaries of that company, Keeley Silver Mines, Ltd., Vipond Consolidated Mines, Ltd., and Canadian Lorrain Silver Mines, Ltd."
 Haileybury Horticultural Society has a membership campaign under way at present, and hopes, and expects, to secure at least 300 members.

CLAIMS ONLY ONE QUART SEIZED OUT OF SIXTY-FOUR.

In an editorial article last week in The Sudbury Star the claim is suggested that only one quart out of every sixty-four of illicit liquor coming into the North is seized by the authorities. It is a puzzle to understand how anyone could obtain such figures. If it is possible to learn the number of quarts of illicit liquor being shipped into the North, by the same token it would be possible to stop every single bottle of the same. It would appear that The Sudbury Star either knows too much or too little, or has said too much or too little. However, here is the item from The Star as it appeared:—
 "Less than one quart of illicit liquor is seized and confiscated out of every sixty-four quarts that pass over the T. and N. O. Railway for the benefit of thirsty Northerners, is the somewhat startling admission of a man, who naturally wishes to remain unnamed, but who is a public official in close touch with the O.T.A. and other police activity throughout the North Country. In view of the informant's position which brings him in contact with the thousands of seizures and prosecutions that actually take place every year it may be assumed that his estimate is at least conservative. How much liquor comes into this country through channels entirely outside official knowledge none will ever know. We already had a suspicion that the O.T.A. was not being enforced very effectively in the North Country. Most people, we believe, were fairly well persuaded on this point. The actual situation reduced to cold figures by one who ought to know is none the less staggering."
 The Englehart correspondent of The New Liskeard Speaker last week says:—"We understand that Mr. Chas. Hendrick's deal for his mining interests in the Red Lake district is about complete. We are pleased to learn that the deal runs into some five figures. Well done Charlie and may many others from town be as lucky."

Meilson's Ice Cream Bricks
 A Telephone Call will Bring One in a Few Minutes
GORDON'S DRUG STORE
 TELEPHONE 423
Timmins

E. C. BREWER
 Public Auctioneer
 Residence:
 119 Wilson Avenue
 P. O. Box
 741, TIMMINS, ONT.
ORDER NOT BOOKED.
 Salesman (at motor show-room): "This is the type of car that pays for itself, sir."
 Prospective Buyer: "Well, as soon as it has done that you can have it delivered at my house."



IN the Improved Chevrolet Coach at the new low price, is found the world's greatest closed car value.
 Three-speed transmission—modern design—smart appearance—Duco finish—long, flexible springs—ample power—world famous operating economy—all season comfort—quality construction throughout.
 Come to our showroom and satisfy yourself that here is a low-priced closed car that is worthy of your ownership. Other Chevrolet models also on display.

Landau	- - - -	\$1190
Sedan	- - - -	\$1125
Coach	- - - -	\$1025

TIMMINS GARAGE
 JOS. BERINI, Prop.
 Fourth Avenue Timmins
Greater Quality at Lower Cost

Produced Perfectly Under Perfect Conditions
 Wilson's
BACHELOR
 CIGAR
10c
 Made in the modern, sanitary way; packed to retain proper condition.