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GRAVEL AND SAND—AND PLACER

A young robber entered a bank in New Toronto last week with the purpose of stealing money from the institution. He had a loaded revolver and was prepared to stage a regular hold-up, but the manager of the bank persuaded the young fellow to forego his criminal designs.

There seems to be a lot of misplaced sympathy and an equally extensive amount of misplaced indignation. The attitude of some towards a conceited, brutal and cowardly young thug who recently murdered a police officer in cold blood is one sample of recent misplaced sympathy.

Speaking of Amos and Andy, it may be noted that effort is now being made to stage a debate between Ed Stephenson, editor of The Northern Tribune, of Kapuskasing, and James Curran, publisher of The Daily Star, of Sault Ste. Marie, the debate to be held (so far as such a debate could be held) at Hearst, and the subject or object to be the proper route for the Trans-Canada highway.

A Chinaman, who was told that a Toronto minister had said that newspapers often get things wrong, replied:—"Alee same as pleachers, eh?"

Hon. Mr. Finlayson, Minister of Lands and Forests, is quoted as urging the people of the North to get together and decide upon a route for the Trans-Canada highway. The inference seems to be suggested that the delay in starting the construction of the last link of the highway is due to the fact that the people of the North Land can not agree upon the route that should be used.

there has been no new facts brought out and no change in the situation. This part of the North Land is ready enough to confer with any other part, but that is not what is wanted. Under all the talk about "compromise" and "conference" and "friendliness" and "co-operation" and so on, there is no more than this:—that the idea is that this part of the North Land is asked to drop what it believes to be the practical and logical route and endorse some other route not so good, just as a matter of politics.

In an editorial last week replying to an article in a previous issue of The Advance, The Northland Post, of Cochrane, says:—"The Post has never at any time condoned foreign agitators, communists or communist doctrine."

A friend of The Advance last week handed in the following clipping from The Kirkintilloch Herald, published in a country called Scotland:—"A Scots squire, dated 1685, has come to light among the silver in the till of a West Stirlingshire village bank. The coin was in perfect condition. Obviously, it had never been 'banged.'"

A writer in one of the monthly magazines asks why all the peoples of the world appear to be prejudiced against Soviet Russia. The answer is not far to seek. Russia has deliberately placed itself in the position of an Ishmaelite among the nations. Every favourable word said about Russia is taken as no more than simple propaganda, and Russia has made it appear that this is actually the fact of the case.

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Objects to Plan for Conference on Road

Suggests that North Bay Scheme Open to Danger of Packed Meeting. Other Thoughts on Trans-Canada Highway.

The following article on the trans-Canada highway in the last issue of The Northern Tribune, of Kapuskasing, is well worth reading and considering:—"Six words" in the last issue of The Northern Tribune were responsible for a division of the House of Commons last Monday, and a subsequent further reference to the trans-Canada highway later in the day.

"Reporting the visit of Hon. W. F. Finlayson to Kapuskasing on Wednesday last week, we quoted the Minister of Lands and Forests as saying that three survey parties would go over the ground of the proposed routes for the national highway, "by agreement with the federal government."

"Mr. Jos. Bradette, M.P. for North Temiskaming, asked Premier Bennett if he would corroborate this statement. The deputy speaker ruled the question out of order at the time, but his ruling was challenged and a division of the house demanded. The vote upheld the chairman, 64 to 37.

"Within a short time Messrs Bradette and Heenan again spoke on the subject, on a motion to provide interim supply, both insisting that the government should make a statement as to whether the Ontario authorities were collaborating with them in making the three surveys referred to. They did not elicit a reply from the treasury benches.

"A number of other papers coming to our notice since last week have reported very similar statements by Hon. Mr. Finlayson as to the surveys and the highway, but have omitted any reference to "arrangement with the federal government" in such an undertaking, in his remarks. We are certain of our notes as to Mr. Finlayson's words at Kapuskasing and we laid no emphasis upon them because the mutuality between Parliament Hill and Queen's Park was perfectly obvious.

"To clear up the matter, the strong desire of the Ontario cabinet to influence the choice of route and control the actual construction work on the national highway in Northern Ontario has long been plain. The more the decision can be manipulated into provincial channels—in spite of ex-Premier Ferguson's statement last summer that the trans-Canada highway was a federal matter—the more hope there is for the proponents of the two southern routes, whose "pull" at Queen's Park far overshadows that of the Northern district. Hon. Mr. Finlayson himself chose North Bay on Wednesday this week, following a speech by his predecessor Hon. James Lyons of Sault Ste. Marie, to urge that all Northern municipalities get together and make a selection of route. Senator Robertson, federal Minister of Labour, follows this up at Sudbury by saying that he favours "settling the route west from North Bay, and will seek its immediate construction."

"The fact is that the southern route advocates are feeling jumpy over the publicity the Northern route has received recently, and the many evidences that it is gaining in favour among those of Ontario. They are afraid to leave a national matter in the hands of our national parliament for solution, although—it might as well be said openly—the great majority of them were and are supporters of the federal premier now in office who pledged during the election campaign that he would build a national highway. Has Mr. Bennett made the slightest move to take the highway out of the hands of provincialists and have it dealt with by Parliament? He remains obdurately silent whenever a question is asked about it.

"For the first time, Canada has a non-elective Minister of Labour who has no voice or vote in the elective House of Commons; yet this Senator announces that "as one member of the government, I am in favour of settling the route west from North Bay." He will participate in the decision of the cabinet, which will be recommended to Parliament and must be carried there unless the unbelievable happens; but it will not be on the floor of the elective tribunal to justify his action to our elected members!

"These comments are rendered necessary by developments since last July. The Northern Tribune insists that it is still non-partisan in this matter, and desires only that the best interests of Canada as a whole, present and future, shall be subserved by consideration of the entire project from a broad national standpoint.

"Therefore we note with skepticism another sudden "compromise" move calculated to bring about a snap decision. Last fall an effort was made to hold such a meeting at North Bay; but it met with such spirited opposition that the call was rescinded. But the North Bay Board of Trade has suddenly issued another call for a conference representative of all Northern municipalities from as far North as Hearst, to meet there on June 24th and decide the highway issue. That is only twelve days away, and allows only one issue for our Northern weekly contemporaries to discuss the question.

"The conference will be overwhelmingly controlled from start to finish by the cities and towns which are bending all their energies to get the highway built past their portals. It involves little trouble or expense for the highway boosters of Sudbury, the Soo, Port Arthur, Port William, to attend in numbers; while a smaller Northern municipality may find itself utterly unable to send one delegate. The

odds can easily be more than twenty to one. Should the whole highway stake be laid on such an altar?

"There remains, then this consideration for some other towns who could possibly be represented in such an atmosphere—Cochrane, Timmins, Halleybury, New Liskeard, Kirkland Lake, Kapuskasing, Hearst; are they willing to lend the semblance of regularity to the certain outcome of the conference by sending delegates? They may as well say good-bye to their highway aspirations if they do; that is our feeling. Stay out of it, and leave the onus for the highway route where it belongs—in Parliament."

Governments Called to Act in Unemployment

The following is an editorial article from The Cochrane Northland Post last week:—

"The unemployment situation in the North has now reached a stage where immediate action on the part of either or both Provincial and Federal Governments is absolutely imperative. During the past several months Northern Ontario has been the mecca of literally thousands of unemployed, drawn here by the overdone publicity given the construction work in progress. North Bay, Kirkland, Timmins, Cochrane, Kapuskasing, all have the same story; of hundreds, even thousands, of men from all parts of Canada, arriving seeking work, where no work was to be had. These men are now stranded in these various centres with no chance of obtaining work with little, if any money; the condition of many bordering on the desperate. These men have no claim, legal or moral, upon the municipalities in which they are stranded. The municipalities, in turn, absolutely CANNOT extend to these men relief of any kind whatsoever.

"The situation as present is the most serious that has ever confronted the North. Though there is a large amount of unemployment throughout the country, that does not help to solve the problem in the North, which, by virtue of the unique conditions existing here, is much more acute than in the older and more densely populated sections. In referring to this all-important question, wisdom and expediency preclude a reference to certain contingencies which will almost surely arise, unless action is taken in the very near future. There is a very real potential menace in the situation, recognized by many of the citizens, which cannot safely be ignored.

"NOW is the time for action, not when it is too late. Now is the time for statesmanship, not politics. The North is looking anxiously to the seats of Government for action. More, it is demanding it, and it has the right to expect it.

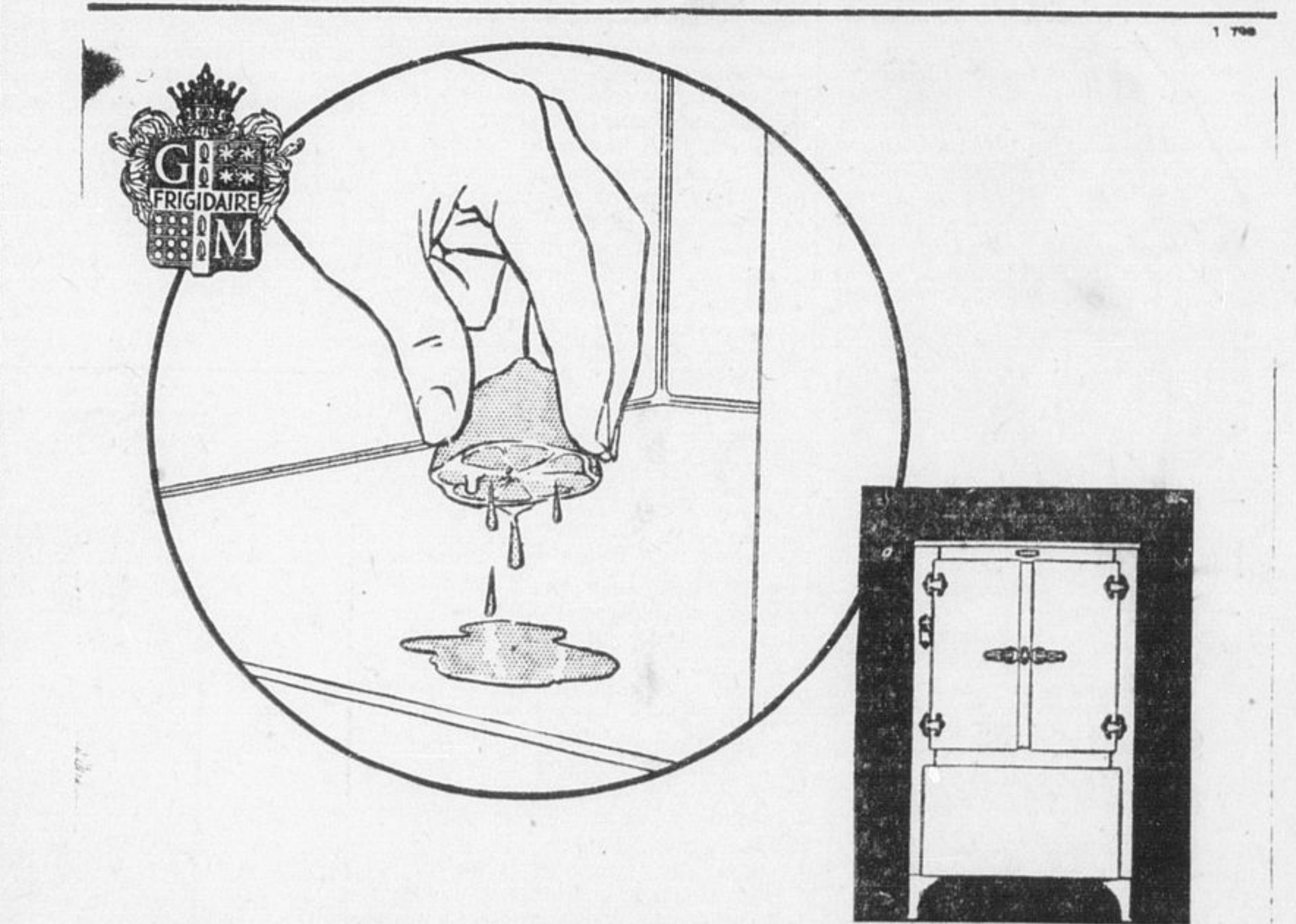


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DANGERS ON LAND GREATER THAN "PERILS ON THE SEA"
(CFrom The Ottawa Journal)
Curious how a legend, especially when it is born and nurtured by fear, survives demonstrated fact. There is the legend of the "peril of the deep"; of the danger of the sea. Ships have become bigger and safer, shipwrecks few and far between, loss of life at sea quite rare. Yet while the sea is being made safe, and the peril of life on land has been rising from year to year, people remain as unconscious of one movement as of the other. They still regard the sea as a place of peril.



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