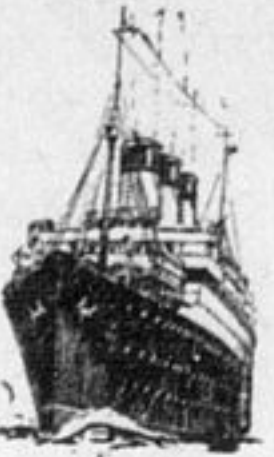


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TIMMINS POST 88 Canadian Legion, B.E.S.L.

The Next Meeting of the above Post will be held in the Oddfellows' Hall on

Monday, October 7th, 1929 at 8 p.m.

A special programme will be arranged for this meeting. Every member is requested to make an earnest effort to attend.

PROPOSED AMENDMENTS TO MINING ACT OF ONTARIO

Act to be Submitted to Next Session of Legislature Will Incorporate Suggestions of His Honour Judge T. E. Godson

The Mining Act of Ontario was amended at the last session of the provincial legislature to include some of the recommendations made by His Honour Judge T. E. Godson following the royal commission investigating the Hollinger disaster and studying ways and means to make the mining industry as free as humanly possible from risks and dangers of any kind. The amendments as made in 1929 have not been considered practical or desirable in some particulars by the Ontario Mining Association. Following a discussion of the amendments as made in 1929 the Ontario Mining Association appointed a committee to co-operate with the Government in drawing up regulations that while achieving the purposes desired would still be practical and acceptable to the industry. The mine managers were anxious to have all possible safety regulations and safeguards, but naturally wished these in such form as would not injure the industry or prove unduly burdensome in practice. Following conferences and study it is understood that a new act has been prepared that embodies the required safety regulations. This new act will be known as the "Ontario Mining Act, 1930" and will be introduced at the next session of the legislature and if found acceptable will be duly incorporated in the statutes of the province.

According to information now given out the new act will provide among other things for the provision and maintenance of three mine rescue sta-

tions, one in the Porcupine mining division, one in the Larder Lake division and one at Sudbury, each of the stations to be kept under the direction of the Chief Inspector of Mines, equipment and maintenance of the rescue stations are to be provided by the Workmen's Compensation Board from assessments in the mining industry upon the requisition of the Chief Inspector of Mines. Each rescue station will be under the charge of an appointee of the Chief Inspector, who will teach and train mine rescue crews and maintain the apparatus so as to be always available for immediate use. The mines shall provide as many men as the Inspector requires to be trained in the maintenance and use of the rescue apparatus.

The proposal to require persons employed underground as foremen, mine captains, shift bosses, trammer bosses, level bosses, chute blasters and motormen to hold certificates from the Mines Inspection branch stating that he is familiar with the portions of the Mining Act applying to his work and is able to give orders or instructions in the English language, has been dropped. A new regulation has been inserted, however as follows:

"No person shall operate or be permitted to operate, either on surface or underground, any hoisting engine by means of which persons or material are hoisted lowered or handled in any shaft or winze, for more than eight hours in any consecutive 24 hours except in any case where the work at any mine, or in any shaft or winze is not carried on continuously on three shifts per day, in which case the hoistman may work such extra time as may be necessary for hoisting or lowering the workmen employed on the shift at the beginning and end of each shift, and except in the cases provided for in Clause (a) of sub-Section 1."

Subsection 1, Section 163, providing that managers superintendents, mine captains and shift bosses and "every person in charge of workmen, explosives, machinery or electrical apparatus" must know such of the rules as affect or relate to the work in which they are engaged, again appears in the new Act in the same form as in the original mining Act, although this clause was not contained in Bill 70, as the Mining Act of 1929 was known.

The clause empowering the Chief Inspector of Mines to order an underground connection to be made between adjoining mines where it is "deemed necessary for the protection of persons employed underground in a mine," has been removed, and in its place is found a clause empowering the Chief Inspector to order rescue stations to be provided or maintained, in or between the mines as he may direct, and every such station shall have water, air and telephone connections to the surface and be separated from adjoining workings by closeable openings, so arranged that gases can be prevented from entering the rescue station.

A new clause would prohibit the installation or operation of any internal combustion engine underground in any mine.

Under the title "Care and Use of Explosives," regulations which caused considerable discussion last year have been revised to read as follows:

"(2) All explosives shall be kept in a special building called a magazine and no such magazine shall be erected or maintained on any mining property except with the written permission of an inspector nor until the site and style of the magazine has been approved of by him.

Epidemic of Matrimony in Power Company Staff

In the current issue of The C.N.P.C. Review, issued for the employees of the Canadian Northern Power Corporation employees, there is the following reference of interest to Timmins readers:

"The epidemic of matrimony which has attacked our organization this summer seems to show little signs of slackening, as two happy events occurred during the month of August.

"The first we have to record, because it happened first, was the wedding of Miss Thelma Helmer and Mr. Cornelius Biggins. As we have a suspicion that the Fair Outlook contributors will provide an account of the ceremony, we will not attempt to describe the entrancing scene, (we were not there anyway), but will content ourselves with remarking that Cornie is a very lucky fellow, as we can vouch for the even temper and pleasant manner of his wife. The whole family join with us in wishing the devoted couple everything they desire.

"The second affair took place at Timmins on August 19th at 9 a.m., when Miss Lucille Moran became the wife of Wilf. Hardy, late of that city, but now our Branch Auditor. From information received, the wedding was a big event, and as the happy day was also being celebrated as civic holiday, many were able to attend who otherwise might have found it inconvenient to do so.

"Judging by the amount of confetti and rice which the bride and groom carried when they arrived at New Liskeard, there must have been an army to see them off at the station. They journeyed down on the Montreal train, and intended to transfer to the family Chev. at New Liskeard. Everything went as merry as a marriage bell until Mr. and Mrs. Hardy, with their baggage all loaded, attempted to start the car, when sundry disconcerting noises announced that all was not well with the bus. Once, twice, and even thrice, Wilf. tried to get the car under way, but finally had to give up and call in the assistance of a garageman, who discovered that there was something vitally wrong with the interior of the rear housing.

"All the available mechanics were commandeered to make the necessary repairs, which occupied the whole livelong night, but when morning smiled everything was O.K., and the honeymoon was proceeded with.

"They made an early getaway, and when last heard of were on their way to Toronto, Buffalo, Detroit and points south.

"The best wishes of everyone went with them."

COBALT TO LOSE ANOTHER PROMINENT FAMILY SOON

Word this week from Cobalt is to the effect that still another of its prominent citizens will shortly be leaving the town in the course of the next few days, in the person of Roy C. Bell of the George Taylor Hardware Co. in that town. Mr. Bell and his wife are going to Prince Albert, Sask., where Mr. Bell will take over the management of a new branch store being opened there by the Canada West Hardware Co.

(a) The magazine shall be located in accordance with the "British Table of Distances" in respect to its distances from the mine and works or other building and any public highway or public railway.

(b) Every such magazine shall be constructed of materials to ensure, as far as possible, against accident from any cause.

(c) The rules with reference to the care and use of explosives shall be kept posted up inside the magazine.

Regulation 29 in Bill 70 relating to transportation of detonators has been amended to read as follows: "Detonators shall not be transported in any shaft conveyance with any other explosives unless placed in a separate suitable container."

Regulation 55 in Bill 70, relating to use of electricity in firing shots has been amended as follows "(a) Electricity from lighting or power cables shall not be used for firing shots except when a special firing device which automatically opens the circuit by gravity is provided. The live side of such device shall be installed in a fixed locked box and shall be accessible only to the authorized shot firer.

"(b) One such device shall be maintained for each individual working place in which firing is done by means of electricity from lighting or power cables.

Regulations 65 of Bill 70 provided for a gate or guard rail at all shaft and winze openings at every level and on surface. The new proposed amendments provide that where a guard rail is used there shall also be maintained a top board of 4 by 4 material. The new proposed regulations also provide that where mechanical haulage tracks led up to a shaft or winze compartment a reinforced barricade be provided, sufficiently strong to withstand any impact caused by collision with motor or train.

A new regulation provides that wherever chutes are pulled in case where persons may be required to go out on the material above sufficient precautions be taken to see that the broken material settling freely and where there is indication of a "hang-up" the location must be protected by signs and barricades and notification given of the danger.

Barrie Examiner:—When those diminutive automobiles get on the highways, drivers of 5-ton trucks will be more arrogant than ever.

Facts in Mining Lines Suggest Better Prices

In an editorial article last week Gibson's Fortnightly Review says:—

"Not only in Ontario but throughout all of Canada is mineral production showing a substantial increase over previous years. This fact is borne out by recent official figures issued by both the Provincial and Dominion governments, and indications are that 1929 will prove to be a record year as far as the mining industry is concerned. The total mineral production of Ontario including both metallic and non-metallic materials, amounted to \$55,498,161 during the first six months of this year, as compared with \$50,218,910 for the corresponding period of 1928. Of the former figure of \$39,996,164 was made up of metals, both precious and base which compares with \$34,088,841 for the first six months of last year. Gold, silver, copper and nickel all showed healthy increases for the first half of the year, and with expansions in every direction in the offing, still further increases are anticipated.

"Encouraging as the increase of our mineral production is, the failure of the mining market to respond to the apparent progress of the industry has been a source of considerable disappointment. It is particularly noticeable that while the gold stocks have followed an almost general downward course this year, the production of gold in Ontario showed an increase of approximately \$778,000 during the first eight months of this year over the same period of 1928. Similarly while the output of other metals has been increasing the stocks of these companies have been unresponsive.

"To a person whose observations of mining have been confined to the market aspect, it would appear that general conditions throughout the industry were in a state of decay. This, however, is not the case, as is evident from the foregoing figures which strongly point to the probability of 1929 proving to be the best year in Canada's mining history. At the same time more than one of the gold stocks is paying a dividend which is in excess of 10 p.c. on the present market valuation of the stock, a condition which renders these issues singularly attractive. Such a situation as the present has been seen in past years, and is a matter of history that mining stocks are bound to adjust themselves to a level in keeping with earnings and dividends sooner or later."

Airways Now Opening Up Tourists' Paradise Here

In a recent interview with a Toronto newspaper Capt. Roy Brown, noted airman and president of the General Airways, Limited, of Amos, Quebec, says that opening up the North Land by air has proved a most successful venture. He also comments on the beauty and interest of the North, which he believes will soon be recognized as the tourists' paradise.

He makes it plain that twenty months of flying passenger, freight and mail with never an accident or even

For Young and Old Alike ENO'S FRUIT SALT The words "Fruit Salt" and ENO are the registered trade marks of J. C. ENO Ltd.

TEMISKAMING AND NORTHERN ONTARIO RAILWAY TRAIN SERVICE

The Continental Limited, Trains Nos. 1 and 2, between Montreal and Vancouver daily, operating through sleeper between Cochrane and Toronto. These Trains use Canadian National Railways Station at North Bay.

Trains Nos. 46 and 47—Through service daily, between Toronto and Timmins, also to Rouyn and Noranda, Que. Operating ParLOUR Cafe Car Service between North Bay and Timmins. Through sleepers operated between Toronto and Timmins, also between Toronto, Rouyn and Noranda, Que. These Trains use Canadian National Railways Station at North Bay.

Trains Nos. 17 and 18—Daily except Sunday service between North Bay and Cochrane, operating through sleeper between Timmins and Montreal. These Trains use Canadian Pacific Railway Station at North Bay.

Local service between Cobalt, Fountain Falls and Silver Centre—Monday, Wednesday and Saturday.

Connections at Earleton Jct. for Elk Lake, daily except Sunday.

Connections at Englehart for Charlton, daily except Sunday.

Connections at Swastika, daily, with The Nipissing Central Railway for Kirkland Lake, Larder Lake, Cheminis, Rouyn and Noranda, Que. and intermediate points.

Connections at Porquus Jct. daily for Iroquois Falls.

Tri-weekly service between Cochrane and Island Falls Jct., leaving Cochrane 8.30 a.m., arriving Island Falls Jct., 11.20 a.m. Tuesday, Thursday and Saturday—leaving Island Falls Jct. 12.20 p.m., arriving Cochrane 3.10 p.m. Tuesday, Thursday and Saturday.

See current timetable or apply to any T. & N. O. Railway Agent for full particulars.

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THURSDAY BUTTERFLY BUNS—Delicate in taste and made with creamery butter.

FRIDAY CINNAMON BUNS—The real old fashioned spiced kind

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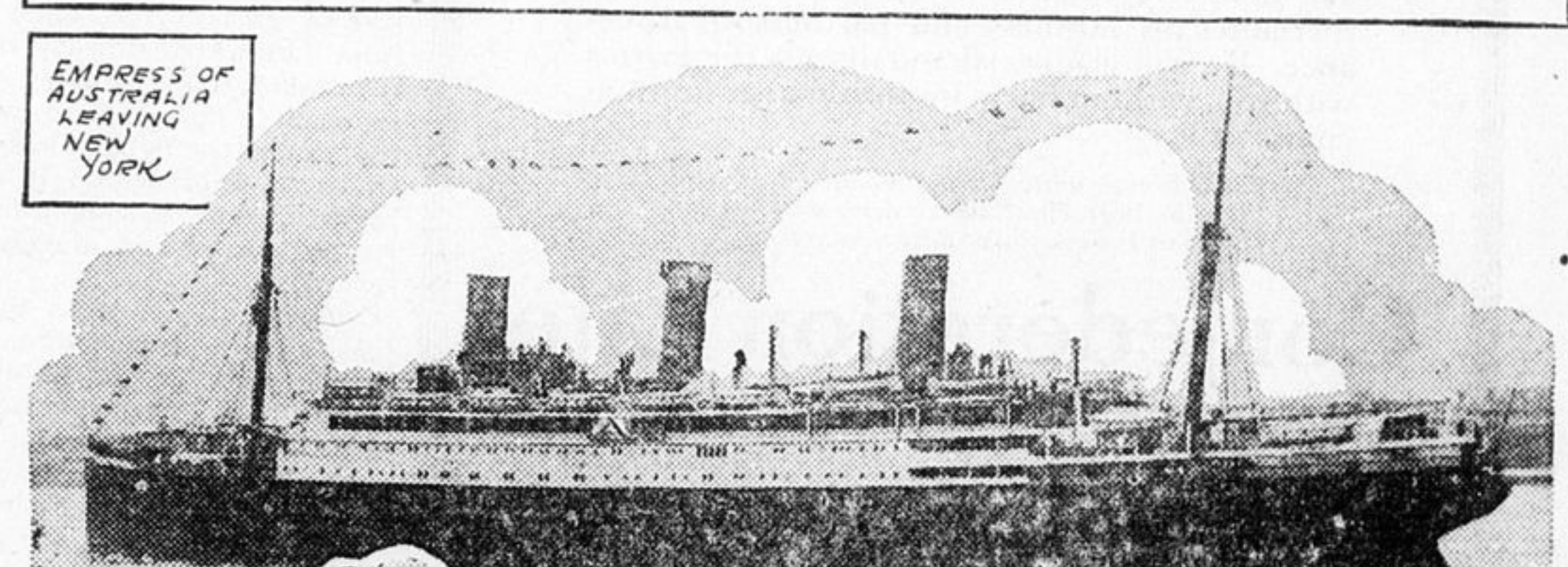
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A WORTHY SUCCESSOR TO A GREAT SUCCESS..

THE 1930 NASH 400

Marshall-Ecclestone, Ltd. Timmins, Ontario

"The World's Mine Oyster," Said Falstaff



CIJAVANESE DANCING GIRL

OLD NEPTUNE COMES ABOARD

"Why, then the world's mine oyster, which I with sword will open," said a famous character of Shakespeare, but the modern version relates to going around the world in a big and comfortable steamship with no sword to open the oyster. These are days of peace and world travelers now planning their tours will be interested to know that our globe-girdling liner will call at ports hitherto omitted from her itinerary—ports rarely touched by cruising steamers. The "Empress of Australia," a 21,850 gross ton vessel, long a favorite with globe-trotters, will sail from New York December 1, 1929, on the seventh annual Canadian Pacific World

Cruise. Besides making her regular visits to the highlights of the Mediterranean, to India, Japan, China, Hawaii and other fascinating places, her itinerary this time has been extended to include Athens in Greece, Paknam and Bangkok in Siam, with further calls at Keelung for Taikoku, in Formosa. She will be gone 137 days, visiting 81 ports and places in 24 countries. Athens is really three towns in one—the twisted lanes of the Athens that was little more than a Turkish village before the Greek War of Independence, the broad straight streets of the modern capital and the interesting ruins clustering round the Acropolis representing "the Glory that was Greece." The Parthenon, one of the most interesting ruins here, was chief among the buildings with which Pericles adorned the Acropolis about 500 B.C. Bangkok, the capital of Siam, was originally built on floating pontoons or piles on the river's edge, but nowadays well-planned roads and streets radiate from the city in all directions, beautiful Buddhist temples are scattered all over the town, and the Royal Palace is one of the show places of Bangkok. Keelung, the chief port of the island of Formosa, is a hive of industry. Formosa is half the size of Ireland and is governed by the Japanese. In its northern fastnesses, still largely unexplored, lived the headhunters. The Japanese campaign of subjugation, however, has all but wiped out these barbarous people. The seat of government at Formosa is Taihoku. Here fleets of junks, manned by coolies, transport the visitors around the town, one of the chief attractions of which is the Governor-General's garden, where the world's most beautiful tropical plants bloom in exotic profusion.