

ABOUT MR. SHAW'S PROPOSED TRIP ACROSS THE DOMINION

Further Particulars Regarding the Auto Trip Planned to Give Publicity to the Trans-Canada Highway Proposal.

It is interesting to note at the present moment when there is so much being said in favour of different routes for the Trans-Canada highway that all the trips planned to show the feasibility of the highway have used the route through Hearst. It was from Hearst that Messrs Needham and Gus McManus left some months ago on their plan to complete the Trans-Canada journey. It is from Hearst that Messrs Shaw and Steers, of Hamilton, will proceed to bridge the gap through Ontario next year. The Sault Ste. Marie Star had much to say about muskeg west of Hearst when Needham and McManus started their journey some months ago, but evidently though this route is difficult the one by way of the north shore of Lake Superior as advocated by The Star is absolutely impossible.

It will be recalled that last summer E. Wharton Shaw, of Hamilton, was in Timmins and other centres of the North Land where he spoke of the possible routes of the Trans-Canada highway. In a word or two, it may be summed up that he thought the route along the Ferguson highway to Cochrane and west to Hearst and then westerly and southerly to join roads already in existence in the Lake Nipigon area was the best route, but he supported what was termed a "compromise" route because he believed that political influence would be liable to work against the route suggested as the best. This "compromise" was nothing more nor less than the building of a road from Sudbury northwards and connecting up with the one from Hearst; in other words, duplicating the Ferguson highway by building a road north from Sudbury and calling it part of the Trans-Canada highway. When he presented this theory to the meeting of the Associated Boards at Cochrane it was voted down. The Associated Boards, while agreeing that such a feeder would be all right, felt that by no stretch of imagination could it be termed part of the Trans-Canada highway. It was a feeder, and as such was a provincial matter solely. The Associated Boards were ready to endorse it as a feeder and to be built by the province, but not as a part of the Trans-Canada highway.

There was great interest at the Cochrane meeting, and also at Timmins when he spoke at the Kiwanis Club here, in regard to the motor trip Mr. Shaw planned for 1931 to give publicity to the Trans-Canada highway. In despatches from Hamilton last week extended reference is made to this proposed trip as follows:—

"A Trans-Canada motor expedition is planned for next year by two Hamilton citizens, E. Wharton Shaw and V. E. Steers, who hope the expedition will assist in promoting immediate construction of the Trans-Canada highway as a national undertaking of the first importance. From Sydney, N.S., to Al-berni, on Vancouver Island, clear across the continent, is the aim of the expedition which expects to take about seven months, from April 15 to the end of November.

"Public meetings will be organized in the larger towns through which the expedition will pass, in order to give all interested parties an opportunity to express their views on the Trans-Canada highway. The co-operation of motor clubs and public bodies is hoped for by the sponsors of the trip, with the aim of concentrating the public demand for a national highway.

"The main hazards of the expedition, the roadless sections of Northern and Northwestern Ontario, have been carefully examined and detailed plans have

been drawn up for getting across this stretch of the country. Hearst will be the "jumping-off" point.

"It was originally intended to take the expedition on a more or less straight line through the Northern bush. This idea was quickly abandoned on looking over the country. It was found that to do this it would be necessary to cut a trail at least 10 feet wide through not less than 500 miles of forest. Success is only possible at reasonable expense if the railroad right-of-way is utilized as much as possible. This does not involve the use of the actual track but only the cleared right-of-way which extends 50 feet on each side of the track.

"The expedition's equipment will include a one and a half ton truck, one semi-trailer, a canoe with outboard motors, tractor and a set of pontoons. "The total railway mileage over the roadless section is 519 miles. It is assumed that the expedition will have to cover a total distance of 600 miles in traversing these sections.

"It is planned to start from Sydney, N.S., as early as the road conditions allow, which should be early in April, and the expedition will make all possible speed to Hearst, so as to be ready to start just as soon as the conditions at that point allow.

There is no single obstacle which is insurmountable. The route is reasonably easy for the first 200 miles, there being many places where 10 miles or 15 per day will be accomplished. The chief delay will be caused by the numerous streams which must be crossed. The first really bad section starts at Beardmore about 250 miles from Hearst and continues to Hydro about 40 miles. This is rocky country with numerous lakes, and it will be necessary to make many detours away from the railroad. The possibility of utilising the lakes to get through some of these places is the only thing that makes success possible.

"On the west of Port Arthur the route does not offer any serious difficulties until Vermilion Bay is reached. But from there to Kenora which is 56 miles is the worst part of the whole trip. This is again rocky country, and again the passage of several lakes is the only solution.

When travelling on the road the tractor and all the miscellaneous equipment and the members of the expedition will be carried on the trailer, and a distance of at least 200 miles a day can be made with ease.

"On reaching the end of the road the tractor will be dropped and in its place a certain amount of gasoline will be carried although this will not be much as supplies will be placed along the railroad. The tractor will lead the expedition and will tow the truck and trailer whenever necessary. When unfordable water is encountered the pontoon tanks will be assembled, the side and floor boards of the trailer being designed to form when assembled with the tanks, a raft of a substantial nature capable of carrying the heaviest unit of the expedition, namely the tractor. Three trips must be made over each water crossing, the truck, trailer, and tractor being taken over separately."

HUNDRED AND NINETY-THREE REGISTER AT NORTH BAY

North Bay has opened an office for the registration of all unemployed. At present nothing is being done for single men, and the plan is to give single men work only after the married ones are provided for. Up to last week there were 193 married men registered at the new office which is in the city engineer's department. Of the 193 men registering one stated that he had 12 dependents and six others had 11 dependents. There were six who had ten dependents and many others had seven, eight or nine depending on them. Only a very small percentage of the applicants were returned men, there being less than 20 all told under this heading. A number of single men also registered but they were not included in the number quot-

CHILDREN DIE IN FIRE AT KIRKLAND LAKE APARTMENT

Tragedy Last Week When Mother at Kirkland Lake Leaves Two Children Alone for Few Minutes and House Takes Fire.

At Kirkland Lake last week, Danny Paul, two years and nine months of age, and Frankie, his year-old brother, were victims of a fire which broke out in the home of their parents about 9:45

a.m. Friday, and from a cause as yet undetermined. The older boy failed to respond to an hour's work with the pulmotor after he had been carried from the building by Fire Chief R. J. Mathieson, and the baby died in the Red Cross Hospital at three o'clock the same afternoon from the effects of the burns sustained.

The family occupied an upstairs apartment on the Goodfish Road. The children had been left alone temporarily while the mother went out on a brief errand. Mrs. Paul said she was gone not more than five minutes, and when she returned the kitchen was

ablaze, the baby was already severely burned and the older lad had disappeared into another part of the house. She grasped Frankie and ran downstairs with him, getting burned herself in her flight, and almost simultaneously the brigade arrived and the chief dashed into the building in search of Danny. Smoke was rolling in clouds through the apartment, but Chief Mathieson managed to locate the boy in a bedroom.

The little fellow, who had rolled himself in a blanket and got upon the bed, had been suffocated by the smoke and, although he was hurried to the fire hall

and Dr. W. C. Rumball and the chief worked upon him with a pulmotor that was available, at eleven o'clock the former pronounced the boy dead. Previously the baby had been rushed to the hospital, where he lingered for five hours before succumbing to the burns received. Mrs. Paul is not seriously injured and was taken care of by friends.

An inquest will be held later, it is stated. According to the story told by Mrs. Paul, Frankie had been left tied in his highchair and Danny was playing about the floor of the kitchen when she went downstairs. She could give no explanation regarding the origin of

the fire, her husband said Friday afternoon, but had stated the room was well in the grips of flames when she came back. Mr. Paul was absent at his work at the Lake Shore mine when the tragedy descended upon his home.

Woodstock Sentinel Review:—When they shout loudly about the good old days, they seem to overlook the telephone lines that are busy, the radio that has electrical interference, and the hydro and electric rang that fails just before meal time. These, brothers are the things that help people of the modern days to know they're living.

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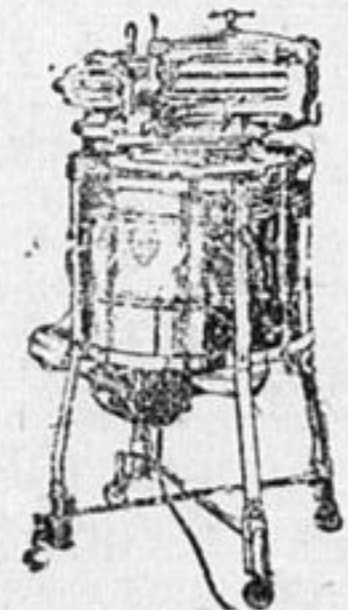
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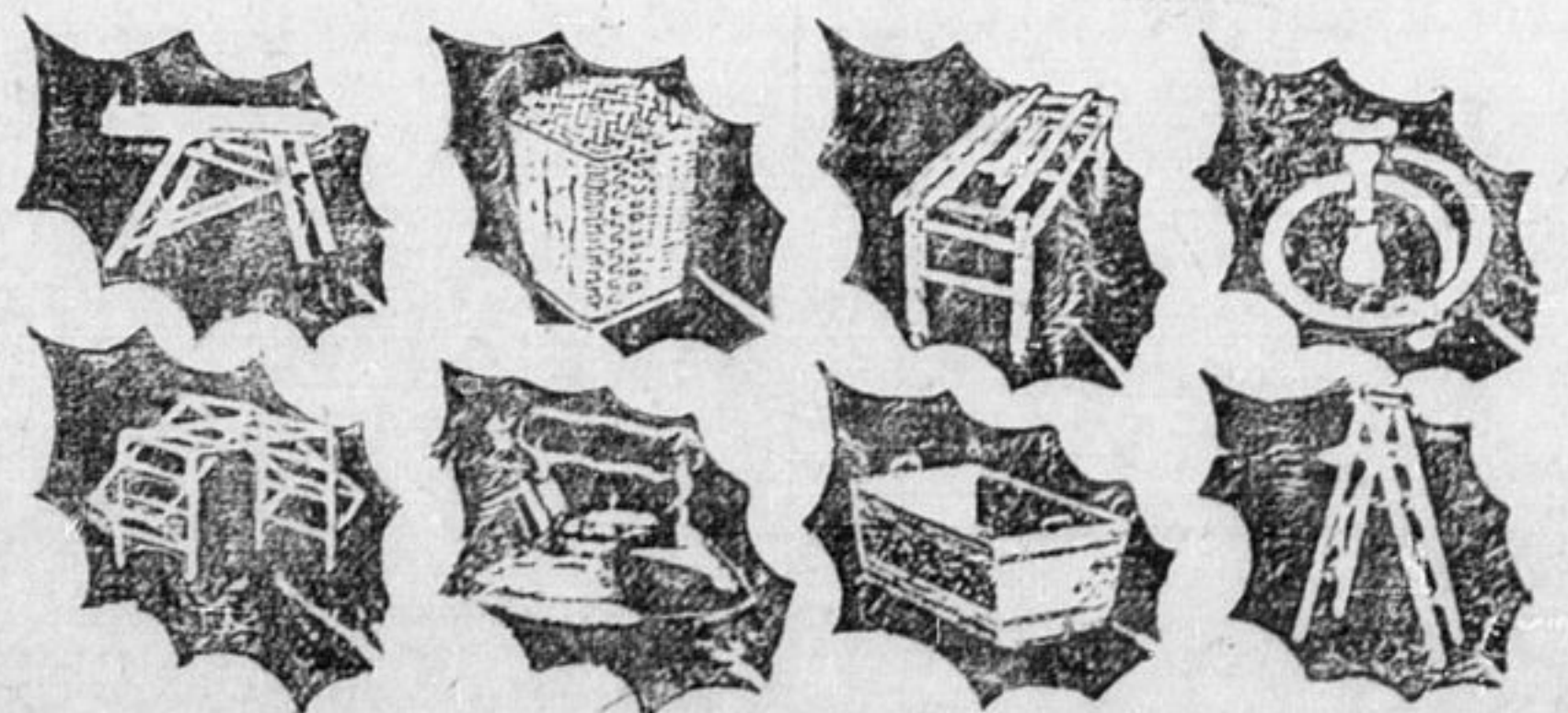
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