### The Porcupine Advance

TIMMINS, ONTARIO

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#### GRAVEL AND SAND—AND PLACER

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 receiving considerable credit for his cleverness in thus saving the bank from being robbed, but as a matter of fact this bank manager was simply running true to the form of bank managers in general. Robbers who allow themselves to discuss with bank managers the question of taking money from a bank have not a ghost of a chance.

There seems to be a lot of misplaced sympathy and an young thug who recently murdered a police officer in cold blood is one sample of recent misplaced sympathy. At the before. Now, you tell one! present time there appears to be an equally glaring instance of misplaced indignation. Effort is being made, partly in the hope of securing political party gain, to rouse public indignation because of the alleged preferential treatment of stock-brokers serving terms of imprisonment in the penitentiary. The stock-brokers are being treated no differently than two hundred other prisoners at Kingston. It may be that the plan of preferential treatment for tractable prisoners at Kingston is a mistake, but there does not appear to be any special basis for any particular public indignation in regard to the stock-brokers. In any event it appears to be a shameful waste of public indignation to trouble with the case of the brokers in view of another case mentioned in the news during the past few days. A little boy of five years o age died in February on a farm near Cornwall, Ontario. Recently there was some talk regarding the cause of the child's death and the Childrens Aid Society had an investigation made. It was found that the poor child had been born out of wedlock. For a time the child was in a good home, but last September the unfortunate youngster lost this good home and was transferred to the house of the father of its mother. The child was improperly clothed, hav for the cows. "He had on a pair of gum rubber boots, bitten." Such was the evidence of one witness at the trial. lowing paragraph:—"Medical men who conducted the postmortem stated that the body weighed but 231 pounds, al- matches to light his pipe before he left. though a normal child of the same age would weigh between 40 and 60 pounds. The body was most emaciated and there were gangrencus sores on the foot and some portions of the body. The cause of death was cited by witness as extreme exhaustion and emaciation, with pneumonia as a contributbeen shamefully abused and neglected. The man responsible for this revolting cruelty to a child was sentenced to six months in jail. If stock-brokers for stealing mere money from men who speculated have to serve three years in penitentiary, even though it be in the preferred class, then surely public indignation might well be roused at the fact that six months in jail is the only punishment inflicted upon a man

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

who robbed a child of health and hope and life itself.

only reason he urged any deviation from the suggestion of cept, perhaps, in some small measure to the detriment be the most practical one from the standpoint of the general communist in Russia is like the communist in the co-opergood of the Dominion. With this idea in mind and from ative movement in Canada—if he cannot force his views tend in numbers; while a smaller Northe data available the people of this section made a decision upon others he seems content to destroy what others have there municipality may find itself utin the matter, and later endorsed that decision. Since then taboured to build

there has been no new facts brought out and no change in the situation. This part of the North Land is ready enough Objects to Plan for to confer with any other part, but that is not what is want-Momber of the Canadian Weekly Newspapers Association ed. 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. The Advance believes that action along that line would be wrong indeed. If the governments wish to force through a wrong choice of route, let the governments take the full responsibility of doing so. It would be folly on the part of this part of the North to endorse what it does not believe. The announcement that the Northern Tribune were responsible for Ontario Government plans an immediate survey of three of a division of the House of Commons the proposed routes of the Trans-Canada highway through last Monday, and a subsequent further the North is far more reasonable and fair than talk of the reference to the trans-Canada highway various parts of the North agreeing on a particular route The Sault Ste. Marie section is banking on its political power A young robber entered a bank in New Toronto last week and influence; this part of the North Land trusts in the Finlayson to Kapuskasing on Wednesstrength of its case; Sudbury and Chapleau and other sections are hoping that while the other sections are in disagreement their "compromise" roadway may become an fellow to forego his criminal designs. The bank manager is actuality. The responsibility in any case will be on the governments, so they might as well choose the right course, the federal government." regardless of political influence

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." The Advance has had nothing to say about foreigners except in equally extensive amount of misplaced indignation. The regard to the agitators and communists and communist docattitude of some towards a conceited, brutal and cowardly trine, therefore it follows logically that The Post has said no ill-word to The Advance, and everything is as it was

> Speaking of Amos and Andy, it may be noted that effort collaborating with them in making the various centres with no chance of obis 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. That debate should make a good radio feature. Perhaps, it is this that Hon. Mr. Finlayson had in mind when he urged the North Land to agree on the route for the Trans-Canada highway through Northern Ontario. If the two newspapermen can reach a decision and agree one with the other, the rest will be easy. The Advance is not hopeful, however, that they will be able to wholly agree even with themselves.

ing clipping from The Kirkintilloch Herald, published country called Scotland:-"A Scots sixpence, dated 1685, has come to light among the silver in the till of a West Stirlingshire village bank. The coin was in perfect condition. poorly fed and worked unmercifully. One witness at the Obviously, it had never been "banged." The friend suggests trial held testified to seeing this child of five forking down that any comment might be made on the item, but the item needs no comment. Something might be said about the the trans-Canada highway was a feder- of the citizens, which cannot safely be Yet while the sea is being made safe, much too large for him. When I took off the boots and friend who handed it in, however. He was a Scotchman at matter—the more hope there is for ignored stockings, I found that his feet were covered with sores. himself. He just left the five-line clipping, carefully taking the proponents of the two southern Mrs. Durant told me that the boy had had his foot frost- the rest of the paper away with him. There was a for sale advertisement on the back of the clipping. He insisted that One report of the proceedings of the trial contained the fol- the clipping should appear in Th Advance, so it is hard to see that he loses anything. Also, he begged a couple of

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 ing cause." The whole evidence proved that the child had 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. The freedom of the press has been taken away. The cor- advocates are feeling jumpy over the respondents of foreign newspapers have not been allowed publicity the Northern route has reto write of affairs as they saw them. All the news and views must be favourable, or suppressed. The censors in some cases have amended letters and despatches to make their meaning exactly the opposite of what the correspondent actually wrote. The result is that the world has come to know that nothing is allowed to come out of Russia ex- ly-the great majority of them were cept the views and beliefs of the communists at the head. and are supporters of the federal pre-The public accordingly can believe nothing else than that mier now in office who pledged during only by underground channels and by surmise can they form the election campaign that he would Hon. Mr. Finlayson, Minister of Lands and Forests, is any conception of what is actually the present state of build a national highway. Has Mr. quoted as urging the people of the North to get together and Russia. The Soviet, indeed, has made it so that only evil decide upon a route for the Trans-Canada highway. The can be believed to-day of Russia and its experiment in a inference seems to be suggested that the delay in starting strange form of government and a stranger form of life. the construction of the last link of the highway is due to It may be said that travellers returning from Russia might the fact that the people of the North Land can not agree give a fair idea of how the experiment is working out. They about it. upon the route that should be used. In this matter Hon. do-but not for publication. The Advance recently had an Mr. Finlayson is using the same sort of logic that he applied experience with a man returned from Russia. He gave an some months ago when he told men whose pay was cut from interesting account of life at the present in Russia. In a \$3.00 a day to \$2.40 that there was no reduction in wages but word his story could be summed up to the effect that the that the Dominion Government had insisted on decreasing serfs of pre-war Russia were a little better off than they used announces that "as one member of the the number of hours that might be worked by the men on to be, but the small farmers, the merchants, the great classrelief work. It is up to the provincial and Dominion gov- es were worse off than before, while the aristocracy was in the route west from North Bay." He ernments to decide upon the route for the Trans-Canada most deplorable condition. For the foreigner employed by will participate in the decision of the highway. Their responsibility in this matter can not be the Russian government in its industrial programme the evaded, and the people of this part of the North will be fool- greatest consideration was shown and big salaries are paid ish indeed if they pretend to endorse a route they do not but the general conditions of the mass of people are pitiful. believe the best, simply to make the way of the govern- There were many points in favour of the Soviet experiments easy. Last year this part of the North Land was ment, but these lost all weight when the returned traveller elected members! warned that political influence would be used without stint insisted that only the favourable points should be used. to force the choice of a route that the people of this dis- He even tried to purloin the notes of the interview so as to sary by developments since last July. trict believe to be unreasonable, expensive and less useful assure that the unfavourable things he said about the than other routes. On two occasions the Northern Ontario country should not be quoted. In other words, he granted Associated Boards of Trade, representing the area from the interview only on the plan that it should be propaganda desires only that the best interests of North Bay to Cochrane and west to Hearst, without dis- for the communists. "I could never go back to Russia," he senting vote endorsed the use of the Ferguson highway as said, "if it were known I said the slightest word against part of the proposed route, with the highway going from the system." He added that Moscow would have a copy of Cochrane to Hearst and thence south-westerly to Nipigon. the interview in a few weeks. He told of the thorough-This was considered the shortest route, the cheapest, and ness with which the Soviet kept track of such matters. If another sudden "compromise" move the easiest to build. It would help a large area of settled half the cost or effort were given to work to elevate the country and open up new country rich in resources of forest, people of Russia conditions there would be much better. cision. Last fall an effort was made to field, stream and mine. It would be a scenic route as well The Advance wished to give a true picture of the countryas a practical one. Even advocates of other routes admitted the good as well as the bad—and failing this felt no interit was the proper route for the immediate present. One ad- view could be published. The insistence of Russia on provocate of a "compromise" route frankly stated that the paganda in place of facts has not deceived the world, exthe Northern Ontario Associated Boards of Trade was be- Russia. The world naturally has an interest in the startcause of the political influence that would be brought to ling experiment inaugurated by Russia, in which all the bear to foist an expensive and impractical route upon the things held dear by most people in other lands have been country. The Northern Ontario Associated Boards of Trade thrown in the discard. The experiment might have been conferred with representatives from other sections advoca- followed with sympathy and attempt to understand were ing other routes, and out of all the patient listening and dis- it not for the vicious role assumed by the Soviet in attempt- poraries to discuss the question. cussion there came nothing more than this:-that the route ing to prevent any unbiased views being expressed. Still through this part of the North Land seemed to be the logical more has the Soviet put itself outside the pale by the fact ingly controlled from start to finish by route, and that political influence seemed to be the main that instead of striving to carry out its plans and devoting the cities and towns which are bending factor upholding other routes. The attitude taken at the its heart and soul to that work, it has flung away money meetings of the Northern Ontario Associated Boards of and time and effort to stir up trouble in other lands and to highway built past their portals. Trade was to the effect that the route to be selected should interfere with the government of every other nation. The

# 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, well worth reading and considering later in the day.

"Reporting the visit of Hon. W. F day last week, we quoted the Minister 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

"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 three surveys referred to They did not elicit a reply from the treasury benches

our notice since last week have reported legal or moral, upon the municipalities 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 notes as to Mr. Finlayson's words at Kapuskasing and we laid no emphasis of unemployment throughout the coun-Park was perfectly obvious.

routes, whose "pull" at Queen's Park far overshadows that of the Northern district. Hon. Mr. Finlayson himself 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 ceived 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 openchialists and have it deal with by Parliament? He remains obduratively silent wnenever a question is asked

"For the first time. Canada has a non-elective Minister of Labour who has no voice or vote in the elective government. I am in favour of settling cabinet, which will be recommended to tribunal to justify his action to our

"These comments are rendered neces-The Northern Tribune insists that it is still non-partisan in this matter, and Canada as a whole, present and future, shall be subserved by consideration of the entire project from a broad nation-

"Therefore we note with skepticism calculated to bring about a snap dehold 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 sud-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 contem-

"The conference will be overwhelmall their energies to get the It involves little trouble or expense for the highway boosters of Sudbury, the terly 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 considera-Parliament.

# Governments Called

'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 imporative. During the past several months Northern Ontario has been the mecca of literally thousands of unemployed, drawn from all parts of Canada, arriving seek-These men are now stranded in these taining work, with little, if any money; the condition of many bordering on the "A number of other papers coming to desperate. These men have no claim. in which they are stranded. The

"The situation at thesent is the most

it is too late. Now is the time statesmenship, not politics. The North is looking anxiously to the seats of a place of peril. chose North Bay on Wednesday this Government for action. More, it is demanding it, and it has the right to ex-

ion for some other towns who could possibly be represented in such an atmosphere-Cochrane, Timmins, Haileybury, 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 wel say good-bye to their highway aspirations if the do: that is our feeling. Stay out of it, and leave the onus for the highway route where it belongs—on

# to Act in Unemployment

The following is an editorial article from The Cochrane Northland Post last

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 ing work, where no work was to be had. municipalities, in turn, absolutely CANNOT extend to these men relief of

serious that has ever confronted the North. Though there is a large amount upon them because the mutuality be- try, that does not help to solve the tween Parliament Hill and Queen's problem in the North, which, by virtue of the unique conditions existing here "To clear up the matter, the strong is much more acute than in the older desire of the Ontario cabinet to in- and more densely populated sections. fluence the choice of route and con- In referring to this all-important questrol the actual construction work on the tion, wisdom and expediency preclude it is born and nurtured by fear, survives national highway in Northern Ontario a reference to certain contingencies has long been plain. The more the de- which will almost surely arise, unless of the "peril of the deep"; of the dancision can be manipulated into pro- action is taken in the very near future. vincial channels-in spite of ex-Premier | There is a very real potential menace Ferguson's statement last summer that in the situation, recognized by many

any kind whatsoever.



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THAN "PERILS ON THE SEA"

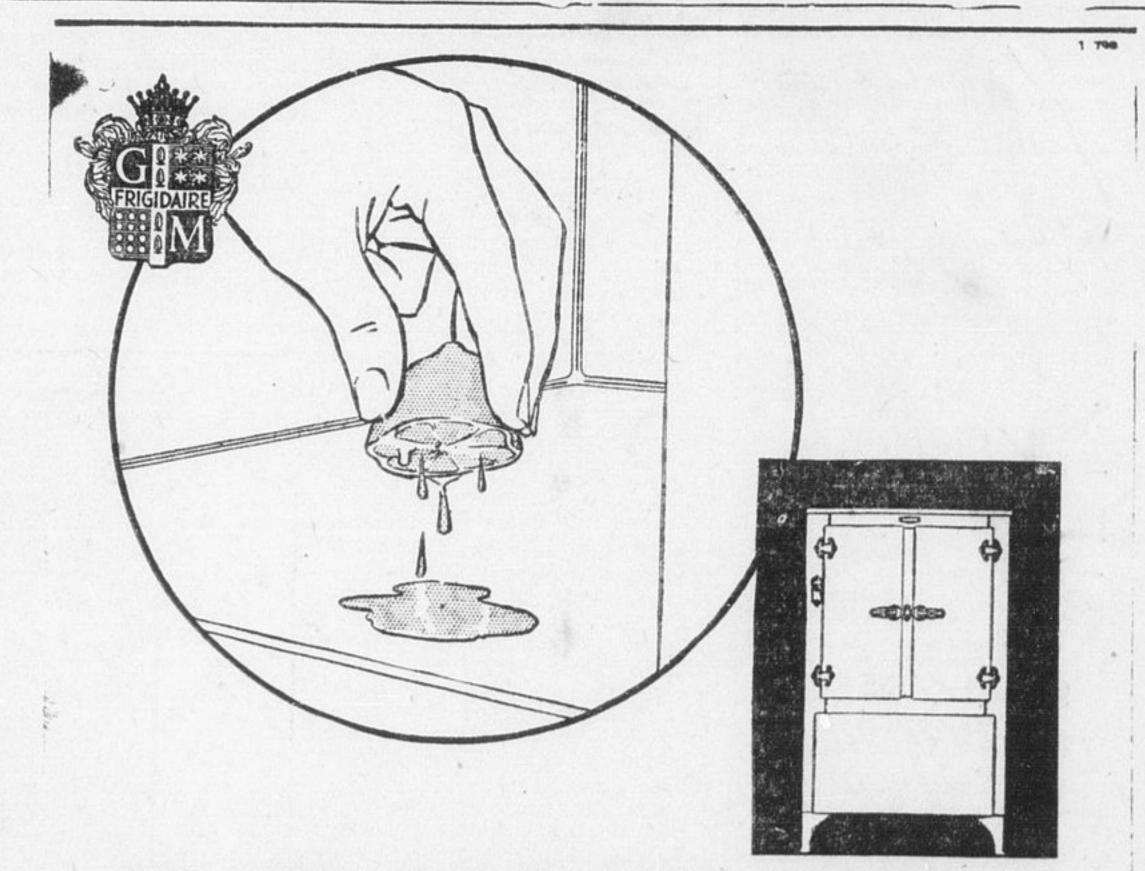
(From The Ottawa Journal)

Curious how a legend, especially when demonstrated fact. There is the legend ger of the sea. Ships have become bigger and safer, shipwrecks few and far between, loss of life at sea quite rare. and the peril of life on land has been NOW is the time for action, not when rising from year to year, people remain as unconscious of one movement as of the other. They still regard the sea as

> Interesting statistics, bearing on this In 1895-1899, the average annual total about the latter.

losses of British ships were approximately 450 ships, or about 175,000 tons. and the average loss of life in British ships was over 1,000 persons per annum. In 1924-1928, the corresponding figures were 175 ships, or about 95,000 tons, and the loss of life about 220 persons

The story of these statistics, of course is the work of wireless, of bigger and better ships, of better weather reports, of a general world movement for promoting safety at sea. On the other hand, while we have been doing these things, cutting down the toll of the deep, we have been devising machines with a most extraordinary ingenuity to make existence on land a hazard. Yet point, appear in the Shipping World. nobody seems to be overly exercised



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