

THE HAILEYBURIAN

Issued every Thursday from The Haileyburian Office, Broadway Street, Haileybury

The General Council

After a careful reading of the reports of the meeting of the "General Council of Northern and Northwestern Ontario," held last week at Sault Ste Marie, we in this section of the North are inclined to be rather skeptical of the widespread benefits which it is acclaimed will accrue from the formation of this new body.

Although the reports claim that something like 90 per cent. of the North Country was represented, one fails to find the name of a single delegate from any town or municipality on the T. & N.O. with the exception of North Bay.

One thing may be said, however, the conference did not go very deeply into the route of the Trans-Canada Highway, although it can be plainly seen from the reports, and understood from the communities which were represented, that the Lake Superior route is the only one they consider as being important.

But during the meeting of the new council, Hon. James Lyons gave an address to the Rotary Club, in which he is quoted as saying "The Trans-Canada Highway must go along the north shore of Lake Superior to Port Arthur. If it does not go by way of the north shore there will be such a commotion that every rock and hill in this country will level itself off and make the road. We must not permit ourselves to be sidetracked in this question of the highway by anyone or by any section of the country."

The formation of the "General Council" was carried out with great enthusiasm, many prophecies were made as to the great benefit that was to come from the organization and delegates were no doubt satisfied that a great day's work had been done. The T. & N. O. district, however, will apparently remain outside the old for the present and will probably be able to struggle along, as it has in the past.

Work of excavating for the new post office building at New Liskeard was commenced on Wednesday of last week. McLarty's, Harton & Wiber Limited of Sault Ste Marie, are the contractors.

Two large buildings and some 400 tons of hay and feed were destroyed by fire at the Experimental Farm at Kapuskasing last week with a loss of around \$30,000.

It has been announced that the rate of wages in the work camps on the Trans-Canada Highway will be 30 cents an hour, that men will work eight-hour days, and that they will be charged 80 cents a day for board.

The gross earnings of the Canadian National Railways for the week ending August 21st, 1931, were \$3,163,175 as compared with \$4,348,600 for the same period of 1930, a decrease of \$1,185,425.

Gardens Suffer in Epidemic of Raids at Night

(Continued from Page 1) watch the scattered gardens in that section of the town, and it appears as though those who are losing their vegetables would be entirely justified in bringing the guilty ones to police court, whether they are boys or older men. A lesson or two from the magistrate would probably put a stop to the depredations.

WATCH YOUR STEP, MR. MELLON



Coming through a hatchway of the S.S. Biancamano to board a rather unsteady Government boat alongside the liner in New York bay, Mr. Andrew Mellon, United States Secretary of the Treasury, had better watch his step to avoid a disastrous plunge into the turbulent sea. The Secretary returned after participating in the international debt parleys at Paris.

New Bridge at Lang Street Is Now Open to Traffic

(Continued from Page 1)

thern approach, the sidewalk at the same point had not been laid down, and some finishing touches were in process of being completed on the road itself.

With the opening of the bridge the long struggle to eliminate the Lang Street crossing, generally regarded as the most dangerous along the route of the T. & N.O., is ended. For years past, efforts have been made from time to time to urge the authorities to construct an overhead structure at this point, but, while there had been numerous negotiations carried on at various periods, no actual progress was made until last winter, when it was decided to go ahead with the work as a relief measure. The Northern De-

velopment Branch has been in charge of the operations, while the cost of the work has been shared by the T. & N.O. and by the Grade Crossing Fund of the Federal Government.

Lang Street crossing has been recognized as a potential death-trap for years past, especially with the growth of automobile traffic over the main road north. Suggestions had been made that the Ferguson Highway might be diverted west of the town of Cobalt and also that it might diverge from its present route along Argente Street from the Square. These, however, were opposed on the ground that the town would be removed, to a large extent, from the main road. Another proposal involved diversion of the road at First Street, alongside the railway tracks and across the slimes toward mileage 104, while yet another scheme in-

cluded a proposal to incorporate the bridge at the LaRose mine into the main highway.

All of these ideas, however, were finally rejected in favor of the original scheme, and the bridge was built at the crossing. It is probable some progress would have been made on the work earlier, but for the fact that the town of Cobalt felt itself unable to participate, financially, in the operations. Successive town councils discussed the matter, but always negotiations were halted when the question of paying for the bridge came up. Eventually, however, Col. Malcolm Lang, while M.P. for the riding, induced Hon. Frank Oliver, who had charge of grade crossing investigations for the Board of Railway Commissioners, to look over the site. He did so, was impressed with the danger, persuaded the powers that be to provide the maximum grant of 40 per cent. and when the Northern Development Branch and the T. & N. O. agreed to share the balance equally, the financial problem was solved.

The history of the undertaking would not be complete without a reference to the persistent campaign carried on in the press in connection with the dangers at the crossing. Some years ago, the then editor of the weekly at that time published in Cobalt ran in each issue for one summer an editorial dealing with the situation and urging the erection of a bridge as the only means of removing the menace considered to exist there. It was contended that not only was the crossing dangerous to drivers of vehicles and pedestrians who had occasion to use it, but that it was a nerve testing place for the engineers of the T. & N.O. trains, who were unable to see the approaches to the old crossing until their locomotives were but a few feet away. While narrow escapes have been many, no serious accidents have occurred at the crossing.

HAILEYBURY LODGE No. 364

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Wednesday and Thursday September 9th and 10th

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with Clive Brook, Charles Rogers, Richard Arlen, Fay Wray, Jean Arthur. Shame or silence? To speak means shame for the woman he loves! To keep silent means death for an innocent man! Which does he choose?

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Treasurer's Sale of Lands For Taxes

Town of Haileybury

TO WIT:

By virtue of a warrant issued under the hand of the Mayor of the Town of Haileybury and the Seal of the Corporation of the said Town, bearing date the 17th day of July, 1931, and to me directed, commanding me to levy upon the several parcels of land hereinafter described for the arrears of Taxes respectively due thereon, together with all costs thereof, I hereby give notice that pursuant to the provisions of the Assessment Act, R.S.O. 1927, Chapter 238, and any amendments thereto, I shall on Monday, the 26th day of October, 1931, at the hour of 10 o'clock in the forenoon at the Municipal Offices, Ferguson Ave., proceed to sell the said lands or so much thereof as may be necessary to discharge such arrears of taxes and all costs thereof unless such arrears and costs have been sooner paid.

Dated at Haileybury this 17th day of July, 1931

H. CLIFFORD, Treasurer

Table with columns: Street, Lot, Plan, Owner, Taxes, Costs, Total. Lists various land parcels and their owners with associated tax and cost information.