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**URGING WINTER ROAD FROM
TIMMINS TO MATACHEWAN**

Board of Trade Points Out to Government the General Advantage From Such a Road. Less Than Twenty Miles to be Built.

At a meeting of the Timmings board of trade last week a resolution was passed urging the Government to complete the roadway between Timmings and the new gold camp in the Matachewan area. In the resolution it was pointed out that there was a road built now from South Porcupine down to McArthur township and this road was in good shape for use as a winter road. There would be less than twenty miles to cut to connect up with the Matachewan field and give that area access to Timmings, the largest town in the North. Reference was made at the meeting to the special need of a new camp like Matachewan and it was pointed out that to be connected with a large town like Timmings was of especial advantage. On account of the mines, lumbering and other big industries here, the wholesale and retail businesses here had to carry practically everything in the way of supplies. There was practically nothing in the way of supplies that could not be secured here. This had been proven by the big firms operating north of Cochrane who had found that even though no other town in the North carried some certain thing needed, it could nearly always be obtained from Timmings. One firm in the far North recently wanted a certain type of shovel. They could not obtain these in any of the other centres of the North. Even North Bay, when asked by wire could not fill the bill except by wiring south for them. The shovels were supplied by a Timmings firm as a matter of course, the order being filled and on its way in an hour or two from its receipt. It was noted at the board of trade meeting that what applied in the case of the shovels held good in practically every line. On account of its own industries and the general situation and location here, wholesalers and merchants carry more extended stocks in Timmings than in most of the smaller cities. The advantage to a new gold camp in being connected with a large town like Timmings was accordingly a great benefit to the camp, as well as being helpful to the town of Timmings. Reference was also made to the right of way for the power line running from near Timmings to the Matachewan area. This power line right of way with comparatively small expenditure would offer a chance to make a good winter road to connect the Porcupine with the new Matachewan camp. This proposed route, however, was not emphasized, in view of the fact that for ten or more miles below South Porcupine there is a road good enough for use by autos running down to properties that are being worked in McArthur township. Less than twenty miles—probably twelve miles would be nearer the exact mark—would be necessary to cut to connect the road in McArthur township with the Matachewan field. The Timmings board of trade felt that the completion of this winter road would be of very decided benefit to Matachewan and would not doubt have a very material effect on its development this coming winter. The resolution to the Government accordingly urged the connecting up of the two camps in this way. It may also be noted that A. F. Kenning M.P.P., is also working on a plan along this line with the idea of benefitting both the Porcupine Camp and the Matachewan field, as well as the section of promising country in between. The thirty-five or forty miles from Timmings and with over half the necessary roadway to connect up the two camps being already in use, this seems to be the most feasible plan to give the Matachewan area the necessary transportation facilities and means of access.

Another resolution passed by the meeting gave appreciation to the Northern Development Department for the greatly improved condition of the highway between Timmings and Porcupine Junction. It was pointed out that people in general had commented very favourably on the very decided improvement in the roadway achieved in the last few weeks, but the general opinion was also passed along to the department that people felt that the present good condition of the road could not be expected to be permanent unless there was a new system of top dressing adopted for the road.

Another matter coming before the meeting was the kindly offer suggested by the Kiwanis Club in regard to the two bodies holding a joint meeting, say, once a month for board of trade matters. Those present at the meeting looked favourably on the proposition as likely to be of material assistance in the work of the board of trade and likely to increase interest in board of trade matters generally. It was pointed out that in some towns the board of trade was a luncheon club, and that this idea for Timmings had been considered. The proposal of the Kiwanis Club appeared to offer all the advantages without the disadvantages of turning the board of trade into a luncheon club. The members of the Kiwanis Club present were asked to give their club the opinion of the meeting as expressed. In this connection it may be noted that practically all the members of the Kiwanis Club are past or present members of the board of trade. The meeting considered that in view of all the circumstances, the plan suggested was at least well worth a trial.

Ottawa Journal:—Never hurt dumb animals. If a man thinks he is good looking don't tell him any different.



**Cochrane Jury Found
Fatality Due to Drink**

At Cochrane last week a coroner's jury found that Wilfred Doble met death from a fractured skull, caused when his automobile overturned on the Ferguson highway, 10 miles south of Cochrane, on October 15 while he was driving recklessly under the influence of liquor. The inquest was not held until almost two weeks after the accident, owing to injuries sustained by Mrs. Ethel Bonner, who with her 6-year-old baby was a passenger in the car at the time of the wreck, preventing her from appearing in court. Wilfred, young son of the deceased, was also riding in the car.

According to Page, a telephone call was received at provincial police headquarters at Cochrane on October 15th at about 4.30 p.m. that an accident had occurred on the highway and a man was seriously hurt. After picking up Dr. Paul, local physician, he proceeded to the scene of the accident, where the car, a 1927 Ford sport roadster, was found propped up with a stick and the body of Doble underneath. He had to slit the top of the car with a knife in order to get the body out. Immediately on arrival Dr. Paul had pronounced the man dead.

A search of the car revealed a gallon of wine with the seal intact. Examination of the deceased's man's liquor permit revealed that he had purchased a gallon of wine and a bottle of spirits that day, but the spirits was not found. Examination of the tracks made by the car revealed that it had run along for about 70 feet with one wheel in the ditch before overturning. Witness believed that the actual overturning was caused by the left front wheel striking the end of a culvert. There was a slight curve, not more than 4 degrees, at the spot where the car left the road, but he did not believe the curve was acute enough to have caused the accident, even though the car had been travelling at an excessive rate of speed.

When asked whether she thought Doble was quite normal, Mrs. Bonner declared that "He was either drunk or crazy, I don't know which." Both she and Wilfred Doble, his son who was riding in the car, begged him to drive slower, as he had swerved a couple of times before and nearly left the road. He kept working the choke trying to get more speed out of the car, she said.

When she felt the car turning over she shielded her 6-months-old baby with her arms as best she could. She suffered bruises and cuts. She tried to get the little boy, Wilfred, to crawl out, but he would not until his father said, "Wilfred get out so Mrs. Bonner can." Almost immediately she said, Mr. Doble's face began to turn a funny color and she knew he was dead. Mrs. Bonner did not believe the driver was unduly crowded. Other witnesses testified to the reckless manner in which deceased had been driving, and to the fact that he had been drinking. Dr. W. S. Paul gave the opinion that death was due to a fractured skull, and in reply to a question by Coroner E. R. Tucker, said a man might speak after having sustained a fractured skull, providing the blood did not start to clot immediately.

**KIRKLAND LAKE TRIPLETS
OBSERVE FOURTH BIRTHDAY**

The Kirkland Lake Northern News last week says:—"A very important event in the lives of the McGill triplets occurred on Sunday on the occasion of their fourth birthday. The triplets who are the children of Mr. and Mrs. C. D. McGill, of Kirkland Lake, have been the object of much interest to local residents, their welfare and growth being closely followed. The three sturdy youngsters, Dorothy Elizabeth, Arthur William and John Duncan, were born in Englehart, and shortly after came to reside with their parents and six other brothers and sisters in Kirkland Lake."

**COCHRANE GIRL IS BADLY
BURNED IN LIGHTING FIRE**

Lianne Gooding, a seven-year-old girl, daughter of Mr. and Mrs. G. Gooding, of Cochrane, was rather badly burned one day last week in attempting to light a fire in the kitchen stove. The youngster had gotten out of bed before any of the others were awake in the family and undertook herself to get a fire going in the stove. In some manner or another the child's clothing caught fire and her nightdress was practically burned off her before help could reach her. The child's hair was singed but her face escaped any burns of any consequence. Fortunately, the youngster will not be marked, none of the burns being deep. The child will be fully recovered from the injuries received in a few days, the burns, though very painful, not being deep. The child's grandmother was the first to hear the child's cries and reach the youngster. In tearing off the child's clothing, the grandmother sustained slight burns herself, but fortunately these injuries were not serious.

Blairmore (Alberta) Enterprise:—We wish to state that the huge footprints found in Colorado were not ours.

**INDIAN'S BIRCH BARK CANOE
THREATENS TO DISAPPEAR**

The Mackinaw Boat, the Peterborough Canoe, the Flying Machine and Other Modern Contrives Are Ousting the Birch Bark Canoe

Few men who have lived in this North Land have taken more interest in every phase of life in this country than has been taken by Alex M. Dewar for several years a resident of Iroquois Falls and editor of The Broke Hustler there, and now editor of "Abitibi" the monthly magazine published at Toronto for employees of the Abitibi Power & Paper Co. Alex got into the bush, as well as keeping an eye on the towns, and he was always anxious to learn anything of historical value about the country or its people. While at the Falls he maintained a friendship with several Indians of the district and from them no doubt learned many of the things he wanted to know and so learned to know. There will be special interest accordingly in Mr. Dewar's article in a recent issue of "Abitibi" on "The Disappearing Birch Bark Canoe." In this article he says:—

"In the fur land, as soon as the rivers run clear, the Indian lifts his birch bark canoe from its resting place where through the long winter it has lain beneath a covering of snow and branches.

"The canoe is a part of the Red man, fitted for him and his ways. What the horse is to the Arab, the camel to the desert traveller, or the dog to the Eskimo, the birch bark canoe is to the Indian. The forest along the river shore yields all the material necessary for its construction: cedar for its ribs, birch bark for its outward covering, the roots of the juniper to sew together the separate parts, red pine to give resin for the seams. It is built close to the Indians' wigwam on river or lake shore.

"During the summer season, the canoe is the home of the Red man. It is not only a boat, but a house; he turns it over him as a protection when he camps; he carries it long distances over land from lake to lake. Frail yet he loads it to the water's edge. In it he steers boldly out into the broadest lake or paddles through woods and swamps. Sitting in it he gathers his harvest of wild rice, catches fish, steals upon his game, and dashes down the wildest rapids. To guide his canoe through some dangerous eddy, to shoot some roaring waterfall is to be a brave and skilful Indian.

"The birch bark canoe is exceedingly light and graceful—so light that one man can easily carry it on his shoulders overland when a waterfall obstructs his progress—and as it only sinks five or six inches in the water, few places are too shallow for it.

"The bark of the birch tree, of which it is made, is less than a quarter of an inch thick. Inside it is set a layer of thin wood, over which are fastened a number of light bows to give it strength and solidity. In this frail bark, which measures from twelve to fourteen feet in length and from two to five feet broad in the middle, the Indian and his family travel over the innumerable lakes and rivers and the fur hunter pursues his calling.

An Important Part in History

"In the life of the wilderness, the canoe played an important part, and the half-breed was a skilled rival of the Red man in its management. The North West Company, having its headquarters in Montreal, imported its entire supplies into the country and exported all the fur out of it in North Canada. Not less than ten brigades, each numbering twenty canoes, passed over the route during the summer months. The first part of the journey over the Great Lakes was made in canoes of the largest size, exceeding the North canoe by several feet, besides being much broader and deeper. These were, however, too large and cumbersome for travelling in the interior—where the canoes go literally over hill and dale, requiring four men to carry them instead of two, as the North canoe does, besides carrying twice as much cargo and requiring eight to ten voyageurs for their paddling.

"The North canoe was the ideal of the summer voyager. What played an important part in the fur trade, was a light craft broad, capable of containing a crew of eight and three passengers. Made entirely of birch bark, it was gaily painted on bow and stern. In this craft the traveller swept swiftly over long river reaches, the bright vermilion painted paddles gleaming in the sunshine and the forests echoing back the boat song of the voyageur in full chorus.

Brigade a Picturesque Sight

"Those who have not seen one can have but a faint idea of the picturesque effects of those passing canoe brigades. The voyageurs upon such occasion were attired in most bewildering apparel, ribbons and tassels streaming from their caps and garters. Nearing the landing, a spirit of competition would arise as to who would arrive first. The long canoes sped over the waters to the very edge of the wharf; then, as if by magic, came suddenly to a pause. The paddles were rolled into the gunwales simultaneously, enveloping the men in a shower of spray as they shook the dripping water from their blades and climbed lightly from their seats.

"But the old canoe life of the fur land has passed away. The Mackinaw boat, the Peterborough canoe and the "flying machine" have taken the place of the birch bark. The forests no longer ring with the voyageurs' boat song, while on many a once well-beaten pathway nothing can now be seen but a narrow trail over the portage."

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