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BROWN PAPER LIQUOR CASE TO BE APPEALED ONCE MORE

Temagami Man Lost in Appeal to Judge and Case Goes to Appellate Division at Osgood Hall. Involves "Brown Paper" Order to Buy Liquor.

What is becoming known as the "Brown Paper" liquor case is to be appealed a second time. This case was originally one from Temagami and was tried by Magistrate Atkinson. Now, according to despatches the "brown paper" liquor order case from Temagami bids fair to become something of a classic in the court annals of this district. Starting in police court in Cobalt on September 6 last, the conviction subsequently registered a week later by Magistrate Atkinson on Edward Roy, the defendant, already has been appealed unsuccessfully to Judge Hartman, and now it is being taken to Toronto.

George W. Mitchell, K.C., counsel for the defence, stated last week that he would carry his client's case to the Appellate Division at Osgood Hall, and that he thought the argument would be heard in the course of the present week. He will handle the matter in person, Mr. Mitchell said. The necessary consent of the Attorney-General of Ontario to the appeal has been obtained, according to Mr. Mitchell.

Roy was convicted of illegal possession of liquor after the car he was driving was stopped by Provincial Constable Ralph Crozier at Goward, four miles north of Temagami. Roy's own permit had been cancelled and at the trial before the magistrate it was argued that he was within his legal rights in presenting a written order, signed by himself, but using the name of Robert Brindle, also of Temagami, and written on stationery of the Hotel Haileybury.

The claim was advanced by the defence that Brindle had written an order for the liquor on a piece of brown wrapping paper, but that, in order to make a better appearance, Roy had copied out the contents on the hotel stationery. For the prosecution, Crown Attorney F. L. Smiley, K.C., argued that the brown paper order was in reality a "covering up order," prepared after the constable's action. Roy was fined \$200 and costs, or three months in Haileybury jail, where he is at present incarcerated. The conviction has been appealed once already, but was upheld by Judge Hartman.

SPECIALIZING ON THE FARM

Port Arthur News-Chronicle—The trend in agriculture throughout Thunder Bay has been clearly in evidence through the series of Fall fairs, concluding with that of this week at Muriilo. People who have been regular in attendance over a period of years can see a distinct improvement. The tendency of specialization is very evident. In that the farmer is but following the example of the modern business world.

Toronto Mail and Empire—A member of the W.C.T.U. says that the cocktail epidemic is worse than the influenza epidemic. There are, no doubt, a lot of injudicious makers of cocktails about, and some danger that the art of making them will finally disappear.



Resources to be Tapped By Railway to James Bay

Port Arthur News-Chronicle—Without the same flare of trumpets, but with almost as much importance to the country, the Temiskaming and Northern Ontario railway is being steadily pushed forward until it is expected that by August of next year it will touch salt water of James Bay and make Ontario a maritime province.

The T. & N. O., in reaching out for James Bay, is not designed as a route for grain or a short way to reach the old country; but it has other important commercial possibilities. Survey of the James and Hudson bays indicate that such resources as are to be found in the region are more freely distributed on the eastern side. This applies particularly to fishing. The fishing industry promises to thrive in waters adjacent to the James Bay terminal, and the line, giving direct connection with Toronto and United States cities, may get considerable trade therefrom.

The east coast is also said to contain extensive deposits of iron and other natural resources conducive to development or industry, trade and commerce. On its way to the bay, the road has tapped important mineral deposits which provide a big and profitable business. In the Cochrane district it serves a farming population; further north, lignite fields are being tested out, and may prove very valuable. Power developments are going on in other places and, generally, a varied line of activities seems destined to be associated with the future of Ontario's exploration and colonization road. On reaching the seaport next August, it seems very likely to develop a large two-way traffic that will be long continued.

Meanwhile Port Arthur and Fort William may very well assume that when this particular railway undertaking is carried to its natural conclusion the Ontario government and Ontario people in general might be in the humour to look about for further opportunities of a similar nature. Then will be the opportunity to press the advantages which would accrue from construction northward from Port Arthur and Fort William, West of Lake Nipigon to the great Albany river.

KAPUSKASING JUNIORS TO ENTER N.O.H.A. THIS YEAR

That Kapuskasing is resolved to make a strong bid for junior hockey honours this coming winter is the gist of despatches from Kapuskasing last week. At a largely attended and enthusiastic meeting of hockey fans held in the club last week a four-team town league was organized and an executive elected. One of the teams in the town league to be known simply as the Kapuskasing Juniors, will enter in the N. O. H. A. Junior series, playing the same lineup in both town league and N.O.H.A. The other three teams will represent the Town, the Mill and the Moose.

The executive elected Wednesday night consists of: Honorary president, Mr. E. S. Noble; president A. G. Durgin; secretary-treasurer, Geo. Nattress; first vice-president, P. Bedard; other vice-presidents, Messrs Stevens and Lyons and Father Morisseau; and an executive committee.

Kapuskasing will have one of the finest rinks in Ontario in which to play hockey this winter, due to the kindness of the Spruce Falls Power and Paper Co. and the town. It will be entirely covered with spacious ice surface, and having comfortable seats for spectators, commodious dressing rooms, and a splendid entrance. While not yet finished, it will be ready in plenty of time for the first game of the season.

SOME OF THE DANGERS FROM AUTOMOBILE HEADLIGHTS

In an editorial article last week The Simcoe Reformer says—"One of the most flagrantly violated sections of the Highway Traffic Act is that relating to the number of candlepower permissible in headlights on motor cars and to the use of anti-glare devices. It will be a source of satisfaction then to many motorists to learn that provincial traffic officers have received instructions to make a close checkup on drivers who are using headlights which do not conform with the law. It is a wonder that the authorities at Queen's Park have not taken the initiative in this direction long ago, because the question has been thoroughly presented in the press from time to time both in the form of editorials and letters from justly irritated motorists. Judging by the number of drivers who make a practice of dimming their headlights, selfishness and discourtesy predominate among a large section to the motoring fraternity. There is only one way to deal with the offenders."

St. Catharines Standard.—An observer at Thorold last evening took note of a big boat going down the new ship canal, one coming up the old canal, a double header heavy freight train plowing along the Welland division, and an aeroplane circling overhead, all at the same time. We are living in the midst of great things, but do not always appreciate it.

TRANS-CANADA HIGHWAY IS A NATIONAL UNDERTAKING

Route Should be Decided on This Idea and Not at the Behest of Any Number of Interested Cities or Corporations.

In discussing the various routes proposed for the Trans-Canada highway, The Advance has on several occasions reprinted articles from the columns of The New Liskeard Speaker. The Speaker has an able and pleasing way of presenting a case and its opinions are always thoughtful and well-reasoned. In the last issue, under the heading, "The Great Ferguson Highway is Ontario's Contribution Towards the Trans-Continental Highway," The Speaker touches on several points that are worthy of emphasis.

The article is opened by the following quotation from a recent issue of The Sudbury Star:—"Decision of the Sudbury board of trade to give its full support is one of the most important developments of the movement to promote the Lake Superior shore route for the trans-Canada highway," says the Port Arthur News-Chronicle.

"It was almost the natural thing for Sault Ste. Marie, Port Arthur and Fort William to approve of such a route. The advantages of these cities were so obvious that any other action would have been almost absurd. But Sudbury is in a section where advocates of the Cochrane-Hearst route expected to gather a big measure of support."

"Following expressions of opinion from eastern Ontario, which is steadily swinging round to favour the lake shore route, Sudbury's action is very encouraging. It throws another big centre of population into the balance. Fort William, Port Arthur, Sault Ste. Marie and Sudbury have a combined population in themselves of nearly 100,000 people. Adjacent and contributory territories represent fully that many more. Their influence cannot but have a very material effect on the making of a route decision."

With the above paragraphs as a text, The Speaker proceeds as follows:—

"The Port Arthur News-Chronicle in the foregoing, and the Sudbury Star in endorsing it, justifies us in saying what we hitherto did not wish to say, viz.: that the Lake Shore Route appears to be a scheme conceived in the interests of four cities, rather than in the interests of a great National Highway. We are told that "The advantages of these cities—not the advantages to Canada—are so obvious," etc. And again, the people of Canada are reminded that these four cities have a population of 100,000, sufficient, it is thought to influence the Government of Ontario, and the wholesale dealers and manufacturers of the Province.

"Sudbury was not recognized as a supporter of the Ferguson highway route, as is intimated in the above News Chronicle extract, but has thrown in its lot with the three cities because by doing so, if the Lake Shore road were built, this city would enjoy all the advantages North Bay will enjoy, and greater advantages when a road paralleling the National Railway has been built to the south. There is method in Sudbury's madness" which North Bay will appreciate should the Lake Shore route be chosen.

"As much as any one can admire the nerve of these cities one cannot admire their judgment. Why, the fact that these cities have combined for the purpose of securing the building of the Trans-Canada road along the rocky shores of Lake Superior is sufficient to make the people Canada suspicious and quite naturally they are saying: "If the Lake Shre route is the right route it would not need the advice of one hundred thousand citizens of four interested cities to convince the Government of this fact."

"We would not say a word to deprive the cities of Sault Ste. Marie, Fort Arthur and Fort William of the trade they would likely do with Americans if they could come into Ontario at The Soo and, after passing through these cities leave the Province via the Duluth route. Indeed, some such road ought to be built if it be found possible to find a suitable route; but the ten million citizens of Canada want a more direct route through a more "worth while" country with fewer rocky hills, and where the land is so favourable for agricultural pursuits that tourists from south, east and west will be favourably impressed and comment on, and in many cases, visit the two demonstration farms lying along the Ferguson highway about 225 miles apart. The fact that these four cities have asked the Government to bring the Trans-Canada road along the shores of Lake Superior where no Government of Ontario has ever undertaken to build a road, instead of over the Ferguson Highway which, evidently, was intended by Premier Ferguson as Ontario's contribution to the Trans-Canada road, was a reflection on the judgment of the Ontario Government.

"Last week at a meeting of the Provincial Associated Boards of Trade convention the Lake Shore road proposition was turned down, but the wire notifying The Speaker was received too late for our last issue. Also, last Saturday, the deputation of one hundred citizens of the "four cities," which waited on the Ontario Government was unable to secure anything more tangible than a promise that their views would receive the consideration of the Government."

Toronto Mail and Empire.—Rt. Hon. J. H. Thomas said that every statesman must consider first the interests of his own country. If everyone keeps the sidewalk before his own house shoveled, the street will be clean of snow.

THERE IS AN ART EVEN IN SWALLOWING OF GOLDFISH

(From the Northern Miner)
Here is a story of a happening of 20 years ago in Cobalt. As the principal actor has since passed away and no names will be mentioned it will probably be safe to pass on to an eager posterity.

A Cobalt business man was suddenly freed of domestic restraint through the circumstance of his wife's departure to visit a sick relative. He seized the occasion to repay certain social debts of an unconventional nature, and to this end he gathered together a number of his men friends for a little celebration at his home. It was a large evening, and a good time was being had by all. In the early hours of the morning one of the guests conceived the notion of eating his host's gold fish. The host protested, as did others of the guests, but without avail. Bets were laid that it could not be done. The fish fancier solemnly swallowed three of the wriggling victims, to the intense amusement of his friends. He held them up by the tail and lowered them down his throat without a quiver.

Naturally, here was a reaction. Touching on this feature of the entertainment one of those present remarked later: "Poor old Joe had a terrible time. You see, the fins and the scales were pointed the wrong way."

UNIQUE ORGANIZATION

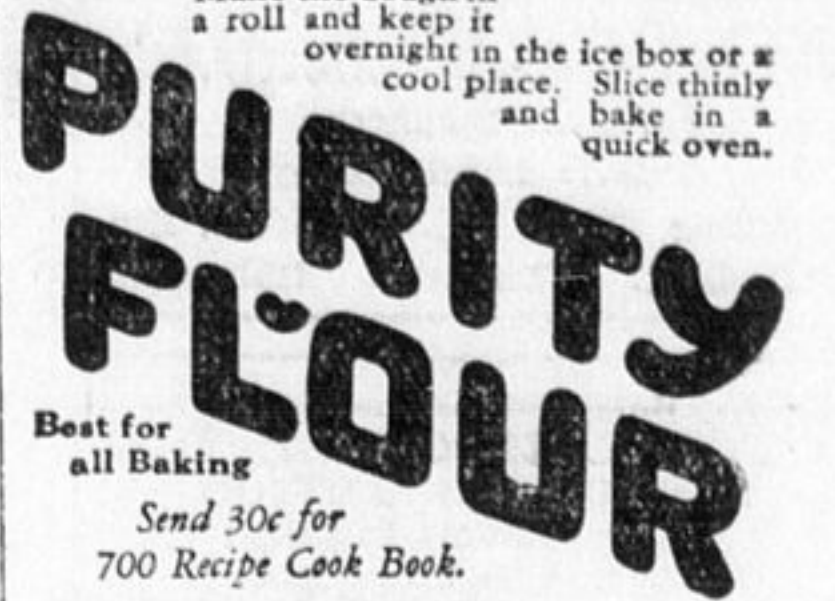
Fort William Times-Journal
At the end of the present month the Fort William and district municipal league will hold its semi-annual sessions. This league is unique in its manner of organization and takes a place in the district that has been recognized by all governments, in spite of the fact that the league has no official standing, nor has it any basis for its existence other than the voluntary co-operation of the municipalities and their officials.

St. Mary's Journal-Argus.—A correspondent refers to the fact that not one horse passed through town last Sunday afternoon and remarks "the old order changeth yielding place to new" and also "Lizzie has replaced the old gray mare." But our correspondent has forgotten the St. Mary's fire team.

"Ice Box Cookies"

1 cup butter; 2 cups sugar; 3½ cups Purity Flour; 2 eggs; 2 tea-spoons baking powder; flavoring; 1 cup nuts and raisins chopped (optional)

Make the dough in a roll and keep it overnight in the ice box or a cool place. Slice thinly and bake in a quick oven.



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