

THE HAILEYBURIAN

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"Out of the Frying Pan"

The experiences of some of the newly arrived settlers in the North, under the government and municipal land settlement scheme, would seem to prove a case of "out of the frying pan, into the fire." An example came to our knowledge this week through John R. McCracken, superintendent of the Children's Aid Society, who, in the course of his travels throughout the district encountered one family in Savard Township in practically destitute circumstances. They had come recently to the district from a point not far south of North Bay, where they had apparently failed to make good on the land, and were trying out Temiskaming. This family were found to be without proper clothing, with practically no food and with little or no means of obtaining the necessities of life. It is a clear case of government relief, Mr. McCracken says.

This seems to be hardly a solution of the unemployment problem. It won't improve matters greatly to move people from one section to another, unless there is a reasonable chance for them to better their circumstances.

There is the fact to be considered that they have come to a more rigorous climate for one thing, and also that they have been located in a comparatively new section of the country, where they will probably encounter greater difficulties than in their former home. It is not clear that they were placed in this district under the "back-to-the-land" movement, but even if they came on their own initiative there should be some supervision and some reasonable chance that they will get through the first winter at least.

It is said that the family in question is composed of the parents and several partly grown children and that they are in good spirits, in spite of their almost destitute circumstances, and hoping to make a home for themselves in the district. They have already received some assistance from government sources alone, as they have settled in unorganized territory, but present prospects are that they will have a hard winter.

As we said before, there is need for a rigid examination of all cases where people are attempting to establish themselves on the land in the North, particularly at this time of the year.

How They Would Settle the Railway Problem

Since the published summaries of the report of the Royal Commission which investigated the Canadian railway situation, there have been some interesting opinions expressed in the press and some ingenious suggestions made towards a solution of the whole problem. Among these we note two which appeared in newspapers of the North Country last week, and which are given as a partial solution of the situation as it affects this section of the country. But—they are diametrically opposed to each other!

On the one hand, the Porcupine Advance recommends that the Temiskaming and Northern Ontario Railway take over the Canadian National line from Cochrane to Nakina, extending its service to include that section and thus ensuring that the towns and settlements along the line would be given a reasonable service, something which it is held they are not receiving at present. On the other hand, we have the Cochrane Northland Post gravely suggesting that it might be an opportune time for the Canadian National Railways to absorb the T. & N. O. and asserting that, if it were assured that the same good service would be given on the lines of the later road, it would support the project.

Both these newspapers are more intimately acquainted with the section of the C.N.R. where it is claimed that the service has been very inadequate since the re-routing of the Continental Limited last year than we are in this part of the North Country, and they should be more competent to judge what would be the

best remedy, but we venture to say that the project suggested by the Advance will meet with the most favor in any section of the territory served by the T. & N. O. We would all much rather see the railway which we have come to look upon as our own, branching out, than to listen to any project for its absorption by the larger transportation system, even if both are publicly owned. We surely don't want to have Ontario's own railway, the only one in the country which has held its own during the depression, saddled with the enormous debt of the National system, although we may have every confidence in Geo. Lee's ability to shoulder the burden. We'll back the Porcupine Advance in this, even if the Northland Post is situated at the very junction of the two railways. We don't know much about railroading, but we do know something about the people of the North Country.

And Don't Forget

"By Royal Proclamation, the people of Canada are urged to observe the week commencing October 9th as Fire Prevention Week. In the most emphatic manner they are asked to correct those conditions which lead to our immense annual destruction, of created wealth and human life. At the present critical period in our National life, the vital importance of using every effort to curtail the fire waste of Canada cannot be questioned."

So says the Department of Insurance of the Federal Government at Ottawa. So say we all. But will we pay any attention to the urging of those in authority? Will we this year, which marks the tenth anniversary of our own big disaster, do just a little towards eliminating the danger that still lurks within our borders? Will we take stock during next week and do what we can towards making our own homes and premises just a little safer?

Quoting again from the Department's circular, we have the following as showing plainly the great havoc that the fire fiend plays in our national life:

"In the year 1931, there were reported 49,284 fires with a property loss of \$47,120,000. That, however, was not the total cost of fire. To it must be added the incidental cost of insurance protection and the cost of maintaining municipal fire departments

and water supplies for fire extinguishing. Including these items, Canada last year incurred an unproductive expenditure of over \$100,000,000 through fire, or roughly \$200 for every minute of the year. Capitalized at five per cent. this represents the gigantic sum of over \$2,000,000,000 which is only a little less than our national debt. If devoted to programmes of constructive effort instead of being wastefully dissipated, such a sum would go far towards the amelioration of many of the social and economic ills from which we are suffering at the present time."

Brewer's Warehouse Moved to Building on Railway Siding

The Brewer's Warehouse which for several years past has been located in the Broadway Theatre building, was moved over the week-end to the building owned by J. A. Langlois, on the siding at the T. & N. O. Railway yards, a short distance south of Main Street. Mr. Langlois has discontinued his wholesale grocery business there and C. H. Liddicot who conducts the brewers' warehouse, has concluded that the location on the railway will greatly facilitate the handling of the products, besides providing a much more commodious and pleasant place in which to do business. It eliminates cartage to a large extent and is fully as convenient for the public.

Contractors Doubt Quality of Pipe in New Water Line

Holding that the pipe furnished by the National Iron Works of Toronto, for the new water line between the Haileybury reservoir and Constance Lake, was not of a good quality, members of the firm of McNamara Bros. Construction Co., met a representative of the Iron Works in a conference in town yesterday to argue the question. There have been a large number of breaks in the line, discovered when it was tested by turning in the water from the lake, the responsibility for which rests between the two firms, so far as the town is concerned. At the meeting yesterday, which was held in the presence of members of the council in the town office, Mr. Redfern, who made the survey of the water project last year, was present. How the matter was settled has so far not been made public.

Hard Times Dance Raises Fund for Children's Shelter

Mr. John R. McCracken, local superintendent for the Children's Aid Society, was pleasantly surprised a few days ago, when he was handed the sum of \$18.70 for the Children's Shelter in Haileybury, by Mrs. Borden of Heaslip. The fund had been raised through the medium of a "Hard Times Dance" held in that village under the auspices of the Women's Institute. This was the first donation from an out-of-town organization for a considerable time, Mr. McCracken says, and the money was particularly welcome at this time, with the winter fast approaching and many of the children needing warmer clothing.

Two cars of ore were shipped from mines at Cobalt during the week ending Sept. 30th, according to the statement issued by the T. & N. O. Railway. The Mining Corporation shipped one, with 80,536 pounds, and the O'Brien the other, with 82,000 pounds.

During the same period a car was shipped by the Miller Lake O'Brien, from Elk Lake, which contained 74,101 pounds of ore.

Temiskaming & Northern Ontario Railway

TRAIN SERVICE

Train No. 17—North Bay to Moosonee, leaves North Bay 10.00 a.m. Mondays, Wednesdays and Fridays, arrives Moosonee 8.00 a.m. Tuesdays, Thursdays and Saturdays.

Train No. 18—Moosonee to North Bay, leaves Moosonee 9.30 p.m. Tuesdays, Thursdays and Sundays, arrives North Bay 5.50 p.m. Mondays, Wednesdays and Fridays.

Trains Nos. 17 and 18 use Canadian Pacific Railway station at North Bay, and operate sleeping car service between Moosonee, Cochrane, Porquiss Jct., Swastika, Cobalt and Toronto, Montreal and Ottawa.

Trains Nos. 46 and 47—Through service daily between Toronto and Cochrane, carrying through sleepers between Toronto and Timmins, Toronto and Rouyn, and between Montreal and Cochrane. Parlor Cafe Car service operating between North Bay and Swastika. These trains use Canadian National Railways station at North Bay. Connections at Earton Jct. for Elk Lake, daily except Sunday.

Daily except Sunday service between Englehart and Charlton.

Connections at Porquiss Jct. daily for Connaught, South Porcupine, Schumacher, Timmins and Iroquois Falls.

Connections at Swastika daily for Kirkland Lake, Cheminis, Aldermac, Rouyn and Noranda.

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

A. J. PARR,
General Freight and Passenger Agent.

ART EXHIBITION TO BE HELD AT HIGH SCHOOL WED., OCTOBER 19TH

Plans are being completed for an exhibition of fine paintings by famous artists at the Haileybury High School, to be held on Wednesday, evening, October 19th.

Through the Canadian Fine Art Guild, a number of the works of a representative group of leading Canadian artists will be shown. Included in the collec-

lection are original oils, water colors, etchings, line and wood blocks and a miscellaneous assortment of prints of particular interest. The following artists are among those whose work is in the collection: John William Beatty, R.C.A., Arthur Heming, O.S.A., Richard Jack, R.A., Paul Peel, Kenneth Forbes, A.R.C.A., and many others. An admission fee of 25 cents for adults and 10 cents for students will be charged



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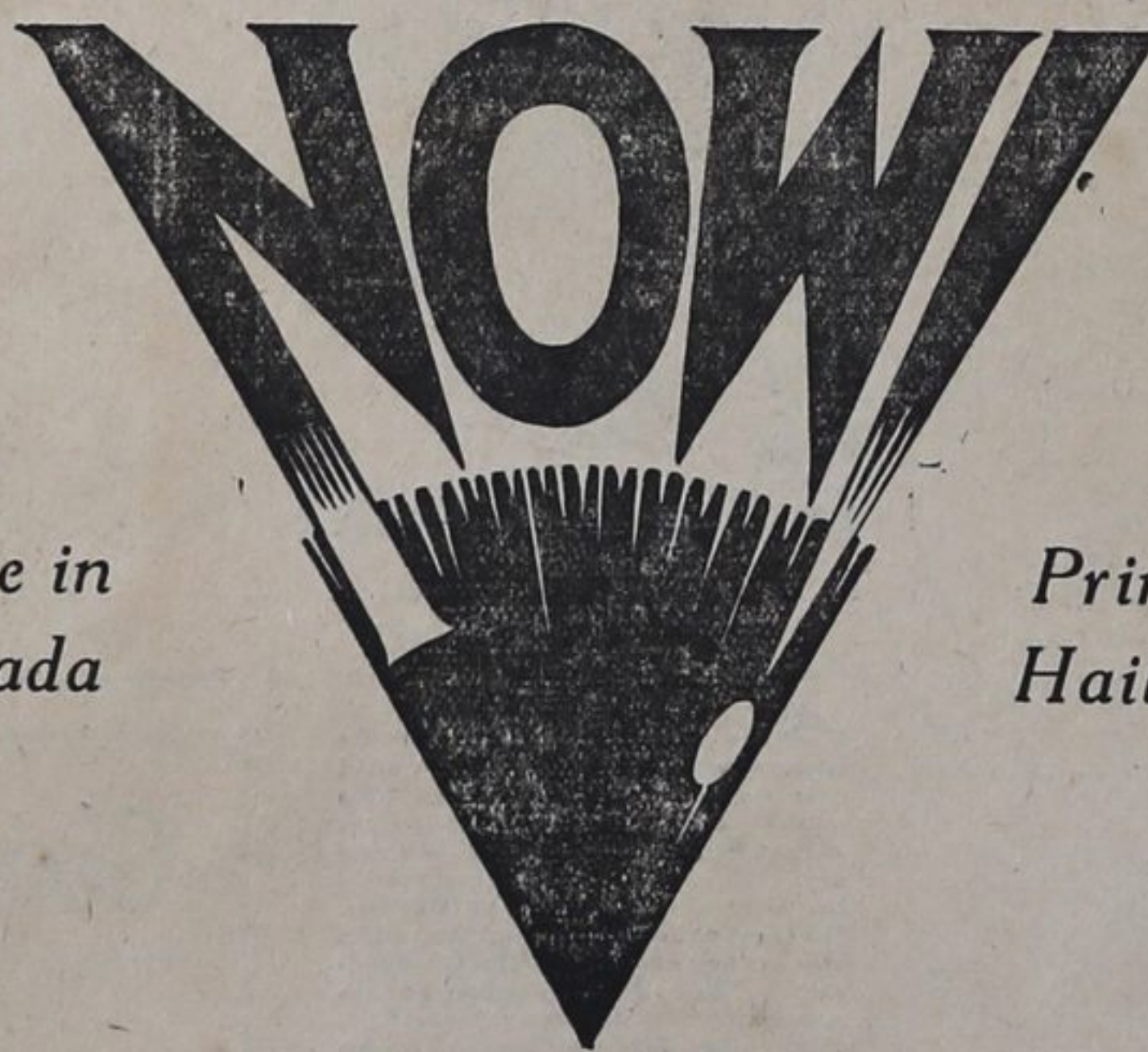
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