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Suggests the North Must Pay Taxation

Hon. Mr. Finlayson Does Not Mention that All Organized Municipalities are Already Doing This. Hon. Mr. Finlayson at Halleybury.

It may be well to preface this reference to what Hon. Mr. Finlayson said at Halleybury recently with the statement that what the Minister of Northern Development hinted at—that is, a contribution to the upkeep of roads in the North—is already being given in the North, as in the South. Reading the reference one would naturally imagine that the North did not pay anything for roads. The truth, of course, is that the municipalities of the North contribute to provincial taxation just as the towns and cities of the South, and roads here are maintained by the municipalities through which they pass just as they are in the South. For instance, Kirkland Lake and Teck township, Tisdale and South Porcupine and Schumacher, and the town of Timmins, all are expected to maintain the provincial roads that pass through their municipalities. Timmins and Tisdale both paid part of the cost of constructing the roads passing through these places and have been left to see about maintenance just as they would in the South. Any hints as to Teck, Tisdale

or Timmins contributing for the upkeep of Northern roads is simply a misrepresentation of the case. Of course, there are unorganized townships in the North where there is no authority from which taxes for maintenance of public works may be gathered. This does not mean that the province at large does not collect from these unorganized townships. The province does receive returns even from unorganized territory, the taxes there coming in the form of timber dues, mining fees, etc. The Government is the only authority securing taxes from these unorganized townships, so naturally the Government should provide for any services there. Hon. Mr. Finlayson's hint as to the North contributing later is one of these half-truths, ill-considered and thoughtless, but of the smart variety, that cause the honourable gentleman all sorts of trouble. He wonders why there is so much criticism of him. This is part of the answer. Another part of the answer will be found in the fact that all the money that he boasts about as being spent in the North has not always seemed to be spent in the North.

Throughout the North Hon. Mr. Finlayson was questioned considerably on his public appearances. What happened at one place occurred in effect at others. Timmins was, perhaps, an exception as notice was not received in time here for any public hearing of Mr. Finlayson. In referring last week

to Hon. Mr. Finlayson's visit to Halleybury area, The Halleyburian had the following illuminating report:—

Hints About North Contributing

Pleading with representatives of the municipalities to be reasonable in their requests and "not to make it hard" for the provincial government in these days, Hon. William Finlayson, Minister of Lands and Forests for Ontario, last Thursday night hinted that some of the burden of building and maintaining roads in Northern Ontario may have to be borne by the towns and townships, as in the southern part of the province. The minister, speaking at a meeting in New Liskeard called by the Temiskaming Motor League and attended by a number of Reeves and mayors, declared frankly that "some day we have got to face a contribution from the North." His subject at that time and for most of the evening was roads.

"Be Reasonable"

Mr. Finlayson several times during the session appealed to his hearers to be reasonable in this respect. He said there were 15,000 miles of roads in the North under the Northern Development Branch and "you people forget that after we build a road we have to maintain it." The municipalities in Southern Ontario, he said, were passing resolutions not to build roads because they can't pay their share, "but up in the North, where the government pays the whole cost, there seems to be an idea we have got to do a lot of work." He quoted figures to show that, in the last fiscal year, there had been received from Northern Ontario \$5,000,000, while the government had spent \$17,000,000. Of this amount, the Minister said, \$6,562,000 had been spent as the province's share of relief, including road work, while the T. & N. O., after meeting operating expenses and having a surplus of \$600,000, just about met half of the interest due on it. Mr. Finlayson revealed that the government had received \$1,170,000 from gasoline tax and automobile licenses in Northern Ontario, this being credited to the Highways Department which had spent nothing in the North. Mr. Finlayson explained that, while sufficient money had been earmarked for maintaining the trunk highways this year, it would be impossible to do much construction because "we haven't got the money."

Relief Work Plan

Under the plan of maintenance worked out, they wanted work in return for relief provided, the Minister said, and in this respect he asked for the co-operation of the municipalities. He spoke of the camps which had been provided for single, unattached men, said they were happy and contented and were doing good work, and declared the government could not pay more than \$10 per month, because neither Dominion nor province had any money. In some districts, he said, the men stayed at home and worked on roads, getting \$23 per month, the balance representing the 50 cents per day for 26 days which it cost to feed men in the camps.

If the municipalities in this district will supply the men, the Northern Development will take them for road work and the relief authorities will provide transportation.

Answering questions on this phase of the subject, Mr. Finlayson said the municipalities could do work under the scheme, but can lend men to the Northern Development if they so desire. The Department was trying to standardize wages and had made a recommendation these be 20 cents per hour. To J. R. McCracken, relief officer for unorganized territory, Mr. Finlayson said there was no money available to give people work on the roads in lieu of relief, and Reeve MacKenzie of James township was told the government could not take over the whole 100 per cent. relief, nor could it pay its 80 per cent. share if the municipality defaulted on the balance. The reeve had asked if the Northern Development would take over men in James now on relief, and the Minister said if the township is insolvent, apply to the Municipal Board for a supervisor, "but you're not insolvent, you're having a rough time."

Other Questions

Other subjects cropped up at the proceedings, which were largely informal, and over which O. J. Thorpe, president of the Motor League presided. With the Minister were A. J. Kennedy, M.P., and D. J. Miller, district engineer for the Northern Development. Peter Graham wanted to know if planes going west could get gasoline from government supplies, and was told the government was not in the business but had given orders to help airmen in distress in this respect, with the result "hundreds of accounts" for this service were outstanding. Mr. Finlayson said, Mr. Graham declared he had once obtained ten gallons of gas from a government cache, and later was asked to fly back 1,500 miles to pay back "five lousy dollars" for it, after he had paid at Sioux Lookout by arrangement. This discussion was adjourned for private settlement later.

The Famous Globe Gifts

The now famous globes provided members of the Legislature last session were introduced into the discussion by Henry O'Grady, who learned from the Minister that he (Mr. Finlayson) considered the expenditure to have been absurd and he was not apologizing for it. His had been given to a high school he said, and Mr. Kennedy said he had not even opened his yet. Mr. Finlayson told Mr. O'Grady the printing committee of the Legislature "this year went utterly crazy" irrespective of party leanings, and gave the members "those darn fool globes." They cost about nine or ten dollars apiece, he said, and to make matters worse, had been made in the United States. Mr. O'Grady also was told ministers' salaries were raised \$2,000 five years ago, and those of members from \$1,400 to \$2,000 about nine years ago.

Forestry Service

Mr. Finlayson referred to the forestry service and said the old system of engaging students as fire rangers had been discarded, northern men being engaged and trained instead. As much as \$2,000,000 had been spent in one year on fire protection, through towers, telephone lines, radio services, and other expenses, "and when you have been building up the service for a number of years and are told you must cut it off it is rather a heart breaker." However, it had been possible to rearrange the budget to provide for the engagement of 900 rangers this year, against 1,200 last year, Mr. Finlayson said, adding that "I do not want in my day a repetition of the Halleybury fire, or any other bad fire in Northern Ontario."

Asked about bankrupt municipalities. Mr. Finlayson said there were about a dozen in Ontario at present out of, approximately, 1,000. A board of supervisors is appointed when municipalities get into that condition, he said, and they administer affairs during the period of insolvency. To another question, Mr. Finlayson said that delay in issuing government cheques for relief supplied was due to irregularities practised by the municipalities themselves, and it was necessary to audit and check all accounts from the latter. The meeting was attended by a large audience from all sections of the district, and was the concluding session of a series held by the Minister during a tour of the Temiskaming and Cochrane areas that took him as far as Mooseonee.

Route of Trans-Canada Highway

The route of the Trans-Canada highway across the central part of Northern Ontario has not been definitely settled yet and the stretch of Ferguson highway between Cobalt and New Liskeard will be among the first parts of the main artery to be paved when money is again available for road improvements, Hon. William Finlayson, Minister of Lands and Forests for Ontario, told an audience in New Liskeard last Thursday night. The subject of the cross-continent road was brought up by Dr. E. F. Armstrong, Cobalt, and during the discussion which followed A. J. Kennedy, M.P.P., said one road would not be sufficient for the Northern people, to be told by the Minister one plan provided for the building of two roads as far as Schreiber.

Mr. Finlayson was very definite in his statements. "All I can tell you about the centre route is that a year ago surveys were made on the ground and from the air to get comprehensive reports. I never felt the meeting at North Bay was conclusive when it favoured the Lake Shore route," he said. "We are not ready to touch it (the centre route problem) yet. If we finish the Ottawa Valley section this year we will be fortunate, because we can't treat a relief labour job as we could a contract. I have no announcement to make about the route because I don't know. We are waiting for engineer's report."

No Demand for Highway

Earlier in the evening, the Minister had spoken about the "terrible conditions" industrially which had prompted opening up camps on the route of the Trans-Canada highway through undisputed territory. "We didn't intend to construct the Trans-Canada highway for years to come. There was no demand for it. As soon as industry picks up the camps will be closed down." To Dr. Armstrong he said there was nothing to hide regarding the highway, and he told the Cobalt ex-mayor surveyors said the Lake Superior route was a few miles shorter than the route by way of Hearst.

Referring to work done on the road east from North Bay and west from Schreiber, Mr. Finlayson said \$6,070,000 had been spent on the Trans-Canada highway by Ontario during the last fiscal year. He then mentioned "the big dispute" over the balance of the route of 1,500 miles through Ontario and said, "there is no use facing it now. We have got to find out the costs, so we have concentrated on sections where there is no dispute." Of the Ferguson highway, the Minister said that from 1927 to 1932, inclusive, \$6,500,000 had been spent and 15 miles had been cut off and 13 level crossings eliminated in the Muskoka and Parry Sound districts.

The Canadian Legion in the Porcupine

By One Interested in their Welfare

What is it All For?

At the present time the Timmins branch of the Canadian Legion is much to the front with its activities. One has heard the remark passed, "Those Legion members are always doing something to get in the money!" That is true! The Canadian Legion is a little bit different from any other organization. For one thing the members are banded together to assist and help as far as possible those of the ex-service-men who have fallen into unfortunate circumstances. This work as far as the Timmins branch is concerned has been a feature of the branch since its formation. Figures have been published giving the amount expended in this relief work. At any time anyone interested can ask to look into the books and see for themselves the amount which has been expended and how. The question has also been asked, "Why does the Legion persist in its efforts to secure relief fund money?" The answer in brief is that the officers of the branch endeavour to hold the fund at a monetary level, the purpose being that in the event of anything unforeseen happening, they know that there is a fund available upon which they can draw to help out the situation. Another point overlooked at the present moment is that of the returned men in unorganized territory, several of whom have been assisted during the past winter and at the present time are receiving a helping hand. The Timmins branch of the Canadian Legion has been doing this kind of work for the past six years. During the early days of the depression its calls were numerous and at times the funds available reached a low ebb but thanks to the willing workers constituting its membership various means and attractions were devised to secure additional funds with which to carry on. Thanks also to the generous response of the public to these events this was accomplished. The question asked in the heading "What is it all for?" has reference to the attractions planned for this summer. The first of these, the Spring Stagette, which was held on Saturday last netted a good profit for the relief fund. Then comes now the popularity contest, to which reference will be found elsewhere in this issue. Conklin Shows follow and the final event of the programme is the Week of Wonders, Aug. 21st to Aug. 26th. Some will say "The Legion wants to grab it all." This is not so! The Legion and its officers are looking ahead and are thinking of next winter. Governments have practically announced that less relief will be given next year. In fact everyone seems to feel that the country could not possibly face another winter like the one which has passed. The Timmins branch officers realize and foresee heavy calls and the answer to the above question is simply given as follows:—"To place into the relief fund treasury a sufficient amount to help along any needy or deserving cases among the returned men of the district." And that's why all these events have been planned. With the assistance once more of the public and holding strongly to the principles of good value for anything received, it is hoped to accomplish the task and place the Legion relief fund in a position to meet all calls.

Still Trying!

Yes, one hears that every day in ex-service men circles. The papers during the past few days have had lengthy reports of a blinded veteran seeking to secure additional pension. Then in our immediate district there are several trying for pension or seeking adjustment. When one considers the cases which receive public attention, he must realize the thousands of others who are fighting their own battle. In this work the Canadian Legion is giving valued assistance and its service bureau is open to all. In some of the cases efforts at the present time are being made to seek evidence that the disability occurred previous to the war. This seems to have rather a humorous side. When volunteers were called for in the early days of the war, the man was given a very thorough medical examination. At the showing of the

slightest defect he was rejected and many were the thousands of men who were disappointed by being refused to join the forces. If one did happen to slip by, directly he got to camp he was discovered and had to turn in his uniform. How then, is it possible for a disability which is apparent to all possible to be of pre-war origin. The men were accepted as all AI type. After the war very few indeed returned in that physical state. It is those whose physical standing has been lowered to such an extent by war service and who receive no pension who are trying to seek some kind of recompense from the country. The new travelling board will dispose of a great number and those still trying will get a much better chance than ever before to prove a claim. For this the Canadian Legion has done much and with the assistance of the Service Bureau of the Legion, it is hoped that before the close of the year all cases will be cleared up to the satisfaction of the men concerned and the Board of Pension Commissioners. All returned men in this district are looking to see Private Hussin get a pension and a dependant's allowance paid to Mr. Mansfield.

Some of the Attractions

In connection with the visit here of Conklin's Shows, the following are a few of the attractions. In the first place there are six rides, these including the caterpillar ride, the whip, ferris wheel, merry-go-round and the very latest ride of all, the "Lindy Loop." This is said to be a thriller. Among the shows there is said to be many of a very novel kind. There will be a pony and dog circus for the youngsters. Also a mechanical city and other side-shows of an educational nature. The big event of the Legion Carnival-Bazaar will be the great diving act which takes place on the grounds every afternoon and evening. This is one of the big free attractions of the big week, June 12th to June 17. The popularity contest is going along very good and it looks like a very close race for those now in the lead. For a good week's fun and helping some of the young ladies to get into the winning class it would be good policy for all to get their tickets early. Read the full account of the popularity contest in another column of this issue and watch the ballot board for the standing of the young ladies.

—W. A. Devine

Special Notice

The following was received from Comrade Austin Neame and should be read by all. Anyone who knows the whereabouts of the following persons would greatly assist by having them get in touch with Mr. Neame as soon as possible.

R. O. Warner, No. 506512. This man has been written to from headquarters with no result; he has a real good case, and if his disability still persists, would be eligible for quite a bit of retroactive pension.

Pte. F. Brown, 21st Batta. C.E.F. No. 506664. There is a medal belonging to this man that was picked up.

Mrs. Pyle, whose husband is in the London Sanitarium, is requested to call and see Mr. Neame at his office.

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Bayers' Aspirin.....25c., 45c., \$1.15	VIP Tonic Beverage...59c and 98c	Writing Pads.....2 for 35c
Urasol.....95c., \$1.75	Vi-Tone, large.....43c	Envelopes, each.....5c
Tincture Iodine.....15c and 25c	Phillips' Milk of Magnesia.....39c	Envelopes.....10c., 3 for 25c
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