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MORE ATTENTION ASKED FOR NORTH OF THE NORTH

"Centre of Population Considerably North of New Liskeard," says The Kapuskasing Courier.

It is interesting to note how one problem will bring up another. For instance, some weeks ago The Advance, referred to the report that the Northern Ontario Relief Commission was said to be considering plans for the establishment of a home for old people. Such an institution has been needed in the North for many years, but because of the fact that there is no county organization in this North, the people have not been able to do much about it. Since mention of the report many newspapers have expressed approval of the idea. The need is recognized and the problem is how to supply the need in the most effective way. The other problem to arise was in regard to the location of the proposed home for the aged of this young man's country. New Liskeard was mentioned, and no one had any particular objection to this, until last week when The Kapuskasing Courier touched on a point of more than passing interest, and one well worthy of consideration, not only in regard to the proposed home, but in connection with several other matters of similar type. The Courier refers to the fact that in recent years the "centre" of the north has shifted. At one time the Haileybury-Cobalt-New Liskeard district was for all practical purposes the centre of the North. This is no longer the case, the activity and development of towns farther north be-

ing specially worthy of notice. At the same time, while wonderful progress and development has been made by such communities as Iroquois Falls, Timmins, Schumacher and Kapuskasing, just to mention a few that have greatly increased in population and importance in the past few years, at the same time The Courier should not overlook the fact that the progress of Kirkland Lake, for example, has also been phenomenal in recent years. It looks as if there might be two or even three "Norths" with centres of their own.

To return, however, to the suggestion of The Courier, the Kapuskasing paper asks that before deciding on the location of any further public institutions, the questions be answered, "Where is the North?" and "Where is the centre of population?" The Courier's editorial reference in full is as follows:-

"In the hurry and scurry of life and the race after the Almighty Dollar, there are many matters of real concern which are overlooked and set aside for future consideration. One item, that of establishing a home for the Aged of the North Country, is now being given some prominence and the suggestion is being made that such an institution be established at New Liskeard.

"There are many things to be considered in making decision and possibly the first of these is, where is the North Land? Where will the northland be 5, 10 or 20 years from now? In our humble opinion New Liskeard will be on the southern fringe of that unlimited territory known as the northland. Even at the present time we believe the centre of population of the so-called north is considerably north of Liskeard, and the drift is northward all the time. Where has all the development, increase of population and business expansion taken place in the past ten or fifteen years?

"What of the future? Where will the expansion be? Might we suggest Red Lake, the James Bay route, the Northern Clay Belt.

"Before locations are decided on for public institutions, a decision should be based on the question of where our north is, and where it is going to be in the future. We believe the centre will be a long way north of Liskeard. At present prisoners are being taken to Haileybury, hundreds of miles to go, and this operation is costing the country a great deal of money."

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NORTH LAND NOT THE ONLY PLACE TO HAVE WEATHER

A reader of The Advance sends in the following clipping from The Edinburgh Scotsman to show that this North Land is not the only place where there is weather of sorts this summer. Old Country people here may be particularly interested in the paragraph which reads as follows:

"After 40 hours' continuous rain. Morayshire rivers were on Sunday night in flood. The Spey, which has been rising steadily since midnight on Saturday, again overflowed a quarter of a mile above the railway viaduct at Garmouth, where the protective bulwark, about the delay in repairing which questions were asked in the House of Commons a few weeks ago, has been broken down since September. Great anxiety prevailed amongst the householders in the lower-lying portions, which have already been flooded out several times since the autumn. Hail and thunderstorms were experienced at Berwick on Saturday night. The gardens at Tweedmouth were white with hailstones, and a street was flooded, people having difficulty in entering their houses. The water entered some of the low-lying dwellings. Some damage was done by lightning on Saturday afternoon at Bishopbriggs, a villa at Castleton avenue, Auchinairn road, being struck. There was a heavy fall of snow on Sunday at Lochaber, Inverness-shire, and on the following morning snow lay to a considerable depth on the mountains. Ben Nevis had a mantle of white stretching down for 2,000 feet from the summit.

FORESTRY AIR BRANCH HAVE TAME MUD TURTLE

The Forestry Air Branch at Sudbury have adopted a mud turtle as their mascot, and the turtle has been taken on flights, so it will be increasingly difficult to classify the turtle properly, whether it be an animal, a fish or a bird. The Sudbury Star last week made the following reference to the addition to the air force:-

"Even mud turtles are taking to the air these days. Last week members of the Ontario Forestry Air Branch picked one up near Skead at Lake Wainapitac and in a plane it travelled to the Sudbury base, where it has been formally adopted as mascot. "Tim," as the turtle has been named, is the first of the species, as far as is known, to negotiate an air voyage with any amount of success. According to legend, an early attempt that a turtle made to soar in the clouds ended in disaster. Aesop relates that one which endeavored to reach the sunny south with the assistance of two geese met an untimely end owing to its inability to keep its mouth shut en route. Modern methods of aerial transport ensured a happier voyage for the passenger of the Forestry airmen, however. Tethered by a stout twine through his shell, "Tim" was allowed to start the trip on the wing of the machine. After he had viewed his former habitat from the clouds, he was dragged into the cockpit when the air pressure threatened to shove him off his perch. Back at the air base he was tethered by a long cord and allowed to forage for himself around the dock. Formally christened "Tim" by "Dick" Overbury, he now poses somewhat indifferently as the pet of the birdmen at the Lake Ramsay base. His experience "up in the air" has apparently not spoiled him for the everyday duties of life, and he is creating havoc among the minnows in the vicinity of the dock and only comes to the surface on rare occasions to greet his new found friends."

London Free Press:-Let's see, now who was that pilot who flew Miss Earhart across the ocean? Of course, it really doesn't matter, because he merely guided the plane which carried the heroine of the plot over the Atlantic."

Milverton Sun:-"It was a bad day for "Big Bill" Thompson, of Chicago, when he mixed it up with King George. King George got him and now he and three of his associates have to pay back to the city treasury the sum of \$1,732,279 which they illegally took from the taxpayers. This king baiting does not pay."

COMMERCIAL FLYING AS SAFE AS MOTORING NOW

Only One Accident for Every Four Thousand Flights, (According to Statistics)

Official statistics prepared in connection with commercial flying in Canada show some very interesting facts.

In the first place aviation is not nearly so dangerous as some people are inclined to believe. Indeed, it appears after all to be much safer than motoring. Of course, usually when there is an accident in connection with air service, the incident is a fatality. Nevertheless the accidents are comparatively rare after all. Official figures show that last year in Canada only four persons were killed although there were no less than 16,748 actual flights made. That is for every 4,157 flights there is liable to be one accident, judging by the 1927 record. What about this in regard to automobile trips? Will the figures show as low a rate of accidents in connection with automobile trips?

The following facts relating to public flying in Canada in 1927 should be of interest:-

- Passengers carried, 18,932.
- Pilot miles, 829,010.
- Passenger miles, 1,424,031.
- Personnel miles, 2,253,041.
- Express and mail pounds, 1,113,030.
- Licensed air harbors, public, 4.
- Licensed air harbors, private commercial, 17.
- Licensed air harbors, customs, 5.
- Licensed air harbors, total, 26.
- Licensed air craft, airplanes, 19.
- Licensed air craft, float seaplanes, 34.
- Licensed air craft, boat seaplanes, 31.
- Licensed air craft, total, 84.
- Licensed personnel, pilots, 43.
- Licensed personnel, pilot engineers, 29.
- Licensed personnel, air engineers, 74.
- Licensed personnel, total, 148.
- Accidents in 1927, 4.
- Accidents in 1926, 5.
- Number killed in 1927, 4.
- Number killed in 1926, 2.
- Number of aircraft miles per accident (1927) 207,252.
- Number of aircraft flights per accident, 4,157.
- Firms manufacturing aircraft, 2.
- Firms operating aircraft, 20.
- Firms using aircraft as auxiliary service, 1.
- Aircraft flights made, 16,748.
- Aircraft hours flown, 1,070.
- Mileage, 829,010.

TO MAKE 25-CENT CHARGE FOR CERTIFICATE TRANSFER.

For some time mining companies have been concerned with the high cost of transfer charges, which have at times become excessive, running as high as \$20,000 a year for individual companies. It is said a considerable part of this cost has been due to unnecessary transfers, and efforts have been made to bring about a reduction, but it has now been decided that the only effective means is to make a charge for transfers, and authority to do this was given at the last session of the legislature by an amendment to the companies act. The following companies will, therefore, on and after Sept. 1, 1928, make a charge of 25 cents for each certificate issued representing shares of their capital stock: Castle Trethewey Mines, Ltd., Lake Shore Mines, Ltd., McIntyre Porcupine Mines, Ltd., Mining Corporation of Canada Ltd., Noranda Mines, Ltd., Teek-Hughes Gold Mines Ltd., Treadwell Yukon Co. Ltd., Wright-Hargreaves Mines Ltd. The present step has been found necessary to curb unnecessary transfers, even though the charge of 25 cents per certificate does not nearly cover the cost which sometimes runs as high as \$1 a certificate.

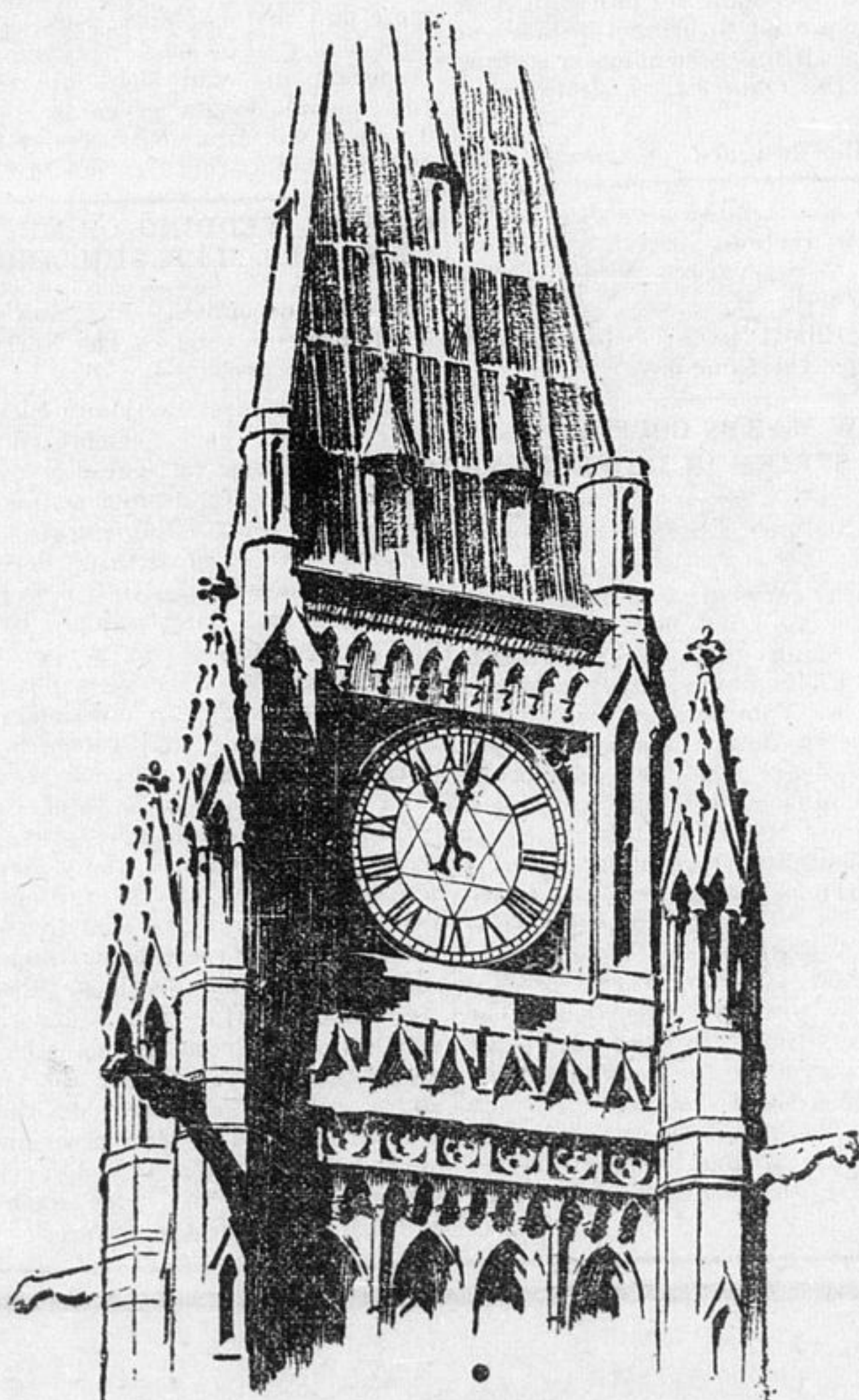
North Bay Nugget:-A fellow in Pennsylvania is said to have bought the Atlantic Ocean from two slick strangers for \$385. That gives him a perfect right to go and jump into it.

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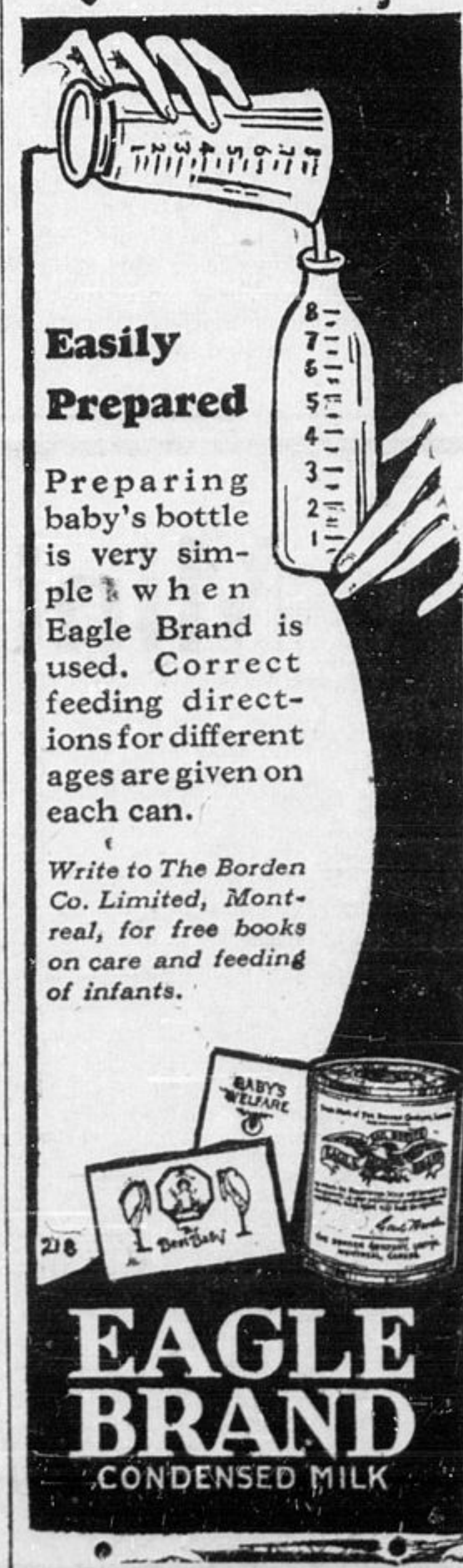
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