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GRAVEL AND SAND—AND PLACER

According to reports from Toronto concessions to the lumber industry are to be made by the Ontario Government with a view to promoting logging operations. Consideration is said to be likely to be given by the Government to the recent requests of the lumbermen for a reduction in the stumping bonus and a dispensation of timber dues. If the Government makes any sort of concession to the lumber industry, there should be strict provision made to prevent any possible wage abuses. If the Ontario Government needs to give any further favours to the lumber interests, there is certainly some consideration due to the interests of the workingman. The wages paid recently by some lumber concerns in this North Land are a shame and disgrace. In this age of the world a dollar a day is a wage that is worse than unemployment. In this age of the world and under present day conditions a dollar a day means only that a man wears out his life and his clothes without receiving in return even enough for mere existence. The longer he works at such a wage to-day, the more hopelessly he is entangled. If the Government is passing out any favours it should favour the workingman with the regulation that lumber companies must pay something like decent wages. If a dollar a day is the limit of the lumber industry the sooner the business is closed down the better for all concerned.

Hon. R. B. Bennett, premier of Canada, made reflections on the accuracy of the newspaper press in an address last week in the House of Commons. From the premier's remarks it would appear that newspapers generally were unfair and inaccurate in the reporting of political addresses during the recent Dominion election. That is the sort of talk that is too often heard from thoughtless and shallow politicians. It appears to be much out of place from a premier of Canada. It is of the same type of talk as the common expression that every lawyer is a rogue and every politician is a crook. Surely that is not the sort of ideas that the present premier of Canada holds. There are exceptions of course, but generally speaking, the newspapers of Canada are fair and accurate in their reports of political addresses and usually give more space to such things than the speakers often deserve. It would appear that Hon. Mr. Bennett owes an apology to the newspapers of Canada. The Ottawa Journal seems to be the only daily newspaper in Canada with temerity enough to call the premier to order for such cheap and thoughtless slander as he carelessly uttered in the House of Commons last week. If Mr. Bennett is as big a man as people have been tempted to believe he is he will make due apology for the serious mistake he has made. Surely Hon. R. B. Bennett is not ready to allow himself to be classed with the shallow-thinkers who pretend to believe that all newspapers are inaccurate, all politicians venal, all good people hypocrites and all lawyers worse than the people they defend.

One of the most amusing sights on street one evening last week was a view of a miner returning home from work riding a bicycle in the rain, and holding aloft a well-worn umbrella. Traffic Officer Moore studied the man on the bicycle with the umbrella, watching him for a long time with brooding eyes and thoughtful mien. He knew there was something out of the ordinary about the proceedings but could not just say what it was. Perhaps there was no light on the rear of the umbrella. Or perhaps, he thought it was one of those new Baby Austin automobiles with an open top.

Last week a gentleman in town received an unusual picture from Jack MacFarlane, formerly of Timmins, but recently engaged in prospecting and exploring work in the far north. The picture was a photograph taken on the Thelon river and showed scores of dead caribou lying on their sides in the water near the banks of the river. So far as could be judged from the picture the animals had been caught in the quicksands of the river and had been unable to extricate themselves. Lovers of wild life could not help but regret to see so many fine animals dead without pleasure or profit to man or beast.

A literary supplement of one of the London, England, newspapers says that the number of books, including new works and new editions, published in England last year totalled 14,399. Some of these were no doubt by Edgar Wallace and some by Phillips Oppenheim, but who wrote the other fourteen.

For the amount of space given recently to the matter of the Trans-Canada highway question The Advance has no apologies and no regrets. There is no other question of such pressing importance to the country in general and to the North Land in particular. On the building of the Trans-Canada highway, or, rather on the completion of the strips of roadway necessary to link up roadways to form a highway across the Dominion, depends in large measure the advancement of this North, the relief of unemployment here and elsewhere in Canada, and the progress and prosperity of the Dominion.

E. Wharton Shaw who has been so strenuously advocating the Trans-Canada highway all through the North the past few months, has roused considerable opposition at various places in this part of the North by his advocacy of a compromise route as he sees it. There is one thing, however, that Mr. Shaw has consistently advocated that does not seem to be open to question and that should meet with the hearty endorsement of all in all parts of the North. In advocating this particular idea Mr. Shaw has done an outstanding service to the advancement of the Trans-Canada highway plan, irrespective of what route may be selected. The Advance refers to Mr. Shaw's earnest emphasis of the matter of the probable cost of the completion of the proposed Trans-Canada highway. Mr. Shaw points out that only one strip of roadway is now necessary to complete the Trans-Canada highway. That stretch of uncompleted road is all in Northern Ontario. All other parts of the highway are now completed or at the least the contracts are let and the work under way. Only the Northern Ontario strip remains to be done, and Mr. Shaw points out that the necessary connecting link may be constructed at a cost that will not exceed seven or eight million dollars and is very likely to be considerably under such a figure. In the south constant reference is

made to fifty million dollars or two hundred million dollars and equally absurd figures as the likely cost entailed in completing the Trans-Canada highway. When Mr. Shaw pressed one gentleman for particulars as to how \$200,000,000.00 could be spent to complete the proposed highway all he could learn by the most persistent and insistent questioning was that it would cost something like that for a paved road from coast to coast. As Mr. Shaw says, the United States with a quarter century advance on Canada in the matter of highways across the continent can not boast of any paved roads on the route from sea to sea. The best that anyone could ask in a Trans-Canada highway would be good gravel highway construction most of the way. Such a highway would be ample for the needs of the day. It will only cost seven or eight million dollars or less to complete. That fact can not be over-emphasized. In the south the false estimates of fifty million dollars and more have been used to sidetrack the whole proposition. There is a general belief that nothing like fifty million dollars could or should be spent for the proposed highway at present. With this idea there will be general agreement. But seven million dollars or less is a different matter. At such a price, the Trans-Canada highway should be completed at the earliest possible moment so that the money may return the sooner to Canada in the way of receipts from tourist traffic and advantage to the country from the standpoint of settlement.

In an article last week on the question of roads for the North The Northland Post of Cochrane, suggests that the question of bonuses for settlers may have been sidetracked for the present. The Advance hopes there is no ground for such a suggestion. During a recent visit by Premier Ferguson to the town of Timmins he told a deputation of settlers who interviewed him that the petitions sent to him by the settlers were receiving careful thought and consideration. These petitions asked among other things for bonuses for the clearing of land. In this connection Hon. Mr. Ferguson said that the system in vogue in Quebec was being studied. This was believed by the deputation here to be a hopeful sign for it was evident that the matter was receiving the personal attention of the Premier himself, and it is felt that once the Quebec plan is fully considered it is almost sure to be adopted by Premier Ferguson who is statesman enough to recognize a useful method and patriotic enough to adopt it for the country's benefit. The Advance will be greatly disappointed if the Ontario Government does not before long adopt means and measures to assure a fair chance and a square deal for the settlers of this North.

A Timmins lady who previous to her marriage and consequent retirement from the profession, held high place in the ranks of trained nurses, this week suggested a wise and witty definition for free sneezing in public places. Such sneezing she described as "broadcasting the flue."

A few days ago while the early morning train was standing at the station a man on his way to work at the mine crawled under the train. A few minutes later the train lurched forward rather suddenly as sometimes happens in starting. Had the man been a minute or so later in crawling beneath the train the consequences might have been serious for him. He could have gone around the end of the train, or he could have mounted the steps of the coach and gone through at the other side. As it was he saved a minute, but might easily have lost a lifetime.

It is not the fault of anyone in particular, but really due to circumstances and conditions, but nevertheless it may be of interest to note that in the 36 miles between Timmins and Porquis Junction there are no less than seven times that the roadway crosses the railway track or the railway track crosses the road. Still more interesting is it to note that after leaving Porquis Junction some 36 miles may be passed on the way to Cochrane without the necessity of crossing the railroad track once.

Anyone coming down Pine Street at forty minutes past eleven on Monday night of this week would have noted an odd occurrence. This was the apparent fall of what is usually termed "a shooting star." The star appeared to be falling in very slow and leisurely manner, and its course could be plainly followed without effort. It seemed to fall from about as high as the tip of the top of the tallest chimney on the hospital to the same position as near the roof of one of the one storey shacks on Fifth avenue. Actually, The Advance understands, it was a much greater fall than that, but the only figures available are no more beyond question than argument about the various possible routes of the Trans-Canada highway. The scientifically-minded fellow may tell of the millions of miles that star fell, the average man will be content to have the privilege of watching it fall in its leisurely but graceful way, its brilliant light giving genuine pleasure as it streaked the blue sky.

An ancient proverb used to say:—"There is no royal road to learning." Since that day there have been great improvements made in roads, even in the road that is proverbially paved with good intentions. There may be no royal road to learning, but certainly the highway to an education is greatly improved. The mudholes have been filled up, the obstacles removed, the road made safe and easy, and the journey to knowledge and power is no longer the arduous task it once was. Princes of by-gone days, and even kings, might well envy the people in general the opportunities for education, advancement and betterment offered by the evening vocational classes at the Timmins high school. These classes are under the most skilled of instructors and are specially adapted for those who wish to better their educational advantages while still continuing to attend to their daily duties. For those who wish to review subjects of special interest, and for those who wish to take up the study of one or more subjects with the plan of profiting either in their daily work or their hourly satisfaction should give more than a passing thought to these evening vocational classes. "This royal road to learning" is an all-Ontario highway that might safely and satisfactorily be followed by any Canadian youth.

Hon. R. B. Bennett's plan of appropriating twenty million dollars for helping relieve the present unemployment is said by some to be an inadequate plan. "What is \$20,000,000 among 200,000 men?" asks one reader, giving the reply himself as "only a ten dollar bill each." Of course it is not intended to distribute that twenty million dollars among the unemployed. The plan is rather to provide employment and then distribute the amount as wages to those truly employed. Figured on a basis of population the money appears much more impressive. Ten dollars for 200,000 each of Canada's men out of work is only a pittance in appearance. But figure it out by population! Twenty million dollars for a population of ten million Canadians is only two dollars a head, but taking the town of Timmins with its thirteen thousand population that would mean an appropriation of \$26,000.00, and it is easy to see such an amount would relieve any difficulty that may arise here from unemployment. The same reasoning may be applied to larger and to smaller places, and then reverted to the Dominion as a whole with the suggestion that there lies in the twenty million dollars the probability and capability for doing much to remedy the unemployment problem for the present.

Mr. J. A. Bradette Deals With Unemployment, Pulpwood, Etc.

Text of Address in the House of Commons Last Week by J. A. Bradette, Member for This Riding. Unemployment, Embargo on Pulpwood, Alleged Scandal in North Land in Last Election, and Other Questions of Interest Dealt With by J. A. Bradette, M.P.

In the House of Commons last week, J. A. Bradette, M.P. for this riding of North Temiskaming, was one of the speakers. He touched on several questions, and his address as recorded by the official Hansard is given herewith practically in full, the only omission being a couple of quotations that do not alter the purport or effect of the text. In regard to Mr. Bradette's reference to "election scandal," as he appears to view them, the official report is given in full:—

Mr. Bradette: I wish for a few minutes to deal with unemployment as it affects Northern Ontario. I am in sympathy with any measures that will afford relief to the unemployed under present conditions. There is one question that I want to ask particularly of the Prime Minister, and of the Conservative party as a whole. This afternoon I listened with a good deal of attention to the remarks that were made by the hon. member for Muskoka-Ontario and the hon. member for Labelle, in which they pointed out that there had been very little census taking of the unemployed in Northern Ontario. The hon. member for Labelle also stressed the fact that there would be a lot of unemployment during the coming winter on account of slackness in lumbering operations.

I wish to refer to one of the planks of the platform of the Conservative party during the last election. It was stated that the policy of the Conservative party would provide jobs. Paragraph 6 of the Conservative party platform reads as follows:—"A policy that will prohibit the free export of pulpwood instead of allowing it to be shipped out to keep American paper mills operating, while Canadian mills are working part time."

At Conservative party meetings in Northern Ontario some of the Conservative candidates, and I would mention particularly the Minister of Lands and Forests in the Ontario government, said that if the Conservative party was returned to power it would immediately stop the exportation of pulpwood to the United States. This is a matter of very great concern to the settlers on the timber lands in Northern Ontario and elsewhere. They are in the same position with regard to pulpwood as the wheat grower of the west is in with regard to wheat, and as the manufacturer of automobiles is in with regard to his product. So far as the settler is concerned, pulpwood is his finished product, and the only logical market, indeed, the only market that he has in our section of the country and in Northern Quebec, is the American market. I have in my constituency three great newspaper and sulphite mills, located at Kapuskasing, Iroquois Falls and Smooth Rock Falls. It may surprise some hon. members to know that even these big industries in my constituency can take only a portion of the pulpwood that the settlers produce. So I would plead with the leader of the Conservative party to withdraw that plank from the party platform if he wishes to relieve unemployment in that part of the country. I don't wish to revive the battle that took place a few weeks ago. But I would again urge upon the Prime Minister that he withdraw pledge No. 6 of his platform. I well remember that at the last session of the parliament I had a battle over this very same question with a member of the Liberal party, who brought in a motion to prohibit the exportation of pulpwood to the United States. There is only a limited market locally for that pulpwood. I am firmly convinced that during most of last summer our American friends bought their supplies of pulpwood very largely from Russia. If my information is correct, American vessels have brought in 500,000 cords of pulpwood from Russia, and I think some of that importation can be blamed to that plank in the very platform. I hope, therefore, that the Prime Minister, speaking in the name of the Conservative party, will, for the sake of Northern Ontario, Northern Quebec and the timber sections of the western provinces and British Columbia, withdraw that pledge from the Conservative party platform.

I said at the outset that I am absolutely in favour of any measure that will relieve unemployment. The problem is not as acute in Northern Ontario as in other sections, but I would again stress the fact that lumbering operations this winter will be more sluggish than they have been for some time. Our mining operations are being carried on pretty fully, but work on the railways is not as good as it has been in the past and construction activities are almost at a standstill.

I notice in the resolution under discussion the word "highways." Highways in Northern Ontario mean something different from the highways in the southern section of the province, for the very simple reason that in Northern Ontario we have no highway commission, but moneys for that purpose are spent under the jurisdiction of the northern development branch.

Moneys were voted by this parliament in 1919 to meet a very similar unemployment situation that that now existing, and it may be a revelation to quite a few members of the house when I say that not a single dollar of that money was spent in any section of Northern Ontario. I am not saying that in a spirit of criticism. During the last election the Conservative party com-

mitted itself to the construction of a trans-Canada highway, which involves the construction of some six or seven hundred miles of road through the wilderness. Now if that money is not earmarked to some extent, to ensure a certain portion of it being spent in Northern Ontario for the construction of a trans-Canada highway, the same thing will happen that happened in 1919 and we shall not have a single dollar spent on highway construction in Northern Ontario. In Northern Ontario we are not unanimous in our choice as to the best possible route for a trans-Canada highway. The people of Sault Ste. Marie, Fort William and Port Arthur maintain, with some logic, that trans-Canada highway should pass through that section. Others of us in the northern section of the province maintain, with more logic, that it should follow the transcontinental from the Quebec border straight to Winnipeg. The Prime Minister on different occasions during this discussion has said that none of his money would be earmarked for any purpose, but during the last election the Conservative party committed him to a trans-Canada highway and something concrete should be done. This is not the place to discuss the best possible route for a trans-Canada highway. I believe, however, it is in order for me to point out that during the election campaign the present Minister of Immigration maintained that a trans-Canadian highway

would be constructed through the northern section of Northern Ontario and I am absolutely in accord with him in this matter. In this connection I wish to quote from the Canadian Motorist for July, 1930.

Was the Minister of Lands and Forests speaking in his official capacity for the government of Ontario, and also for the Conservative party federally? Because during the same month the hon. Minister of Immigration, my opponent, and most of the other Conservative candidates in that section of the country were saying that a trans-Canada highway should be constructed alongside the Canadian National railroads by way of Halleybury, Cochrane, Kapuskasing and Hearst up to Sioux Lookout. In this connection I hope the Prime Minister will find it possible to give an answer to my question.

There were also several advertisements about the same matter, and referring again to the various plans of the Conservative party during the last election, this is what they had to say of pledge No. 4:—"A policy that will build a national highway across Canada, instead of forcing motorists to use American roads to get past the great lakes, with the result that they now leave in the United States the money which they spend by the way instead of spending it for supplies in Canada, as they would do if Canada had a through road."

This is an absolute and definite promise made by the party in power to-day, and I hope under the circumstances it will be possible for the government to earmark a certain amount of this \$20,000,000 for starting the construction of a trans-Canada highway. The distance to be constructed is longer than the Prime Minister stated a few days ago. From North Bay to the Manitoba boundary is approximately 700 miles; the road from North Bay to Cochrane, 425 miles, is already constructed; but from Hearst to the Manitoba border there are still 559 miles to

be constructed. Taking the figures given by hon. Mr. Finlayson, the construction of the trans-Canada highway along the north shore of Superior will cost \$50,000 per mile. A question of that nature, as the Prime Minister truly said the other day, although originally the concern of Ontario, becomes national when considered as a means to bridge the gap between east and west. In our section of the country the construction of such a road, instead of costing \$50,000 per mile, will cost only \$5,000 per mile, and I hope the government will deal with this problem in a logical and practical way, giving at the same time attention to the regional and economic aspects of the situation.

In the handling of a fund for that purpose, I want to say a few words with respect to the activities of the provincial government during the recent campaign. I am not going to revive the old battles in any spirit of bitterness. When we came up to Northern Ontario, over a quarter of a century ago, we were not asked to go there as Liberals or Conservatives, as Labour men or Progressives; we were asked to go there as pioneers and Canadians. I am sorry to say that in the section of the country I have the honour to represent the provincial authorities treat some of the people as though they were slaves. I have seen this treatment in the case of my own family and friends among the labouring class; they have been told that simply because they happened to be Labour men or Liberals they would not be given any work on government undertakings. The Prime Minister has said that there will be no politics played in the distribution of this money. I hope this will be so. Certainly the spectacle during the last federal election of provincial ministers using provincial funds for purely electioneering purposes was far from edifying, and I hope there will never be a repetition of such reprehensible practices. We are a free people and I am

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