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THE BOARD OF HEALTH

ABITIBI CANYON DEBTS CONSIDERED BY GOVERNMENT

For over six hours one day last week the Ontario Cabinet and Chairman John R. Cooke and officials of the Ontario Hydro-Electric Commission, wrestled with details of accounts outstanding against the Abitibi power project, taken over by the government. At the end of the conference, Premier Henry announced that the Ontario Hydro-Electric Commission had been instructed by the Cabinet to make investigation into all the accounts, negotiate with the creditors, and report back to the Cabinet.

About \$5,000,000, in all, is involved in the settlement of the accounts outstanding against the development, which mainly are of a constructional character. The Dominion Construction Company, contractors, is said to be the main creditor. According to the Prime Minister, the task in the final adjustment of the government of outstanding claims involves interpretations of elaborate agreements.

The government, having taken over the property and rights, of course, assumes liability for accounts outstanding.

Settlers who Refuse to Work, and Then Complain

The following is an editorial from The Toronto Mail and Empire one day last week:

"The Government land settlement plan, as a measure of relief for unemployment, is sound in principle. But the soundest plan may be wrecked through mistakes in some of its details. Care must be taken in the selection of those who go on the land. It is obvious that some of those who went north from St. Catharines last autumn were quite unsuitable as settlers. A special committee of the City Council, after investigating the complaints of five families who returned, strongly condemn their misconduct.

"It would appear," says the committee's report, "that the men went north imbued with the idea that they could sit down in their cabins and did not have to work or worry about anything, or give thought to the expense they were to the taxpayers, and that the city would provide more funds when the \$600 contributed was exhausted. Their complaint that they were sent out to the settlement without sufficient knowledge of the plan is not correct, as records show that two of their representatives went north and selected the lands upon which they were later settled." Continuing, the report states that these men were so lazy that officials practically built their houses; that they were offered the digging of them, but declined to help themselves; that they refused road work to augment their living allowance, and that when leaving they polluted the wells and destroyed the tools given to them.

"The five families who remained are well satisfied with their prospects. The committee very properly recommends that the city should give them some additional equipment to help them become real producing settlers. The attitude of those who returned to St. Catharines bears out the statement made by Hon. W. A. Gordon, Minister of Labour, last session, that there are malingers throughout the country whose object is to wreck any measure of relief that may be proposed for them."

Presbyterians Here May Start a Church

Rev. W. M. MacKay, Moderator of the Synod of Toronto and Kingston, to Preach at Oddfellows' Hall on Sunday at 3.30 p.m.

The Rev. W. M. MacKay, B.A., Moderator of the Synod of Toronto and Kingston, and synodical missionary of the Presbyterian Church in Canada, is to preach at a service in the Oddfellows' hall next Sunday afternoon at 3.30 o'clock. At the service an announcement will be made of a meeting to discuss the organization of a Presbyterian church in Timmins.

While the recent government census revealed a considerable percentage of Presbyterians in this district, the only representative that the Presbyterian church in Canada has here is the hospital at South Porcupine. Mr. D. H. Rayner of Knox College has been in Timmins for the past two weeks, preparing for the organization meeting which the Presbyterians are to hold.

Walter Turner Opens Up Machine Shop at Noranda

Friends in Timmins of Walter Turner who for some years was master mechanic at the Porcupine Crown Mines, will be interested in the following paragraph from a recent issue of The New Liskeard Speaker:—"The Speaker understands the machinery which has been used at the local plant of the Capital Engineering Company in New Liskeard has been secured by Mr. Walter Turner and will be shipped to the Noranda-Rouyn camp where Mr. Turner will open up an establishment of a similar nature for machine work. With his very wide experience in the installation of mining machinery we know of no person better qualified than Mr. Turner to successfully carry out the work intended for the new enterprise, and his many New Liskeard friends will be pleased to wish him every success."

Two Good Prospects at Lightning River

Mine Machinery Being Taken in from La Reine, Quebec, for the Teddy Bear Mine. Other Activity Reported in Lightning River.

A despatch last week from Matheson gives the information that Lightning River district has at least two properties on which there is an immediate prospect of active development opening this summer, while on one or two others preliminary work is under way which may lead to more intensive effort.

A shipment of mine machinery, it is learned, has arrived at La Reine, Que., enroute for the Teddy Bear Mines property in Holloway and Harker townships. All arrangements have been made to install the machinery and proceed at once with a prospect shaft. The machinery will be taken from the railway by scow across Abitibi Lake to dillabough Landing, which is three miles from the property.

The Teddy Bear Mines property has been under investigation for some years. Up to the present work has been confined mainly to opening up ore exposures in a shear zone 14 feet wide, lying along a belt of Temiskaming sediments and traceable for a distance of 600 feet. Through Toronto interests arrangements have been made for financing a further programme of work with Dr. T. L. Gledhill in charge.

The Ontario Cryderman Syndicate with 11 claims are also preparing to resume work. Reports are current that a shaft may be started and some diamond drilling done on the No. 2, or main vein from which values from \$3 to \$20 have been obtained in surface sampling. Further announcement with regard to finances is expected in a few days.

On the south shore of Abitibi Lake near Teddy Bear River, a party of Porcupine prospectors has started a miniature staking rush and considerable activity is reported. McIntyre Porcupine is continuing its exploration of the Grimston-Porcupine claims in Garrison township, and an option is reported on the Gardiner Gulbarde claims.

MOOSENEE HELPED OUT BY FLORIST AT HAILEYBURY

The Northern News last week says:—"Haileybury—On Tuesday morning of last week Mrs. E. B. Whorley received a wire from Toronto to the effect that a bouquet of flowers to be presented to the Countess of Bessborough at Mooseenee had missed the train there and asking her to supply the deficiency. The wire arrived too late to catch train No. 47 at Haileybury and there was no other train that day. Mrs. Whorley enlisted the services of Sergeant T. W. Cousins of the Provincial Police and the roses were rushed to Cochrane by the police car. The train to Mooseenee was caught there and the honour of Ontario's only seaport was saved."

May Go to Berlin



ROBERT P. SKINNER
A veteran of more than thirty years in the foreign diplomatic service of the United States, Robert P. Skinner (above), who has held many important posts during his career, is mentioned as the next Ambassador to Germany. He was once Consul-General in Berlin.

ANOTHER OF THOSE NUGGETS FOUND IN DRESSING FOWL

For years The Advance has been noting the finding of gold nuggets in the crops of fowl killed in all parts of the world, with the exception of the golden Porcupine. There was a nugget found in the crop of a bird in Porcupine one time, but the hen had been shipped in here from the East. The local birds seem to be immune to this gold nugget business. There used to be a lot of it around Sault Ste. Marie, but recently the wolf has taken the place of this sort of thing at the Sault. The Advance expects every day now that a wolf will be killed near the Sault and it will be found that the dead wolf has a gold nugget in his crop, or perhaps gold-filled teeth from chewing the rock in his frenzy. However, here is the latest gold nugget story. It is from the Chronicle News Bits of The Huntingdon Gleaner:—"With more ducks on hand than he needed for his own use, Thomas Hastings, Salsbury, Md., sold one to his neighbour Jackson Pitts, for 87 cents. Pitts made \$4.13 on the deal for in dressing the duck he discovered a shiny \$5 gold piece in its gizzard. No one knows where the gold piece came from."

The next regular meeting of the Timmins town council will be held on Monday, June 26th, commencing at 4 p.m.

Cow Moose Disputes Train Right-of-Way

T. & N. O. Train No. 47 Hits Big Moose on Track Near Latchford. Moose Calf Sees Mother Killed. Train Delayed 40 Minutes.

Passengers on Train No. 47 of the T. & N. O. on Thursday last had an unusual experience and the train was delayed some forty minutes as a consequence of the incident. Near Latchford a big cow moose disputed the train's right of way, with sad consequences for the moose. The animal got onto the track a little piece in front of the train, and the engineer was in hopes that the moose would cross the track before the train reached her. Instead, however, the big cow moose faced the oncoming train and apparently defied it, refusing to budge from the track. The engineer attempted to stop the train rather than hit the animal and take the consequences from such a collision. But moose and train were too near to make it possible to avoid running down the animal. The moose held its ground and the train travelled on. "When the train hit the big cow moose there was quite a jolt," said one passenger from Timmins who was on the train. "The jar was felt very distinctly all over the train and the passengers knew that something more than an ordinary animal had been struck."

The train was stopped just after the moose was hit. It was found that the moose was a particularly large and heavy specimen. It took fully forty minutes to extricate the carcass of the moose from the engine and clear up to resume the train's journey. It was fortunate that the collision did not derail the train or any of the coaches. Some of the passengers believe that had the train been under full steam when the animal was hit the consequences might have been serious.

The cow moose had been accompanied by her six-weeks-old calf at the time of the tragedy. Passengers noted the calf making for the bush at the time of the collision and the cries of the calf could be heard from the woods during the time the train was halted at the scene of the accident.

Some of the passengers from the South who had never been in the North before were specially interested in the big cow moose that had met death by disputing the right-of-way of a T. & N. O. train. One of these passengers amused many by gazing at the dead animal on the track and then asserting quite seriously:—"That is the first time I ever saw a live moose."

In the Noranda items of The Northern News last week there was the following:—"A surprise party for Mr. and Mrs. Charles Kemsky, who are leaving shortly for South Porcupine, was given on Tuesday evening and the presentation of a pair of boudoir lamps made. A delightful lunch climaxed a very successful social evening."

TWO CAR ACCIDENTS AT THE SAME SPOT NEAR MATHESON

A patch of newly-gravelled road between Ramore and Matheson at a spot known as Peggs Hill is reported as rather difficult to navigate. There are two accidents reported at this spot recently. An automobile driven by a lady from the North struck the gravel on this hill recently and turned over in the ditch. The passengers were brought to the hospital at Matheson, one gentleman in the car having a wound on the head that required seven stitches to close. The injury to this gentleman, while painful, was not serious. The others escaped any material injury from the accident. A few hours later another car met the same fate as the first one. When the loose gravel and sand was struck the car slid out of control and turned over in the ditch. In this latter case, however, the occupants of the car were fortunate enough to escape without any injury.

Investigating Possibilities of Fishing in James Bay

The following is an editorial article in The Toronto Mail and Empire last week in regard to the fishing possibilities of the James Bay area:

"The fishing possibilities of James Bay are of great interest to the people of Ontario. A large amount of money has been expended on the extension of the Temiskaming and Northern Ontario Railway to Moosonee, at the edge of the bay. A hotel has been erected at this point partly in the hope of attracting tourists. It would be an additional attraction if fish were plentiful in the great inland sea. If they were of certain kinds and size, a fish industry might be developed which would bring more traffic to the railway line.

"The problem may be solved this year through the operations of several fishermen who have been granted experimental licenses by the Dominion Department of Fisheries which administers the tidal fisheries of the region. The administration of fisheries in non-tidal portions of water tributary to James Bay is in provincial hands. It has been known that there are different kinds of fish in James Bay—whitefish, trout, species of herring, etc.—but the measure of their abundance has not been determined. This year's operations are expected to be helpful toward indicating what quantities of various species can be obtained if commercial fishing is undertaken. The results of the licensees' experience should also be useful in the work of framing future fisheries regulations to conserve the fish stocks of the area.

"The licenses now issued by Ottawa require the fishermen to make fortnightly reports to the Fisheries Department as to the results of their operations."

Another Covered Wagon on its Way to the North

Some weeks ago reference was made to the revival in the use of the covered wagon by those intending to pioneer the North and take up homesteads here. The covered wagon method of travel has been supposed to have passed many years ago but the depression years have seen it revived as a mode for travel of the pioneer homesteaders. Last week there was word of another family using the covered wagon in coming here. This family was that of Mr. and Mrs. D. J. Knight, of Sarnia. They reached North Bay last week and after a two-days' stopover there resumed their journey to New Liskeard where they intend taking up a homestead under the "back-to-the-land" plan. They have been over six weeks on the road from Sarnia to the North and have found the method of travel rather tedious as well as slow, though they also state that it has many pleasant compensations. They expect to reach their destination in the New Liskeard area about the end of this week unless they stop over at some centres on the way.

"I had to hunt up another wagon," Knight said, in explaining the reason they had been so long covering the first 500 miles of their journey. A four day sickness suffered by one of the horses he gave as another reason for the delay.

The couple are carrying everything they own in the vehicle, and on their arrival at North Bay explained that their funds had all been spent. A 21-year-old son, who was also a member of the party when it left Sarnia, landed a job at Harrison, and remained there. "I never met better people in my life," Knight said, in remarking on the assistance they had received along the road to date.

Giving the reason for their trek north, Knight explained he had been working a farm on shares in the Sarnia district, but things had petered out there and he could find nothing to do. Having spent a good part of his life farming, he believes his chances of making good in the north country are above that of the average settler.

Their canvas covered wagon is equipped like a house on wheels, the contents including a cooking range, bedding, chairs and other articles of furniture. They cook, eat and sleep in it.

Besides a team of horses, they also have a year old colt and a dog with them.

The activities of the Victorian Order of Nurses have increased so much in Kirkland Lake recently that there are now two nurses busily engaged at the Lake Shore town for the V. O. N.

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

Oddfellows' Hall, Spruce Street, North. Meets every Tuesday evening in the Visiting brethren requested to attend.
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