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Planning Insurance for Unemployment

Contributing Insurance for Unemployment Proposed by Premier Bennett. Conference Being Called at Ottawa.

Unemployed insurance, a topic of academic discussion in Canadian political circles for years, is a step nearer realization now as a result of an important statement made by Premier R. B. Bennett in the House of Commons last week.

In an effort to overcome the constitutional barrier to an unemployment insurance scheme the Dominion government is summoning an inter-provincial conference which will meet some time in December or January. The conference will have before it statistics on employment collected during the 1931 census. It will also have before it an agenda now being prepared by the Dominion government which will include a review of the field of taxation and of overlapping and conflicting provincial and federal powers with respect to corporations and insurance.

Under the British North America Act the parliament of Canada has no power to enact unemployment insurance legislation. It comes within a field definitely assigned to the provincial legislatures. But it is recognized, unemployment insurance to be of any value should be controlled by the Dominion and should be uniform throughout the country.

This constitutional difficulty must be overcome by an agreement among the provinces which may be concluded at the coming conference.

Mr. Bennett made all this plain and added the insurance scheme would be contributory in character.

The discussion also produced an offer of co-operation with the government in the matter from Rt. Hon. W. L. Mackenzie King, leader of the opposition.

Asked regarding the proposed Dominion-provincial conference on unemployment insurance, Premier George S. Henry intimated the province would be glad to be relieved of any burden the federal government might assume.

"It is apparently much along the lines of the old age pensions," he said, "which the federal government eventually proposes to take over entirely."

Revised Fees for Car Registrations

Only Changes in Sixes and Eights. Increased Rates for Heavier Trucks Announced by Minister of Highways for Ontario.

Revised registration fees for motor vehicles in Ontario were approved by order-in-council and announced at Toronto last week by Hon. Leopold Macaulay, Minister of Highways. The revised fees will come into effect December 15 in conjunction with the issuance of the 1933 license plates.

Revised Schedule Passenger and commercial cars and two-purpose vehicles are affected by the schedule as revised which is as follows:

- Four cylinders, \$7. Six cylinders, up to and including 28 horsepower, \$12. Six cylinders, over 28 horsepower, \$15. Eight cylinders, up to and including 35 horsepower, \$15. Eight cylinders, over 35 horsepower, \$20. Twelve cylinders, \$30. Sixteen cylinders, \$40.

The only changes in this schedule are in the sixes and eights. "It is believed by the department," said Mr. Macaulay, "that this division more equitably divides the six and eight cylinder cars according to weight and price. That belief is concurred in by the manufacturers."

Up From \$12 to \$15

The changes in the sixes and eights show that where marker fees for the current year of sixes was \$12, the larger sixes will now be \$15. The \$20 fee charged for all eights in the current year has been lowered on the smaller type to \$15.

In the new schedule of fees for motor trucks, the fee on the lighter machines, up to and including three tons is unchanged. In trucks over three tons and up to four, where the current charge is \$36 for vehicles with pneumatic tires, the new fee will be \$48. Solid tired trucks will be charged \$60 in place of \$48.

Corresponding increases are made in truck fees up to the 14 tons and up to 15 class where the pneumatic-tire equipped vehicle currently charged \$225 will now pay \$330. Solid tire equipped trucks of the same class will be charged \$375 in place of the \$270 charged for 1932.

Higher Tax on Trailers Trailers are likewise subject to higher fees ranging from a \$3 increase on the two tons and up to three class to \$15.00 on trailers of a capacity of from 14 to 15 tons.

"Heavy trucks," stated Mr. Macaulay, "are asked to contribute their fair share to the cost of the right of way provided for them including bridges, which have to be strengthened to carry the heavy loads."

According to Mr. Macaulay, the registration fees for passenger cars will continue to be lower than those charged in the other provinces and in the neighbouring states and the fees charged for motor trucks are still lower than those charged in the eastern provinces of Canada and in many of the states.

FOUND HUSBAND'S BODY IN ICE AT LAKE WATERHEAD

A despatch on Friday last from Sesekinika Lake says that Mrs. A. McDougall found the frozen body of her husband in Lake Waterhead, near Sesekinika Lake, after he had been missing for several days. Mr. McDougall's body was upright in the water and his hands still clasped the edges of the ice through which he had broken. The woman, after examination of the scene of the accident, is convinced that her husband had clung to the ice after going through, likely calling for help and seeking to rescue himself, but that he had slowly frozen in the water.

But First of All North Bay Must Win the Trophy

There is an old saying about counting your chickens before they are hatched. That is not much worse than worrying about a trophy before you have any real reason to worry. North Bay has little reason for fearing to lose the Patton basketball cup to either Sudbury or the Sault, so long as the trophy is here in Timmins. When North Bay can produce a team that is likely to win the Patton cup, they will likely be able to retain it against Sudbury or the Sault. However, in the meantime, "Observer," writing in The North Bay Nugget says:—

"It's only fair to warn the Collegiate Institute basketweavers who aspire to wrest the Patton cup, from Timmins High School that the Sault Collegiate-Technical quintet will be lying in wait to quickly relieve them of the prize—if they should land it. The Sault Star confesses this purpose is well-developed in the minds of the Algoma Capital scholars and that the "snatching act" will be under way almost as promptly as the trophy is reclaimed. It is also intimated that Sudbury High School is all set to pounce when the prize is brought within reach. In view of this revelation it is quite fitting that the thieving propensities of the wolf are recognized as being characteristic of the tendencies of the Sault and Sudbury. But then the wolf doesn't always have his way. Here's what we are told by the Sault Star sports editor: "The fact that the cup has been held in the T. & N. O. area has kept both Sault and Sudbury teams making efforts to land the coveted silverware in recent years. Hereabouts the basketball performers are hoping that the trophy will be won by North Bay for both the Collegiate and Technical School squads have powerful aggregations ready for the fray with the Tech, in particular, having the best team in its history."

New Ambassador



HERR VON HOESCH new German Ambassador to Great Britain, is shown above as he arrived in the British Capital.

To Buy 150,000 Ties Along T. & N. O. Line

Outlay of \$125,000 will be Made by Railway This Winter and Remunerative Work Provided for Many Settlers and Others.

Temiskaming and Northern Ontario Railway Commission is placing orders largely with bona fide settlers along its lines for 150,000 railway ties, Chairman George W. Lee announced last week after an inspection trip which took him to Moosonee, the James Bay terminus.

The outlay will be approximately \$125,000 and should ensure that a large number of settlers will be provided with remunerative work for the winter months, he remarked.

In the course of his trip Mr. Lee noted evidences of industrial improvement in all parts of the Cochrane and Temiskaming districts. Between 50 and 75 cars of pulpwood are being handled daily, 20 of which are being hauled to the Abitibi mill at Iroquois Falls each day.

WHY THE ADVANCE IS QUOTED SO MUCH BY OTHER PAPERS

In a letter on other business, W. A. Wilson, inspector of public schools for the cities of Port William and Port Arthur, and formerly inspector for this area, is kind enough to write some flattering words about The Advance. Mr. Wilson says that he has used copies of The Advance to convince friends in Port William and Port Arthur and district that Timmins has long ago passed out of the frontier town class. He concludes:—"You should be proud of your paper, especially in the selection of news material, and the high standard of your editorials. I appreciate now why The Toronto and our Lakehead dailies have quoted The Porcupine Advance so frequently during the last eight years that I have been living here."

Freight Car Loadings in Canada and the U.S.A.

Freight car loadings in the United States declined from the peak in April, 1929, until July, 1932, to 52.8 p.c. The corresponding figure for Canada is 41.8 p.c., reflecting the greater severity of the business depression in the United States as compared to Canada. The railway problem in Canada is more crucial, however, due to our greater per capita mileage. In the United States there is slightly over 200 miles of railroad per 100,000 population while in Canada there is something over 400 miles, according to the economist of the Bank of Nova Scotia, in a four page article "The Background of the Railway Problem" in the November issue of the Monthly Review issued by this bank.

In recent months curtailments of operating expenses on both Canadian railways has been maintained and although the decline in the net operating revenues in the Canadian Pacific Railways has continued during 1932 it has not been, fortunately, anything like as rapid as in the year 1929 to the year 1931.

In the case of the Canadian National Railways the decline in net operating revenues has been arrested and more than that, the tendency which marked the years 1929 to 1931 has actually been reversed and net operating revenues have been increasing in recent months. It is good news for the Canadian taxpayer that in the twelve months ending August, 1932, the net operating revenue \$9,200,000, nearly \$3,000,000 larger than \$9,200,000, nearly \$3,000,000 larger than in the twelve months period ending March last.

Toronto Mail and Empire.—Labour Once More Saves De Valera.—Headline. And one of these days Labour will wonder if he was worth it.

Full List of Those Nominated Friday

Two Candidates for Mayor. Twenty-three Nominated for Councillors. Five Nominated for School Trustees. List of Those Making the Nominations.

Below is give the full list of those nominated for the offices of mayor, councillors and public school trustees at Timmins municipal nominations on Friday last, Nov. 25th. The list of candidates on the ballots for mayor and councillors will be found elsewhere in this issue. The three public school trustees required were elected by acclamation, only three qualifying for the office. The following are those nominated, together with the names of those nominating them:—

For Mayor Hector Chateaufort, merchant, nominated by Albert A. Paquette and Geo. Chartier. Also by C. W. Pexton and Wilfred Blais.

Geo. S. Drew, insurance agent, nominated by J. D. Brady and Dean Kester.

For Councillors J. T. Chenier, merchant, by Leo Mascioli and G. S. Lowe.

Dr. S. L. Honey, dentist, by Antonio Mascioli and John Carnovale.

Moise Maltais, carpenter, by Wm. Stewart and O. Rusk.

John K. Massie, merchant, by Thos. Blackman and Geo. S. Lowe.

J. Morrison, mechanic, by J. D. Brady and F. M. Wallingford.

Albert Paquette, agent, by Eugene Guinard and E. P. Gauthier.

George Parsons, miner, by N. J. Leaman and W. Nicholson.

R. Richardson, T. & N. O. agent, by Leo Mascioli and John Carnovale.

William Stewart, bricklayer, by Moise Maltais and O. Rusk.

Nick D. Thachuk, clerk, by E. Lima and John Senyk.

W. W. White, electrician, by W. Nicholson and Jas. Ralph.

Thos. Blackman, engineer, by Leo Mascioli and A. Mascioli.

A. P. Dooley, real estate, by Leo Mascioli and John Carnovale.

John Dalton, taxi service, by W. Rinn and J. D. Brady.

Mark Bowie, merchant, by J. D. Brady and C. G. Keddie.

J. P. Bartleman, insurance agent, by J. D. Brady and C. G. Keddie.

R. Richardson, station agent, by W. Nicholson and Jas. Ralph.

Wm. R. Rinn, merchant, by G. S. Lowe and Thos. Blackman.

F. M. Wallingford, prospector, by O. Rusk and Wm. Stewart.

Ostias Sauve, barrister, by Wilfred Blais and Eugene Guinard.

Alfred Caron, contractor, by Ostias Sauve and J. T. Chenier.

Percy Carson, manager, by J. R. Walker and J. D. Brady.

Dayton Ostrosser, merchant, by Mark Bowie and R. Richardson.

A. M. Stewart, blacksmith, by F. M. Wallingford and Moise Maltais.

For Public School Trustees Thos. Blacksmith, electrician, nominated by A. W. Pickering and W. R. W. Rinn and A. W. Pickering.

Geo. S. Lowe, purchasing agent, by W. Rinn and C. W. Pickering.

E. H. Hill, Division Court Clerk, by W. W. White and G. S. Lowe.

S. A. Caldbick, barrister, by C. G. Keddie and G. S. Lowe.

A. G. Luxton, merchant, by O. Rusk and Wm. Stewart.

Public School Trustees Elected

There being only three qualifying for public school trustees, and there being three trustees to be elected, the following were elected public school trustees by acclamation:—Geo. S. Lowe, E. H. Hill and A. G. Luxton.

Cliff Moore's New System for Playing Bridge Game

(From "Grab Samples" Column in The Northern Miner) Cliff Moore, Cobalt's Old Poker Hand, has branched out into the field of bridge, evidently under protest. His aspersions on the game appeared in this column some months ago. Now under force of circumstances, the principal one of which is the loss of his old poker class, who graduated with hard-won honours, he lays down rules for the conduct of bridge, bidding under the new system. Here is the Moore system:

"There is plenty of system, both in the bidding and playing. The formula of bidding is now so complete that when you say, 'One spade,' your partner knows that you hold five hearts to the king-jack, four small clubs and a ten-ace in diamonds, but you are wondering where the honours in spades are located."

"And when he comes back with 'One no trump,' he means that he has just espied the king, queen and ten of clubs in the hand of East, but has not yet located any of the high spades."

"Whereupon you bid two diamonds, suggesting that he try to get a peek at West's holdings."

"If he retorts with three clubs, you sense the fact that, in his opinion, the game should be tried for in the heart suit, to which you reply with three no trump, meaning: 'Have you enough hearts to justify a bid for a slam?'"

"If he has, he will make a psychic bid of six diamonds to make opponents think you are strong in clubs, and you will thereupon bid six or seven hearts and go down for four tricks doubled."

"All of which adds zest to the old form of bridge in which skill was blended with some degree of guess-work."

TIMMINS LODGE I.O.O.F. NO 459

Meets every Tuesday evening in the Oddfellows' Hall, Spruce Street, North. Visiting brethren requested to attend. S. LAWLEY H. M. MOORE. Noble Grand Box 1311 Rec. Sec. 14-25

TIMMINS L. O. L.

Meets on the 2nd and 4th Friday of every month in the Oddfellows' Hall. W. F. McLean, W.M. A. E. Humphries, R.S. 14-26

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Cornish Social Club

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