

The Porcupine Advance

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TREMENDOUS FIRE LOSSES

The ordinary reader will scarcely realize the tremendous losses occasioned by fire each year throughout the Dominion, nor will he readily believe that the fire losses in Canada for the first three months of the current year total \$6,904,217, an average of \$2,301,405 per month. This is equal to a daily loss of \$76,310. In other words, \$3,179 worth of property has been burned every hour since the new year dawned, or \$53 every minute.

This is an appalling fire loss, and little is being done to check such extravagant waste of capital.

The plain duty of Canadians is to do all in their power to subdue the ravages of the fire fiend, and too much care in this respect cannot be exercised.

WHAT'S THE MATTER WITH HANNA?

It is difficult to conceive on what ground was based the belief that the license department of the Whitney Government would grant license to Cobalt or Porcupine.

We are not discussing the right or wrong of the question of granting such license, but we are at a loss to know what influence inspired the hope that license would be granted.

With the Liberal party of Ontario preparing to go to the people with the election slogan "Abolish the Bar," it would seem like political madness for the Legislature to persist in opening more bars.

And, as well, those who know Hon. Mr. Hanna will readily admit that when Cobalt and Porcupine are granted liquor license, the said Hon. Mr. Hanna will not be in a position to exercise the veto.

He is positively opposed to license in mining districts, and, irrespective of what may be said of his attitude in this respect, he is at least consistent.

GOD AND THE TITANIC

When reports of great disasters, such as that which overtook the giant steamship, Titanic, are heralded throughout the land by the various methods of communication, some of the criticisms following would be amusing were it not for their absurdity and untruthfulness.

Not content to await thorough investigation, with an apparent eagerness to be the first to report the calamity, newspapers and public men vie with each other in the race to gain the public eye and ear with thrilling mind pictures and garbled theories of the horrible occurrence.

In the sad case of the ill-fated Titanic respected and intellectual men of the cloth in Canada and the United States entered the pulpit and declared, some of them, that the wreck of this great steamer was a special visitation of Providence. They warned their hearers to be careful not to accumulate too much of this world's goods, as the tragic demise of many unfortunate millionaires aboard the Titanic was evidence that "wealth was of no avail in the face of death." They also intimated that the accident was a demonstration of the Divine Will against the handiwork of man, and converted the wonderful ship-building achievements of the present age into a foolish encounter with the forces of nature.

When we remember that "not even a sparrow falleth" without the knowledge of the Almighty we readily admit that the All-Seeing Eye did not lose sight of the sinking Titanic, nor the struggles of the unfortunate victims.

But it will require more than the display headlines of a newspaper or the eloquence of the greatest ora-

tors to convince us that this appalling catastrophe was the outcome of Divine displeasure.

The Bible is filled with stories of battle, murder, disaster, pestilence and famine, compared with which the loss of the Titanic, terrible and sad as it was, occupies a minor place in the world's history. There are hundreds of thousands of precious lives ebbing away every twenty-four hours in the midst of poverty and desolation, and their passing brings sorrow to the humble home and grief to the humble heart. There is no kindly hand of a Red Cross nurse near by to give the hopeful touch to the pallid brow or smooth the crumpled pillow—in indeed in thousands of instances there is no pillow to smooth. And these poor souls steal out of the world into the great beyond—hundreds of them every hour—and the world weeps not.

And so it is that we refer to this subject with greatest respect and reverence, still wondering why the sudden disasters of the present day are seized upon to display the futility of man's endeavor and to demonstrate the power and vexation of the Deity, while the great tragedies of the old world are almost forgotten.

We have too much regard for the Divine Plan to encourage the belief that supernatural forces are at war with the advance of science and skill, and we are fully convinced that larger and faster and greater ships than the monster Titanic will yet sail the seas in safety and prove a great boon to humanity.

If seamen will simply exercise the faculties with which they are blessed there need be little fear of Divine intervention.

The victims of the Titanic have gone to their reward, as will go the sorrowing friends and relatives, but when and how no man knoweth.

MANUFACTURING IN NORTHERN ONTARIO

Under the above heading the Monetary Times says:

"Well-known men in Northern Ontario identified with the upbuilding of that country during the past few years, believe they see manufacturing opportunities for the village of Callander, on the east end of Lake Nipissing, near North Bay. Surrounded as it is by a large farming section, an important matter to manufacturers in these days of high cost of living in the frontier cities and towns; and with three transcontinental railways either built or building; with cheap power already developed, free sites and low rates of taxation (because the village is still in the township) Callander is in an attractive position. The Government will improve French River which will make Callander (now the deep water harbor on the lake) the most easterly point where grain can be stored in terminal elevators, will give three new lines via Ottawa to Montreal that otherwise would not be carrying grain, and will afford water-borne traffic to equalize already competitive freight rates on the three transcontinentals westward to Port Arthur, eastward to Montreal, southward over Grand Trunk to Toronto and Hamilton, while northern shipments would be over the Temiskaming & Northern Ontario on which the Grand Trunk Pacific has a fifty year lease. The building of the necessary dams on the French River will make available 35,000 horse-power electrical and as these dams have to be constructed by the Government, it is probable that Callander may have the lowest power rate in the Province of Ontario. The Northern Investments, Limited, of North Bay, are ready to furnish free sites, cheap power and arrange for some of the capital needed in the building of industries."

With all of which we readily agree. But can it be accurately said that the village of Callander is located in Northern Ontario?

Callander is only 220 miles distant from Toronto, while from Porcupine and Cochrane it lies about 250 miles to the south.

One would imagine that Porcupine is merely on the fringe of Northern Ontario when the immense territory stretching out from the great gold

camp to James Bay is taken into consideration.

We welcome the good news that Callander is likely to become a manufacturing centre, but the possibility of a great manufacturing district at or in the vicinity of Porcupine and Cochrane should not be lost sight of.

These latter places possess natural essentials in manufacturing unsurpassed in any portion of Ontario, and it does not appear unreasonable to presume that the real advantages of Northern Ontario proper will be carelessly overlooked by the manufacturing fraternity.

But, still, these facts will not, we trust, interfere with the progress of Callander.

ROOSEVELT COMING GOOD

The battle for the presidency of the United States is one of the most exciting and interesting in the history of the Union.

Roosevelt is going strong and making an exceptional run for the honor. It is doubtful if any man in the country can defeat him, and it would appear that he will win out over Taft, especially as the opinion is gaining ground that the big interests are behind the President.

The Colonel is gathering strength rapidly and he seems to have the people with him.

Our own opinion is that he will land on top with a Garrison finish and practically swamp his opponents.

THE SEA

The great grey sea is wrapped in gloom. Yet flowers and trees are all in bloom.

Sun is shining and robins sing
 'Mid all the beauties of the spring.
 'Neath starlit sky, roll on grey sea
 For thou hast taken all from me.
 And still we know that God knows best;

For those brave souls sank, to rest
 Where flowers bloom and robins sing,
 'Mid all the glories of Heaven's spring.
 Thou! Thou has taken all from me,
 Roll on, roll, oh, great grey sea.

HELEN F. GRAND.

Steamship Titanic, 14th April, 1912.

The weather of late around these diggings has been very much like ye editor's board bill—unsettled.

Is South Porcupine going to permit Elk Lake to beat her out in the matter of a park and athletic ground? Looks that way now.

An item in this column last week under the heading, "Kind Words," should have been credited to the Liskeard Speaker, of which our old friend, Brer. Stephenson, is proprietor.

If Golden City induced the Schumacher to boot South Porcupine, would Lake-view the operation from Mattagami Heights, or wait for Hill's Landing before The Porcupine Advance next summer?

It is understood that Prince Arthur of Connaught is obtaining special army leave so as to visit Canada in the autumn. It's up to the Toronto Globe to warn our royal guest to beware of wildcats and blind pigs in Porcupine.

For what we have received from the T. & N. O. railway by way of freight reductions we are truly thankful and herewith express our appreciation. Now, can't we get a small slice of the express rates? And can't we have that gas-electric car? Sure.

The way people of the town are hustling to clean up back-yards and front-yards is certainly most encouraging. There is no better evidence of a worthy and progressive citizen than to note the manner in which he keeps his own premises in order, and in this respect the residents of South Porcupine are not lacking.

It is only a few months since Colonel John Jacob Astor was being bitterly denounced in thousands of American newspapers because of the circumstances of his marriage to Miss Force. Most of them will now admit that the spirit of the old fur trader has not altogether disappeared from the Astor tribe, and that if Miss Force married a millionaire, she also married a man.

That was surely a terrific wind that fanned South Porcupine last Friday night, but it was only a gentle, balmy zephyr when compared with the "blow" of a certain Toronto major, who seems to be at present very much engaged in the "explanation" line. Not every gallant skipper of a sixteen-foot dinghy that sails the raging main on Toronto Bay is qualified to take command of an ocean liner of the White Star class.

GRAND TRUNK RAILWAY SYSTEM

The Ideal Route To Porcupine and Cobalt is via

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The Only line with through Car Service from Toronto.

| | | | | |
|----------------|------------|------------|------------|-----------|
| Leave New York | 6.00 p.m. | 9.00 p.m. | | |
| arrive Toronto | 10.08 a.m. | 11.58 a.m. | | |
| Leave Buffalo | 8.20 p.m. | 12.50 p.m. | 3.25 p.m. | 6.25 p.m. |
| arrive Toronto | 11.58 a.m. | 4.48 p.m. | 8.17 p.m. | 9.58 p.m. |
| Leave Chicago | 3.02 p.m. | 11.28 p.m. | | |
| arrive Toronto | 7.40 a.m. | 3.43 p.m. | | |
| Leave Detroit | 11.10 a.m. | 2.45 p.m. | 10.30 p.m. | |
| arrive Toronto | 8.17 p.m. | 10.08 p.m. | 7.40 a.m. | |
| Leave Montreal | 9.00 a.m. | 7.30 p.m. | 10.30 p.m. | |
| arrive Toronto | 4.30 p.m. | 6.00 a.m. | 7.30 a.m. | |

"Cobalt Special" leaves Toronto 8.30 p.m. daily, arriving Cobalt 9.41 a.m. and Porcupine 9.34 p.m..

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Full particulars from any Grand Trunk agent or address A. E. Duff, District Passenger Agent, Toronto.

INCORPORATED, 1885

THE

TRADERS BANK

OF CANADA.

Has the following offices in the Porcupine Gold District;

Aura Lake
South End

Branch also at Haileybury

Transfers of money by mail or telegraph can be made through any Branch of this Bank. Travellers going into Porcupine are invited to avail themselves of the advice or services of the managers of the above-mentioned branches.

Capital and Surplus, - \$ 6,800,000
Total Assets, - \$ 52,000,000

C. H. Day,
Manager Haileybury

J. D. Tipton,
Manager Porcupine Branches

Head Office - - Toronto

PORCUPINE and COBALT STOCKS

J. M. WALLACE

Member Standard Stock and Mining Exchange
 Phones Main 1044-5. Toronto.

Hays Carried \$30,000 Insurance

That Chas. M. Hays was insured for \$30,000 was shown in a letter received by the Insurance Press at New York from the Standard Accident Insurance Company, of Detroit. The Aetna also carried a \$50,000 policy.

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