

**BY-LAW NO. 20**

**A By-Law of the Board of Trustees of the Roman Catholic Separate Schools for the Town of Timmins in the District of Cochrane to raise by way of loan the sum of \$70,000 for the purposes herein mentioned.**

WHEREAS the Board of Trustees of the Roman Catholic Separate Schools for the Town of Timmins in the District of Cochrane require to borrow the sum of \$70,000.00 to raise funds for the purpose of building and equipping a new eight-room School Building in the said Town of Timmins and for such purpose to issue debentures therefor bearing interest at the rate of Four and one-half (4 1/2) per cent. per annum which is the amount of the debt intended to be created by this By-Law.

AND WHEREAS it is expedient to make the principal of the said debt repayable in yearly sums during the period of Thirty years, of such amounts respectively that the aggregate amount payable for the principal and interest in any year shall be equal as nearly as may be to the amount so payable for principal and interest in each of the other years.

AND WHEREAS it will be necessary to raise annually the sum of \$4,297.41 during the period of Thirty years to pay for the said yearly sums of principal and interest as they become due.

AND WHEREAS the amount of the whole rateable property rateable for Separate School purposes in the said Town of Timmins according to the last revised assessment roll is \$2,281,128.00.

AND WHEREAS the amount of the existing debenture debt of the Board of Trustees of the Roman Catholic Separate Schools for the Town of Timmins is \$191,962.01 and no part of the principal or interest is in arrears.

NOW THEREFORE The Board of Trustees of the Roman Catholic Separate Schools for the Town of TIMMINS ENACTS AS FOLLOWS:—

1. That for the purpose aforesaid there shall be borrowed the sum of \$70,000.00 and debentures shall be issued therefor in sums of not less than \$100 each, bearing interest at the rate of Four and one-half per cent. per annum and having coupons attached thereto for the payment of interest.

2. The Debentures shall all bear the same date and shall be issued within one year from the date on which this By-Law is passed and may bear any date within such year and shall be payable in thirty annual instalments during the Thirty years next after the time when the same are issued and the respective amounts of principal and interest payable in each of the said years shall be as set forth in Schedule "A" which is hereby declared to be and form a part of this By-Law.

3. The Debentures as to both principal and interest may be expressed in Canadian Currency and may be payable at the Canadian Bank of Commerce in the Town of Timmins and at the Head Office of the said Bank in the City of Toronto.

4. The Chairman and Secretary of the said Board shall sign and issue the said Debentures, and the Debentures shall be sealed with the corporate Seal of the said Board. The interest coupons attached to the debentures shall be signed by the said Chairman and Secretary and their signatures to them may be written, stamped, lithographed or engraved.

5. During the Thirty years, the currency of the Debentures, the sum of \$4,297.41 shall be levied and collected annually by a special rate sufficient therefor, over and above all other rates in the same manner, and from the like persons and property, by, from, upon or out of which other Separate School rates are levied, raised and collected for the said Thirty years.

6. The said sum of \$70,000.00 so borrowed and interest thereon and the said debentures shall be and the same are hereby made a charge upon the school-house property and premises and on the real and personal property vested in the said Board of Trustees of the Roman Catholic Separate Schools for the Town of Timmins, and upon all the Separate School rates of the said Board to be hereinafter imposed until the said Debentures and each and every of them together with all interest thereon shall have been fully paid and satisfied.

7. The said Debentures may contain any clause providing for registration thereof authorized by any Statute relating to Municipal debentures in force at the time of the issue thereof.

Passed this 27th day of June, A.D. 1931.

A. DEPATIE, Chairman.  
J. A. WALSH, Secretary.

Year	Principal	Interest	Total
	\$	\$	\$
1.	1,147.41	3,150.00	4,297.41
2.	1,199.04	3,098.37	4,297.41
3.	1,253.00	3,044.41	4,297.41
4.	1,309.38	2,988.03	4,297.41
5.	1,368.31	2,929.10	4,297.41
6.	1,429.88	2,867.53	4,297.41
7.	1,494.22	2,803.19	4,297.41
8.	1,561.42	2,735.99	4,297.41
9.	1,631.73	2,665.68	4,297.41
10.	1,705.16	2,592.25	4,297.41
11.	1,781.89	2,515.52	4,297.41
12.	1,862.08	2,435.33	4,297.41
13.	1,945.87	2,351.54	4,297.41
14.	2,033.43	2,263.98	4,297.41
15.	2,124.94	2,172.47	4,297.41
16.	2,220.56	2,076.85	4,297.41
17.	2,320.48	1,976.93	4,297.41
18.	2,424.91	1,872.50	4,297.41
19.	2,534.03	1,763.38	4,297.41
20.	2,648.06	1,649.35	4,297.41
21.	2,767.22	1,530.19	4,297.41
22.	2,891.74	1,405.67	4,297.41
23.	3,021.88	1,275.53	4,297.41
24.	3,157.86	1,139.55	4,297.41
25.	3,299.96	997.45	4,297.41
26.	3,448.46	848.95	4,297.41
27.	3,603.64	693.77	4,297.41
28.	3,765.81	531.60	4,297.41
29.	3,935.28	362.13	4,297.41
30.	4,112.35	185.06	4,297.41

**Trains 17 and 18 to Run Alternate Days**

**Change Made in T. & N. O. Timetable Effective on July 19th. "Montreal" Train to Run Only Three Times a Week.**

Rumours have been current recently to the effect that rather drastic reductions were to be made in the T. & N. O. train service. Indeed, the reports indicated that the two trains looked upon as specially T. & N. O. trains, Nos. 17 and 18, were to run only three days a week instead of daily excepting Sunday. At first many were inclined to believe that the stories were not well founded, and even if they were, that the reduction in service would be only for a short time. Neither of these hopes seem to be anything like sure. It does appear that the report as to the curtailment of service is quite correct, and there is no suggestion that the change is at all temporary. Of course, there is little doubt but that the full service will be resumed as soon as conditions warrant but the day when business on the railroads will double itself is not easy to place. The following semi-official announcement as given in The North Bay Nugget on Saturday seems to give the facts of the case:—

"As a result of serious losses in passenger revenues which are being experienced by the T. & N. O. Railway in common with all other railways, the commission has found it necessary to make some curtailment in passenger train service to meet conditions as they now exist. The causes for this condition are well known and the use of the private automobile has contributed largely to the present situation.

"Realizing the effect of disturbing a service which has been established for many years, the commission was very loathe to make any reduction, but have been compelled finally by the pressure of changed conditions to make arrangements to run the local train operated between North Bay and Cochrane three days per week instead of six, as heretofore.

"These trains were known as Numbers 17 and 18 and the new arrangement which becomes effective July 19th, provides for No. 17 to run from North Bay to Cochrane Mondays, Wednesdays and Fridays—returning on Tuesdays, Thursdays and Saturdays. Branch line service connecting these trains will also be rearranged at the same time.

"Resultant changes in the railway mail system will tend to improve service to all points along the line. J. C. Ross, Superintendent of Postal Service, at North Bay, stated this morning. He explained that the mail car service on trains Nos. 17 and 18 would be transferred to trains No. 1 and 2 with regular mailing at the larger centres and catching posts at smaller places. "It may mean that one or two smaller centres will be inconvenienced a little until the catching posts are installed, but when the new system is properly established it will mean better service to all points," Mr. Ross stated."

**Ran Into Moose and Two Are Injured Near Hearst**

A rather unusual accident is reported this week from Hearst. Jack Louis, chief of the forestry department at Hearst, and George Banks, railway carman on the Algoma Central, had a narrow escape from death when their gasoline speeder ran into a moose on the line.

The accident occurred when the men were travelling from Oba to Hearst. They were going at a rate of about thirty miles per hour when they saw the moose ahead of them. They jammed on the brake; but could not stop in time to avoid an accident. They struck the animal with considerable force and the moose was thrown over the speeder by the force of the impact. The animal hit the back of the speeder and threw it off the rails. The two men were bruised and shaken up but were not seriously hurt. Neither was the moose. Indeed, the animal was away from the scene before the two men were. The moose picked itself up and made off into the bush, while the two men after trying to get their speeder righted again had to secure help to do so. Then they proceeded along their way again with their weather eye out for any further animals on the track. The most serious damage done was another moose story for The Sault Ste. Marie Star to claim as an argument for running the Trans-Canada highway on the rocky road to Dublin. As a matter of fact, it will be recalled that Oba was the place first mentioned as the point at which the Trans-Canada highway from Hearst should connect up with the so-called compromise route.

**A KEELAN'S NAME SHOULD HAVE APPEARED ON LIST**

In the report of the high school entrance examination results last week the name of A. Keelan did not appear in the list of those passing from the Schumacher centre. The Advance is informed that this was an error, another and somewhat similar name appearing, whereas the name should have been A. Keelan. Although the list was printed exactly as received, The Advance makes the correction to add the name of A. Keelan, Schumacher.

Woodstock Sentinel-Review:—After a lifetime spent in the work of capturing and convicting criminals, a Philadelphia detective says:—"I have never yet met a criminal worthy of the romance and the glamour attached to the present-day gangsters. The thief, big or little, is a coward. When cornered, they all squeal unromantically.

**LOSS OF LIFE NOT TAKEN SERIOUSLY ENOUGH TO-DAY**

(From The Barrie Examiner)  
During the week of Dominion Day 112 fatalities are reported as having occurred throughout Ontario.

When this news was given to the public, a few solemnly wagged their heads and deplored the loss of life. For a brief moment the fact that 112 human lives had been snuffed out held the stage, and then thought turned to the forthcoming championship fight and other items of popular interest. And yet 112 human beings 24 hours previously were living and loving, eating and drinking and building their castles in the air.

In a skirmish in the days of the Riel Rebellion, when the loss of human life was regarded as inevitable, a casualty list of 112 would have aroused the population to heights of sorrow. When William Lyon Mackenzie marched down Yonge street the loss of 112 of his men

would have been headlined as "A Great Victory. Heavy Losses by Rebels."

Since the war, however, the loss of human life has become so common that it causes little more than passing comment. Never a week passes but has its toll of accidents. Every day one reads of an ever mounting gang toll in Chicago. Evidently humanity has become hardened and inured. Life is no longer regarded with sacredness of former years. The joints of human reasoning have been re-threaded and in this rush of modern existence have become a little loosened.

History repeats itself. Many years ago a similar wave of callousness swept over the world. Then came the staid Victorian Age. Then the Great War and its natural reaction. When will the present cycle end?

Mrs. S. A. Caldbick and family are holidaying at Jackson's Point, Ont.

**Long Trip to Far North to Establish Hospital**

Word was received this week of a long journey to be undertaken into the far North for the purpose of establishing an hospital. The journey, moreover, is to be undertaken by two ladies. They will go north by rail to the end of steel on the T. & N. O. north of Cochrane and thence by canoe route to Moose Factory. From Moose Factory the journey will be to Carlton Island and after that a month's voyage to Pantnirtung on Baffin Island by the Steamer Ungava. The two ladies undertaking this long and arduous trip are Mrs. Carol Saucier, of Ottawa, and Miss Prudence Hocken, of Winnipeg. Miss Hocken is a trained nurse.

They will open a new Anglican hospital at Pangnirtung, of which Mrs. Saucier will act a smatron. The physician who will be its medical director is already in the district.

Mrs. Saucier has been matron of the Indian residential school at Moose Factory for the past three years. She was formerly assistant matron at an institution at Sault Ste. Marie, Ont., for five years.

**New Ore Found at the Lake Shore Property**

A despatch this week from Kirkland Lake says that Lake Shore Mines has entered an interesting position with regard to production and mine development. At present the mill is treating between 2,100 and 2,200 tons of ore daily, and mill heads have shown improvement. Tailing losses have also been reduced, with the result that the company has very good prospects of record production figures for this year. From official information it is gathered that ore dimensions and values have improved below the 1,400-foot level. In addition to the three parallel

veins, which constitute the main workings at Lake Shore, and will be developed vigorously on the five new levels from 2,325 to 2,825 feet during the next few months, a large ore body which has been indicated by diamond drilling in the western section of the property will be tapped by a winze.

The new body is said to run to high values in gold, and has an indicated width of over 100 feet. The relation of the new ore zone to the main ore body has yet to be determined, but is expected to be a prominent feature of the company's development this year.

North Bay Nugget:— It has been said that politics makes strange bed-fellows, but so does heat waves, as a North Bay police officer discovered when he went to shoo some, as he thought, "bums" off the lawn of a West End residence. They happened to be the residents of the house.

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