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**ROADS BEING DAMAGED
 BY OVERLOADED TRUCKS**

Northern Development Branch Of-
 ficials Refer to Serious Handi-
 cap to Good Roads

The Advance has fought hard for good roads in this North Land, but this paper would like to point out that where roads are secured the people themselves must do their part to see that the roads are given a fair show. Reference was made some weeks ago to the fact that finished roads in this town were being cut up by heavy tractors with sharp wheels. It seems a shame that having pavements or a well-surfaced roads, the benefit should be destroyed by any type of transportation machinery that is not fit for use on any roadway. Overloaded trucks also do damage to certain types of roads that otherwise would be good for years for ordinary traffic. The matter seems to be a case where the people in general must "play the game," and where greed on the part of a few must be subordinated to the good of the general public. Care should be taken by all to see that roads are not unnecessarily damaged through the overloading of trucks. Also, owners of tractors should see that roads are properly protected from the sharp wheels designed for use on rough ground. There are few enough good roads in this North without allowing any of the passable ones to be damaged by lack of consideration for the general good.

This question of unnecessary damage to roads is by no means confined to this part of the North Land. In the Cobalt, Haileybury and Liskeard districts the same question has been to the front recently. In this connection The Northern News, of Cobalt, says:—More damage was done to the roads of the district during the recent soft spell than during the entire summer, and heavy trucks and oil trucks were largely responsible, according to information given out by officials of the Northern Development Branch.

Loads out of all proportion to the condition of the highways were piled on these vehicles, it is said, and one truck, carrying a heavy consignment of steel and furniture, went through in one place right to the axles. This truck was two hours going two miles over the road, which was exceedingly soft following the thaw which came on the heels of the snowfall.

As a result of this thoughtlessness on the part of drivers and owners the roads, which, it had been expected, would have been left in good condition for the winter months, are likely to be bad in the spring. There is no use in putting on gravel under these conditions, the officials say, and there is also real danger that some of these heavy trucks may go through a bridge.

Under provincial statute there is power to regulate the loads that may be carried, it is said, but it is a difficult matter to handle the situation over such a wide district, and allowance must be made for the common sense of truck owners and drivers.

**EVENING CLASSES HERE
 MAKING GOOD PROGRESS**

The Evening Vocational Classes being held in the Timmins High School are making excellent progress. Students are still enrolling for the various courses, and the attendance at the classes is now up to the record of last year. A feature of the classes this year is the regularity of the attendance, this being very satisfactory to all concerned. The Evening Classes are proving of unusual value and this season promise to exceed all former records for genuine success.

**SAULT STE. MARIE LOSES
 LARGE PART OF ITS POWER**

Sault Ste. Marie is suffering a big loss. The McNamaras are leaving that city. The McNamaras have made the Sault famous. Hockey has made the Sault known throughout the land, and the McNamaras were the boys who made hockey known in the Sault. The Sault News recently told of the removal of the McNamaras in the following paragraph:—"During the next two weeks the Sault will lose one of its pioneer engineering firms when the McNamara Construction Company will move their head office from this city to Toronto. The company's business in this city is now being wound up and the entire staff will be taken east as soon as possible. Mr. George McNamara states that he finds it necessary to move his organization headquarters east where the majority of the contracts are being secured. He expects to be in this city from time to time, and hopes to secure more business in this vicinity next summer. As a result of the move, the Sault will lose one of its most prominent sportsmen in the person of George McNamara, well known through his association with the Sault Greyhounds. It was George who successfully piloted this famous hockey team to so many championships, and his loss will be distinctly felt, not only in hockey circles but by the citizen body as a whole, for George has been popular as a citizen as well as a hockey mentor."

Courtesy is doing that which nothing under the sun makes you do but human kindness.

**AGAINST NEW REGULATION
 IN REGARD TO 80-ACRE FARMS**

Last week The New Liskeard Speaker returned to the discussion of the new regulation setting 80 acres as the size of farms for settlers in this North Land. "We are not attacking the Minister of Lands, for whom we have the greatest respect, and in whom the people have the greatest confidence," says The Speaker. "We are merely guarding the interests of agricultural Temiskaming," continues The Speaker, "when we say a settler should be allowed to purchase up to 160 acres." Commenting on an article that appeared in The Toronto Star relative to the question The Speaker says:—

Perhaps Temiskaming should take it as a compliment that whereas land is given away in the other Ontario newer districts, the Government believes Temiskaming land is so superior that it must be paid for, and that only eighty acres may be purchased. Eighty acres, of course, would be ample for the small farmer, or for a market-gardener, and even last week, we had an advertisement from a farmer who wanted to purchase an eighty acre farm near New Liskeard. There are those who prefer small farms, but the real Canadian farmer who wants to go in for mixed farming, must have the privilege of purchasing at least one hundred and sixty acres. We know that in Old Ontario the farmer did not, as a rule, make financial headway. Indeed, the successful farmer on an hundred acre farm, always felt that he ought to have more land, and many of them rented pasture land in addition to cultivating their 100-acre farms.

The Chinese place food on the graves of the departed. Once a would be wit asked a Chinaman the question:

"When do you expect your dead to eat the food?"

The answer was: "About the same time as your dead will smell the flowers."

**PECULIAR ACCIDENT AT
 KIRKLAND LAKE MINE**

An unusual accident is recorded by The Northern News last week relative to the narrow escape from death of a miner when a cage came down on top of him and crushed him, the water at the bottom of the shaft being apparently the only thing that saved the man from being crushed to death. The Northern News says:—William Brown, an employee of the Tough-Oakes mine at Kirkland Lake, is convalescent again after suffering in a peculiar accident at the 1025-foot level of that property. He was working in the shaft when the cage descended and crushed him against the bottom of the shaft. At the time there were fourteen inches of water at the bottom, and in this Brown was submerged, but the water helped to ease the pressure on the man's body. The cage and an empty ore car it contained weighed about 2800 pounds.

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