

THE PORCUPINE ADVANCE

Published every Wednesday by

Geo. Lake, Publisher

TIMMINS ONTARIO

TELEPHONES:

Office 26 Residence 112

WEDNESDAY, DECEMBER 31st.

THE PROVINCE SHOULD NOT SELL THE T. & N. O.

It is typical of the southern lack of knowledge and understanding of the affairs of the North Land that there should be so many people and newspapers in Old Ontario in favor of the selling of the Temiskaming and Northern Ontario Railway to the Dominion of Canada to become simply a part in the National Trans-continental Railway service. People in the south have only a careless interest in the matter, but following a parrot cry started no doubt by some interested party with a deliberate purpose, they show a tendency to dismiss the whole question with some such words as:—"Oh, yes, if the T. & N. O. were turned over to the Dominion Government, it would complete the chain of national railways." They do not stop to consider that it would just about "finish" the North Land also and complete the chains on the progress of this country of resources and possibilities. The T. & N. O. was constructed as a colonization road. Its chief purpose was to open up and develop the North Land. It was primarily intended as one of the chief means for securing settlement and the opening up of the mining and lumber industries of this country. It was not designed as a money-maker. It was not even hoped that it would be self-supporting. The Governments were apparently ready to sustain it at an apparent loss, the idea being that even then it would be an excellent investment, as the Province could not find a more beneficial way to spend money to promote settlement and development of the newer portions of Ontario. The advantage to Old Ontario from the trade developed in the North Land, and possible only through the service of the T. & N. O., would be alone almost reason enough for the Province bearing a loss on this colonization railroad. Again, the wealth that has come from Cobalt, Porcupine and other mining camps, and the money and pulp and paper industries should also be considered in any review of the position of the T. & N. O. and its value to the North Land and to Old Ontario. But while the railway was designed as a colonization road, while it was considered by the most thoughtful as a necessary and effective way of expending colonization money, and though Governments at various times expressed the thought that it was well worth running at what might look like a loss, the fact remains that the T. & N. O. instead of being a burden has become a money-maker for the Ontario Government. Its average earnings in the last few years will net the Government about half a million dollars per year. Its business is on the increase and still larger earnings are possible and probable. Though it has its faults, perhaps, the T. & N. O. serves the North Land. Taken over by the Dominion Government it would lose its use as a colonization factor. It would be simply a small strip in the long transcontinental line. The National Railways would have no special interest in this country. The Province of Ontario would lose one of its special assets, and the North Land would be still more a particular loser by the transfer of the "People's Railway" to the Dominion. It is not out of place to repeat the idea, moreover, that the North Land should require this railroad to be held pending that day when this country becomes a separate province. The T. & N. O. is essentially a North Land institution. It is all within the borders of the North Land, and it is this country's only railroad. It cannot lose its special reference to this country without the North Land being the loser. In the past there have been many complaints regarding the service given by the T. & N. O., but though there is room for improvement, perhaps, still it is generally recognized in the North Country that taking it all round the T. & N. O. has given this new land good service. The chief complaint indeed has not been against any feature of the present service, but rather a complaint that the service is not extended and enlarged. Travellers who think and observe will readily admit that the T. & N. O. in every way gives better service, (so far as the service goes), than the G. T. R. for example. The lateness of trains in this country can be traced nine times out of ten to faults in the G. T. R. system. The courtesy and good service given by practically every employee of the road is another characteristic of the T. & N. O. Taken all together, the

people of the North will do well to make it known that their idea is to improve the T. & N. O., but never to let it go. With its headquarters at Toronto, it is accessible to the people to a degree that would not be possible if it were taken over by the Dominion.

A CROSS-EYED UNCLE TOM WITHOUT THE CABIN

The special comedy for Friday and Saturday of this week at the New Empire Theatre is said to be one of the fastest and funniest films ever produced. It is called "Uncle Tom Without the Cabin," and Ben Turpin (the comedian with the laughable twist to his eyes), Charlie Lynn, Marie Prevost, Ford Sterling and Jimmy Finlayson are included in the cast. This is about equivalent to saying that it will be an unusually well-staged and effective comedy. Another part of the show has to do with a kicking horse. This horse, literally, puts an end to the performance. The comedy is based on an Uncle Tom's Cabin show that is presented under difficulties at a one-night stand. The scenery for another show gets mixed up, and so do the players, the audience, everything and everybody. The resulting medley means round after round of laughter for the audience. Eva Thatcher, for instance, takes the double role of Little Eva and Eliza, and has her bloomers torn by a nail in a cake of ice while she is crossing the river with the bloodhounds who overtake her and lick her hands and face and wag their tails so hard they do damage to the river banks. One press report says the show starts laughter from the beginning and the picture ends in a riot of roars.

HOLLINGER DIVIDENDS \$1,722,000.00 FOR 1919.

The dividend of 1 per cent. to be paid to-day Dec. 31st by the Hollinger Consolidated, will call for a disbursement of \$246,000.00. For 1919 the Hollinger has paid a total of 7 per cent. on the capital stock issued, the total dividends disbursement amounting for the year to one million, seven hundred and twenty-two thousand dollars. Since commencing

about eight years ago the total dividends paid by the Hollinger amount to \$15,476,000.00. The Hollinger has produced approximately \$43,000,000.00 in gold since beginning production and this is only a commencement. Very conservative estimates placed the ore reserves at the beginning of 1919 at over \$40,000,000.00 and it is generally thought that the ore reserves will be much higher now, as there has been much development work during the past year. Despite the many difficulties encountered on account of general world conditions, the production for 1919 is believed to have been a new high record. In any event the dividend payments for 1919 are only equalled by one other year, 1916. The present surplus of the Hollinger Consolidated is nearly \$3,750,000.00, and with the promise of improved general conditions in the labor supply and other factors the biggest days of the big mine are yet to come.

There will be a meeting of the Mountjoy Settlers' Association at John Power's Hotel on Sunday, Jan. 4th, at 3 p.m.

On Christmas Eve, Dec. 24th, the little two-year-old daughter of Mr. and Mrs. W. Hadley, of Schumacher, passed away, death being due to bronchial pneumonia. The child was ill only about five days. The sympathy of all their friends will go out to the bereaved parents in their sad loss.

The handsome manicuring set given by Mr. T. F. King for competition in the Ladies' Five Pin Bowling Contest was won by Mrs. J. P. Taillon with a margin of 50 points over the next highest score for the competition. Much interest was taken in the Ladies' Five Pin Bowling Contest and the competition was keenly contested by many of the skilled lady bowlers of the town.

A Happy and Prosperous New Year to All

We thank our many customers and friends for their good patronage during 1919, and trust that the policy of this store of courteous attention and good service will merit a continuance and increase of that patronage in the New Year.

In our advertisements in these columns from week to week in 1920 we hope to give much of general interest and advantage. Watch for these announcements each week.

To one and all we wish a very merry happy and prosperous new year.

FRANK M. BURKE

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NOTICE TO THE PUBLIC

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By placing your order early it assures you of an early delivery in the spring.

I can supply you with any class of work you need for cemetery

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YOUR RECORD IS HERE

"His Master's Voice" Records for January NOW ON SALE

The complete list this month consists of 29 records—most of them double-sided—as varied as they are interesting.—Operatic and Concert numbers by famous Red Seal artists, new One-Steps, Fox Trots and Waitzes for the dance enthusiast and a very choice selection of popular songs.—You'll want them all!

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|---|--|
| Wait Till We Get Them Up in the Air, Boys
—Billy Murray—and—They're All Sweeties
Murray-Burr 216058 | I'm Forever Blowing Bubbles—Waltz—and—
Somebody's Waiting for Someone—Waltz
Henri's Orchestra 216059 |
| And He'd Say, "Oo-la-lai Wee-wee"—One-Step
Lincoln's Orchestra—and—Breeze—Fox
Trot Henri's Orchestra 216070 | Beautiful Ohio—and—Golden Gate (Hawaiian
Guitars) Ben Hoken-A. Hani 216071 |
| My Baby's Arms—Henry Burr—and—Love
Will Find a Way Vera McLean 216072 | Freckles—Fox Trot—Coleman's Orchestra—and
Tents of Arabs—One-Step Lincoln's Orch. 216073 |
| Patches—Fox Trot—and—Dardanelles—Fox
Trot Coleman's Orchestra 216074 | My Baby's Arms—Medley Fox Trot—and—
And He'd Say, "Oo-la-lai Wee-wee"—
Medley One-Step Pietro 18525 |
| I Want a Daddy Who Will Rock Me to Sleep—
and—All the Quakers are Shoulder Shakers
—Medley Fox Trot All Star Trio 18526 | Wonderful Pal—Swing Trio—and—There's a
Lot of Blue-Eyed Marys Grown in Maryland
Shannon Four 18531 |

RED SEAL RECORDS

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|---|---------------------------|
| 64934 Pagliacci—Prologue—Part I (Baritone) | Rennio Zanelli 10 \$1.25 |
| 64832 Pagliacci—Prologue—Part II (Baritone) | Rennio Zanelli 10 1.25 |
| 64835 Dear Heart (Baritone) | Emilio de Gogorza 10 1.25 |
| 64838 Only You (Tenor) | John McCormack 10 1.25 |
| 74597 Hymn to the Sun (Viola) | Miscia Elman 12 2.00 |
| 74599 Don Pasquale—Cavatina (Soprano) | Galli-Curci 12 2.00 |

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