

CANE TOWNSHIP MILL  
DESTROYED BY FIRE

The New Liskeard Speaker last week says:—  
"Messrs Duff Bros. who have been operating a saw mill in Cane Township, met with a serious loss on Tuesday night, when their mill caught fire and was completely destroyed. Cause of the fire is unknown, and once the flames got started nothing could be done to save the property. We understand the loss to the Duff Bros. will run between four and five thousand dollars. They have the sympathy of the many friends in the loss, more especially so as they were also victims of the big fire of 1922."

PROSPECTS GOOD FOR THE  
PROVINCE THIS YEAR

The monthly letter issued by the Bank of Montreal treats of prospects in the Province of Ontario in its last issue as follows:—

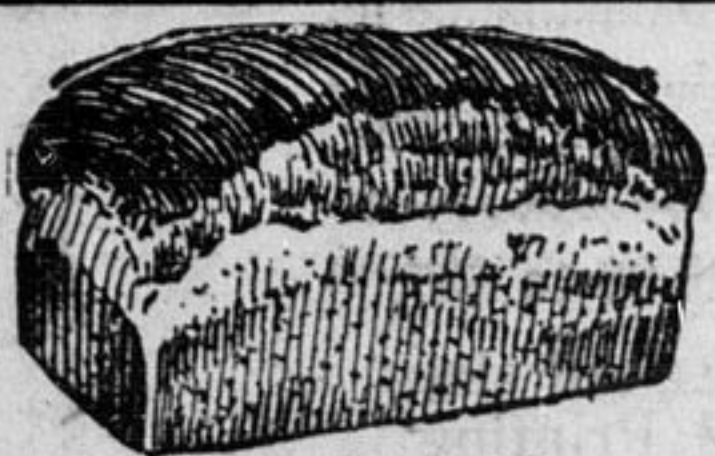
"Wholesale houses are enjoying a slightly improved volume of trade compared with last year. Retail sales of reasonable Easter goods, however, were retarded by inclement weather. Collections are being satisfactorily met. Work on the land will commence a fortnight later than a year ago. There is an abundance of moisture, fall wheat has wintered well, and conditions from the agricultural viewpoint are propitious. Farmers' dispersal sales are marked by good attendance and good prices, and milk cows are in special demand. Industry as a whole is more active. Pulp and paper companies continue to produce at capacity. Agricultural implement manufacturers are busy, and finished steel companies are well employed. Recent reductions in the tariff on motor cars make it necessary for manufacturers to submit the changes embodied in the Budget to an intensive study before they are able to gauge the full effects. With the advent of open weather, activity in the Northern mining camps is increasing."

PROPOSE PUBLIC LIBRARY  
FOR TOWN OF COBALT

The Northern News of Cobalt, last week says:—

"The proposal to establish a public library in Cobalt deserves the wholehearted support of the citizens of the camp. A board of trustees already has been appointed and preliminary arrangements have been made to place the institution on a firm basis. It is intended to hold a 'Book Collecting Day' on June 3rd next, and the volumes which may be secured then will be used to form the nucleus of the library. In this manner the new project will, it is hoped, get away to a comparatively inexpensive start, while, at the same time, the fact that a wide variety of reading material will be available will make an appeal to the residents of the community and induce them to become sustaining members at the low fee which will be charged. The money which will be raised locally in this manner will be supplemented by a government grant, the province putting up dollar for dollar up to a certain stated amount. Running expenses will be small, outside of the purchase of new books, and there is no reason why the library should not be a success in this section."

"It has been an ironic feature of life in this camp that its people have denied themselves many of the cultural benefits because of what now is known to have been the mistaken impression that Cobalt would have but a transitory existence. This attitude arose not from lack of faith so much as a belief, based on experience in other camps, that the field soon would be worked out and that its inhabitants, by reason of their vocations, would remove to other parts of the country. But many of her people have lived in Cobalt for fifteen years and more, and it is only within recent years that some of them have become seized with the idea that here, indeed, was home, and that the place of their abode should be made a real town, and not merely a sort of glorified station on the railway of life. The opportunity to still further improve their surroundings is now presented in this public library scheme, and it is commended to their enthusiastic attention."



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Canada's Transportation  
Problem and It's Solution

Relief Can Only Come From Pumping in More Population, Says Western Publisher Who is Giving Special Study to Canada's Varied Problems, All of Which Seem to Hinge on "More Population."

For some time past Mr. Chas. W. Peterson, publisher of The Farm and Ranch Review, of Calgary, Alberta, has been writing striking articles on the various problems at present burdening Canada. He quotes Canada's key problem as "the need for a unanimous and vigilant public demand for a comprehensive and constructive national colonization policy." He has given special study to the questions involved, spending some time in Europe as well as visiting various parts of Canada, and whether at home or abroad, giving time and thought and attention always to Canada's problems of to-day. It is to be much regretted that his able articles are not reproduced in every newspaper in Canada. They might rouse the people to a realization of the situation and the absolute need for the right remedy. Once upon a time Governments led, but to-day they are more inclined to follow public opinion. There has been much desultory thinking on Canada's problem, but too little comprehensive study. Mr. Peterson has found that practically every problem facing Canada to-day would be solved by a proper colonization policy. His idea is to secure such a general interest and attention among the people in general that the Governments will be compelled to face the situation fairly and fully, to Canada's advantage. Mr. Peterson's latest letter to The Advance deals with "Freight Rates and Population," and is as follows:—

"No country in the world depends so abjectly and completely upon the highest degree of efficiency in transportation as Canada does. Our great exporting area, contributing the bulk of the railway tonnage, lies far inland and presents practically a one-way haul. This unique transportation problem may well baffle the best brains the country can produce. Canada's whole future development in agriculture and industry will be absolutely limited and controlled by the skill and ingenuity of our transportation leaders and the expedition with which we may succeed in augmenting our population, so as to eliminate the terrible handicap we heedlessly created when we embarked on our spectacular railway expansion programme some years ago, which automatically gave birth to the present uneconomic and unsound transportation situation."

"Canada has 40,261 miles of railways to serve a pitiful 9 million people. In 1900 we had only 17,657 miles of railway. This enormous railway expansion programme, was based on the confident expectation that the stream of immigration would continue unabated, or even at a greater rate than prevailed during the earlier years of the present century. In this we have been woefully disappointed. The peak year was 1913

when nearly half a million people entered Canada. Since then we have not received one-fifth of this volume of new settlers, while the outward flow of population has been on a scale that might well give rise to serious reflection."

"Consequently we have more miles of railway than any other country except the United States, and more miles per thousand inhabitants than any country on earth. To be exact, one mile for every 224 inhabitants, compared with 400 in the United States and 2,000 in Great Britain. This is very impressive; also very expensive. Our transportation plant is apparently about twice as large as it ought to be. But it will be needed one of these days, so we cannot profitably scrap any considerable part of it. The rational remedy seems to be to speedily augment our population to the point where it will keep our enormous railway plant busy twenty-four hours a day and every day of the week."

"Railway transportation is a public utility, controlled in Canada by a Board of Railway Commissioners. It is the duty of that judicial body, after exhaustive investigation, to so adjust rates, that the cheapest possible services are extended to the public consistent with a reasonable net return to the railways on capital invested. Economies in operation, due to increased tonnage, or to any other favourable cause, are, therefore, speedily reflected in low rates or improved services. The Canadian public is thus in intimate business partnership with all its railway systems, whether privately, corporately or publicly owned. The impartial hand of rigid public control rests upon them all, equally and effectively. But this safeguard against excessive rates naturally creates certain unavoidable responsibilities."

"One of our great railway systems is now making earnings adequate to maintain its position. The other shows a huge deficit annually; but, being nationally owned, this deficit has hitherto been covered out of general taxation. There is, of course, only a limited maximum volume of traffic available in Canada, which is at present almost equally divided, with the above result. If, through aggressive methods, the National lines succeeded in diverting further traffic from its competitor, and thus substantially reduced its own deficit, the Canadian Pacific would undoubtedly also be faced with a deficit, through decreased tonnage, which could never be met out of Federal revenue."

"Such a threatened disaster would at once be averted by an order of the Railway Board increasing freight rates all along the line, as has repeatedly been done in the United States under similar conditions. Canada now enjoys the lowest freight

rates in the world's transportation history. Europeans look upon this creditable achievement with envy and admiration. But our geographical handicaps render such a high standard of efficiency absolutely imperative. But with public control of rates, we obviously must either concede to our railways a rate structure yielding a fair net return on capital investment, or failing that we must be prepared to pay all railway deficits through taxation. That seems to be the inevitable choice and logical consequence of rate control."

"So we cannot apparently afford to regard our transportation problem with unconcern. Until such time as increased population more nearly balances our railway facilities, we must pay for the present uneconomic situation or through increased carrying charges. Our great transportation leaders in their public utterances are unanimous in the conclusion, that, having now almost completely exhausted the possibilities in the way of operating economies, further relief must come through a vigorous and successful national immigration policy. Owing to the present stagnation in population, we are evidently drifting towards increased transportation costs, which would create a disastrous situation all around. Every Canadian is vitally interested in averting such a calamity."

MAKING A BIG SPLURGE  
IN CITY OF ST. THOMAS

The other day a member of the Timmins Citizens' Band said:— "Anybody ever hear from or about our old friend, Charlie Grill?" As an answer to this question comes a copy of The St. Thomas (Ont.) Times-Journal last week. In addition to a front page article on the re-opening of Heppinstalls Limited in handsome new quarters at 411 Talbot street, St. Thomas, the issue contains three full pages of advertising for this up-to-date jewelry firm. On one of these pages in an article on the new proprietors of the Heppinstall store, Messrs P. H. Stock and Chas. P. Grill, both well known in Timmins where they were also interested in the jewelry business here. Mr. Stock was born in St. Thomas, but has travelled widely and conducted businesses in various parts of the Dominion. The article makes the following reference to Mr. Grills:—"Charlie Grill hails

from Hespeler. He learned the business of a jeweller and watchmaker there serving a full apprenticeship, and his first move was to the county of Elgin and the good old town of Aylmer, where he worked for the late John Walker for two years. Subsequently he worked with jewellers from the Pacific to the Atlantic, and has naturally gained a thorough experience in the business. Mr. Grill is well known as a competent and reliable watchmaker and jeweller, and he will personally supervise all the watch and jewelry repairing work at Heppinstall's. Mr. Grill was lately in business at Timmins, Ont."

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