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GOOD WORK OF CHILDREN'S AID SOCIETY IN NORTH

Society Deserves the Support of All Right-Thinking People, Says The Haileyburian

With the incident of the care of two children suddenly left fatherless in a strange country where they had lost their mother but a few months ago, The Haileyburian takes occasion to say a few good words for the work of the Children's Aid Society in the North. The Haileyburian says:—

"Two little girls aged eight and twelve years are all that are left of a family which arrived last spring from Finland to settle in Canada. The father, Mick Porre who had secured a job in the Wright-Hargreaves mine at Kirkland Lake, met with an accident in the mine last week, when he was crushed by a fall of rock and died later in hospital. The mother had succumbed to illness three months ago, shortly after the arrival of the family in this country, where they had reasonably expected to make a new home for themselves and where, according to those who have known them, they had made a good start. The two little girls are at present being taken care of by the Children's Aid Society, an organization which has for many years been one of the greatest forces for good in this North Country. Its activities extend into the most remote parts of the districts of Temiskaming and Cochrane, and so far as lies in its power, no children are allowed to suffer neglect or cruelty. The case of the Porre family is only one of many that come under the attention of the Children's Aid Society and, while exceptionally sad, is not at all unique. There are many times during the year when the officials of the society are called upon to minister to the needs of the young children and their work is responsible for a great improvement in the lives of hundreds of children throughout the North, as well as for the straightening out of many family difficulties. A generation of better men and women is the aim of the society and that their efforts are bearing fruit can be seen by anyone who takes an interest in social service work in the North Country. They deserve and receive the generous support of all thinking people who have the best interests of the country at heart."

DR. P. Q. RAVARY
Specialist
of New York and Montreal Hospitals
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WINNERS OF MATCHES IN LADIES' GOLF LAST WEEK

In the ladies' golf last week Miss Brigham was the winner of the first flight, the scores being as follows: Miss Brigham, 63-12—41; Mrs. Robinson, 71-16—55; Mrs. Marcell, 54-12—42; Mrs. Dodge, 65-18—47.

In the second flight, Mrs. Lake and Mrs. Keeley were tied, Mrs. Lake winning the play-off. The scores for the second flight were: Mrs. Rutherford, 61-24—37; Mrs. Lake, 57-22—35; Mrs. Harkness, 76-30—46; Mrs. Robbins, 75-30—45; Mrs. Keeley, 65-30—35; Mrs. Keddie, 63-21—42; Mrs. Bowery, 64-28—36; Mrs. Pritchard, 93-30—63; Mrs. Dougherty, 81-30—51; Mrs. Dalzell, 63-23—40.

CONCRETE STACK AT ROUYN TALLEST ON CONTINENT

The concrete stack just completed at the smelter of the Horne Copper Corporation at Rouyn is the tallest of its kind on the North American continent. It is 423½ feet high. It has a diameter of 31 feet at the bottom and 20 feet at the top. The dimensions inside are 25 feet at the bottom and 18 feet at the top. The concrete tapers from a thickness of 30 inches at the bottom to about 6 inches at the extreme top. The stack is lined with hard-burned brick and has a small airspace from top to bottom. It is recognized as the tallest concrete stack anywhere in America. The next highest concrete stack on this continent is that of the Consolidated Smelters Co. at Trail, British Columbia. This stack is about fourteen feet shorter than the long guy at Rouyn, being recorded as 409 feet in height.

Mussolini says that his successor has not yet been born. Well, that's some relief anyway.—Passing Show.

"The greatest danger on the roads," says a magistrate, "is the young man who takes his girl for a run in the car." Road hugs!—
—Kitchener Record

TELEPHONE LINE THROUGH RESERVE FOR RANGERS

Temagami Forest Reserve Now Equipped for Better Forest Fire Protection and Prevention.

The opening of the Ferguson highway through part of the Temagami Forest Reserve has no doubt added a little to the danger of forest fires in that section, though not so much as might be supposed. For instance, the erection of stone fireplaces along the highway has minimized the danger of fire by doing away with the menace that would naturally be created if tourists and campers were left to build fires in the bush for cooking and other purposes. The fact that fireplaces are provided does away with the need for ordinary type of camp fires. The fireplaces are of stone and so constructed that they constitute no danger of causing any bush fires. In addition they are much more convenient than the ordinary camp fire. There is no reason why tourists and others should not confine themselves to the exclusive use of the fireplaces, and a dozens reasons why they should do so.

In other more active ways the Government is also taking especial care to do away with the danger of forest fires. At the present time the Government has under consideration a telephone line for the use of the fire rangers who patrol the Temagami Forest Reserve. The line, when completed, will link up all the various observation towers in the area, including the one at Cobalt, with the headquarters of the chief ranger, Mr. Hindson, at Temagami. The system, it is said, has been so arranged and perfected that the location of a reported fire can be determined at once almost within a quarter of a mile. The pole line between the Cobalt towers and Latchford is now being erected.

Other plans for the safety of the Temagami Forest Reserve are also reported. Brush at the side of the road has been cut down and taken away. This is also understood to have the further purpose of being preliminary to a general widening of the roadway of the Ferguson highway through the reserve. At certain points, it is said, the necessary widening of the road has already been made. Many loads of fresh gravel have been placed on the road between Cobalt and Temagami, and repairs and improvements are being carried on right along to put the road in the best possible shape all along the line. At certain points small bridges have been replaced by solid ones with cement culverts and this is generally approved as a decided improvement. With the highway thus improved and with the the Government to accommodate the very evident intention and desire of public apparent on all sides, those using the Ferguson highway should return the compliment by giving every possible consideration to the general safety and comfort The Government has made it as easy as possible to use the road with safety and comfort. The tourists and the people of the North using the highway should, in good sportsmanship do all that may be done to minimize any chance of avoidable accident to others and all possibility of unnecessary injury to the highway. There should be especial care to prevent any possibility of the starting of any fires in the bush. There is no occasion for camp fires with the fireplaces provided, and there should be no careless tossing around of matches, or cigar or cigarette butts.

"I have noticed," says an observant chap, "that grandmothers don't advertise as much as they used to."
—Shelburne Economist

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DETAILS OF THE HISTORY OF AMOS AND DISTRICT

First Colonists Went in to Region by Canoe Route in 1910. Population or Area Now is 20,000

From the story of the development of the district around Amos, Quebec, may be gathered a typical picture of the way the North Land has grown and developed. It is true that settlement started in Amos before there was any question of mining, while in Porcupine, Cobalt and Kirkland Lake areas the mining industry came first and gave the necessary impetus to settlement. However, it is a fact that the real boom to settlement in the Amos area has been from mining, just as in the other sections of the North. As Rev. Abbe Dudemaine, the pioneer priest of the Amos area, points out, the big hope for the settlers is in catering to the good market created by the mining industry. Mining camps make the finest customers in the world, having money and spending money and living well. He advised the settlers to go after the market created by the mining industry.

Amos, which is the chief town in the Abitibi area about seventy miles east of the Ontario boundary on the National Transcontinental Railway, recently observed its fifteenth anniversary. One of the chief speakers on the occasion of the celebration was Rev. Abbe J. O. V. Dudemaine, parish priest of Amos. Abbe Dudemaine was the pioneer priest of the district, and his review of the history of the area was one of remarkable interest. The first two colonists of the area, he said, came into the country in 1910, coming by canoe from Temiscaminque. It took a month to make the trip. The two pioneer settlers brought their families with them, and they had over two tons of foods and supplies transported to the new area to meet their needs. In 1911 the railway was built through Amos and an office was opened for the sale of town lots at Amos. From that time steady progress has been made. When Abbe Dudemaine arrived in September, 1912, there were four or five families. To-day Abitibi counts a population of 20,000 in the district between Senneterre and the Ontario boundary, a distance of 120 miles. There are nineteen parishes with 102 schools, of which nine are in the parish of Amos. There are 950 miles of good roads, of which 150 miles are suitable for automobiles.

In his address, Abbe Dudemaine paid special attention to the agricultural possibilities of the district. Among other things he said: "In a region like Abitibi we can afford a living to a population as big as that fringing the St. Lawrence, and in five or ten years we will have here a great, a vast agricultural province in itself. And we will have a climate better than that at Quebec. I will prove it. The first summers we were here we had frost every month. In July I picked up ice one inch thick. In 1916 I picked tomatoes in my garden, ripened on the vines. I had corn and I grew tobacco. As the forest is thrown back, the climate will change and does change. We have now a good summer, with heat, and we have an hour of sun more than they have in the St. Lawrence Valley. Experts tell us that vegetation here shows more development in eight days than it does in fifteen days farther south."

There is room for thought in an item last week in the Matheson correspondence in The New Liskeard Speaker. The item says:—"There are numerous tourists stopping over while on their way to Northern towns. This makes things lively all over the district." It will be noted that the tourist traffic to the far north will have a direct effect on business generally, as well as industry benefitting development by having the truth of the conditions and resources of the country more generally known through the visits of people from the South.

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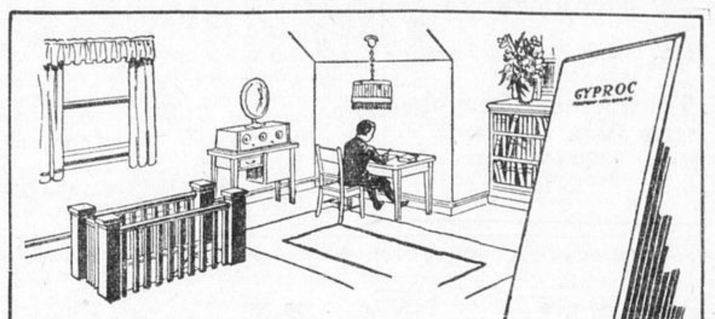

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