

Canadianizing Canadians



1. The Ramparts—Amethyst Lake, Jasper National Park
2. Lord Byng of Vimy, Fording a Stream in Jasper National Park
3. Portland Canal on the Alaskan Coast—Scenic Seas of the North Pacific

"We have to-day travelled through the most glorious scenery it has ever been my privilege to witness."

In this simply-worded sentence, uttered during the course of a speech at Prince Rupert, the Duke of Devonshire, statesman, diplomat and traveller, paid tribute to Canada, of which he was then Governor-General. Like many of his predecessors he was no stranger to the beauties of nature in many parts of the world. Yet during his stay in this country he repeatedly extolled the fascination of Canadian scenery.

To-day Canadians are realizing that there are many wonderlands within the boundaries of their own country, as fair as anything that some of them have travelled over half the earth to see. That knowledge has given a great stimulus to their desire to know more about Canada by personal observation. Hence the growing appreciation of the educational value of travel intelligently planned and carried out. Many Canadians indeed plan their business trips so that they may be able to devote a little time to visiting beautiful spots that lie in their course. Thus they find brief relaxation from the complexities and strain of modern business life.

It is in the summer months, however, that the minds of the majority of Canadians are turned to

travel. The sea, the lake, the quiet streams, the mountains, the rolling plains and the great forests, all have their appeal to the seekers of recreation, health, and pleasure. Summer resorts and journeys full of charm and attractiveness are legion in their choice. But the trip of all trips, the one that is essential to the completion of knowledge by Canadians of Canada, is that across the Dominion to the Pacific coast. On the way lies Jasper National Park, a desirable stop-over point, which is an historic as well as gorgeously beautiful area. David Thompson, explorer and idealist, struggled with dauntless courage through this section of the country in 1810. In 1811 the Athabaska Pass through the Rockies was discovered, and about 1826 the Yellowhead Pass became known to the white man.

The men who led the way and blazed the trails through these passes, were fortunate if they made more than six or eight miles a day. Their discoveries opened a new route between the Pacific and Hudson Bay, over which, twice a year, dog sleigh and pack horse made trips with goods and passengers. That was considered one of the marvellous feats of the time. Today this land of wonder may be traversed in a modern railway train at a speed of forty miles an hour, or may be viewed in leisurely fashion over roads and well defined trails, by those whose time permits of camping and exploring

among surroundings whose ever-present beauties are a source of never-ending amazement and delight.

To the travellers who journey thence on the Pacific coast, with its charm of climate, scenic setting, and growing cities and towns, there is in prospect the finest water trip in the world. The 750 miles of ocean voyage from Prince Rupert to Vancouver and Victoria, or on to Seattle, is incomparable in its beauty. This trip is a fitting climax to the succession of gorgeous scenic pictures that can never be erased from the observant mind.

Nature has been lavishly kind to Canada. Her resources in natural wealth are beyond human computation. The greatest factors in the development of these are the railways. What they have done to develop the country in a material sense can never be adequately described. Now they are bringing not only Canadians, but tourists from all over the world into touch with the matchless natural wonder places of the Dominion. They are in a very large measure responsible for the awakening to the fact that a land can be rich in all that makes for a great agricultural and manufacturing nation, and yet be noted to the ends of the earth for its scenic delights. In these phases of development the Canadian National Railways System is active.

A trip across Canada aside from the pleasure it gives, will prove to be of inestimable educational value.

FIGURES RE-EDUCATION SHOW GROWTH OF TOWN

162 on Public School Roll Four Years Ago, 700 for September.

Mr. C. S. Carter, for the past four years Principal of the Timmins Public School and Continuation Classes, was in town last week arranging for the shipping of his household furniture to Toronto. While Mr. Carter's health is improved, he is not yet fully recovered, and it will be necessary for him to take a rest of several more months from the wearing duties of school teaching. During the four years that Mr. Carter has been in Timmins he has given very faithful and effective service to the schools and to the town, and there is general regret at his removal and at the ill-health that made the change necessary. In addition to careful attention to the regular school affairs, Mr. Carter took an active and helpful interest in many matters for the benefit of the community and its people. He successfully conducted the evening classes here for industrial and technical education. Through his efforts the necessary steps were taken for the establishment of a public library in Timmins, the required by-law being passed by the Council and endorsed by a vote of the ratepayers. Mr. Carter spent much effort and time on the Cadets, and also took very active interest in all lines of good sport. With the pupils he enjoyed a large measure of popularity and regard.

The growth of the duties, the increase in pupils, etc., since Mr. Carter came here gives striking indication of the remarkable growth of the Town of Timmins in the past four years, particularly when it is remembered that what is true of the Public Schools here is equally true of the Separate School. When Mr. Carter came to Timmins four years ago, there were 162 pupils on the public school roll. When school re-opens in September there will be fully 700 pupils enrolled. Four years ago the public school had six teachers. Today the Timmins Public Schools staff numbers 22. Four years ago there were eight pupils in the High School classes here. For the opening next month the number of High School pupils is conservatively figured at 145. These figures not only indicate the remarkable growth of Timmins during the past four years, but they also point another fact,—that in Timmins first attention and consideration are given to education. Timmins has always spent money cheerfully to provide adequate educational facilities, and large expenditures have been freely made for education on the well-supported idea that money spent for education is well invested indeed.

TOWNSHIP OF TISDALE STRIKES RATE FOR YEAR

S.S. No. 1 Supporters at 42.7 Mills.
S.S. No. 2, 43.7, and Separate School Supporters 43.7 Mills.

The Township of Tisdale has fixed its tax rate for the year, as follows:—
General Purpose rate, 10 mills.
Government Loan, re roads, 2 mills.
Incinerator, 1 mill.
Hospital Debentures (Flu), seven-tenth mill.

S.S. No. 1, rate, 21 mills.
S.S. No. 1, debentures, 8 mills.
S.S. No. 2, rate, 24 mills.
S.S. No. 2, debentures, 6 mills.
S.S. No. 1, Timmins' Separate School, 24 mills.

The tax rate thus totals 42.7 mills on the dollar for supporters of School Section No. 1, public school; 43.7 mills for School Section No. 2, public school; and 43.7 mills for Separate School, Timmins, supporters.

Here and There

Over a thousand million fish eggs of various species were collected by the hatcheries branch of the Department of Marine and Fisheries during 1921.

Inbound ships from the United Kingdom are averaging 4,500 tons of freight for discharge at Vancouver. Outbound they take about 4,000 tons per vessel. Last year the average outward tonnage was practically the same while the inbound was only about one tenth of what it now is.

Announcement has been made that a Government wireless station is to be erected on St. Paul's Island, which stands in the entrance to the Gulf of St. Lawrence, off the most north-easterly point of Nova Scotia. Two Government wireless engineers have arrived there and are making arrangements for the erection of the station.

One hundred and forty thousand Canadian school boys have been banded into an army of guards to watch for and prevent forest fires in the Dominion this year, according to an announcement made by the Canadian Forestry Association. The new organization, which is known as the Young Canadians' Forest League, will, it is expected, save several million dollars' worth of timber from fire ravages.

That "prospects for increased immigration into Canada are excellent" was one of the most important statements made by E. W. Beatty, K.C., upon his return from an extended tour of England and European capitals. The president of the Canadian Pacific Railway believes Canada is progressing in the matter of immigration, but intensified efforts are essential, he considers, to offset erroneous impressions abroad that Canada does not require new settlers.

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They Cry, "Wolf! Wolf!!" Until They Believe It Themselves

LISTENING to many people one might imagine that industry and humanity hibernated for the summer, and that invested money took a vacation and stopped earning interest.

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THE holders of good bonds will receive 31 days' interest on their money for the month of August just as surely as they will for the month of December.

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NOT TOO HEAVY

The cake had been passed to every one at the table but Bobbie, age three and a half years.

Bobbie—I'll take a piece of cake, please.

Mother—No, dear, banana cake is too heavy for little boys.

Bobbie (after several seconds of thought)—Well, I'll use both hands.

—Judge.

ALMOST, BUT NOT QUITE

A fond father discovered his young hopeful reading a dime novel.

"Unhand me, villain," the detected boy cried, "or there will be bloodshed."

"No," said the father grimly, tightening the hold on the boy's collar. "Not blood-shed, woodshed."—Exchange.

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