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Beer brewed with CREAM OF MALT is pure, wholesome, and invigorating. Has that mellow flavour you appreciate and alcoholic strength that satisfies. A trial can of CREAM OF MALT will convince you that it produces beer equal to the best ever brewed. 2 1/2 lb. can \$1.50. At your dealer or write us. 72E

**BUY CREAM OF MALT TO-DAY**

Cream of Malt Limited, 44-46 Pearl St., Toronto

## SUDS AND DUDS of the TIMMINS STEAM LAUNDRY CO.



If you want clothes quite clean and pure—Send them to Suds, and you'll be sure.

THIS is the sure-results laundry that you have been hearing so much about. There is not a particle of guesswork in our system. We make prompt delivery of the finest laundry work that has ever been turned out. Our price list will interest you.

LOOK FOR SUDS & DUDS  
TIMMINS LAUNDRY CO.  
57 Cedar Street, N., Timmins

## SIR JOHN A. THE CAPTAIN BUT GALT THE PROPHET

Work of the Fathers of Confederation in Making Canada the Land it is Today.

In an article sent out by the National Committee for the Celebration for the Diamond Jubilee of Confederation, well-justified emphasis is given to the debt that Canada owes to Alexander Galt in the matter of the writing of this country and the planning for a great nation here. The article is of such general value that it is given in full below:—

Who first conceived the idea of linking together in a strong and permanent union the scattered colonies of British North America, it would be difficult to say. Probably, like a good many other important movements, this idea of Confederation was a gradual growth, simmering in the minds of a few men of vision until the time was ripe to make it a reality. Most people are inclined to associate it with the Fathers of Confederation, but the idea is much earlier than their day. They, however, took hold of it and trimmed and fashioned it into a practicable scheme.

Of the thirty-three Fathers of Confederation, perhaps seven may be regarded as the governing minds. These were the actual Fathers of Confederation—Macdonald, Cartier, Galt, Tupper, Brown, McGee, Tilley, and it is probable that Galt, although little is heard of him to-day, should rank high even among them. Without the influence and enthusiasm of Cartier it would have been impossible to persuade French Canada to consent to the union; Brown ensured the support of the influential Reformers of Upper Canada; Tupper and Tilley won the Maritimes; McGee by his eloquence swayed the Irish vote; and Macdonald's inimitable leadership piloted

**E. C. BREWER**  
Public Auctioneer

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119 Wilson Avenue

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741, TIMMINS, ONT.

## Three Killed, Twenty-three Hurt in Wreck Near Nipigon

Several North Bay People Among the Passengers Injured.  
Accident Caused by Landslide in Clay Formation Along Near Port Arthur.

On Sunday morning shortly before two o'clock the eastbound Canadian Pacific passenger train, No. 2, for Montreal, was wrecked at Fire Hill, near Nipigon, about fifty miles east of Port Arthur. The wreck was caused by a under-track landslide. The track parallels the Jackfish river for about a mile, and is on a clay formation. Apparently the river had washed under the bank and the earth slid under the fast passenger train as it reached the point. The locomotive, mail and an express car left the rails and fell forty feet down the embankment. The engineer, fireman and mail clerk were all killed, and twenty-three passengers and train employees were injured, some of them seriously so. It will be noted from the list below that several of those injured were from North Bay. A large consignment of eastern mail was burned. The breaking of a coupling allowed the first-class and Pullman cars to remain on the track, and so the majority of the passengers escaped serious injury. These passengers did noble service in assisting in the work of rescue and relief. Mrs. Butler, a Port Arthur nurse who was on the train, gave very valuable services in the relief work until the arrival of the relief trains.

The despatches point out that most of the cars on the wrecked train were of steel construction. This fact, in the opinion of railway officials, minimized the loss of life. Soon after the crash the wooden cafe car, the only occupant of which was a negro porter burst into flames. The fire spread rapidly, destroying this car and sweeping into the mail and baggage cars, where it consumed all the mail and parcels. One of the mail men was severely burned endeavoring to rescue the property in his charge.

It was three hours after the wreck before the bodies of the three employees were recovered. The evidence went to show that the accident occurred so quickly and unexpectedly that they had no chance whatever to save themselves. An inquest was opened into the deaths by the coroner from Port Arthur this week.

The three men killed are:—John Hogg, engineer, Fort William; Harvey Sly, fireman, Schreiber, Ont.; William L. Kirkpatrick, mail clerk, Fort William.

The following is a list of the injured as given out after the accident:—William Loiki, aged 45, 1306 Ontario Street, Montreal, back and internal injuries; may not recover.

Paul Newton, 28, mail clerk, North Bay, injured back and head; may not recover.

Gin Tang, Chinese, 55, Victoria-ville, Que., injured head and hands.

Din Lion, Chinese, 55, 8181 Valier Street, Quebec, leg injuries.

Tom Sing, Chinese, 52 Westboro, Ont., left shoulder, leg and hand injured.

George Hamilton, 35, expressman, North Bay, compound fracture of the right arm.

Jan Hinciar, Slovak, 30, Port Alfred, Que., back injuries.

Wenaa Ralk, 50, Slovak, no address, head and body injuries.

Robert J. Elliott, 48, 11 Kincaid Avenue, Hamilton back injuries.

J. Servinski, 48, Russian, Ardill,

As an additional test, seven men were carried up the hill at slow speed in high gear. Starting at the bottom at a speed of only 10 miles per hour, going over the top at 9 miles per hour!

Tests were made with a strictly stock Studebaker under the observation and timing of W. B. Hastings, Manager of Tests and Contests, Ontario Motor League and Canadian Automobile Association.

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Sask., en route to Old Country, injured back and legs.

Thomas Sobek, 27, Slovak, no address, en route to Welland, injured head, back and arms.

Joseph Marcin, 24 Slovak, en route from Winnipeg to Welland, in search of work, no address; injured back, head and limbs.

L. Whitman, news agent, 33, 4893 Clarke Street, Montreal, face and foot injuries.

E. C. Potter, 50, 2073 Kimberly Street, Montreal, back and head injuries.

Andrew Sobek, 33, Slovak, no address, en route from Port William to Welland, injured head and legs.

Tikka Aura, Finlander, Port Hanley, B.C., en route to Finland, injured back, chest and suffering from shock.

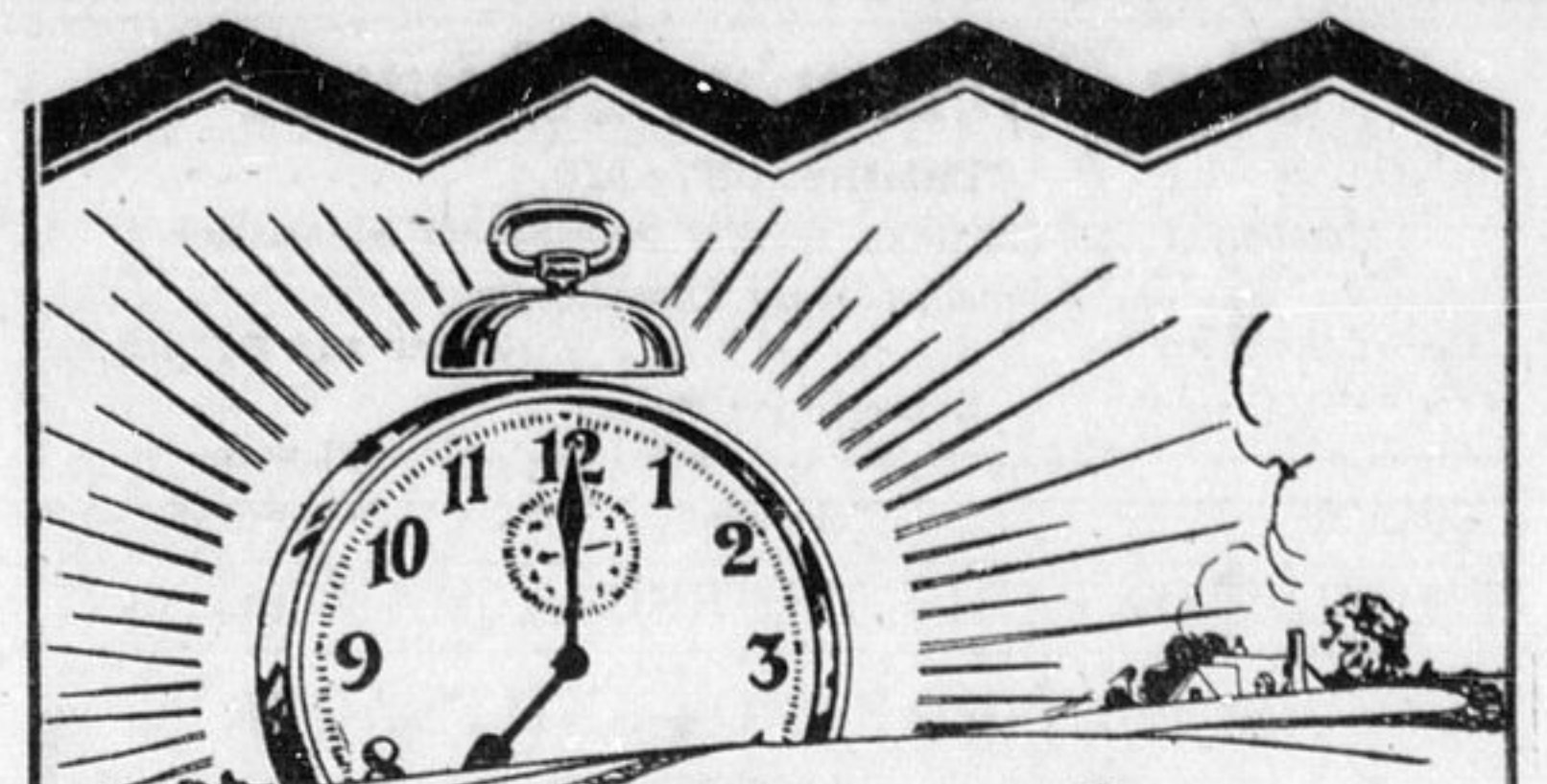
Robert R. McKerracher, 53, Elkhart, Man., en route to Montreal, slight cut on head.

Slightly injured: Lem Suey Fon, 21, Sudbury; Fong Ying, 43, Ottawa; Harry You Sen, 55, Quebec; Kung Kee, 37, Ottawa; Ham Yuk, 55, St. John, N.B.; Le Gue, 30, Halifax; Gin Tong Quong, Sudbury; Tong Tei, 45, Montreal. These were discharged from hospital at noon Sunday.

Mrs. Athelyne Craig Gibson, wife of J. G. Gibson, Elk Lake, died at Toronto recently, following an operation. She was 32 years of age and was born at Kimmount Victoria County. In addition to the bereaved husband and eight-year-old son, she is survived by her father and mother at Elk Lake, three brothers and one sister, Mrs. M. Wilson, of Elk Lake.

Mr. and Mrs. Joseph Henri Baron, of Ottawa, announce the marriage of their daughter, Marie Jeanne, to Mr. Jean Baptiste Pare, Jr., of Timmins, Ontario, the marriage to take place on Saturday morning, May 28th, at 7 o'clock in the Notre Dame Church, Ottawa.

An easy loser takes from the winner two-thirds of the joy of victory.



Time for  
**ENO!**

A "dash" in a glass of water the first thing in the morning—that is the popular time for

## ENO'S "FRUIT SALT"

But it can be taken safely and beneficially on

many other occasions.

Whenever you are hot or tired, or thirsty—when ever you are feeling out of sorts, or dull or "blue"—a glass of invigorating, refreshing, sparkling ENO is sure to be welcome.

Any time is ENO time.

The World-Famed  
Effervescent Saline

Sales Representatives  
for North America:  
Harold F. Ritchie & Co., Limited,  
10-18 McCaul St., Toronto.



Drive the car  
that established 10 world records—  
5000 miles in less than 5000 minutes!

## The COMMANDER

A STUDEBAKER BIG SIX

Only by owning a Commander can you avoid taking  
Commander dust on hills and highways

In Montreal, Too

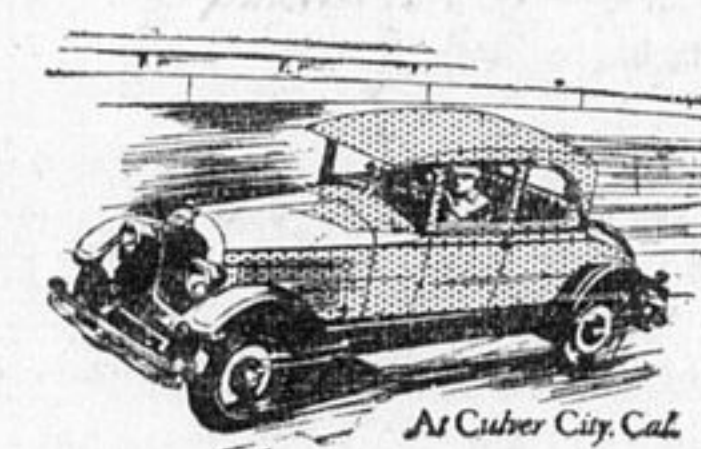
In Montreal, on April 19th, a Commander climbed the mile-long Mount Pleasant Avenue and Belvedere Road in 2 minutes, 58 1/2 seconds! The car carried two passengers, weighing 358 pounds, up an elevation of 433 feet!

Another Montreal test was on a 17% grade up Clarke Avenue, Westmount. The Commander started in high and climbed to the top at a speed of 15 miles per hour. T. C. Kirby, General Manager Montreal Motorists League, timed and observed these tests. Performance on hills demonstrates the power built into every Studebaker by Canadian craftsmen.

What These Records Mean to You

You probably will never need mile-a-minute speed for 5000 miles—you may never want to enter a hill-climbing contest. But these remarkable records are further proof of what we have demonstrated time and again on Studebaker's 800-acre Proving Ground—that The Commander in every phase of every-day driving will out-perform and out-live any other car, six or eight, selling for less than \$3500.

The best evidence for you of the thrilling performance of The Commander is what the car will do in your own hands. Get behind the wheel of a Commander as our guest—without strings or obligation. Learn for yourself why the Studebaker Big Six now far out-sells the combined totals of all other cars in the world of equal or greater rated horsepower. Phone us now and take command of The Commander today!



At Culver City, Cal.

FROM one Coast to the other, The Commander is smashing records of speed, records of hill climbing, and records of sales!

5000 Miles in Less Than 5000 Minutes

In a recent sensational test at Culver City, California, under the auspices of the American Automobile Association, Harry Hartz and three other noted pilots drove The Commander—a strictly stock, fully-equipped enclosed car—5000 miles in 4909 minutes, total elapsed time, establishing ten new world records!

This is better than mile-a-minute speed for 81 consecutive hours and 49 minutes—the fastest speed for the farthest distance ever attained by any stock car!

The Commander Out-Climbs All Other Cars

In Toronto, on April 26th, a Commander carried seven passengers up Pellatt's Hill in 30 seconds! Up a 10% grade, over wet, rough road surface, this powerful Big Six motor carried 1219 pounds one-tenth of a mile to the top in high gear! Then from a standing start in high gear, The Commander carried two passengers over the crest in 26.7 seconds!

As an additional test, seven men were carried up the hill at slow speed in high gear. Starting at the bottom at a speed of only 10 miles per hour, going over the top at 9 miles per hour!

Tests were made with a strictly stock Studebaker under the observation and timing of W. B. Hastings, Manager of Tests and Contests, Ontario Motor League and Canadian Automobile Association.

Harry Hartz wired after setting 10 new world records in The Commander:

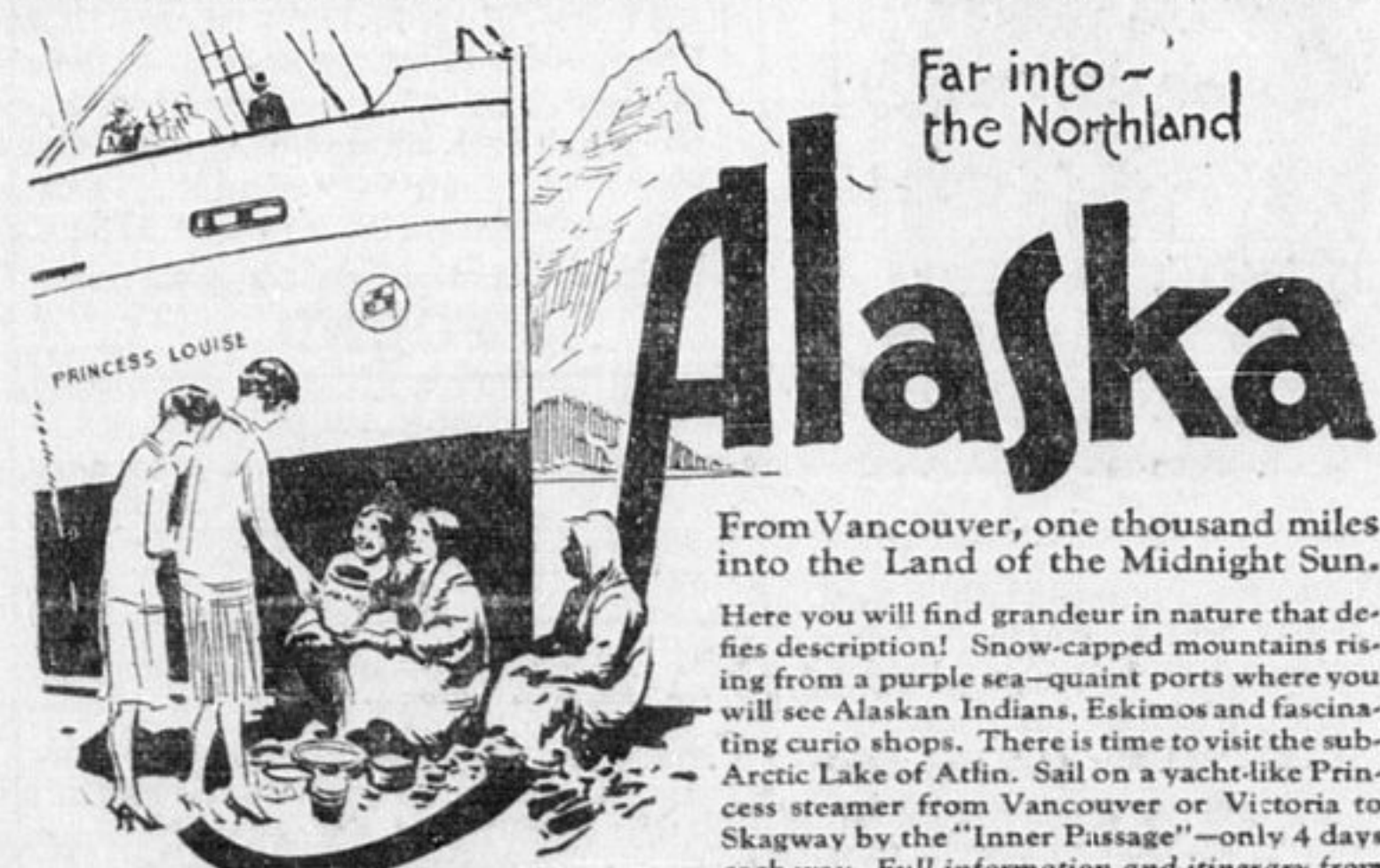
"Based on my experience driving my personal Studebaker Commander and in making the recent record run at Culver City Speedway with a Studebaker Commander strictly stock model, it is my opinion that it will maintain any given speed up to 65 miles per hour, longer, more smoothly, and at less expense per hour traveled, for gasoline, oil and repairs, than any other stock automobile now being built."

Commander Sedan, \$2435; Commander Victoria, \$2475, (broadcloth upholstery, \$2505); Commander Coupe, \$2375; (with rumble seat, \$2450). Other Studebaker and Erskine models range in price from \$1700 to \$3690. All prices, delivered in Timmins completely equipped and tax paid.

**MARSHALL-ECCLESTONE Limited**  
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Studebaker finance charges are the lowest throughout the Dominion

**STUDEBAKER**  
Made in Canada



From Vancouver, one thousand miles into the Land of the Midnight Sun.

Here you will find grandeur in nature that defies description! Snow-capped mountains rising from a purple sea—quaint ports where you will see Alaskan Indians, Eskimos and fascinating curio shops. There is time to visit the sub-Arctic Lake of Athabasca. Sail on a yacht-like Princess steamer from Vancouver or Victoria to Skagway by the "Inner Passage"—only 4 days each way. Full information and itinerary from

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From Vancouver, Victoria and Seattle.  
Meals and Berth Included

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North Bay

**Canadian Pacific**  
See Banff and Lake Louise on the way