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WRIGLEY'S



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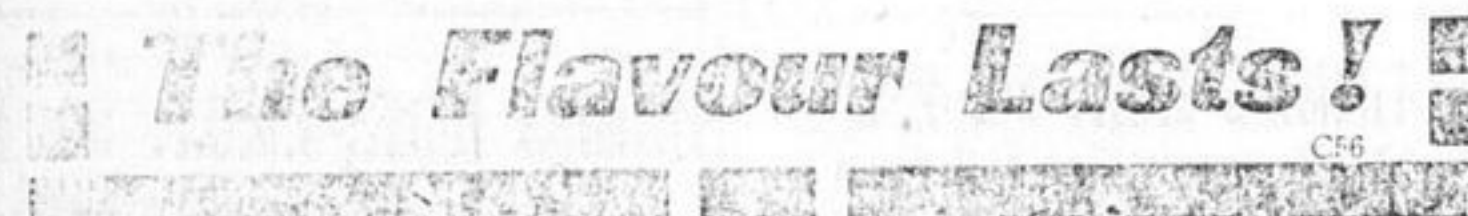
Made in Canada

Millions of bars supplied every month to the Army and Navy. Every bar means more power to our forces—at home and abroad. Send some in every letter and parcel to the Front. Small in cost, but big in benefit.

Delicious—Antiseptic

Cleanses mouth and teeth. Helps appetite and digestion. Refreshes, soothes and satisfies.

WM. WRIGLEY, Jr. CO., Ltd.
Wrigley Bldg., Toronto



TEMISKAMING & NORTHERN ONTARIO RAILWAY

TRAIN SERVICE.

The "National" via Transcontinental route between Toronto and Winnipeg, leaving Toronto each Tuesday, Thursday and Saturday; leaving Winnipeg each Sunday, Tuesday and Thursday.

Through trains daily (except Sunday) between Toronto and Englehart, and operating through Pullman Cars.

Cafe Parlor Car service between North Bay and Englehart, daily (except Sunday).

Connections at Earlton Jet. for Elk Lake branch points, daily, (except Sundays).

Daily (except Sunday) services between North Bay and Cochrane, operating through sleeping car between Timmins and Montreal C. P. R.

Local Service between Englehart and Cobalt, daily, (except Sunday).

For full particulars, see current time-table or refer to any T. & N. O. Agent.

A. J. PARR, G. F. & P. A., North Bay, Ont.

Tasty Lunches

For Workers and Others

Bring Your Lunch Pail Here for QUALITY

Patterson's, Lowney's and Neilson's Chocolates

Home-made Bread and Pastry

The kind that you will relish

Everything Neat and Clean and Home-like

GEO. F. SHIPPAM

Third Avenue - - - Timmins

HISTORY SUGGESTS THAT SOLDIERS MAY TAKE UP FARMING

Fraser and 42nd Highlanders one Example. British Soldiers from U.S. Another

Since the Ontario Government announced its proposals for settling returned soldiers on the lands of the North Land, there have been many ready to cry out that the soldiers will accept no such offer, no matter how generous. There is no real basis for any such cry. It yet remains to be learned what the returned soldiers will or will not do. It is true that a number of soldiers from the western provinces were asked if they desired to settle on the land, and a large majority of them answered "no!" But no particulars as to the form of proposition made to these men has been outlined. Perhaps the conditions offered were such as would be rejected by even a man who was very anxious to take up farming—to say nothing of men who perhaps had given the question little consideration. In any event these returned soldiers who are heralded as "refusing to go farming" were given no opportunity to accept Ontario's Returned Soldiers' chance for farms in the North Land. The terms and conditions outlined as offered by the Ontario Government certainly appear very attractive. The land is given free, there is help in clearing it and putting up buildings, there is a training school to inform the men of conditions and circumstances in the North Land agriculture, and there is financial assistance offered as well on easy terms. Whether ALL returned soldiers will scorn this proposition certainly is a question, at the least. A number of the heroes back from the firing line,—some of them with experience in farming before the war, and others without,—have already made application to Hon. Mr. Ferguson, Minister of Lands, Forests and Mines, for a chance to take up some of these Returned Soldiers farms. The more widely known the proposition becomes, the more chance there is of large numbers of the returned soldiers availing themselves of the opportunity to go "back to the land" on beneficial terms and conditions.

Perhaps one man's view on the question as to whether the returned soldiers will be willing or not to take up farming, may be as good as another. On the one hand it is argued that the soldiers having tasted outdoor life with its health and freedom will not wish to be cooped up in factory, store or office. Also it is argued that the need for increased production after the wastage of war will prompt the soldiers to the taking up of the productive lines that are absolutely necessary,—and of these farming, of course, is the greatest.

On the other hand the returned soldier is represented as being likely averse to the drudgery and loneliness of farm life in a new country. This may be disposed of by pointing out that scientific farming to-day holds as little drudgery as any other common occupation, and as for "loneliness," the community idea planned by the Ontario Government effectively discounts that complaint.

All the good points of the Government plan, however, will be of no avail if the returned soldiers as a body refuse to consider the taking to farm life. And so the discussion comes back to the question: "What will the soldiers do about it?"

All the objections now urged against the probability of any considerable body of soldier-settlers could have been more logically advanced after previous wars. The old time soldier was as little recruited from the farm or agricultural pursuits as the warrior of to-day, yet history shows that the very first British settlers on farms in Canada were soldiers. The assistance tendered by the Government at that time was pitifully small and mean compared to the present assistance offered, yet a large number of the Fraser Highlanders with the army at Quebec in 1759, and the Black Watch Highlanders at Montreal in 1760, settled in Quebec, Nova Scotia and Ontario on farms. At the time of the American rebellion, there were a number of British soldiers settled on farms in the New England States and these came to Canada with the other United Empire loyalists. Fifteen thousand British veterans of the Peninsular War also settled in Canada on farms and were here and ready to assist Canada in the war of 1812, according to history. After the Boer War there were a number of the returned soldiers who also took up farming and the number was only comparatively small because of the lack of attractive opportunities. After each war, there seems to come this desire to get "back to the land." Who

THE LABOR QUESTION IN THE PORCUPINE

Homer L. Gibson Gives Views on the Matter in One of His Weekly Letters.

Writing recently on the general situation regarding the question of labor in this district as it affects the mines and the market for the stocks of the mines operating in the Porcupine, Mr. Homer L. Gibson in one of his recent market letters writes as follows:—

"The item of most absorbing interest in the camp at the moment is the labor situation. Considerable publicity, some of which seems far from the mark, has been given this matter recently, causing a certain amount of apprehension among holders of Porcupine stocks that hardly seems deserved by the facts in the case.

"It is true that a severe shortage of labor has existed for the past year or more, and it is equally true that a certain amount of unrest has existed among a certain section of the employees. This shortage has caused the postponement of plans for enlargement of equipment at several properties, but has not actually served to curtail production.

"Inefficiency of the labor available, rather than its actual scarcity, has been the real cause of the trouble to the operators. This loss in efficiency is easily understood, when it is considered that men usually used for unskilled labor alone have had to be used in the more skilful branches of the work, such as machine running, timbering, etc.

"This, combined with the heavy increases in cost of all materials used, has made the cost of development work very much heavier, and has engendered the feeling in the minds of the managers that they cannot afford, under present conditions, to bring about a general increase in the wage schedule, such as is desired by a section of the employees.

"The situation now stands about as follows: A minority of the employees, members of the Western Federation of Miners, have endeavored to organize the men for the purpose of making a request for a general wage increase. In this purpose they have been hindered by the fact that a large percentage of the men are married, with homes and families in the camp, and are thus anxious to avoid any situation that would even temporarily endanger their livelihood.

"The further fact that several of the mines pay the older employees handsome bonuses over their wages, also serves to create a feeling of loyalty in the minds of the steadier men, and to defeat the purpose of those of more unsettled temperament.

"The likelihood is that a request for a board of conciliation to adjust the differences will be made the Dominion Government shortly, and that the actual effort will then be centred on an advance of the minimum wage to \$3.00 per day, rather than a general increase to all employees. That these differences, actually slight, will be adjusted amicably seems reasonably certain, so that to us there appears no reason why any holder of Porcupine stocks should be persuaded to sacrifice his holdings."

can truly say that he KNOWS that this war will not bring a similar tendency when it closes.

Three Thousand Mechanics For Canadian Air Service

NATIONAL SERVICE BOARD IS MAKING DIRECT APPEAL TO ONTARIO MEN FOR NEW SERVICE

Twelve thousand Ontarians who have some knowledge of mechanics will receive during the coming week from National Service Board, Ottawa, a comprehensive booklet which tells them all about the latest addition to the Canadian forces, the Royal Flying Corps. The information is being sent to these men as a result of their offer to do their share for national service.

It was recently decided that Canada is to have its own flying corps. Not only are the machines to be manufactured and built in this country, but thoroughly experienced air officers and men have arrived from England for the purpose of organizing the corps. In every squadron a considerable number of mechanics are required, and the National Service organization was called upon with a view to obtaining the men required for this work. The records have been gone over to ascertain how many mechanics had filled out National Service cards. In the Province of Ontario cards, 12000 names were found of men whose different mechanical trades showed they would be suitable.

Three thousand mechanics being all that is required, no other cards have as yet been sorted and it is expected that the full quantity should be easily secured in Ontario alone, although of course men from other provinces are eligible.

The Royal Flying Corps is called



SALE OF HARDWOOD TIMBER

Tenders will be received by the undersigned up to and including Monday, the 2nd day of April next, for the right to cut the hardwood timber on the Townships of Merrick, Mulock, Stewart and Lockhart in the District of Nipissing.

Tenderers shall state the amount they are prepared to pay per M. ft. B.M. for the hardwood timber in addition to the Crown dues of \$1.50 per M. ft. B.M. and the amount per cord for timber cut into cordwood, in addition to Crown dues of 25¢ per cord.

The successful tenderer shall be required to erect a suitable plant, costing with the equipment and machinery thereof not less than \$100,000, on or near the territory, and to manufacture the timber in the Province of Ontario.

Parties making tender will be required to deposit with their tender a marked cheque, payable to the Honorable, the Treasurer of the Province of Ontario, for \$10,000, which amount will be forfeited in the event of their not entering into agreement to carry out conditions, etc.

The highest or any tender not necessarily accepted.

For particulars as to description of territory, capital to be invested, etc., apply to the undersigned—

G. H. FERGUSON,
Minister of Lands, Forests and Mines,
Toronto, February 17th, 1917.

N.B.—No unauthorized publication of this notice will be paid for.

on the battle fronts the eyes of the army. It is considered the corps d'elite of the service and in the British Isles there is a constant waiting list of those who have done their duty at the front and who have applied for transfer to the flying corps. Many Canadians who went overseas with other units have been transferred to its ranks, with the result that Canadian pilots and mechanics have gained most enviable names for themselves and increased the high prestige of Canada as one of the strong arms of the Empire.

For this reason it was decided to have a Canadian corps, and not only have the best training grounds, with wide areas to practice on or over, but we have everything that goes into the building of an airship. Men who have great adaptability and initiative and mechanical skill are also required and we have the right type.

This last is what is being called for now, mechanics who will work at the squadron headquarters and airbases, keeping the machines in running order for the pilots, and whose work will be all on the ground. This, however, does not prevent those who engage in this service from joining the aerial branch afterwards if they see fit and are qualified.

Those mechanics who have been rejected for overseas service on account of the strictness of the medical examination, and those whose ties at home have prevented them joining have now a wonderful opportunity.

The medical examination for the Royal Flying Corps is nothing like as strict, nor is it at all necessary that it should be, as there are no heavy kits to carry or long marches to go on, in this service. Moreover, to men who desire a permanent well-paying livelihood after the war, the mechanical end of the air service is the one to adopt, as air transportation in the future will go forward with leaps and bounds. The result will be that those who have a good knowledge of the work, which can be gained in the Royal Flying Corps, will command good salaries and continuous employment.

History always repeats itself, especially in the mechanical trades; it will be the old story over again of the development of the harvester, the bicycle, the electrical industry and the automobile, when even those who had only a fair but practical knowledge were in great demand and rose to big positions in the managements of such concerns. The Royal Flying Service is this century's mechanical achievement, and combining as it does, daring and skill, it gives every one that has either of these qualifications, one of the few openings in a lifetime, to secure the knowledge and practice that will enable him to serve the Empire now and gain an experience that will be extremely valuable in the future.

"George Washington" was among those killed in the torpedoing of the *Turino* by the Germans. The claim is now made, however, that this *Geo. Washington* is a colored gentleman who was born in Alberta, and so a British subject, and not an American as "George Washington" should be.

TO INVESTORS

THOSE WHO, FROM TIME TO TIME, HAVE FUNDS REQUIRING INVESTMENT MAY PURCHASE AT PAR

DOMINION OF CANADA DEBENTURE STOCK

IN SUMS OF \$500 OR ANY MULTIPLE THEREOF.

Principal repayable 1st October, 1919.

Interest payable half-yearly, 1st April and 1st October by cheque (free of exchange at any chartered Bank in Canada) at the rate of five per cent per annum from the date of purchase.

Holders of this stock will have the privilege of surrendering at par and accrued interest, as the equivalent of cash, in payment of any allotment made under any future war loan issue in Canada other than an issue of Treasury Bills or other like-short date security.

Proceeds of this stock are for war purposes only.

A commission of one-quarter of one per cent will be allowed to recognized bond and stock brokers on allotments made in respect of applications for this stock which bear their stamp.

For application forms apply to the Deputy Minister of Finance, Ottawa.

DEPARTMENT OF FINANCE, OTTAWA,
OCTOBER 7th, 1916.