

THE HAILEYBURIAN

Published in the Interests of the Town of Haileybury and District.

Issued Every Thursday at The Haileyburian Printing Office, Broadway Street, Haileybury.

SUBSCRIPTION RATES:
In Canada—\$1.50 per year in advance
In United States—\$2.00 per year in advance
LEISHMAN & SUTHERLAND
PUBLISHERS

THURSDAY, AUGUST 5th, 1926

This is the season when the greatest danger to life and limb is to be found in the crowded condition of the streets and roads owing to the ever increasing motor traffic. The motor car is one of the most convenient means of travelling that has been invented in recent years and has been one of the greatest improvements of modern times, but with it has come a greater amount of danger and the need for a greater amount of caution. Haileybury is so situated that a great proportion of the traffic by motor in the district passes through her streets, but fortunately, the accidents from this cause have been comparatively rare. However, there is great need for caution and only by eternal vigilance on the part of the pedestrians, and constant caution on the part of the motorists, have serious accidents been avoided.

Each of the three towns, Cobalt, Haileybury and New Liskeard, has apparently its own particular problem. Cobalt has the well known "peril at the gateway" which that town has been trying for years to eliminate, the Lang Street crossing, New Liskeard has the winding street car line through its business section, and Haileybury has the position of being between the two and thus having perhaps a greater amount of traffic on her streets. The majority of the accidents in which serious injury or death have taken place, have occurred on the roads outside of the towns. This is perhaps owing to the restrictions as to speed which are in force in the towns and the fact that all drivers show a certain amount of caution when there are people around, but in spite of this there is danger from acci-

dents every day.

Last week a small child had a very narrow escape from death or serious injury on the streets of Haileybury and a lady at New Liskeard was struck by one of the Nipissing Central cars at the main corner in New Liskeard while dodging a motor. Either of these cases might easily have resulted in a fatality. The only way to avoid accidents is for all the people, both those on foot and in vehicles, to be eternally on the lookout for danger. Each one should try to think of the other fellow and endeavor to live and let live.

The campaign against the weeds on the streets of Haileybury and on the vacant lots, which started in proper shape this week, has already brought results and the town presents a considerably improved appearance. There is much to be done yet, however, and there should be no let-up for another week or two if the desired result is to be obtained. By the united efforts of the citizens, working in conjunction with the council, the Board of Trade and the Horticultural Society, the town can be cleaned up and the weed nuisance at least be overcome. A thorough clean-up of the streets and vacant lots this year will make the work a great deal easier next year and in years to come and the town of Haileybury can be made a real place of beauty.

Following the Balsam Lake tragedy a couple of weeks ago, in which eleven young men lost their lives, there have been articles in every newspaper and periodical on the dangers of the canoe. Various schemes have been suggested whereby both war canoes and the smaller and more commonly used ones may be made safer. There has been a great deal of information given out, which if profited by, should tend to lessen the accidents from this cause, but the greatest need of all is education along safety lines. The great majority of the accidents are due either to carelessness or inexperience and only by overcoming these can the canoe be made generally safe. The tendency to take risks is inherent in almost every man and little heed is paid to the necessity

of becoming thoroughly familiar with a canoe, or becoming a practised swimmer, before taking to the water in one of these frail craft.

Considering the very general use of the canoe by woodsmen in this North Country, there are very few drownings. This goes to show that the man who has gained his experience by practical work in the woods, where the canoe has been of the greatest assistance, has become more or

less thoroughly aware of its dangers and takes measures to guard against accidents. If the pleasure seekers could be educated to the need of precaution, when going on the water in any craft of the frailties of the canoe, there would be few accidents.

The new restaurant, built by W. Burns, on Ferguson Avenue, was opened for business on Thursday evening last and already is well patronised.

Haying is now well under way in this district and the crop, while not as heavy as last year, is a very good one.

Orange Pekoe Blend Always DALY'S GOOD TEA

Two reasons for its popularity are the delicious flavor and that it makes more cups of good tea to the pound than other brands.

For Sale by **The Haileybury Supply Store and C. E. Fleming, Haileybury, Ont.**

Buy a pound and be convinced you never tasted better.
The DALY TEA CO. LIMITED, Head Office Napanee, Ont.

Consistent Advertising in The Haileyburian Will Bring Customers.

BROADWAY THEATRE

Coollest Spot in Town

WEEKLY PROGRAMME

TONIGHT

Conway Tearle and Barbara LaMarr in

The Heart of a Siren

Friday and Saturday

George Walsh in

"Pluck"

If this picture does not please we will cheerfully refund your admission

MONDAY and TUESDAY

Mae Murray in

Masked Bride

This is a real good show

Wednesday and Thursday

Bobbed Hair

With Marie Prevost, Kenneth Harlan, Louise Fazenda, Helene Costello, Dolores Costello, and many more popular artists. This picture can't be beat. Showing at Regular Prices



Madame Estele Dorothy, Parisian animal trainer, handling "Steve", the trainable but untamable fores bred lion coming to North Cobalt with Sparks Circus, Friday, August 6th.

Ancient and Modern Meet in Rockies



Upper—Leather spring coach used to travel in Rockies, before the motor car age.
Lower Left—Modern sight-seeing cars of today.
Lower Right—Motor car of 1902, used in the Canadian Rockies.

As the evening shadows began to lengthen across the Bow Valley in the Canadian Rockies on the last day of May, a diminutive time-worn, rust-bitten, two cylinder motor car of 1902 vintage chugged through the portals of the Rockies into Banff, there to join the throng of motor cars on Banff Avenue and unwittingly form a historic pageant indicating the developments in motor transportation during twenty-four years.

As it happens at such times, the shades of the past arise to refresh the memories of old-timers and bring forth reminiscences indicating the progress made within recent years. And so with the shades of the past evoked by one of the first "horseless carriages," mingling with its glittering brothers of the modern age.

When it too glittered with newness the mountain valleys knew not the odor of gasoline and the ordered roar of the exhaust, the old-timer onlookers said. No fine pavements such as at present grace the streets of the famous mountain resort, smoothed out the irregularities. The dirt surface of Banff Avenue knew only pedestrian, saddle and pack-ponies, and the iron tired wheels of the lumbering leather spring coach, used as the first sight-seeing vehicle in the Rockies.

In 1910, the Canadian Government opened the park gates to motor travel. In 1925, the motor sight-seeing equipment, used to carry passengers by motor

through the Rockies from the Banff Springs Hotel to the chain of other Canadian Pacific railway hotels and bungalow camps, numbered a hundred modern motor cars and sight seeing busses. In 1926, the system carried 220,000 passengers a total of approximately a million miles in three of Canada's mountain national parks. Thirty-six thousand motor cars, carrying 126,000 holidayers, passed through the gates of the Kootenay and Banff National Parks during the same season.

On June 16, the new Lake Louise to Field Highway was opened to the motorist, uniting the three national parks by motor road and increasing the grand total of modern highway in the mountains to approximately 230 miles. But when the diminutive motor vehicle was the latest creation in automobiles, the mileage of roads in the mountains could be counted on the fingers of both hands.

The day following its arrival in Banff, R. Stacey, Kelso, Washington, filled the gas tank of the 1902 car and set out over the Banff-Windermere Highway enroute for home. He is driving the car from Edmonton, Alberta, where it recently won the first prize in the light car class of the old car contest conducted by the Edmonton Journal.

In crossing the two summits on the highway, a modern car was called into action to aid the ancient vehicle over the top. By afternoon it reached Radium Bungalow Camp at the south end of Kootenay National Park, where the owner called it a day after covering ninety miles.

TO THE ELECTORS OF SOUTH TEMISKAMING:

Should the Electors of Canada Rule?

MR. KING BY HIS ACTIONS SAYS "NO"

Mr. King, the late Prime Minister, after the last election found his party to be no longer the largest group in Parliament. He found the Conservative party, led by Mr. Meighen, comprised the largest group, and that the Conservative party had polled over half the popular vote in Canada.

Ignoring the voice of the people, Mr. King advised the Governor-General that he could carry on the business of the country, with the aid of certain Progressive Members of Parliament, members whose support he had purchased with promises of legislation.

Mr. King found that his advice to the Governor-General was wrong and that he could not command a majority in Parliament, and in addition was facing a vote of censure in the House for the discreditable manner in which his Government had administered the affairs of the country.

Mr. King then did what no British Premier has ever had the gall to do before—he went to the Governor-General and asked for dissolution. This was after he had assumed the Governor-General he could carry on the Government and command a majority in the House and failed, after his party had been defeated in the last election and just prior to Parliament passing a vote of censure in the House.

The Governor-General refused to grant Mr. King dissolution under these circumstances. Mr. King claimed this as a right which he said the Governor-General should not refuse.

Had the Governor-General granted dissolution to him under these circumstances, our system of Government would have become a farce. The people would not have the right to say which party should govern and we would have a country ruled by a Dictator in the person of a Prime Minister instead of by the representatives of the people.

The Governor-General's decision was correct, as is borne out by the fact that on the 30th day of June, being the day following Mr. King's resignation, a motion by Mr. King of want of confidence was defeated in the House by a vote of 108 to 101.

The Governor-General's action was for rule by the people, under British Parliamentary principles and was a step forward in the freedom of the Canadian people.

IF IT IS YOUR DESIRE TO HAVE THE AFFAIRS OF OUR COUNTRY CONDUCTED BY POPULAR VOTE, DO NOT VOTE LIBERAL,

VOTE CONSERVATIVE!

Vote For Armstrong

Haileybury Liberal Conservative Association

God Save the King