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THE NORTH'S CHOICE

There appears to have been a deliberate plan to secure the removal of Hon. Geo. S. Henry from the premiership of the province. Unfortunately, for the present premier, he was elected into a position where the people in general are liable to doubt his political sagacity, though he has been paid the remarkable compliment of having his honesty and integrity generally upheld. For the present, Premier Henry has been endorsed by his party and upheld by the people. At the same time there is a rather widespread feeling that he has lost considerable of his strength as a leader and that for fair chance of success in the next election a new leader will be necessary. The premier is also understood to be in poor health, and so a change is particularly desirable, for in these days of stress a strong premier—strong in every sense of the word—seems essential. It may be taken for granted that at the present time there is a canvass being made of the possibilities of different men as the choice for leader of the party and the government in this province. Several men have been put forward as the likely choice. With none of these need particular fault be found. Some, indeed, are men of unusual talent and standing. Many of the names would be agreeable to the North. Hon. W. A. Gordon, for instance, would sweep the North, and his success in the South would also likely be notable. But it is doubtful if Hon. Mr. Gordon would drop the place he has made for himself at Ottawa and where he has given such signal service to the country. Another man who would be particularly acceptable to the North would undoubtedly find favour and support in the rest of the province. This is Hon. Chas. McCrea, Minister of Mines in the present Ontario Cabinet. Hon. Mr. McCrea would have the fullest confidence of the whole North. He would have the fullest confidence of the people of the South. He has won that confidence by a lifetime of honest and able public service. He has the talent, the integrity and the faculty for public service. Under his generalship the portfolio he holds has assumed a major position. There is no doubt that the mining industry has been vitally important in stabilizing the province of Ontario in these testing times. There is no question but that the gifted work of Hon. Mr. McCrea has had much to do with the position of mining in this province at this time. Mining men and the public alike have the fullest confidence in the fairness, the integrity and the public spirit of Hon. Chas. McCrea. His character has been supported by a rare talent. He has the gift of leadership. He inspires regard. He accomplishes things, quietly but effectively. He would be the choice of the North for premier. The South would regard him with equal favour. If there is to be a new premier for Ontario, the province will make no mistake in selecting Hon. Chas. McCrea. He has been a success in his own profession. He has been useful as a member of the Legislature. He has been invaluable as a Minister of Mines. He would make a notable premier.

THE INFERIORITY COMPLEX

There are certain Canadian public men and certain Canadian newspapers that for generations have suffered from a sort of inferiority complex. They suffered from the condition before the term of inferiority complex was invented, and they still have the trouble now that the words "inferiority complex" are about worn threadbare. Years ago this inferiority complex took the form of the idea that Canada and Canadians were lower in the scheme of creation than what the self-abased fellows termed the "great country and the great people to the South." Even Buffalo sausages were believed to make a hotter sort of hot dog than the sausage made in Canada. There was a fear that Canada could not prosper if the United States frowned. The war could only be won by United States troops, according to the inferior Canadians who gloried in trailing themselves in the dust. These inferior Canadians are gluttons for punishment, but even their deeply humble minds have been unable to hold the idea recently that Canadians are so much inferior to the people of the South. These cringing Canadians, however, are determined to have superiors to worship. Perhaps, it is not so much the superiority of other peoples that is imbedded in their consciousness as a belief in the inferior station of their fellow Canadians. It is an odd fact, however, that these people who think so lightly of their brother countrymen, have a stupendous opinion of themselves, by the way. In recent times, with the idol of American superiority rather battered by collision with hard facts, these Canadian worshippers of other lands and other peoples have been offering their fealty to Soviet Russia. Of course, Russia had the advantage of being foreign, and anything foreign seems to be something superior to these humble fellows. "You know it is possible that the Russians have some good ideas," these fellows commence. They would laugh to scorn the idea that Canada or Canadians could ever be right or progressive, yet the history of Canada is one of remarkable development, of vision and of original thought and courageous grappling with great problems. The implication that anything is sure to be desirable because it is strange and because it seems to originate in a foreign country is one of those disgusting perversions of common sense for which the toadying Canadian is infamous in his own country and ridiculous elsewhere. Fortunately, there are not many of this type of Canadians but the few there are make enough noise to irritate their fellow Canadians. Their attitude begs the question, "But surely, sometime, somehow, somehow, Canada and Canadians do things right, and do occasionally have a happy thought superior to the brain waves of all foreign lands?"

The latest phase of the grovelling of the people and press suffering from the inferiority complex is the tendency to make much of what has been done by President Roosevelt to help the world over the depression. No one would take away from the new president of the United States any honour or credit due him, but it is difficult to be patient with those Canadians who are not content with going into raptures about the great deeds accomplished by President Roosevelt for world welfare, but who must at the same time persist in suggesting that the Canadian premier and the British prime minister have done nothing. The truth is that up to date President Roosevelt has accomplished little. He took office at a time when his country was in deplorable condition. The United States was in immeasurably worse position than Canada or Britain and practically nothing had been done to change the situation or assist the people. It might be considered that some credit would be given even by the most inferior-feeling Canadian to Premier Bennett for keeping Canada from sinking as low in the economic scale as the United States. But, no! The type of Canadian who see a glamorous hero

In the president who to-day is seeking to raise the United States to as high a level as Canada, can note no virtue in the Canadian premier who has kept his country from the depths. All desire that Canada should return as soon as possible to more prosperous days. There may be even good reason for dissatisfaction because conditions are as bad as they are. At the same time there should be reason and justice shown, and credit given where it is due. Canada might be much worse off. The conditions in the United States prove that. Premier Bennett has faced the most difficult task that ever fell to the lot of a Canadian premier with rare courage and much talent. Had his plan of providing employment been followed Canada to-day would be in good position. The provinces, however, vetoed the employment plan, and insisted on the curse of direct relief. This vicious evil has been greater harm to Canada than the depression itself, yet even so Canada has weathered the storm in excellent way. Premier Bennett long before President Roosevelt came upon the scene was seized with the fact that Canada could not cure conditions that were world-wide without outside help. He fostered the Imperial Conference which already has done something to assist conditions and will do still more. Premier Bennett also suggested a world conference as a further help to the nations. Both he and Prime Minister Ramsay Macdonald, of Great Britain, have urged for some time the very conference that President Roosevelt is now credited with originating. President Roosevelt is given unstinted praise for his prompt action in averting complete panic and financial wreck in the United States. That is all right! But those who make so much of it should stop to consider that their own premier did an even greater thing by preventing the growth of the conditions that led to utter disaster. The abject Canadians will rouse no special opposition in their praise of the president of a friendly nation, but they should not forget that to their own premier and their own people and also to the British Government there is assuredly due some measure of appreciation for the guarding of this land and the British Isles from many of the dangers and evils that President Roosevelt is left to combat in his country. If some of these Canadians with the inferiority complex would study Canadian history and Canadian progress, they would surely come to the conclusion that because something is foreign it is not necessarily superior, and that Canada and Canadians are not by force of fact or circumstances the lowest on the scale of life on the globe.

PROSPECTS ARE IMPROVED

The recent conference between President Roosevelt, of the United States, Prime Minister Ramsay Macdonald, of Great Britain, Premier R. B. Bennett, of Canada, and Premier Herriot, of France, has already had good effects. The world conference to be held next month will still further assist the world to better days. It is taken for granted that with Canada, Britain, the United States and France, practically all agreed and in accord arrangements may be made whereby all these nations at least may enjoy a measure of return to prosperity. No sane person can deny that the conditions of the day are real. It is well known that talking or thinking will not remedy the evils of the present. Yet at the same time it must be admitted that some of the trouble is psychological. This is shown, for instance, in the case of people who have had no cut in salary or reduction in income and yet act as if they must economize to the limit. Their attitude, of course, adds to the real troubles of the time. A still better illustration of this psychological turn is the fact that business and industrial leaders have been overwhelmed by panic before there was any actual cause for alarm in their cases, and again the difficulty has been increased. The recent conference between the president and the premiers has had its psychological effect and there is a general feeling that better times are near at hand. This very feeling helps to make it so. The little "big men" are getting back their courage, and this alone will help in the return to more normal conditions.

While the psychological results of the recent conference are alone worth while, there is also the promise of more material advantage. Agreements in regard to tariffs will be of service. Most countries have been attempting to foster industries for which they are not particularly equipped by circumstances and conditions. The present is the best time to get rid of this fault with the least additional dislocation of affairs. The idea of a moratorium of restricted kind upon war debts will also prove helpful. The most beneficial and far-reaching proposal, however, seems to be that of the intended revaluation of gold. It appears likely that gold will be standardized by the nations at probably \$30.00 per ounce, instead of the present \$20.00 per ounce. The effect of this will be far-reaching and will prove a remarkable relief for the pressure under which all nations seem to rest at present. In this North any such revaluation of gold will prove of notable benefit. Not only will established mines be enriched, but new properties will feel equal advantage. While the experts are not certain as to the exact effects on the world of the different relief measures planned, there seems to be general agreement that improvement is certain and that conditions will gradually adjust themselves in satisfactory way.

In the meantime those looking at the world as a sick patient should seek for helpful remedies rather than talk about cutting the patient's throat as the communists do. With the return of better health, however, there are certain inoculations that should be made to guard the patient against further returns of the disease. The patient must be admitted to have a good system, but certain abuses of that system should be avoided in the future. It will be surprising how few changes will be necessary to assure the patient's health. The patient knows now that too much greed results in painful indigestion, and that over-capitalization is worse for the head and the heart than other fevers or the influenza.

GRAVEL AND SAND—AND PLACER

No wonder there are reports that some of the new settlers in the North under the back-to-the-land plan are falling to make good. The North Bay Nugget recently referred to a "Four-Year-Old Settler's Child." Such young settlers can hardly hope to succeed at farming and raising a family at the one time.

The alien agitators in the camp are doing their best to have wages cut at the mines but there is little chance that they will succeed. The mines have played the game fairly and will continue to do so, despite the mean and mischievous tactics of the communist element in the district.

Efforts is being made to create the impression that the C.C.F. is some sort of crusade, something different from the ordinary political party. As a matter of fact the C.C.F. is very much "just another political party," with more than the usual bitterness against those holding office for the people, and even more than the usual brilliant promises as to what will be done if the new party achieves power. About the only difference between the attitude of the C.C.F. and other political parties is that the C.C.F. has failed so far to give any sort of clear-cut or definite ideas as to the measures or plans whereby it would improve conditions. So far the C.C.F. appears to be a ringer for the old Farmers' party, and with many of the followers of Drury in the lime-light.

Hon. W. Finlayson on North Road Work

Minister of Lands and Forests Says Road Maintenance will be Small. No Construction Work at All. Lack of Funds Suggested.

There has been very general objection taken in the North Land to recent suggestions that there would be no maintenance of roads in the North this year. The suggestion was so absurd that there has been difficulty in believing it, but the wholesale discharge of Northern Development Dept. men appeared to give countenance to what would otherwise have been no more than a silly report. Also letters from C. Fullerton, Deputy Minister of the Northern Development Dept., also upheld the reported neglect of the Northern roads. The matter was considered so serious that official announcement appeared very necessary in the circumstances. North Bay board of trade was one of the first public bodies to request some official pronouncement in the matter. The North Bay board of trade passed a resolution protesting against the idea that the money invested in Northern roads should be jeopardized and the people of the North handicapped by the permitting of the roads here to go to rack and ruin. To this resolution the North Bay board of trade last week received a reply from Hon. W. Finlayson, Minister of Lands and Forests. Hon. Mr. Finlayson's letter is given herewith in full because the matter of the maintenance of Northern roads is one of such vital importance to the people of the North. It would be idle to pretend that the letter from Mr. Finlayson explains or even excuses in any sensible way the thought of sacrificing all the money spent to date on the Ferguson highway and other roads of the North. Hon. Mr. Finlayson fails to explain what is to be done with the three million dollars voted by the Legislature for Northern Development work this year. Who is to get that money, if even necessary road maintenance is to be neglected. Mr. Finlayson asks for patience and co-operation, but how can there be any patience or friendliness expected when the people are plainly given to understand that the roads they fought so hard and so long to secure are now to be deserted. The suggestion in Mr. Finlayson's letter leaves no other idea in the minds of the people of the North than that. Hon. Mr. Finlayson talks about "resuming work when conditions return to normal." Does Hon. Mr. Finlayson have the faintest conception of the condition of the Northern roads long before there is any possibility of the times becoming normal. In the past week or two more harm has been done to Northern roads that will be repaired in many months. A dollar spent now would save hundreds of dollars necessary when times return to normal. It may be noted that what Hon. Mr. Finlayson needs to worry about is the present condition of the roads and the present needs. He will be in no position to do anything when "times return to normal," if he forsakes the North now and deliberately sacrifices the money already invested. Also, he will receive no credit for what has been done in years past, and will certainly deserve none, if he throws away all that has been accomplished, through neglect that assumes the proportions of criminality now. To allow the roads of the North to go to ruin, as they certainly will go if neglected now, will be a senseless and evil thing that the people of the North and the people of Ontario will never overlook or forgive. That such a thing should be contemplated carries its own condemnation.

Hon. Mr. Finlayson's letter to the North Bay board of trade reads: "The Provincial revenue has fallen off in such an alarming way that it has been necessary to curtail our activities in all branches of service. The appropriations for every branch have been greatly reduced, and this is particularly true of highways both in Northern and Southern Ontario. "We do not expect to undertake any construction programme this year and our appropriation for maintenance has been reduced so that it will be impossible to keep up the service to the usual standard. This applies to the Highway Department and the Department of Northern Development. "In Southern Ontario we are getting co-operation from the municipalities and boards of trade in this work. In the South the municipalities contribute from 20 to 60 per cent. of the cost of the construction and maintaining roads, and many municipalities are passing resolutions asking the Government to cut down the service this year. In the North, where no contribution is made to this work, we are having difficulty, and people do not seem to realize that funds are not available to carry on work in the normal way. I wish you would suggest to your directors and members that no one feels the necessity for curtailment in Northern Ontario more than I do. "I have been trying to build up a road programme in Northern Ontario over a considerable number of years, and I think we have accomplished a great deal in the way of construction and what is equally important we have established a proper system of maintenance and have been able to keep our roads in good condition. "Hard to Carry On. "It is very hard to have to abandon this programme for the present, and this year I will have great difficulty in maintaining our roads with the very meagre allowance we have at our disposal. "I am sure that if your members think of the matter for a minute they will realize the condition and we will get their co-operation in trying to satisfy the people of Northern Ontario with no construction this year and a limited amount of maintenance which will be in accordance with the funds we are able to procure for the purpose. "I have always appreciated the co-operation I have received from your

organization and am sure your members are fair enough to realize that a great deal has been accomplished in the past, and, if we are all reasonable during the present period, we will be able to resume work when conditions return to normal."

Rouyn Refused to Allow any "Fool Parades" There

It was a Timmins mayor who referred to the "fool parades" staged by the communists and the reds and their pink brothers. It remained for Rouyn council this year, however, to put its foot down and absolutely refuse any permission for any such "fool parades." It is beyond question that at a time like the present no good purpose is served by these "fool parades." There is nothing helpful or constructive about them. Their only effect is to arouse irritation and ill-will. At a meeting of the town council at Rouyn last week there was a request from an organization calling itself the Canadian Defence League for permission to hold a meeting or parade in Rouyn on May 1st. Members of the League in Rouyn, accompanied by other members alleged to come from Kirkland Lake, were present at the Rouyn council meeting to press the request for permission for the parade or meeting or what have you. The Rouyn council, however, had enough of the "fool parade" idea last year when Chief of Police D. Lapointe received a bullet in the arm and a Royal Canadian Mounted Police constable was stoned while trying to quell disorders which arose from one of these "fool parades." Several of the rioters at Rouyn last year were arrested and sentenced to terms in jail, and some of them were deported on the expiration of their sentences. Not only did the council at Rouyn refuse permission for any "fool parade" or meeting organized for the benefit of paid foreign agitators, but the authorities also announced that the prohibition would be strictly enforced and that any attempt to parade or hold meetings on the street would be followed by arrests and prosecutions.

Report for April of the District Children's Aid

The following is the report for April of the superintendent of the District of Cochrane Children's Aid Society, A. G. Carson:—

Applications for children for adoption	1
Office interviews	68
Complaints received	29
Investigations made	26
Children involved	46
Mail received	52
Mail sent out	50
Children in shelter	26
Children boarding out	5
Court attendance	2
Juvenile court cases	2
Children brought to shelter	1
Children given assistance in their own homes	11
Cases under the Unmarried Parents' Act	1



FRESH—KEEPS YOU FRESH

Royal Scot Express to be Seen in Canada

Famous British Train Being Brought to this Continent. Will Travel on Canadian Railway Lines. To be at World's Fair, Chicago.

Residents of Eastern Canadian cities who are shortly to have the opportunity of inspecting the locomotive and coaches of the famous Royal Scot express, when this train makes its first journey through Canada en route from Montreal to Chicago, will find a noticeable difference in the sizes of locomotives and rolling stock, although the gauge on which they operate is the same as that on Canadian and United States lines.

The Royal Scot will reach Montreal about the end of April and will be assembled there to operate under her own power to Chicago. Westward the train will travel over the lines of the Canadian Pacific Railway and, after being exhibited at the World's Fair, Chicago, will return through Canada on the lines of the Canadian National System, making stops for public inspection purposes at various towns and cities.

The comparatively modest dimensions of British engines and cars are dictated by the permissible limits of height and width. The limits for the Royal Scot are 9 feet 3 inches in width and 12 foot 9 inches in height, as against clearances of 10 foot wide and 15 foot high in Canada and the United

States. Bridge, tunnel and other clearances on British lines set the physical limits which still have to be observed in locomotive and car design. Tunnels and other structures of the Liverpool and Manchester Railway of 1830, the oldest a firm in the railway passenger business and now part of the London, Midland and Scottish railway, were constructed just large enough to permit the passage of a private coach loaded on to a flat car.

Although the locomotives are designed on smaller scale than are those used in Canada and the United States, as are passenger and freight cars, they have developed high records for sustained speed, the 6100 which will haul the Royal Scot through Canada having developed 88.3 miles per hour between London and Coventry, while hauling a train of over 300 tons.

Fort Elgin Times.—Former councils did no kindness but rather an injustice to delinquent taxpayers, when they let their taxes run on without payment from year to year. Some people will say these are hard times and the council should be lenient with people who are behind in their taxes. This is all right if leniency would lessen or wipe off the obligation, but it is otherwise, for every year that taxes go behind and are not paid there are interest and expense added to the amount the taxpayer finally has to pay or lose his property. Therefore, though it may appear hard, the council is really doing us a kindness when they make us pay each year's taxes as they become due.



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