

# The Porcupine Advance

Member of the Canadian Weekly Newspapers Association  
TIMMINS, ONTARIO

OFFICE 26—PHONES—RESIDENCE 70

Published Every Thursday by:  
GEO LAKE, Owner and Publisher

Subscription Rates:

Canada.....\$2.00 per year United States.....\$3.00 per year

Timmins, Ont., Thursday, Feb. 12th, 1931

## GRAVEL AND SAND—AND PLACER

Statistics published recently in regard to the incorporation of companies in the province show that during the year 1930 there were only 37 mining companies incorporated in Ontario, as against 97 in the previous year, 211 in 1928, and 199 in 1927. The decline in the number of mining companies incorporated is not due to any lack of work by prospectors or to any fault in the mining claims that were investigated during the past year. The condition of the stock market had a material effect on the organization of new mining companies. The stock market situation was unjustly coupled particularly with mining stocks, and naturally it seemed an unfavourable time for floating new mining companies. With this attitude there went also the tendency for those with money to invest to turn to oil, gas and industrial stocks. Investors in these lines, however have not been satisfied, and the swing appears to be back to the mining ventures. In the meantime not only are there new properties in the older camps like Porcupine, but there are also new camps to attract attention, the Matachewan area being an especially promising gold field. It appears to be more than probable that mining stocks will attract investors this year. In the past few years investment of money has been too much concerned with the stock market and not enough with the mining fields. This attitude will likely be changed through the lessons of the past few years. Investing in mining stocks with the thought on the properties rather than on the stock market will be of great value to the development of the mining areas of the North Land and in the end will prove of advantage to those who invest their money wisely. It is probable that during the present year there will be more mining companies incorporated in Ontario than last year, with a view to financing actual development of properties. Despite all the talk about depression and hard times there is a large amount of money in the country. Indeed, this has been one of the contributing factors to the present difficulties. There has been too large a proportion of money that has not been put to helpful use. Investors are now beginning to look for profitable ventures in which to place their cash surpluses, and mining development in the North offers an opportunity that will be grasped by many farsighted people.

Hon. Peter Heenan, who has wasted a lot of time and tears weeping over the slavery, as he terms it, of men employed on Northern Development Department road work in this North, because some of the men have actually had to sleep in tents, last week showed some return to common sense when he added to his tentmaking talk special reference to the fact that the Northern Development Department has been paying some of its employees the unfair rate of \$2.40 per day. Hon. Mr. Heenan still left the issue open to confusion by mentioning the rate per hour. It is true that the men are paid on an hourly rate, but they have to live by the day and support their families by the week. Proper living is not possible at such a rate of pay. It must be remembered that \$2.40 is the most some of the men employed on relief road work can earn, and hours or days have to be lost through bad weather and other causes. The situation of men with teams being paid at the rate of \$5.20 per day is even more objectionable. It is a pity that Hon. Mr. Heenan had not confined himself to these things. The Advance believes that the carping criticism of the use of tents only beclouded the issue. The men concerned report the tents as quite comfortable, and they add that without the use of the tents they would not have been able to have the work on the road construction. The low wages paid, however, gave other work without living pay and so was deserving of the word "slavery" repeated so often by the former Minister of Labour. Because of the men concerned, because of the country, and because of the true and final interests of the Government, it is to be regretted that public, press and politicians do not centre on this matter of inadequate wages until the change to better pay is forced by public opinion.

A Canadian Press despatch last week telling about a serious fire at Gogama kindly volunteers the information that "Gogama is 362 miles northeast of Toronto." Many thanks! It may be added that Toronto is 462 miles south-east of Timmins. More thanks!

A heading in The Ottawa Journal last week says:—"Steals Forty Cents, Given Two Years." It would have been just as fair and fully as sensible to have made the heading read:—"Up After 9 p.m., Sentenced to Jail." Or the heading might have been that the culprit was a Liberal, or that he once kissed his mother, or that he had black hair, or that one of his front teeth were missing. Any or all of these things might be true in any degree imaginable, yet anyone would realize that they had no connection with the jail term imposed. Yet they had as much to do with it as the matter of the forty cents. The man was sentenced for burglary. Why not say so? It is true that he did steal forty cents, but he was not sentenced for that, but for the crime of burglary. Would the heading writers suggest that if his burglary had proven entirely profitless, a fair heading would be:—"Didn't Steal Anything, Got Two Years." Not only are the headings referred to misleading, but they give false support to a theory too often suggested—that the severity of sentences is in inverse ratio to the amount of money involved.

### HON. THOS. A. LOW PASSES AT RENFREW IN HIS 60TH YEAR

A despatch from Renfrew on Tuesday says that one of the leading figures in the industrial and lumbering worlds of the Ottawa Valley died suddenly at his home in Renfrew at 7.30 o'clock on Monday morning of this week in the person of Hon. Thos. A. Low, formerly Minister of Trade and Commerce in the King Government, and one of the most prominent of the Liberal party stalwarts in Eastern Ontario.

Mr. Low's death came as a shock to thousands of friends and acquaintances in the Ottawa district. A man of rugged appearance, he gave the impression that he was destined to live for many years. About 10 days ago Mr. Low contracted influenza while on a business trip to Montreal and returned home where he was confined to bed but was considered to be making fav-

ourable progress when his heart failed him.

Mr. Low is survived by his wife, formerly Miss Mamie Dean; one son, William Dean Low; one brother, A. G. H. Low, district superintendent of postal service, Ottawa, and one sister, Mrs. Basil Thompson, wife of Rev. Basil Thompson, of London, Ont., and formerly of Ottawa.

He was born in Quebec City but spent the early part of his life in Pembroke, going as a boy to Renfrew to work for the well-known lumberman, Martin Russell, a character in the early days of the district. Subsequently, the late T. A. Low became a partner of John Knight, later becoming identified with the Barnett interests, after which he entered business for himself. He was associated for a time with Hon. M. J. O'Brien. He had a notable business career. In the political field he also won some success. He was elected

Dominion member for South Renfrew in 1908 and in 1911, resigning in the latter year to give the seat to Hon. Geo. F. Graham. In 1921 he was again elected and was taken into the King Cabinet as Minister of Trade and Commerce. He was defeated in the last two general elections. He was much interested in sports, being especially a strong supporter of hockey.

Sudbury Star:—The country can get along for a short time without a governor-general, but the question is how are the deputy ministers going to fare without their limousines?

North Bay Nugget:—The providing of jobs for 200,000 men is a sizeable little accomplishment of Canada's new government, but there appears to be much to do yet before the industrial situation is cleared up.

A man who for years has been complaining to The Advance that the Government has not been building enough roads for settlers in the North recently has a lot of cheap sneers in a letter in a daily newspaper because The Advance said a good word for A. F. Kenning, M.P.P., because of the latter's interest and success in having a number of roads for settlers constructed this winter in this district. The Advance was ready to condemn the member and the Government for lack of attention to the needs of the settlers. Surely, it is only fair to give due credit when the interest and effort of both the local member and the Government are so evident and so helpful to the settler and to the country. The letter in the daily newspaper tempts The Advance to repeat that A. F. Kenning, M.P.P., deserves much credit for the attention given to the needs of the riding in the way of roads for settlers. If all the settlers were of the type of the one writing the letter in question, it would be difficult indeed to rouse much interest in their plight for it would be so glaringly evident that they were not seeking roads but simply striving by hook or crook to slur and sneer at political opponents. Fortunately, however, the majority of the settlers are not of any such objectionable disposition, and it is only fair to add that in the apportionment of roads for settlers and work for settlers political lines are not drawn but there is honest effort to do the best and the most for the settlers and the country at large.

No Reginald! The town of Amos, Quebec, was not named after Amos an' Andy.

The Dominion Government is said to be planning a reduction in the wages and salaries of all in the civil service, both inside and outside branches. To make a reduction of twenty per cent. in every wage or salary in the civil service, as has been suggested by some, will be no more nor less than a crime. It would mean that hundreds of men who could not secure other places at the present time of depression would be compelled to work for less than a living wage. It would mean that the Government services would lose valuable men who might by good fortune be able to secure other employment better paid. The truth is that many members of the civil service are shamefully underpaid. This was brought forcibly to attention when the mail delivery carriers were on strike in the Dominion some years ago. In other departments there are employees equally poorly paid. There is no excuse or decency for reducing the wages of these employees. On the other hand, there are employees of the Government who are senselessly overpaid. The head of the Canadian National Railways is a glaring example of this type. It is an insult to the decent feeling of the people of Canada to suggest that the country should make a reduction in the salary of a man receiving, say \$1,000 a year, or \$2,000 a year, or \$5,000.00 a year, while a salary of approximately \$30,000.00 goes to one figurehead. If the Dominion of Canada finds it necessary to reduce the civil service payroll, it should be made a hard and fast principle that all salary cuts should be made only in salaries over, say \$2,500.00 or \$3,000. If the country must economize it would be well to start on the high salaries and centre upon them. The Cabinet Ministers and members of parliament, the heads of departments, then men on commissions and in easy places, should bear the brunt of any reductions. If the public made it plain that economy in the matter of salaries should commence with the men in high places, the talk of reductions would soon fade away.

At an early hour on Monday morning those who were asleep in one of the residential districts were awakened by the barking, howling, snarling and whining of a group of dogs. Those who were listening to the radio were disturbed by the noise. Those who were ill were irritated and injured by the horrible discords. The chorus seemed to have members over a wide area. Some of the dogs were outside on the streets, others were in houses, and still others were in yards. But all seemed to be imbued with the ambition to make the otherwise quiet hours hideous and uncomfortable. There was a canine Caruso shattering the air from the middle of the road. There was an Al Jolson singing of his mammy from a back verandah, with no one to care. A Pekinese Rudy Vailee crooned from beneath the kitchen sink of one otherwise decent home. The dog chorus kept perfect time, because they kept the noise up all the time. But otherwise, as a musical number, the canine chorus had nothing to recommend it. Literally hundreds of people must have been disturbed by the racket, yet not an owner of any of the dogs seemed to care. Not a single dog was called away. Not a single dog was quieted by any owner. The dog owners seemed to take the attitude that there was nothing to do about the case, and that the dogs would eventually tire themselves out. Which same they did! But by that time people were tired as well as dogs, and those who were disturbed by the dogs feel that the owners of the dogs had no consideration for other people and that consequently other people need have little thought for the welfare of dogs or their owners. And so as part of the result of the dog chorus there will come another chorus of cursing the dogs. People will recall the garbage pails upset and the contents scattered by dogs. They will remember sleepless nights through dog choruses. They will not forget the trampled gardens and the injured lawns blamed upon the dogs. The total result is that even lovers of dogs become sickened by the harm accomplished by dogs in a town of city size. It is not the fault of the dogs. It is the fault of the owners of dogs. And the owners of dogs—owners who coolly let their animals be a curse and a nuisance—will affect astonishment at the restrictions that otherwise reasonable and agreeable people wish to fasten upon dogdom. If the owners of dogs would use a little more consideration for others there would be less objection to dogs in town. Most people like dogs, but naturally they prefer to retain the right to sleep, or to sit quietly at home, or to travel the streets unmolested, or to have gardens and garbage pails safe from canine trespassers. There would not be so much growling about the dogs, if their owners saw to it that good-natured people were not unnecessarily disturbed.

## SEES GREAT FUTURE FOR LAND NORTH OF COCHRANE

Region is the Home of Big Game. Great Duck-Hunting and Fishing Country. "Constant Stream of Sportsmen and Tourists" Coming.

Elsewhere in this issue will be found an article in reference to the country now being opened up by railway facilities north of Cochrane. For literally years past there have been articles of the same trend in The Advance from time to time. There would have been more of these articles were it not for the fact that in considering the possibilities of the part of the North beyond Cochrane it should not be forgotten that there is a still greater future probable for the part of the North nearer Timmins. A well-known mining man was recently quoted as making a very suggestive remark when he said:—"I believe the place to find gold is around the places where the gold mines are." This is an improvement on the old saying that "gold is where you find it." From time to time the opening of new mines near the old-established ones shows that gold is "near the gold mines," as the mining man quoted here suggested. The present developments at Matachewan give proof of the fact that there is a wide area of country surrounding the established camps of Porcupine and Kirkland Lake where only intelligent and persistent work is needed to develop new mining areas. It should never be forgotten that for many years to come the mining areas of the North will hold the chief place in the development and prosperity of this North Land, while at the same time the whole North will be advantaged by developments along other lines.

There is a general belief—and it is growing in extent—that the opening up of the country north of Cochrane is going to mean much to the North and to the province as a whole. Speaking along this line The New Liskeising Speaker last week said:—

"The importance to Ontario in having railway connection between Lake Ontario and James' Bay has never been lost sight of since the Nipissing and James' Bay railway charter was asked for and granted upwards of thirty years ago, but in the early days it was found impossible to finance so expensive an undertaking inasmuch as the mineral wealth of the north was then unknown, and later, when the mineral and agricultural wealth were known, and the Temiskaming and Northern Ontario

Railway had penetrated the country as far as Cochrane, it was agreed that the business interests of the Temiskaming country rendered it necessary to build branch lines rather than extend the line farther north until later. "But the time has now arrived when the Government and the Railway Commission can see their way clear to go on to the Bay, and be the first railway to get there. The discovery of lignite and minerals and pulpwood north of Cochrane, it has been agreed, makes the extension of the railway a business necessity. "For a year or more past much has been said about the building of a trans-Canada highway. This motor road, it is thought will be of advantage to the Province as a whole, and more particularly to the towns through which the road will pass, yet we believe that when a motor road has been built from Cochrane to James' Bay our Temiskaming districts will derive greater benefit from this road than we shall derive from the Coast to Coast road of which so much is being said. And the building of this motor road will not likely be long delayed after the railroad has been built.

"Often has the region between North Bay and Cobalt, west and east for many miles beyond the Quebec boundary, been spoken of as 'The Sportsman's Paradise,' and so it is; but it is a tame region as compared with the great but largely unknown region between Cochrane and the James' Bay country. This region is the home of the big game including the shaggy-coated and long-horned musk ox, as well as the summer and late fall home of the wild goose and duck, and the home all the time of the grouse and the ptarmigan which is a species of grouse.

"Then think of the many fishing streams, the river and lakes, not overlooking the sea-fishing; and the field it will open up for the prospector. "The day will come when there will be a constant stream of sportsmen and tourists passing over the Ferguson highway to this great northern region, of which much has been said."

Sudbury Star:—We came away from a morbid 15-minute conversation with the dentist the other day fully convinced that there's nothing to the world-wide depression but a few infected teeth.

North Bay Nugget:—The boy who picked up one of the lucky handbills in connection with Sudbury's Dollar days, entitling him to a free aerial flight, and then took the measles, is intent upon having that trip in the air. If determination will get him anywhere, there ought to be success ahead of this lad.

### GOVERNORS-GENERAL OF CANADA SINCE JULY, 1867

Governors-General of Canada since Confederation:  
Viscount Monck, assumed office July 1, 1867.  
Lord Lisgar, Feb. 2, 1869.  
Earl of Dufferin, June 25, 1872.  
Marquess of Lorne, Nov. 25, 1878.  
Marquess of Lansdowne, Oct. 23, 1883.  
Lord Stanley, June 11, 1888.  
Earl of Aberdeen, Sept. 18, 1893.  
Earl of Minto, Nov. 12, 1898.  
Earl Grey, Dec. 10, 1904.  
Duke of Connaught, Oct. 13, 1911.  
Duke of Devonshire, Nov. 11, 1915.  
Viscount Byng of Vimy, Aug. 11, 1921.  
Viscount Willingdon, Oct. 2, 1926.  
Earl of Bessborough, appointed Feb. 9, 1931.

### BLAZE IN FRAME BLOCK IN COBALT BUSINESS SECTION

An early morning fire on Monday of this week wiped out most of an old frame block on Silver street in Cobalt. In addition the flames leaped across a narrow lane and did some damage to the Y.M.C.A. building. The flames swept through the flimsy wooden structure with great rapidity, and three sections of property owned by Paul Biesonnette were soon destroyed. J. H. Gravelle, plumber, saved most of his equipment and also the greater part of his household effects upstairs. He and his wife were the only occupants of the

block at the time, other apartments being vacant. The total loss has not yet been determined but may exceed \$5,000. The cause of the fire is unknown.

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Mar. 13	*Montclair
Mar. 20	*Montrose
Mar. 27	Duchess of Richmond
Apr. 3	*Duchess of Atholl
Apr. 10	Duchess of Bedford
Apr. 24	Duchess of Richmond

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