

Can We Afford to Play at Party Politics Now?

"NORTHLANDER" WRITES INTERESTING AND ABLY ON POLITICAL CONDITIONS AS AFFECTING THIS COUNTRY AND CANADA IN GENERAL. SOME RAILWAY NEEDS OF THE NORTH LAND.

To the Editor of The Advance.

Dear Sir:—What have we in the north country at the present time, to do with party politics?

Party differences had developed long before the north country was "discovered"; party policies had been shaped before Cobalt or Porcupine were dreamed of, and no provision for us was made in the household of either political party. Our local problems are not the problems of lower Ontario; we have our own destiny to work out, a destiny which can only be achieved by defeating Germany.

At the last Provincial election we united; at that election we demonstrated our ability to stand upon our own feet, and outside of a few "dyed-in-the-wool" partisans, the community at large was well satisfied with the result of the election. Our Provincial member was not sent to Toronto with any idea of siding against the opposite party, he was sent there to represent the constituency and as far as the majority of people are concerned he is free to vote with either party for what he considers to be the best interests of his constituency; we are satisfied in knowing that he is on the level.

We should not allow ourselves to be split along party lines by political machinery; our political strength lies in union; our interests lie in deciding upon what we want, and then making a united effort to get it.

Nationally we can at present have but one goal; to win the war; for, as Sir Wilfred Laurier has himself admitted, "If Germany wins, then nothing else matters." At the present time we must let no other consideration sway us; the desire of all good citizens is to bury issues and unite for the good of Canada.

Premier Borden has made an honest effort to set up a Union Government; he promises that things will be run in Dominion interest, and it is our duty to give him our undivided support. The country has been clamoring for Union Government, and now that it is offered to us we cannot well refuse it.

There can be no question as to the honest political convictions of men like Rowell, Carvell, Calder and the other Liberals members of the new cabinet, and in these men of known integrity are willing to pledge themselves to support Premier Borden, it is certainly up to the country to ignore little political grievances and give the Union Government whole hearted and undivided support.

Hon. Frank Cochrane has been selected as a member of the new cabinet, and in accepting seats in the same cabinet with him the Liberal members give him their endorsement. Mr. Cochrane will be a member of the cabinet whether we elect him or not, for if not successful in the riding, a seat will be found for him in some other riding. But why should he not be elected here? As Ontario Minister of Lands, Forests and Mines he did good work. He instituted high standards in the recording offices, and the prospector received fair treatment from his department. During his tenure of office the Ontario Mining Act was developed into a model of mining legislation.

As Dominion Minister of Railways he has put the Intercolonial onto a business basis.

He has, in his administration of public affairs, shown himself to be a man of ability. He knows this country; he understands mining and lumbering conditions; he has had a broad and intimate training in the requirements of developing the country; he is personally acquainted with the people of the country; in spite of his great success he is still "Frank" Cochrane, ready to discuss matters with all who come to him.

He comes to us with the backing of the Conservative party and the endorsement of men who have been acknowledged leaders of the Liberal party. We could not find a man to represent us who has better qualifications.

It is a most opportune time for this riding to get together and show a united front by supporting Mr. Cochrane. It is an opportune time to throw off the weight of old political feuds and dogmas and show that we of the north country can think and act independently.

We have been demanding Union Government, and now that Premier Borden has come out with a Union cabinet we must back him up. It is no time now for political dissensions; it will take a united Canada to "carry on" for the rest of the war, and after.

But while showing our willingness to support Mr. Cochrane let us not

fail to impress him with the weight of his responsibilities as our representative.

It is reported that he is to be Chairman of the C.N.R. when that road passes under government control. If this becomes a fact, then Mr. Cochrane will be in a position to serve us well.

We want a connection with the C.N.R., that's the local point at issue. Sixty miles of road to put us in direct touch with the Sudbury district, lower freight and passenger rates, four hours shorter run to Toronto, much shorter connections with the Soo and western points, reduced costs of living, lower taxation due to increased population, development of the country to the west of us, yes, all of those benefits and more.

If you are not acquainted with the situation, get a map and look it over. Starting from Sudbury, go north say 160 miles following the C.N.R.; make a jump across country to Timmins, (40 miles in a straight line, 60 miles as surveyed for the connecting road), then from Timmins to Porquis Junction 33 miles, Porquis to North Bay 226 miles and from North Bay back to Sudbury 79 miles, a total of approximately 560 miles. Within the area so circumscribed lies the great mineral storehouse of Ontario; Sudbury, Cobalt, Kirkland, Porcupine and Gowganda are all included. Instead of being kept apart we should be brought together and every facility should be afforded for the easy circulation of men and supplies. This little area bounded by its 500 miles of railroad, with its minerals and timber and water-powers, is going to be the backbone of the Province in that longed for, yet dreaded, period of adjustment, which must follow the close of the war.

Here will be found work for men returning from the front; here will be an attractive location for settlers on account of the ready markets for their earwood, logs, hay and vegetables, and because of the winter employment obtainable at the mines.

There must be no jockeying for position in the race for traffic; the T. & N. O. and the C. N. R. must be brought together upon a business basis with no other objective than that of serving Northern Ontario at a minimum of cost and a maximum of efficiency.

There must be no plea that the railroads should be allowed to make profits; government owned roads are not entitled to one dollar profit; every dollar of profit made is a direct and discriminating super-tax placed upon the people who use the roads.

Take the case of the T. & N. O. The entire province paid for building it, then a few of the people went up the line into the north country and by their work produced a quarter of a billion dollars in wealth which was spread over the province. But while the entire province shares in the distribution of the newly produced wealth, the entire province does not share in paying the so called capital charges upon the T. & N. O., that is done by the few who happen to be in the territory served.

But there should be no capital charges, the province owns the bonds, and the province has received in benefits many times the cost of the road. There is neither justice nor equity of taxation in requiring the north country to pay \$250,000 per year into the Provincial Treasury in excess of our regular taxes, for we have discharged all of our indebtedness long ago. The T. & N. O. has been of great service, is ably managed, and has an assured future before it and there can be no doubt, but that linking up with the C.N.R. will be of great benefit ultimately not only to the T. & N. O., but also to the C.N.R. and to the territories served by both. And we must help the C.N.R. all that we can, for if we are going to buy it we must use it, and must not let it rust away in our hands.

Our entire railway system is like an incomplete rug in which the warp is laid, but into which only a few threads of the woof have been woven; long straggling main lines without cross feeders to bind the whole together. The C. N. R. is bankrupt and it will remain bankrupt until traffic is provided for it by means of a more or less complete system of feeders, and the most important feeder which can be built is the 60 miles which will connect it with the T. & N. O. at Timmins.

Not one dollar should be spent upon the Hudson Bay Railroad until after the C.N.R. is brought to Timmins. Mr. Cochrane's first duty as

An Announcement that will interest You

Our Gigantic Price-Smashing Sale will continue another week

A large number of people have requested us during the progress of the sale to continue it a little while longer. They have claimed, among other things, that they would not be in funds large enough to take the advantage they would like of the savings offered before the week that commences the 19th and ends the 24th. We have refused their request right along but on Saturday we got to thinking. Say we, one to the other: This sale has been a wonderful success

READ OUR REASONS FOR CONTINUING THE SALE

Hundreds of people have visited our store, while the sale has been running, for the first time. Many of these, if not all of them, will become life-long customers. Apart altogether from the monetary consideration, the sale has been a splendid advertisement for us. Then why not continue it just one week longer and make these other people who wanted to buy---and could not---happy? Why not indeed. We still have a very big stock on hand, and other goods that were ordered months and months ago are now commencing to arrive, so why not open up the cases, get out these new goods, put sale tickets on them, and run the sale until the night of the 24th. This advertisement explains the decision we came to. It also gives particulars of bargains that have absolutely never been equalled in this district

Read about them, then think up your needs away into the future; but don't think too long, because this week is bound to see the fastest selling ever known in Timmins and the surrounding district

MEN'S COAT SWEATERS.
Regular \$8 and \$9. Finest quality all wool, Men's Sweater Coats. All colors and styles, out they go at \$5.98

MEN'S SWEATERS
Regular \$3.00. A good warm coat for men in fancy and plain colors, all sizes, sale price\$1.48

MEN'S FLANNEL DRESS SHIRTS.
Regular \$2.25 and \$2.50. Men's heavy and light dress shirts, soft collars attached, sale price98c.

MEN'S SOFT AND STARCHED CUFF SHIRTS.
Regular \$2 and \$2.25. Beautiful colors, patterns and shades, all sizes and sleeve lengths, out they at from .48c.

MEN'S AND BOYS CAPS
Regular 75c and \$1.00. 100 Men's and Boys' Caps in a big assortment of styles and materials, all priced to leave at48c.

MEN'S LINEN COLLARS
Regular 20c each. All new styles, plain and fancy. The greatest collar bargain Timmins has ever seen, reg. 20c., sale price5c.

MEN'S SILK SHIRTS
Regular \$4.50 and \$5.00. The very finest qualities. A chance to get the very best silk shirts at about half price, all colors and stripes, sale price\$2.98

MEN'S WORK SHIRTS
Regular \$1.75. Blue and Black chambrays, and khaki flannels, sale price, start at78c.

MEN'S COMBINATION UNDERWEAR.
Regular \$3.00 and \$3.50. Men's good quality fleecy lined combination underwear in all sizes, sale price \$1.98

MEN'S TWO PIECE UNDERWEAR
Regular \$1.75 suit. Men's fleecy lined underwear, drawers and shirts, first quality goods, all sizes, sale price per garment, 82c.

We have quite a selection left yet of Women's Wear. Dry Goods, Boots and Shoes, Rubbers, etc. All must leave this week as we are closing up our Women's Department.

MEN'S OVERALLS
Regular \$1.75. Men's Overalls, blue with white stripes, elastic braces, all sizes, sale price98c.

MEN'S MACKINAW COATS
Regular \$12.00. A big assortment of Men's Mackinaw Coats, in plain and fancy colors, sale price\$8.68

MEN'S SOFT COLLARS
Regular 25c. Men's fine quality soft collars, "W. G. & R." brand, all sizes, sale price10c.

MEN'S CLOTH TOP STORM RUBBERS.
Regular \$1.75. Men's Cloth top storm rubbers, first quality goods, every man should secure at least one pair of these at the sale price98c.

NECKWEAR
Regular 50c. Hundreds of designs and patterns, assorted lots. Out they go at19c.

BOY'S BLUE SERGE SUITS
Regular \$10, sale price\$5.98

MEN'S FUR LINED COATS
Regular \$75, sale price\$43.48
5 only Men's Coats of Black Melton Shells, lined with muskrat, three have collar of Persian Lamb, two with collars of Mink, all in the shawl style, sizes 38 to 48, regular \$75 coats, sale price\$47.98

MEN'S OVERCOATS
Reg. price \$25, sale price\$16.78

MEN'S ULSTERS
Regular \$18, sale price\$10.48

MEN'S SUITS
Regular \$20, sale price\$14.48
Regular \$30, sale price\$17.98

MEN'S TROUSERS
Regular \$3.50, sale price\$2.48

BIG BARGAINS IN BOOTS AND RUBBERS
Women's \$1.50 & \$5 Boots, now \$2.98

MEN'S GUN METAL CALFSKIN BOOTS
Regular \$0, sale price\$3.98

MEN'S WORKING SOCKS
Regular 25c. Men's Heavy grey working socks, all sizes, sale price12c.

MEN'S GLOVES AND MITTS
Men's Woolen Gloves, regular \$1.35, sale price,89c.
Men's Camel Wool Gloves, regular \$2.25, sale price\$1.38
Men's Heavy Working Gloves and Mitts, regular \$1.75 up, sale price 98c
Men's Leather Mitts, regular \$1.50, sale price79c.
Men's Wool Mitts, regular 50c., sale price28c.

Bucovetsky Bros.

General Merchants - Pine Street, Timmins