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THE FLAVOR LASTS

STAMP TAX REGULATION EFFECTIVE NEXT MONTH

After October 1st next postage stamps will not be accepted for the war duty on cheques, receipts and bank drafts. Further more, it is announced by the Post-office Department that excise stamps for this purpose will not be sold at Post-offices. This, it is contended, would lead to confusion, as postal matter might be mailed with excise stamps instead of with the correct postal stamps. The excise stamps are to be sold at banks, "and such other places as may be designated by the Department of Customs and Excise." On money orders and postal notes the war tax will continue to be paid by affixing postage stamps.

A heading in the last issue of 'The Northern News of Cobalt' last week says:—"Many people have appendicitis and don't know it." Yes, and many people don't have appendicitis and they know it. It is better to be born lucky than foolish.

NOT CALLING FOR FURTHER CONTRACTS ON EXTENSION

It is understood that contracts would likely be called this month for the construction of the remainder of the T. & N.O. extension to James Bay. Contracts are already under way and partly fulfilled for the line to a point 70 miles north of Cochrane. An announcement made by the T. & N.O. Commission last week was to the effect that no further contracts would be awarded until the one now under way was completed. The reason given by the Commission for this decision is the fact that the contract awarded is so far from completion. The steel has been laid to a point 44 miles north of Cochrane and considerable grading has been done on the other 26 miles but it is not all completed and there is practically no chance of the contract being carried through on schedule time. The 70 miles were to be done by Oct. 31st, according to the contract given Grant, Smith & MacDonnell in February of last year. In the statement issued by the Commission it was stated that "after careful consideration it was the opinion that better prices would be obtained from contractors on further extensions if the present 70 miles were completed and for this reason it was decided to delay calling for further tenders this year." Also it was said that final location has been made through to Moose Factory and plans and profiles have been completed and will be in readiness when it is decided to let any further contracts.

The contract for the 70 miles under construction has had many handicaps to be overcome, one of the chief of these being difficulty in securing adequate labour. Building through clay is also a proposition difficult to accomplish on a pre-ordained schedule. Whether the outside agitation against the proposed extension to the Bay has had any result in the decision now reached remains to be seen. It is to be hoped that no outside influence has caused the present situation but that the reversal of policy has been decided upon solely upon its merits.

A postcard came to The Advance last week seriously addressed to Timmins, Quebec, Canada. Timmins is not yet in Quebec. The people here still groan under the burden of the O.T.A.

MAYOR TELLS THE EMPIRE WHAT THE NORTH NEEDS

Dr. McInnis Also Manages to Give a Boost to Timmins in Toronto Newspaper Interview.

"Well, Doc, if they take your prescription according to directions, it will be fine, but if they aim at too quick a cure and take it all at once it will kill them sure." This was Mr. Hector McQuarrie's typical summing up of the interview with Dr. J. A. McInnis, Mayor of Timmins, as published one day last week in The Toronto Mail and Empire. The Mayor happened to encounter the newspaper reporter in a business office, and when started the Doctor of course had a boost for Timmins and a lot of good words on behalf of the North Land and its needs. What is more, the newspapermen got it all down just about right. The one or two points that are astray are scarcely worth correction. For instance, referring to Dr. McInnis as "the first and only Mayor of Timmins" is just a slip. Timmins has been a live town, with the advantage of good municipal heads for some twelve years now. The late W. H. Wilson was the first Mayor of Timmins. Then Mr. J. P. McLaughlin, now of Toronto, served two terms as Mayor. Dr. McInnis is the third to occupy the position with credit to himself and advantage to the town. However, here is the result in full of the interview as published in the Mail and Empire:—

"Dr. J. A. McInnis, the first and only Mayor of the Town of Timmins, a position he has filled for the past five years, was in the city on Saturday, and expressed himself to The Mail and Empire as well satisfied with the progress that is being made by the Northern municipality. Though a Liberal in his political affiliations, he believes that the advent of the Ferguson Administration at this juncture will do not a little to build up the mining areas of the North country. The Hon. Charles McCrear, he feels, is well fitted to administer the Department of Mines, and the interest of the Hon. Howard Ferguson in that region is widely recognized.

Timmins now has a population of over 11,000 people. During the past year one hundred houses have been built by general contractors, to say nothing of the forty or fifty put up by the Hollinger Consolidated. New Public and Separate schools are nearing completion, this making two of each now in existence. The Gordon block that has just been built costing over \$100,000. The Roman Catholics have just completed a church that is a credit to the denomination. The entire assessment of the town is around \$4,000,000.

Dr. McInnis says that the two greatest requirements of the North country is power and roads. The former requirements is now being pretty well met, and it is not at all likely that the difficulties of the past Winter will be repeated. While there are fully 500 motor cars in commission in Timmins, there are scarcely more than fifteen miles of roads in the town and environs. Dr. McInnis thinks that the Provincial Government should do something to give arterial highways to New Ontario, which could ultimately be linked up to the south with the roadways of the older settled sections of the province.

Dr. McInnis pointed out that it was the intention of the various municipalities in New Ontario to urge upon the Provincial Government the appointment of a commission of three representative men to consider the question of the fire menace and to bring about the creation of a cleared zone around all the municipalities, from half a mile to a mile in width, according to the size of the town or village.

NOT THE PIPE OF PEACE BUT CIGARS OF VICTORY

Friends round town would like to know the reason why A. E. Riddell is wearing the expansive smile and smoking the finest of Benson-Hedge cigars. Rid was very reticent on the subject, but through conversation several were able to discover the reason. Rid didn't buy these cigars, and he has a reason to smile. He very nearly had to buy them, in fact if he had not beat Jack Wray in a seventy-two hole golf match, he would have been out watching Jack smoke them. But Rid got out to play golf, and Jack consented to give him a stroke a hole. This was only fair, for the average score of both is round fifty and round forty, so unless the manager of the A.S.D. soft ball team played golf he would go down to disastrous defeat. He rose to the occasion, and played his best, and to-night at the opening dance of the A.S.D. Club, Rid guarantees to let any one have a cigar while the box lasts. So, fellows, if you want a good smoke step up and ask for one.

Here and There

Renfrew, Ont.—Mr. Ritchie, the station agent of the Canadian Pacific Railway, has received instructions from headquarters to rigidly enforce the no trespassing order on the property of this company. This is particularly in reference to people walking down the railway track. When accidents happen it always entails a trouble to the company and lately there have been complaints that school children have been using the railway as a thoroughfare.

Vancouver.—"I have been in the Alps and the Pyrenees, but I have never seen anything that can compare with Banff," said William Faversham, famous English actor, when speaking at Hotel Vancouver. Mr. Faversham spoke of the wonderful international dog races staged at the winter carnival, and said that he had on special invitation visited the great motion picture plant at Banff.

Invermere, B.C.—An appropriation had been passed for the building of a depot at Lake Windermere by the Canadian Pacific Railway. Lake Windermere is the depot for the whole of the Lake Windermere district. It enjoys the distinction of being the only station on the Lake Windermere branch between Golden and Fort Steele, which has enjoyed the benefit of an agent since December, 1914. A modest little portable depot, a box car on the ground, has done duty all these years but with the proposed opening of the Banff-Windermere road on the thirtieth of June, it is no doubt thought that it is time the old box car took a move.

Ottawa.—The Canadian National Parks Branch of the Department of the Interior is commencing the construction of a hydro-electric generating station in Cascade creek in Banff National Park to supply light and power for the town of Banff, Alberta. The dam at the outlet of Lake Minnewanka constructed in 1912 to provide storage facilities will be utilized and will ensure a steady flow of water for power purposes without further impairing the scenic attractions of the locality. Electric power for Banff is at present obtained from the steam plant of the Bankhead Mines. The work will be undertaken by day labor.

Winnipeg.—Seven thousand cars of grain have been loaded between September 1, 1922, and Feb. 1, 1923, for the western coast by the Canadian Pacific Railway. This represents 10,234,000 bushels of grain for export from Vancouver. The shipments comprised 6,175 cars of wheat, 162 oats, 16 barley and 50 rye. Exports from the western coast were destined as follows: The Orient, 896,880 bushels, and the United Kingdom 987,905 bushels. As at January 31, there were 900,000 bushels of Canadian Pacific grain in the elevator at Vancouver and 500 cars in transit carrying 735,000 bushels of wheat. The present movement west is averaging 25 cars a day.

Fort William.—The contract for the construction of a building to replace number five freight shed, was awarded by Canadian Pacific Railway officials to the C. W. Hall-Aldinger Company, of Winnipeg. It provides for two fire walls which will divide the new structure into three compartments. The new dock along the new shed will be of concrete. It is the present intention to use the end of the shed nearest the Canadian Pacific Railway subway for the handling of local freight instead of the end nearest the city subway dock as was the case with the old shed. It has been decided that the new arrangement will be more satisfactory to company officials and to concerns having business with them. Discussing the new shed to-day, D. C. Chisholm, division superintendent, said that the new structure would be of frame construction very much like the shed it will replace, aside from the fire walls and the concrete wharf.

Winnipeg.—Under the auspices of the railways, the provincial government and livestock associations of the province, two livestock improvement trains, similar to those which toured the province last year, will again be operated in Manitoba during the coming summer.

The 1923 trains are to be known as "the Livestock Improvement Trains." They will give attention to the following departments: The benefit of improved quality in cattle: demonstration and sale of pure-bred sires, both beef and dairy breeds; the production of fodder crops; the dehorning of cattle and other work in connection with the cattle industry; the breeding, feeding and marketing of bacon hogs; the demonstration of desirable mutation types and docking and castration of lambs; demonstrations and lectures on poultry raising, with the selling of eggs for hatching purposes; home economic lectures and demonstrations for women and lectures and education motion pictures for girls and boys.

The dates for the trains will be from Monday, April 30, onward for four weeks. This will cover about the same dates as last year which were found very satisfactory.

Canadian trade with Australia is on the increase, according to returns made public by the Bureau of Statistics. Canadian exports to Australia for the twelve months ending with June were \$19,824,239 as compared with \$12,200,468 for the corresponding period ending June, 1922. Canada's imports from the Commonwealth have also increased. The imports from Australia for the last twelve months were \$1,545,829, as compared with \$1,275,871 for the year previous.

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Timmins Gold Nugget Rebekah Lodge, No 173
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