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**THE TIMBER SLIDE  
COMPANIES ACT.**

Revised Statutes of Ontario, 1914,  
Chapter 181.

The Porcupine River Improvement Co., Ltd., of the Town of Hoyle, in the District of Temiskaming, in the Province of Ontario, hereby gives notice that it has filed with the Minister of Lands & Forests at Toronto, a schedule of the tolls which it proposes to charge on the Porcupine River during the Spring and Summer of 1927, in accordance with the provisions of the Timber Slide Companies Act. Said tolls shall be due and payable by reason of the improvements made by said Company to facilitate the driving of pulpwood and sawlogs on said river. Said tolls shall be Three Cents per cord (128 cubic feet) on all spruce and balsam pulpwood.

Porcupine River Improvement Co. Limited  
12-15

**POLICY**

OUR policy is to serve our clients with a high resolve to merit their confidence and gratified appreciation.

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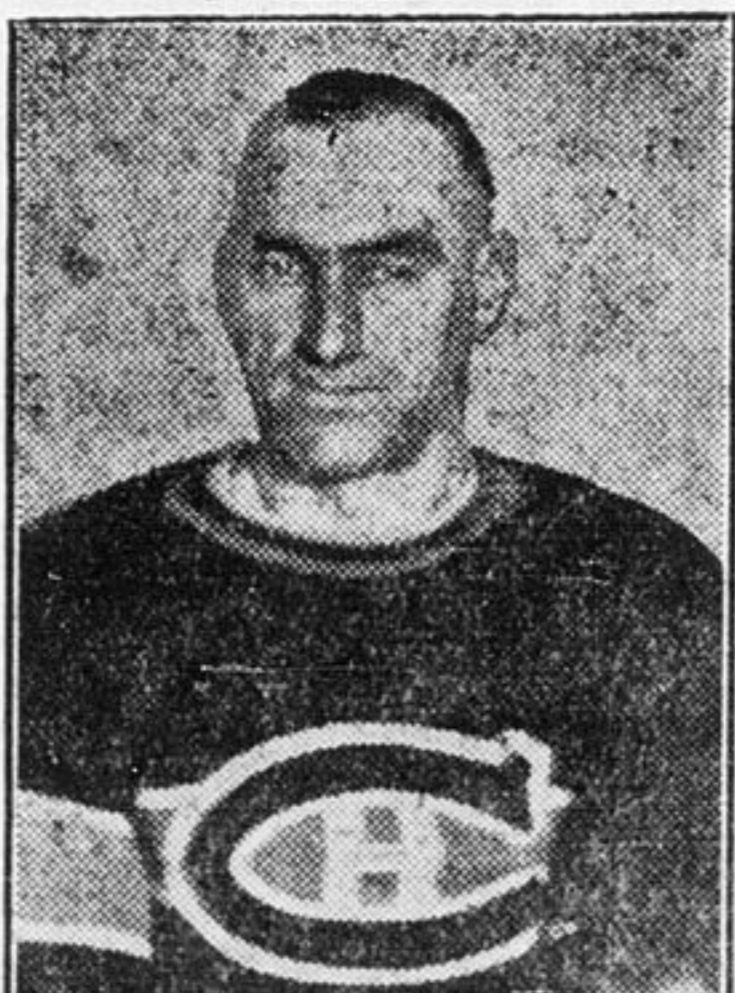
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**GOOD ATTENDANCE AT THE  
LANCS. GENERAL MEETING**

The Lancashire Club held its annual meeting on Saturday evening in the Hollinger hall. There was a good attendance of members present. The first business of the evening was the election of a vice-president, and Mr. Baker was elected to this position. For the vacancy on the ladies' committee the choice was Mrs. W. Cossington. The financial report for the season to date showed gratifying results and the club has a good balance in the bank, this being generally felt to be largely due to the careful and efficient handling of the work by the secretary-treasurer, Mrs. T. Richards, to whom a very hearty vote of thanks was passed. Letters of thanks were read from the St. John Ambulance Brigade, to whom the club had given a night of their regular season's schedule, this night netting the Brigade \$85.00; also, from the Lancashire Football Club for a similar event, the sum netted by the Football club being around \$50.00. It was decided to have a supper for the members of the club at the close of the season. This ended the business of the evening, and the usual dance followed, the A.S.D. orchestra being in attendance. Several novel dances were introduced to the club, the most popular being the "Broom Dance," in which the hall was plunged in darkness, while the dancers searched for new partners. This was a great success and was repeated later in the evening. The ladies served refreshments which were up to the usual high standard. There was only one drawback to the success of the night and that was that several articles were taken away by others than the owners. Among the articles thus taken was a beautiful blue silk neck scarf, valued by the owner especially as a keepsake and remembrance of her mother. Anyone who took this by mistake should return it at once, as it is particularly prized by the owner for its sentimental associations. The other articles taken through carelessness or thoughtlessness should also be returned at once to the Lancashire Club. The committee state that they do not intend the enjoyment of the evenings to be marred by any further losses of this kind and unless those who carry away articles by error return them promptly prosecutions will have to be undertaken.



Herb Gardiner, veteran defenceman of the Canadiens, has been presented with the coveted Hart Trophy, as being the most useful player on the team during the season. Bill Cook, sharp shooter of New York Rangers, was second.

**SHOULD SOUTH BE TAXED  
FOR BENEFIT OF NORTH?**

No One in the North Asks This, Though South Profited Greatly from the North These Many Years

Some years ago, in the days of the late unlamented Drury regime, the matter of what the North pays and what this country secures in return, was thoroughly threshed out and it was shown that the revenue from the North exceeded the expenditures entailed for the necessary development of this country in a development that meant prosperity for all Ontario. The newspapers of this North refused to allow Premier Drury to get away with his suggestion that the South was spending more in the North than the revenue warranted. Mr. Mac Lang, M.P.P., quoted the figures on the floor of the House, these figures being taken from the Government's own blue books, to show that the North paid more in revenue than was spent in development. His figures passed without successful challenge.

However, it is only fair to state that the Ferguson Government has a much more sympathetic attitude than the preceding administration so far as the North is concerned. The present Government seems to be seized of the fact that the progress of the North means the advantage of the whole province. In an address last week in the Legislature, Hon. Mr. Finlayson, Minister of Lands, pointed out that it was the North that had stabilized business for Ontario during the past few years, and from the North, this province could hope for continuing progress and new wealth. There is no intention now to find fault with the Government's attitude to the North Land. What The Advance desires at this time is to emphasize once more the fact that every dollar invested by Ontario in the development of the North will bring wonderful returns in big business and increased revenue for the province.

The Advance believes that the North is naturally anxious to develop, but not at the expense of the South. The position is fairly indicated by an editorial in The New Liskeard Speaker last week.

Commencing with the following quotation from an address by Mr. Dunstan, vice-president of the Bell Telephone Co., at Cochrane recently: "Every request of the North will eventually be granted, even if it means an extra burden on the ratepayer."—The Speaker says:—

"While appreciating the assurances given by Mr. Dunstan, we believe we shall but voice the sentiments of the people of the North when we say that they do not ask that the South be taxed for their benefit. This country does not need to, nor wish to, become the parasite of the South."

"If we remember rightly, when Premier Drury was urged to appropriate larger sums of money for the purpose of more energetically developing the North, he said this country was receiving more money in Government appropriations than was being taken out of the country by the Government. The Timmings Advance challenged the statement of the Premier of that day, and whether or not the editor was right, his arguments were not successfully replied to."

"Since the days of the Drury Government there has been an immense development of the gold-mining areas, and shipments of ore, so that there must have been a large increase of royalty collections."

"However, it is the prerogative of the Government to develop Ontario's hinterland for the ultimate benefit and welfare of the people of the Province. It would be a monstrous absurdity for the people of the South to expect the people who settled in the unbroken Temiskaming forest to build their roads and develop the country and at the same time pay the same taxes per capita for carrying on the affairs of the country, as is being paid by the older parts."

"Our people of the North can become useful as citizens and assume their responsibilities as such, when the ruling powers have placed them in such a position that they may be successful in their callings, whether it be farming or mining. All of our Governments have been aware of this, and

generously assisted in this country's developments.

"It may be inferred from what we have said that we do not consider that any of the money being spent under the Northern Development Branch, or by the Temiskaming and Northern Ontario Railways should be charged up against Temiskaming. It should be charged against the Province as an investment."

"It assuredly is best for what we call Old Ontario, that her hinterland be developed and settled; and hence it is the duty of the representatives of the people to make this region fit for settlement, and not grudgingly, for the pioneers have been Canada's most useful citizens. Think of the men and women who came to Temiskaming to farm before there was a road made or an acre cleared, nor any talk of a railway being built."

"For twenty-five years following Confederation Ontario erected public buildings and carried on the affairs of the Province on the money derived from the sale of white pine growing on the land from the Severn river north as far as Cobalt, and north-west to Manitoba boundary and hence the north's right to expect fair consideration by the people of the South. Indeed the pioneers of the North should be considered as partners of the South all working together in an endeavour to make a great country of Canada."

**VALUABLE NEW GEOLOGICAL  
MAP FOR THE PROSPECTORS**

A geological map that will be greatly welcomed by the prospectors is one just published by the Geological Survey known as the Nottaway sheet. It shows on a scale of eight miles to one inch that part of Quebec extending from the Quebec-Ontario Boundary on the west to beyond Chibougamau lake on the east and from the vicinity of the Canadian National Transcontinental railway on the south to beyond Rupert river on the north. The large areas underlain by rocks of Keewatin age are shown. These are the early Precambrian formations which experience has proved to be favourable to the occurrence of economic minerals. Copies of the map may be had on application to the Director, Geological Survey, Ottawa.



REV. JOHN A. CORMIE, D.D.

of Winnipeg, who, after making a survey of the Port Churchill district at Hudson Bay, strongly urged the Home Mission Board of the United Church of Canada to have a missionary at the Port as soon as the first train pulls in this summer.

**NAVIGABLE WATERS  
PROTECTION ACT**

R.S.O. Chapter 115

The Temiskaming & Northern Ontario Railway hereby give notice that they have, under Section 7 of the said Act, deposited with the Minister of Public Works at Ottawa, and in the Office of the District Registrar of Land Registry, District of Cochrane, at Cochrane, Ontario, a description of the site and the plans of a bridge proposed to be built over the Frederickhouse River in the South half of Lot 12, Concession VI. Township of German.

And take notice that after the expiration of one month from the date of the first publication of this notice, the Temiskaming & Northern Ontario Railway will, under Section 7 of the said Act, apply to the Minister of Public Works at his Office in the City of Ottawa, for approval of the said site and plans, and for leave to construct the said bridge.

Dated at North Bay this eighteenth day of March, 1927.

S. B. CLEMENT,  
Chief Engineer

-12-15

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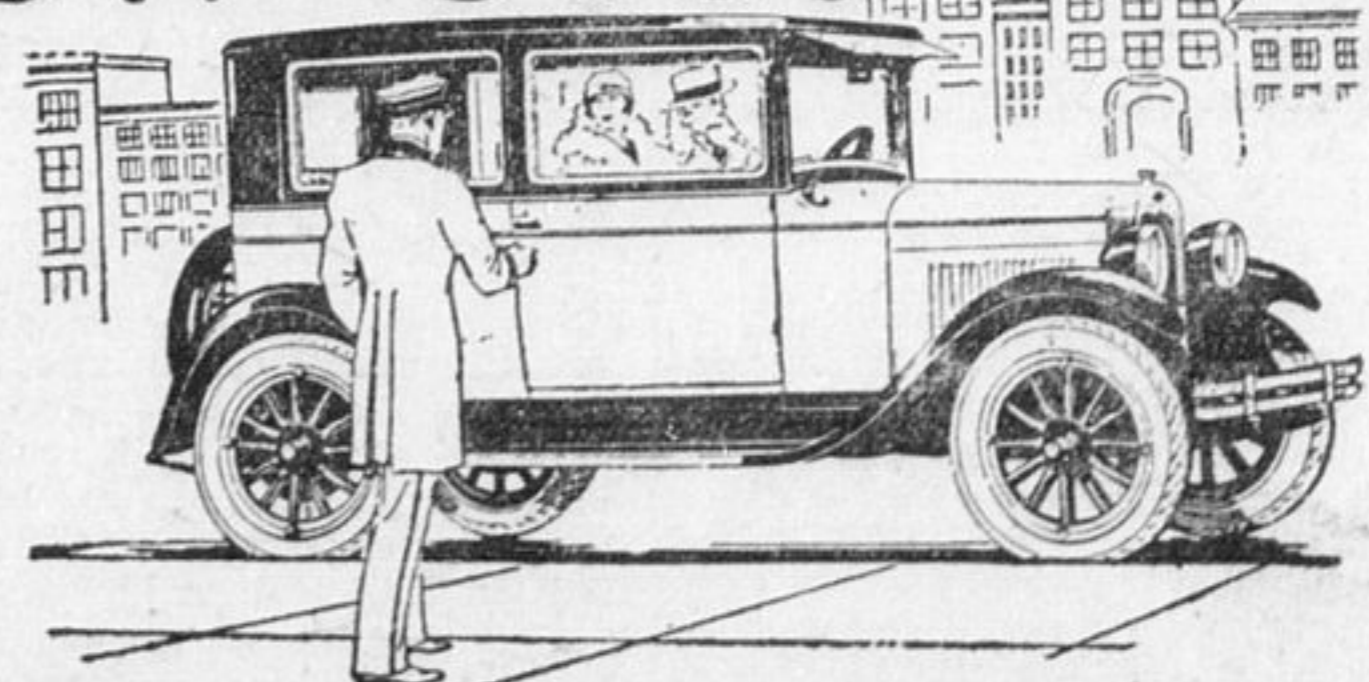
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