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Throw up Their Hands for! Only a Few More Days!

Never before has this town witnessed a store swamped by crowds of people. On the Grand Opening Day, Saturday, May 12th, to conform with the law we had to lock the doors at certain times to avoid trouble. Unusual business conditions, combined with unseasonable weather force this sudden and drastic upheaval. Cost means nothing now; the dogs of price destruction have broken loose. We are cutting deeper and deeper; a stroke of good fortune for Timmins is here. Just think of the brilliant array of lovely Dresses, Coats, Shoes, and Hats, beautiful garments at amazingly low prices. This is not a Mid-May Sale or Week-end Sale, it is a real Cut Price Sale with a tremendous stock to pick from.

COMPETITION CRUSHING! OPPOSITION SMASHING! A WORLD DEFYING BARGAIN EVENT!
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Roads, Parking, Belt Line of Roads, Before Board of Trade

Meeting Thursday Evening One of Best Held in Years. Excellent Map Shows Value of the Belt Line Road Idea. Many Questions Discussed by Board of Trade.

The meeting of the Timmins Board of Trade on Thursday evening last was one of the best held in years. There was a representative attendance, although other events that evening prevented as large a crowd as would otherwise have been present. However, there was interest and enthusiasm evident and a distinct desire on the part of all present to do whatever may be done for the advantage of the town and district. Mr. W. O. Langdon, the president, was in the chair, and Miss B. Paice, the new secretary, was present to take the minutes for the meeting.

There was a long list of questions of interest and importance to be dealt with, and each item was discussed and considered in turn, the discussion being helpful and of value.

Mr. D. Ostrosser, chairman of the committee appointed to look into the matter of traffic regulation, made a comprehensive report. He pointed

out the danger and inconvenience that would arise from lack of regulation, but also referred to the hardships that might be encountered by many if too stringent rules were adopted by the town. He considered, for instance, that angle parking on one side of the street only was the solution of the parking problem, but that, of course, brought up the question as to which side of the road should be used. There would be objections both ways from both sides of the street. The difficulty was to arrive at the arrangement that would be the least objectionable and at the same time would fully protect the public. Mr. Ostrosser also touched on recommendations for a time limit on parking on certain blocks in the main part of the town, and also the forbidding of parking, except for medical men, on certain busy blocks. Reference was made to the plans adopted in other towns and after an illuminating discussion it was decided to have Mr. Ostrosser's committee communicate with outside towns and get details of successful plans elsewhere. The matter will stand over until this is done. President Langdon suggested that in the meantime anyone who had any suggestions in the matter might communicate the same to Mr. Ostrosser. Mr. E. H. King gave one good suggestion along the line that during the busy hours in the evening when the people are calling in numbers for their mail there be no parking allowed in front of the post office. This would do away with much of the dangerous congestion on this block on Pine street.

A letter from the Ontario Board of Trade relative to the adoption by all towns of the same half-holiday for the summer months was spoken to by Mr. W. Rinn. It was Mr. Rinn's opinion that in this district the half-holiday was dependent very largely on the day set as pay-day by the mine. In any case, he did not think the day proposed in the letter, Friday, would be acceptable to business people in this district. Mr. C. G. Keddie endorsed what Mr. Rinn had said, pointing out that on account of Saturday

being a specially busy day for most stores, the adoption of Friday as the half-holiday would practically mean no holiday at all as the staffs would be more or less tied down to prepare for the Saturday business. The meeting was unanimous in agreeing with the report made by Mr. Rinn and the report was adopted in full.

A report on the roads of the district had been expected from Mr. H. J. Marshall, who was unable to be present. After discussion of the repairs necessary on the roads of the district, it was decided to leave the matter in the hands of a committee composed of Messrs D. Ostrosser, I. K. Pierce and the president, to confer with the superintendent of roads for this district, Mr. A. Sterling, with the Dept., and the town and township, with the idea of keeping the matter forward until the necessary work was done. During the evening reference was made to the condition of the "back road," from Timmins to the Paymaster. It was felt that this road should be repaired at once, especially in view of the fact that this road will likely be in particular use for some time this year while necessary repairs are being made to the highway between Timmins and South Porcupine. The "back road" should be put in good shape now, so that when the highway is closed it will be possible to handle the traffic. Also, it should receive the necessary repairs.

Mr. J. Tomlin had prepared a very comprehensive map that showed the route of the proposed belt line of roads. Mr. Tomlin had prepared this map from Government maps and from data secured from the Government, the Power Co., and other official sources. The map, accordingly, was authoritative and in addition was most carefully and skillfully prepared. It "sold" all on the belt line of roads idea. The map showed that a route can be followed where it will not be necessary to cut any new road at all. Most of the way there are roads already in use, only needing to be improved and joined up. The proposed roadway would follow the power line to Cairo, where it would join existing roads to Elk Lake and Gowganda and then on to Westree and Sudbury. G. A. Macdonald, in speaking to the belt line of roads proposal, pointed out that at small cost it would open up fine new country, rich in minerals, timber, fish, game and scenery. It would double the attraction of the North for tourists and give the visitors opportunity to see twice as much of this country. It would bind together the various centres of the North and give needed transportation to many new areas. To this, the president added the value of such a road in the work of the fire rangers through the rich timber section served. A resolution endorsing the plan was carried, and a copy of this resolution is to be forwarded, together with a copy of the map, to the Ontario Associated Boards, the Northern Ontario Associated Boards, the Government Departments concerned, the Sudbury Board of Trade. The resolution urged on the Government the desirability for full consideration of the proposal. It was pointed out that without such a belt line roads, this area can not expect any of great inrush of tourist traffic. Last year the number coming up here was very small in proportion to those passing through Cobalt, tourists naturally not being enamoured of a long trip north that necessitated return by the same route. In regard to the belt line idea, it is

also expected to receive enthusiastic co-operation from Sudbury Board of Trade and other bodies. It is likely that they will see to the lower part of the proposed belt, while Timmins can urge the completion of the link at this end.

The repairs and improvements necessary on the Ferguson highway were also discussed, and these will be kept before the authorities by the officers of the board.

The matter of the freight rates on Alberta coal was also dealt with by the board. A resolution was passed to be forwarded to the Dominion and Provincial Governments and to the two members for this district asking that the North be not discriminated against in the matter. As will be noted by an article elsewhere in this issue it was understood that the C.P.R. and C.N.R. held that they had only to deliver the coal from Alberta to points on their lines and that they would not give other roads pro rata freight rates. This would mean that people in the North would have to pay regular rates to have the coal hauled by the T. & N. O. from North Bay or Cochrane, which would make the cost prohibitive. The board protested against any such plan, maintaining that the order-in-council required the coal to be delivered in Ontario by rail for \$6.75, and that the matter should be arranged between the railways doing the haulage, on pro rata terms. The Dominion Railway Board has since given a ruling that this latter must be done, as will be seen from the item elsewhere in this issue.

The matter of a tourist camp for Timmins was discussed at length. A proposal to have such a camp on the lot next the skating rink was considered impractical. Several sites were suggested, and eventually it was decided to co-operate with the town council and the Kiwanis in the search for a suitable place.

The board was unanimous in the desire to co-operate in any way with the town council and to give any assistance or support desired in any matter for the benefit of the town.

A request from the Travellers' Association at North Bay for \$15.00 to have the name of Timmins on an arch to be erected on the Ferguson highway was deferred until further particulars are secured. The Travellers' Association has been collecting funds for this arch in other ways throughout the North.

The board decided not to enter any plan for advertising outside, as this was felt unwise until the belt line of roads makes it possible to attract tourists here.

A resolution is to be drafted endorsing the proposal of Dr. Doolittle for a survey of the two routes suggested for the completion of the Trans-Canada highway. The board believed the best route would be by connecting up from Hearst to Dryden.

A proposal for the organization of an air club for the Porcupine was given approval by the board, and Mr. D. Briden is to be asked to attend the next meeting of the board and give full details of the plans.

Mr. Frank Leslie, of Haileybury, has a grapevine that has grown six feet in the last two years and is thriving well. According to The Haileyburian Mr. Leslie hopes to prove within a year or two that grapes can be grown in this North Land with profit and success.

THE OPEN BRITISH GOLF CHAMPIONSHIP EVENT.

(From The Ottawa Journal)

For the third time since 1922, Walter Hagan, ace of American mashie kings, has won the open British golf championship. His victory is a strange illustration of the fluctuations in form which may be experienced by the most proficient in games. Only a fortnight ago Compton, the British professional, literally crushed Hagen for a \$3,500 purse, beating him in a 72-hole match by 18 up and 17 to go. But at Sandwich this week, Hagen, whose clubs were utterly uncivilized two weeks ago, came back to beat Compton and a constellation of other stars. And he came from behind to do it.

In view of the controversy that often rages about the respective merits of amateur and professional golfers, it is interesting to note that only three times in history have British amateurs won the British open championship and that not one of these victories has been scored in the last thirty years. John Ball captured the title in 1890, the first amateur to accomplish the feat. Harold Hilton won it in 1892 and again in 1897; but that was the close of amateur victories. Bobby Jones captured the event in 1926, of course, and repeated in 1927; but no British amateur has turned in the low score since 1897.

"Mary has a little skirt,
"So neat, so bright, so airy;
"It never shows a speck of dirt,
"But it surely does show Mary."

COBALT YOUTH MISSING AND SO IS SOME MONEY

With one mystery solved, police at Cobalt are endeavoring to trace the whereabouts of John Rodie, West Cobalt youth, who has disappeared from his home for the second time within a few months. Rodie is believed to be in Rouyn, according to the information in the hands of the police. It is alleged that he took \$18 from the till of the cash register at the Y.M.C.A., S. R. Hall, secretary of that institution, having notified the authorities the money was missing and that he suspected Rodie of having taken it. On the last occasion he left home, the youth was located on a farm north of New Liskeard.

EXPECT WORK MAY BE STARTED ABOUT MAY 20th

Writing in The Mail and Empire, J. A. McCrae says:—

"Weather conditions throughout the north country have been subjected to a violent change during the past two weeks. The spring break up has been very prolonged, but it is now quite evident that the rivers and lakes will be opened for navigation within the coming week. Cobalt Lake, which is usually somewhat ahead of the larger lakes with regard to the break up, was clear of ice the first of the current week. So sudden has been the change in weather conditions that serious floods are occurring in various sections throughout the North. Heavy winds have also aided considerably in speeding up the spring break up."

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TIMMINS



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