

The Porcupine Advance

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GRAVEL AND SAND—AND PLACER

This is the last week in October and yet roses bloom in the gardens of Timmins. It is no wonder that Premier Henry found the people of the North cheerful and optimistic.

A heading in The Mail and Empire last week says:—"Trick on Wife Almost Fatal." Most husbands know that anything like that is nearly always fatal.

Some of the foreigners who were asked last week to accept jobs cutting pulpwood refused the work on the plea that they did not know how to handle an axe. Some of them, however, are very good with a hammer.

There is one man out of employment who certainly has lots of work, and that is the fussy communist who writes up all those letters of demands made upon the town councils throughout the country.

With Hon. W. Finlayson against this "fancy tourist stuff," and Premier Henry in favour of a road that will be of use and still not cost too much, it would appear as if everybody will soon be unanimous for the Ferguson highway and west from Cochrane and Hearst as part of the Trans-Canada highway route.

The Ontario Government will be missing one of the very best measures for the relief of unemployment and for the development of the North Land if it fails to order an early commencement on the work of building the proposed highway to connect Timmins, Gowganda, Elk Lake, Matachewan, Sudbury and other important areas, by roadway.

Last week The Mail and Empire had an interesting historical article on its editorial page telling of the founding some 181 years ago of the settlement of Sault Ste. Marie by a French soldier, Louis Le Gardeur de Repentigny. The article was headed in bold letters, "Soldier Founder of the Zoo." The Advance has always suspected this, but has always been too fond of animals to say so.

A reader of The Advance asks why the Canadian dollar is below par in the United States at the present time, while Canada remains on the gold standard. The answer is that the decline in the value of the Canadian dollar had no valid reason in facts or conditions but was simply a piece of manipulation by United States financial interests, who will no doubt be deeply grieved later on to find an unfriendly feeling in this country. The recent depreciation of the Canadian dollar had little justification or excuse, except that it could be done.

It is likely that in the days to come Hon. Mr. Finlayson will be throwing in the teeth of the people of the North the amount of money spent in this country, including the cost of the Trans-Canada highway. From present indications, it is only the South and its unemployed that are profiting much from the Trans-Canada highway. None of the towns of the North, for so long so unfairly burdened with unemployed, have received any relief from the Trans-Canada highway work.

The Cochrane Northland Post apparently aspires to be the Ghandi of this North. In commenting on the suggestion that with the census returns showing so greatly increased a population in this North there should be another seat created in the Federal parliament to give proper representation to this large section of country, The Post says:—"We agree with our contemporaries that this section needs more representation, but if it means more members, we are not in favour of the move at the present time." There are a lot of people like that: they are in favour of increased expenditures so long as it does not cost any more money.

The Canada Lumberman refers to the depression as no more than a myth—a ghost—with no solid foundation in fact. If the Canada Lumberman were to be read by the hundreds of poor fellows in Timmins at the present time who formerly had work for the winter in the lumber camps, and this year can find no work anywhere, they would be liable to tell The Canada Lumberman its knowledge of conditions was a myth and its statement without solid foundation in fact. The forest workers here would like to have a phantom of a job and they would be delighted to see "the ghost walk" once more.

PREMIER MAKES A GOOD CASE

At the luncheon given last week by the Timmins board of trade to Premier Geo. S. Henry there was some disappointment, perhaps because the premier, while mentioning the matter of the Trans-Canada highway, indicated that the complete route across Northern Ontario had not yet been decided upon. There are no real grounds for any disappointment to the people of the North, however, in what the premier said. Indeed, if logic and language have any meaning in politics, the statements by the premier seem to leave no doubt that the proper route will be announced when the time comes for public declaration in the matter. The only wonder remaining is that there should be delay in making the announcement when the matter is so clear.

In his remarks the premier pointed out that two routes were being seriously considered and that the choice rested between these two. The one route was by way of Sault Ste. Marie and along the north shore of Lake Superior. This route had its ardent advocates because it was argued it would have so much attraction for tourists. It had been called "the scenic route," the premier suggested. The other route was by way of the Ferguson highway to Cochrane and then to Hearst and thence westerly to the Nipigon country to link up with roads already built or now under construction. This latter route, the premier's words implied, was allowed the virtue of practical utility. It passed through country where there was settlement and rich promise of further development. The premier did not add that this northern route was also a scenic route, but he might well have done so, for its scenery will prove to have great attraction for tourists and others. Indeed, as a matter of fact, this northern route will prove the greater attraction of the two routes in the matter of scenic appeal, for this route has variety as well as beauty. The expanse of lake and the succession of rocks on the proposed route along the north shore of Lake Superior would inevitably reveal by its very sameness

and monotony, while the northern route has the special appeal of change of scene. Along the route will be found forest, lakes, rivers, hills and valleys, meadows and farm lands, settlements little and big, quiet countryside and silent bush, thriving towns with mammoth industries, quaint villages, cities in the making, mines and forest industries, and many other different items of interest.

As a scenic route, the Ferguson highway route would appear after all to have greater appeal than the much-touted rocky road along the north shore of Lake Superior, but it is as a route for the service of existing settlements and the development of the country in general that the northern route is without any rival. Not only are there existing settlements now along the way to be served but the country is such as to lend itself to further settlement, and this is something that can not be said about the Lake Superior route.

Premier Henry implied that the scenic idea would be considered and that there would be special thought for the utility of the road. He went even further than that. He suggested that economy of construction and maintenance would be a factor carefully weighed. It is well-known that the cost of the so-called scenic road among the rocks and gullies along the shore of Lake Superior is practically prohibitive. In the matter of economy of construction and usefulness and value in development the vote apparently could not honestly go otherwise than in favour of the route along the Ferguson highway to Hearst and westward.

If the question is finally decided on the lines suggested by Premier Henry's address at Timmins, this part of the North will be well pleased and Canada in general will give hearty approval when the facts are known.

WORK—NOT CHARITY

It is a notable commentary on the independence of character of the people of Canada that to-day the call of the unemployed is for work, not relief in direct form. "Let us have work, and we will look after ourselves" is the thought in the minds of most of those seeking employment in this country. Only the communists are forward with demands for direct relief, and few people pay any attention to these alien agitators. The people in general in this country are apparently anxious to escape direct relief measures so far as that may be done. The only plan by which direct relief may be avoided this year is by the providing of ample work for all. So far this has not been done. The work available so far has been pitifully inadequate. There seems to be reason to doubt whether or not the authorities are fully seized with the extent and the seriousness of the situation. The communists have done much to becloud the real issues by their idiotic attitude in the matter. But the necessity for more work should be urged upon all. With any direct relief the money is simply spent and there is nothing to show for it except scars on the hearts of those forced to accept. Even work not necessary—work at a loss—is preferable to direct relief, and in the end less costly. In the most of cases important public and private works will be achieved by the work provided for relief purposes. The Advance believes that the full programme of the \$60,000,000 in work in the town of Timmins, as approved by the provincial authorities, will not be enough to handle all the unemployment here. The Advance believes that the province will eventually pay its full share of this amount instead of a fraction as suggested by a recent letter. With the amount allowed to Sudbury and other towns the grant to Timmins is absurd at present. In addition to the \$60,000,000 worth of work referred to, there is need for further employment to be created. A new municipal building is one way by which such work could be given. Another is the building by the Government of a road connecting Timmins and Sudbury. Such a work would assist materially in the development of the North Land. It is a necessary work admittedly held back only for financial reasons. The relief money can be used now for this highway which would be of immense value to the whole North.

IN FAVOUR OF A NEW TOWN HALL

At the council meeting on Monday Mayor Drew called attention to the fact that on the one hand he was accused by some of unduly urging the building of a new municipal building and on the other hand he was charged by others with attempting to stop the construction of such a necessary building here. Accordingly, the mayor wished to make his position clear on the matter. He said, in effect, that on the one hand he favoured the building of a new municipal building because the present premises were so inadequate, so out of keeping with the town in general, and so unfair to the civic employees who could not be expected to give the most effective service under the handicaps imposed by the quarters used. On the other hand, the mayor suggested, the time might not be opportune for financing such a venture, desirable though it might be. The mayor mentioned the fact on the one hand that the proposed building would create a certain amount of employment not only here but elsewhere in Canada in connection with the materials used, and so would be a good thing at this time. On the other hand he felt that other relief work would create much more employment for ordinary labour and so should come first. After this explanation it does not seem fair to suggest that the mayor is too urgent for the building or too active against. In a word, he has given both sides of the case, but does not appear to show any definite over-enthusiasm on one side or the other.

It does seem to be admitted that a new municipal building is very badly needed in this town. The present structure is notoriously inadequate, inconvenient, unsanitary and unsatisfactory. The question then resolves itself largely into a matter of financing. Five years ago the provincial government offered to pay half the cost of a municipal building that would also care for the needs of the province in the way of office room and other accommodation. The need is greater now than five years ago and there is every reason to believe that the provincial government will contribute materially to any cost involved. Of course, if the provincial government will not do so, the matter would not be possible for Timmins alone to finance at this time.

In reference to the matter of relief work, it should be noted that all possible employment must be provided this winter or conditions will be very serious. There are eight or nine hundred men in town at present who must have work provided. The seriousness of the situation does not appear to be fully realized. It will be a task to provide all the work necessary to give employment to all. The building of a new town hall will provide considerable employment. It is true that the majority of those employed will be skilled tradesmen, but these tradesmen have to have employment the same as any one else. It is a fact that many of the unemployed posing as common labourers are in reality skilled tradesmen who can find no employment in their own particular line. Most of the men who will be employed on the work of building a town hall here will be men who otherwise will have to secure other employment or relief. As a means of creating employment the building of a new municipal building is worth considering. The work is a very necessary one—one that should have been done before. It seems to be well worth while to consider it very carefully now when it will do so much good in the way of relieving unemployment and adding to the comfort of the people of the town.

Hand Back \$1,100,000 to Beauharnois Co.

McDougall and Henry Said to Have Returned 80,000 Shares and Cash and to Relinquish Offices in the Company.

A rather remarkable article appears on the front page of The Ottawa Journal this week in reference to the Beauharnois Co. deal, of which so much has been heard for some months past. The deal has generally been considered as a typical one of the kind often referred to as high finance, and so the latest standing of the affair will be of more than passing interest. According to the Ottawa newspaper, Premier R. B. Bennett had a meeting last week with the bankers and others concerned with a view to the adjustment of the affairs of the Beauharnois project, with the interests of the public solely in view. Following this interview there comes the story that a total of \$1,100,000.00 has been virtually handed back to the Beauharnois Co., and that McDougall and Henry will both relinquish their offices with the company though R. O. Swezey will be retained in some capacity, though retiring as president.

In its article on the matter The Ottawa Journal on Monday of this week says:—

"Hon. (Dr.) Wilfrid Laurier McDougall, of Montreal, and Robert A. C. Henry, general manager and vice-president of the Beauharnois Light, Heat and Power Company, have made an adjustment of their proceeds from the sale of the Sterling Industrial Corporation, Limited, to the Beauharnois Power Company. The Journal has learned.

"The adjustment included handing back 80,000 shares of the Beauharnois Light, Heat and Power Company to the Beauharnois Company and included part of the \$300,000 cash which Senator McDougall and Mr. Henry received from Beauharnois for the Sterling Industrial Corporation's "nuisance value."

"The transaction involving a deal of \$1,100,000 was the first definite move made by any of the persons either condemned or criticised in the report of the special parliamentary committee which investigated the Beauharnois power project at the session of Parliament.

"It will be recalled that the parliamentary investigation revealed that Senator McDougall and Mr. Henry sold the Sterling Industrial Corporation (capitalized at \$2,500) to the Beauharnois Company for \$300,000 cash and 2,000 units or 80,000 shares of Beauharnois stock which at one time had a value of something around \$800,000.

"The adjustment made by Senator McDougall and Mr. Henry, the sole interests in the Sterling deal with Beauharnois, was mentioned in Ottawa on Saturday when the Prime Minister conferred with representatives of banks interested in the Beauharnois Light, Heat and Power Company. It is understood that the question of reorganization of the Beauharnois Company entered largely in the discussion. It is understood some new angles came up, but no definite conclusions were reached.

"The Journal understands Mr. Bennett will carry out the recommendation of the parliamentary committee which investigated Beauharnois to the effect "to procure the development of the Beauharnois project in such a manner as will best serve the people of Canada."

"In this connection it is understood that Senator McDougall will retire from the chairmanship of the board of directors of the Beauharnois Power Corporation, the holding company of all of the Beauharnois enterprises.

"It is also understood that Robert O. Swezey, president of the Beauharnois Light, Heat and Power Company will retire from the presidency of that

company and from the Beauharnois directorate but will be retained in some advisory capacity in view of his unclouded engineering ability and in fact to his having been the guiding genius of the great power development.

"R. A. C. Henry, former Deputy Minister of Railways and Canals, and now general manager and vice-president of the Beauharnois Light, Heat and Power Company, will retire from the board of directors of the company but will remain as general manager of the company.

"Meanwhile work on the great project on the St. Lawrence river between Lake St. Francis and Lake St. Louis is progressing rapidly and will be completed by October, 1932."

Former Depressions Have Been Overcome

No Reason to Believe that Present Difficulty is "the Worst Ever," or that It will not be Safely Passed Ere Long.

A week or two ago The Advance made reference to previous depressions in the modern world and to the pessimistic outlook engendered by these past depressions. The sagged and hopeless expressions called forth in years gone by through former depressions teaches a lesson to the world to-day. Although former depressions were thought to be the worst ever and there was the feeling that the world could not survive, the depressions eventually passed away and happy times were here again. In past decades there seemed to be a belief that Britain especially was marked for a gloomy fate, but the British "muddled through" stronger than ever. In reviewing former depressions The Edmonton Journal is of the impression that the world has overcome all former depressions and may safely be left to triumph over the one that at present is worrying this old world. The Edmonton Journal in this connection says:—

"Sometimes—much too often, in fact—one hears two or three prophets of gloom declare with despondent shakes of the head that this is "the worst depression in history" and that something is bound to happen, the "something" being anything that isn't particularly happy. Yet, the historian, James T. Adams, recalls that in the United States over 100 years ago, people went real estate mad; the boom broke, and in 1839 "North Carolina farms could be sold for only 2 per cent. of their former value; half of the whole property in Alabama changed hands; the great United States bank failed; nine-tenths of all Eastern factories were closed and the same proportion of their hands were idle; book printing, furniture making and some other trades stopped completely and 5,000 men attacked the city hall in Boston."

"That is a picture of the United States in 1839. Here is one from across the Atlantic of almost the same date. The Weekly Scotsman recently had an article comparing 1831 with 1931. The writer recalls that just a 100 years ago Scotland and England were in a state of "acute" economic distress. He outlined the situation in these words:—"The industrial revolution and the social misery it brought in its train, the rise in prices during and after the Napoleonic wars, the barbarous criminal code, with execution and transportation for trivial offences, unemployment, political corruption, a Poor Law just two centuries out of date, the rise of factories with child labour, lack of food—these are but a few of the outstanding evils of Scotland a 100 years ago. Unemployment was rife. In 1820, the problem was temporarily solved in Edinburgh by setting the men, whose discontent was making them dangerous, to reconstruct the road round the Salisbury Crags, thus gaining it the name of "the Radical Road." In Eng-

land, in November, 1830, the labourers of the southern counties, driven by famine, were marching through the countryside demanding the living wage of half-a-crown a day. The men were cruelly punished at the assizes, for 450 of the rioters were torn from their families and transported to Australia.

"The same article recalls the description given at the time by Lord Cockburn, who wrote: "Edinburgh is at present almost a mass of insolvency. Trade, except in one or two branches, has left Leith, our port; its docks are bankrupt; our college has not a shilling; the Writers to the Signet are getting so destitute that it is not easy to see how they can maintain their library and general establishment; the Faculty

of Advocates is in a similar condition, but further gone; most of our charities and other institutions are dying of hunger; the law, the college, and the church are certainly destined to subsist still more; and lastly, reaching, obtruding, and withering everything, the town itself is prostrate in bankruptcy."

"The world has overcome every former depression, as it will this."

Pembroke Standard-Observer:—Farmers receive 18 cents per bag for potatoes in Hamilton when sold to the wholesalers. The Pembroke market seems to be patronized by people with larger hearts than the Hamilton wholesalers.

Announcement
You are specially invited to visit the opening of our new and enlarged Grocery and Meat Store at 21 Wilson Ave. Timmins
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MORE ABOUT BUSINESS
(Weekly Message)
Two Facts
Times like the present emphasize two outstanding facts:
1—Upwards of 75% of estates at death consist of life insurance.
2—More money is paid to living policyholders than in death claims.
The last \$10,000,000 paid by The London Life under its policy contracts was distributed as follows:
\$2,836,270—to beneficiaries of deceased policyholders.
\$7,163,730—to living policyholders.
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