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MINING CLAIM HOLDERS



DEPARTMENT OF MINES
NOTICE

To Holders of Mining Claims in Ontario Not Yet Patented or Leased.

Notice is hereby given to holders of mining claims, wheresoever situated, upon which the work specified in the Mining Act has been prohibited or restricted to a stated period by the Minister of Lands and Forests under the authority of the Mining Act, or where permission to do the work has been given under conditions and limitations designed to protect the timber, THAT under the Forest Fires Prevention Act, 1930, they are required to apply to the District Forester in the District in which the land is situated for a permit to perform such work, and that failure to apply for such permit, or upon issue of the same, failure to perform and record the work prescribed by the Mining Act, will subject their claim to cancellation. The time for performing and recording the said work is extended by Order-in-Council to and including the 15th day of November, 1931. If the work is so done and recorded, the time for computing the date before which further work upon the claim is required, will be computed as from the said 15th day of November, 1931.

The name and address of the District Forester to whom application for such permit should be made, may be obtained from the Recorder of the Mining Division in which the claim is situated. A miner's license in the name of the applicant, or due renewal of the same, must accompany the application and the number or numbers of the mining claim or claims must be clearly stated.
T. F. SUTHERLAND,
Acting Deputy Minister of Mines.

Toronto, December 9th, 1930.

Relatives Here of Late Mrs. J. Steele

One Son and Two Daughters of Late Mrs. Steele, of Perth, Resident in Timmins. Attended Funeral Last Week at Perth.

Brief reference was made last week to the death of Mrs. John Steele, mother of Arthur W. Steele, Mrs. Jos. Hefferman and Miss Elsie Steele, of Timmins. Extended reference is made to the death of Mrs. Steele, in The Perth Courier, last week. Mrs. Steele was very highly regarded in Perth and her death was looked upon as a decided loss to the community. In referring to the death and funeral The Perth Courier last week says:—

“Steele—in the passing of Jennie Osborne, wife of Mr. John Steele, barber, at the Perth Memorial hospital on Sunday night, March 29th, this community was once again reminded that “in the midst of life we are in death.” Mrs. Steele was seized with a stroke of paralysis at her home on Arthur street shortly after four o'clock on Saturday afternoon, and was immediately rushed to the hospital in an ambulance, and without regaining consciousness the spark of life fled at eleven o'clock on Sunday night. Only those who have experienced it can imagine the awful, shock and the deep grief such a sudden taking-away means to the sorrowing husband, family, relatives and close friends. It was a shock that the whole community felt, and every heart goes out in kindest and most sincere sympathy to those who are most closely afflicted. The late Mrs. Steele was fifty-one years of age and was born in Newfoundland, daughter of the late Jacob Osborne and Mary A. Cooper, the family coming to Perth nearly fifty years ago. She was the last member of the family. Over thirty-three years ago she was married to Mr. John Steele, and they resided in Perth ever since and to them were born two daughters and four sons. Deceased was a loving and faithful wife and mother, and greatly respected and esteemed in the community and in full measure she was well worthy of the respect and esteem always shown for her. She was a devoted member of St. Paul's United Church, and prominently identified in the work of the Ladies' Aid Society. Deceased is survived by her husband, four sons, Messrs Fred Steele and Clifford J. Steele, at home; Frank Steele, of Toronto; Arthur W. Steele, of Timmins; two daughters, Mrs. Jos. (Violet) Hefferman and Miss Elsie Steele, both of Timmins, and one aunt, Mrs. Philip Steacy, of Perth. Hundreds visited the home to pay their last respects to the deceased and offer sympathy to the bereaved husband and family, and many gathered for the funeral which was held on Wednesday afternoon to the vault at Elmwood cemetery. The service at the home was conducted by Rev. D. D. Elliott and Rev. Dr. Bunyan McLeod. The pallbearers were Messrs M. L. Lapoint, T. A. Rogers, Sylvester O'Donnell, H. E. Gamble, Russell Coutts and N. E. Dods. Among those from out of town attending the funeral were

Mr. and Mrs. Jos. Hefferman, Miss Elsie Steele and Mr. A. W. Steele, of Timmins; Mr. Frank Steele of Toronto, Mrs. Jas. Splane and family of Ottawa, Mr. and Mrs. Fred Newman and Mr. Melville Newman of Carleton Place. Numerous telegrams and letters of sympathy were received by the family and the following floral tributes: Sprays, husband and family; wreaths, Mr. and Mrs. J. A. Hefferman and Mr. A. Steele, of Timmins, Mr. and Mrs. Geo. Steele, Henry and boys; sprays, Mrs. Wm. Hall and Mrs. Geo. Leggett, Mrs. P. Steacy, Mr. and Mrs. H. Bridge and family, Sault Ste. Marie, Mr. John A. Troke, Toronto, Mr. and Mrs. Wm. Cornell and family, Mr. and Mrs. B. Newman, North Bay, Mr. Carl V. Farmer, Mr. and Mrs. John Reid, Mr. and Mrs. Peter Delisle and family, Ladies' Aid St. Paul's Church, Mr. and Mrs. Norman Dods and Dorothy, Mr. Harry Thompson, Toronto, Messrs Willard Hians, Robert Brand, David Brand, Phillip Lapointe and Mr. and Mrs. W. J. MacMillan and family, Timmins, Mrs. O. L. Evans, Timmins, Mr. and Mrs. M. L. Lapoint and Emma, Mr. A. M. Johnston, Mr. and Mrs. R. Troke and family, Miss Ruby Lightbody, Mr. and Mrs. S. O'Donnell, Mrs. Rice, Mrs. Heckrick, Mrs. Hanna, Mrs. Griffin, Mrs. Peckett, Mrs. Lessard and Mr. Eddie Pennett; pillow, Choir and friends of St. Andrew's Church; wreaths, the Perth Citizens' Band the Barbers, Theatre employees, employees of the finishing room of the Perth Shoe Company, Mr. and Mrs. Fred Newman, Carleton Place, Mr. Mel. Newman, Carleton Place, Mrs. Findlay McLaren, Margaret and Jim, Mrs. Mary Clement and Mr. and Mrs. Geo. Slack, Mr. and Mrs. A. McKera-cher, Mr. and Mrs. F. Bailey, Mr. and Mrs. H. P. Saunders, Mr. and Mrs. H. R. Gamble, Mr. and Mrs. R. Coutts, Mr. and Mrs. J. Wilson and Mr. and Mrs. W. Douglas, the Joynt family, Mrs. P. McGarry, Mrs. Taulty, the Rutherford family, Mrs. Schock, Mr. and Mrs. E. White, Garnet King, Mrs. Watson, Mr. and Mrs. J. White, Mrs. Richardson and Mrs. McAdair.

First-Hand Picture Russian Conditions

Money no Good in Russia To-day. Conditions Said to be Terrible. “Pitiful to See Hopeless Look on Faces of the People.”

In a recent issue of The Canada Lumberman a letter is published from an English sea-faring man relative to conditions in Russia at the present time. The letter was written by the sea-faring man to his son in Toronto, this son being a well-known business man in Toronto. The letter gives first-hand information in regard to the sad conditions in Russia to-day. The Canada Lumberman publishes a part of the letter as follows:—

“We, like a good many ships, have been chartered by the Russian government, who are sending a great quantity of wood out of the country. They are making some mess of handling shipping as ships are having as much as two months in port before they are loaded.

“The last voyage we were in Leningrad, formerly St. Petersburg. It must have been a wonderful city at the time of the Czars and several seafaring men I have met, who were there in those days, bear this out. The city, however, is getting in a dilapidated condition now as there is neglect almost everywhere that one looks. We did quite a bit of sightseeing visiting the palaces which particularly are kept up to normal condition so far as the interiors are concerned. To describe the grandeur of them requires a better pen than mine, so I will not attempt it. There are several palaces, two together. One might be called a state palace and the smaller but more homely one was where the Czar and family lived and were kept prisoners for three months and eventually taken away to be done to death, goodness knows how and where.

“We also visited the Cathedral where all the Czars but the last, of course, were buried. There is nothing elaborate about their tombstones. We are at present at Archangel loading but don't at present know where we are going.

“The conditions in this country are terrible but of what we have seen not so bad as painted. Whilst at Leningrad the only formalities we had to contend with were the usual customs, etc., who did not bother us in the least and then issued us a pass, which had to be shown at the dock gates, both going out and coming in, otherwise no one interfered with us in any way and we were there four weeks.

“Money is practically of no value; you might have a pocket full of roubles but one cannot spend them as everything is on the ticket principle. Queues are formed at regular intervals at the shops to buy the necessities of life and practically nothing can be purchased without the ticket, which, of course, the likes of us are not allowed. The value of the rouble to us is about the same as before the war viz.:—9R-60K to the pound. However, seafarers don't think of changing English money. As much as 20 roubles can be got for an old coat that would not fetch 1-6 at home, anywhere up to 30R for an old “mac” underclothes, etc., pro rata.

“Of course, one does not take such things on shore to sell, there being always plenty working about the ship to buy and they taken all the risks but then, as I say, the money is no good, either in or out of the country to strangers, with the exception that a few roubles help to pay admission to the palaces and other show places for which they make a charge of anything up to a half rouble, and also for the trains which are exceptionally cheap and can beat the United States for

that. On going to see two of the palaces we had occasion to take the train.

“I should say that practically all the people are sent anywhere in the country to do any job they are given. Even soldiers and students loaded up with oats at Leningrad. Just imagine the state of things when the populace is queuing up for bread and the government is exporting wheat in thousands of tons. Without a doubt this can't go on much longer as, although the people as a whole appear strong and well, it is pitiful to see the hopeless look on their faces.

“I understand that the shipyard has been taken over but as there are no orders, it is practically “as you were.” Having nothing to do means that they are in the same position and as we have practically lost the wood and iron ore trade through the N.C. Rly., the big majority of the men are out of work. Steamers are laid up all over the country and there is every likelihood of a considerable increase in laid up tonnage now that the winter is on us, as the Russians have taken up a lot of tonnage especially for lumber but soon the White Sea and Baltic will be closed by ice. They, of course, have their ice breakers but the premiums on ice insurance are very heavy and unless the Russians care to pay accordingly there will not be much doing.

“This trade is all right in the summer time when it is daylight the full 24 hours (the land of the midnight sun) but very much the reverse in winter and almost the opposite. Fortunately there is no ice at present and in fact it is quite mild as we have had southerly winds for days but a change is expected at any time and I will not be sorry when we are out of it, which will not be for 10 or 12 days yet.

“They have started loading cargo today so we can still keep the 10 or 12 days. Unfortunately the weather has broken and we have a cover of snow. We shall be glad when we are out of it. “Our hopes were dashed about getting away and winter set in and we have therefore had a bad time this last two or three weeks. The temperature has been as low as 10 and 22 degrees F. of frost.

“We were of the opinion that they would get us away before this as on this date (November 15th) the premiums for ice increase considerably. That, however, does not seem to concern the Soviet authorities as money to waste seems to them no object. Detention to ships hired on charter by the month does not appear to matter. I am unable to say what Archangel is like, as although we were there over six weeks, I never went ashore.

“The type of men working at the timber both on the ship and ashore are fine looking men for the most part, but practically all political prisoners, whose outlook in life must be of the worst. The head bosses are only too pleased to get aboard ship to get a feed as strange to say, ships have facilities for buying meat and vegetables that the people have not. Altogether, Russia is some rotten country, looking at it with as little prejudice as possible and there surely must be another uprising in the near future.

“We have since had a rank passage to the Norwegian Fjords and have lost another 30 hours on this passage through bad weather. We have no definite orders so far but will get them in Norway. We are absolutely sure it will be either Amsterdam or Rotterdam as we have heavy logs and a 10 or 12-foot deck load; therefore, we know it is not an English port, as the limit port from November to May is three to four feet.”

Field Secretary to Visit Scouts Here

Timmins Boy Scouts Had Busy Time Last Week. Field Secretary Paddon to be Here Next Week. Other Interesting Items About Boy Scout Work.

Last week the Scouts met at their headquarters and then proceeded to their cabin where the evening's programme was carried out. There wasn't very much time for Scouting and we had to be back in town by nine o'clock and hiking out there and back took some time. It was a very bright evening and all kinds of tracks were quite easily seen. Some time was spent in identifying some of these tracks. Games of scouting were played and a supply of fire wood was collected.

Next week we expect to hold our meeting on Tuesday, as Field Secretary Paddon will be with us on his annual tour of inspection. Mr. Paddon will be in town Monday and Tuesday, April 13th and 14th. During this time he will inspect the South Porcupine Troop as well as the Timmins Troop.

The local troop has been growing quite nicely but our object is not a large troop as much as it is a good troop of real Scouts. It would be far more pleasing to us to have a small troop of ten boys who do their best to become proper Scouts and eventually good citizens, than to have a full troop of boys who merely get together once a week to be sociable and play games. Scouting is not all play at first but as one gets into it, it becomes play although it may look like work to those not interested.

There are some seventy-two proficiency badges that boys can obtain after they have earned their second and first class badges. A Scout, in order to obtain his Airman badge must: (1) Make a model of an aeroplane which will be judged for (a) design, (b) workmanship, and (c) performance. (2) Explain how the various forces work to produce flight in (a) gliders; (b) aeroplanes, and (c) dirigibles. (3)

Explain the effect produced on an aeroplane by the movement of (a) ailerons, (b) elevators and (c) rudders. (4) Name three outstanding men and tell what they achieved in aviation: (a) twenty years ago; (b) to-day. (5) Name and briefly describe three well-known makes each of Canadian, British and American aeroplanes. (6) Name three well known district types of aircraft engines. (7) Describe briefly the largest aeroplanes or seaplanes that has flown successfully, giving make, power of motors and carrying capacity (in passengers). (8) Give outline of air-ship development in England, Germany and United States, stating name and any details you know of the most prominent example.

It takes quite a bit of study for the average boy to obtain this badge. This is only one of the many ways in which a Scout can spend his spare time and at the same time increase his education which of course will make him a more valuable man to his community and his country.

This week the S.M. will tell you the ninth Scout law and its meaning:— (9) A Scout is thrifty, that is, he saves every cent he can, and puts it into the bank, so that he may have money to keep himself when out of work, and thus not make himself a burden to others, or that he may have money to give to others when they need it.

Clouds! How many of you have taken any notice of clouds in order to foretell approaching rains? Scouts are expected to know something of cloud formations. The lowest clouds are the low-lying stratus clouds or fogs formed by the cooling of air moisture through contact with the earth or with water. These are sometimes seen lying over lakes and streams, especially in the late summer. Although often seen during the days, the stratus is called the “cloud of night,” as commonly it forms about sunset, grows denser during the night and is dissipated by the morning sun. The term, stratus, is broadly applied to continuous clouds at any height; arranged in horizontal layers or sheets. The low-lying stratus clouds in reality are nothing more than high fogs. Those somewhat higher altitude are spoken of as stratus-cumulus. From about 6,000 to 18,000 feet altitude they are described as alto-stratus and at very high altitude, up to 27,000 feet as cirro-stratus.

Cumulus clouds are formed in balls or rounded masses through the rapid ascension and cooling of warm, moist air. These are sometimes called the “clouds of the day,” because the conditions necessary for their formation are more commonly present in the day time. For the same reason they may also be called the clouds of summer. When spread out in a layer or in layers, forming an almost continuous mass, they are referred to as cumulo-stratus. Above the cumulus are the alto-cumulus clouds, extending to an altitude of about 12,000 feet. Like the alto-stratus the alto-cumulus clouds are composed of water particles, probably often below the freezing point.

Cirrus clouds are the highest of all, sometimes attaining an altitude of ten miles. They are usually made up of fine white thread-like or band forms, sometimes having the appearance of hair or feathers, and are probably composed of minute particles of snow crystals sustained on rising or moving air currents. The movements of the cirrus clouds often differ in direction from the surface winds and are indicative of coming changes of weather. In their more massed forms they are spoken of as cirro-stratus and it is when this cloud is present that halos are often seen.

The nimbus is any cloud, or system

of clouds, from which rain is falling. The term cumulo-nimbus is applied to the thunderstorm cloud.

Powassan News:—“Help your wife,” says a famous domestic expert; “when she mops up the floor, mop up the floor with her.”

Calgary Herald:—It is to be hoped the new Canadian Minister of Agriculture will be able to inject some much-needed fighting spirit into the Canadian bacon trade. Our bacon business with the Old Country in former years was a substantial one. It has been allowed to fritter away because of inefficient production and marketing methods.

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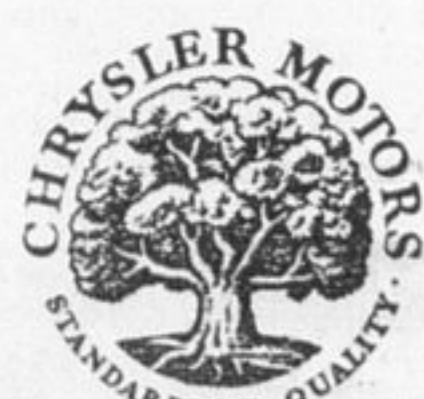
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