tention along these lines, to the specific

Joint Rates.

Rates Between North and South.

for Canada for application within ter-

ritory which can roughly be described

and Sudbury, including these points

Joint Class Rates.

PHONE 112

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## Freight Rate Situation as it Affects Northern Ontario

Manager

G. F. Black

Second of the Series of Articles Prepared by an Expert for the New Liskeard Board of Trade in the effort to Secure Adjustment of Freight Rates for the Welfare of the People of the North Land.

On August 10, The Advance published | in scuthern Ontario. A few of the cominstalemtn of a series of modity rates dealt with in the analysis freight rate made will be discussed here. in Northern Ontario This series of articles is being prepared by an expert in the matter for the carloads, are published by the T. & N.O. New Liskeard Board of Trade. So far, Rly., from New Liskeard to a number it would appear that an excellent case of destinations on its lines. This comhas been made out by these articles modity, in the absence of the special against what appears to be excessive rates, is subject to 5th class rates in charges on shipment into the North carload lots. The commodity rates Land. The New Liskeard Board of carried by the T. & N.O. Rly. Trade has done a useful service in pre- are from 2 cents to 5 cents below the senting a brief in the matter for the existing fifth class rates or the rates consideration of the people. It remains which would have applied if the special for the people to accept the opportunity rates had not been established. Howto study the question with the facts ever, when these commodity rates are that are presented and other data compared with the regular fifth class that may be given or that may arise rates in southern Ontario for the from others who may dispute the infor- equivalent distances, it is observed that mation or the deductions drawn there- they are actually above the latter in from. In any case, no matter what the some instances and only slightly below ultimate decision, it should be admitted in others. that in doing what it has done, the The published commodity rate from New Liskeard Board of Trade has New Liskeard to North Bay, for shown an enterprise and a public instance, is 291 cents per 100 pounds,

Liskeard Board of Trade. Commedity Rates.

special treatment for various reasons, | \$24 per minimum carlcad. lower than the class rates provided, are The railways in southern Ontario, to It follows, because of this lish special rates on canned goods, fact and the higher basis of which are lower than the southern Onrates on the T. & N.O. Rly. previously tario fifth class rates by as much as referred to, that such commodity rates 27 cents per 100 pounds. This low basis published by that railway are higher, of rates in included in the analysis

case of fuelwood, the T. & N.O. Riy, in southern Ontario. The latter scale, rates are practically equivalent to the it was explained, was authorized by Ontario distance scale of fuelwood the Board of Railway Commissioners

Canned Goods.

Commodity rates on canned goods,

spirit that are commendable indeed. or five cents per 100 pounds, below the Here is the second instalment of the regular fifth class rate; the fifth class series of articles as given by the New rate in southern Ontario, for the distance involved, is 29 cents and, based upon this, the commodity rate would It was illustrated in the preceding be 24 cents or an excess of \$22 per articles, that the class rates forming minimum carload. To South Porcupine the basic scale of freight rates in effect | the commodity rate is 31 cents per 100 locally on the Temiskaming & Northern | pounds, or 5h cents below the fifth Ontario Railway, are higher than the class; the fifth class rate in southern prevailing class rates in southern On- Ontario for the same distance is 30% tario. As stated, also, the "commodity" cents and the assumed commodity rate, rates, or specially named rates on 25 cents, so that the published comcertain specific commodities requiring modity rate represents an excess of

based on the latter. meet truck and water competition, pubrelatively, than similar commodity rates because it is fair to assume that the

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vinator at \$159, is a typical

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first mentioned type of competition ex- | the basic mileage scale of rates. The ists along the lines of the T. & N.O. Rly. T. & N.O. Rly. has given special at-

Iron and Steel Commodities. The specific rates on iron and steel rates on building brick, carloads, becommodities, published by the T. & N.O. tween certain stations on its lines, but Rly, from Cobalt and New Liskeard to no special treatment has been accorded points on its lines, are all in excess rates on building material generally of the recognized basis in southern On- in effect locally between T. & N.O. tario. The carload commodty rate, for Rly. points. instance, from New Liskeard to Swastika is 215 cents per 100 pounds, or 25 It has been demonstrated herein and cents per 100 pounds above in the previous articles, that the the southern Ontarlo basis. The less- freight rates in effect locally, that the than-carload commodity rate from Temiskaming and Northern Ct ario New Liskeard to the same destination Railway, are in excess, generally, of is 29 cents, or 11 cents per 100 pounds similar rates enjoyed in southern Onin excess of the rate in southern On- tarlo. The situation as affected by joint tario for the same distance. The car- rates from an to T. & N.O. Rly. points load commodity rate from New and points on connecting lines, will Liskeard to Timmins is 2 cents per 100 next be dealt with. Rates to and from pounds above the basis recognized in Nipissing Central Railway stations, besouthern Ontario and the less-than- cause of certain peculiar circumstances, carload rate, 4 cents per 100 pounds will be treated separately.

over the southern basis. Low Rates On Forest Products. Special concessions have been joint class rates between Temiskaming granted by the T. & N.O. Rly. in so and Northern Ontario Railway points far as the commodity rates on lumber and stations in scuthern Ontario (and and forest products, including pulp- Montreal) in connection with the wood are concerned, for local move- Canadian National and Canadian ment. The rates on pulpwood, par- Pacific Railways, adhere fairly closely ticularly, are lower than similar rates to the Ontario standard mileage scale in other parts of the country and have of class rates. They are, however, undoubtedly been of great benefit to considerably in excess of the prevailing the pulp and paper industry. In the class rates, or the Schedule A scale

Building Material. The distance rates on building as being south of the line from Monmaterial (brick, sand, gravel, building treal to Sault Ste. Marie via North Bay , lime, etc), which are used where no specific rates on these commodities are published, are on exactly the same | The following comparison of the pubbasis on the T. & N.O. as in southern lished first class rates between a num-Ontario. However, the railways in that ber of representative points, illustrates part of the province, to assist construc- the spread between the published rates tional projects and for other reasons, and Schedule A rates for the distances publish many specific commodity rates involved. In the other classes, the spread on building material which are below is proportionately the same.

Between Montreal	And New Liskeard	Mileage 453	(Cents per 100 Published Ont. Standard Schedule A	lbs.) 144 140
Hamilton	Haileybury	364	Ont. Standard Schedule A.	122
Toronto	Swastika	383	Ont. Standard Schedule A.	1251/
Montreal	Cochrane	593	Published Ont. Standard Schedule A	162
Windsor	Timmins	683	Ont. Standard Schedule A.	1901/
Windsor	New Liskeard	538	Ont. Standard Schedule A.	1501

Timmins rates as well as other rates Ontario, the charge for 538 miles, the said to have printed these howlers on an appreciable difference in excess freight charges on a shipment or house- these samples of unconscious humor.

he difference between the published rates and Schedule A rates for the same distances, we will consider a few \$33.60, or \$12.90 less. typical shipments which would be sub- Joint Rates, Iron, Steel Commodities. ject to first class rates.

The freight charges on a shipment of boots and shoes weighing 400 pounds. from Montreal to New Liskeard, would blished commodity rates from southern be \$5.76; in southern Ontario, the ship- Ontario points (and Montreal) to ment forwarded the same distance, T. & N.O. Rly. points, must exceed the would be charged \$4.02 or \$1.74. practically one third less than the scale of class rates. That this is a fact, charge for movement from Montreal to New Liskeard. The charge for transportation of a shipment of clothing iron and steel articles, carloads, specialweighing 500 pounds, from Hamilton to ly named for application from a few Haileybury, is \$6.28; the charge in of the shipping points to a number of southern Ontario for the same distance T. & N.O. Rly. destinations. The iron in \$4.50 or \$1.78 less. The charges on a and steel commodity rates in southern shipment of machinery weighing 5.000 Ontario are a recognized percentage pounds and subject to first class, from of Schedule A, fifth class rates and the Toronto to Swastika, amount to \$65, rates to T. & N.O. Rly points are while the charge for the shipment in based upon this same percentage of southern Ontario for the distance in- the published, or Ontario standard

Hamilton

Hamilton

Hamilton

Hamilton

Montreal

Montreal

Montreal

Montreal

Toronto:

Toronto.

Cochrane

Cochrane

Swastika

Timmins

Swastika

volved would be \$47 or \$18 less than the fifth class rates. A comparison of some Toronto-Swastika movement. An auto- of the existing commodity rates, with mobile moved as a less-than-carload the rates based on Schedule A, fifth shipment, from Windsor to Timmins class, is made in the following table. Rate in Cents per 100 lbs. S. Ont. Basic New Liskeard Swastika New Liskeard New Liskeard

The special, or "commodity" rates, as already outlined, are related to the class

rates so that it is obvious that the esta-

commodity rates based on Schedule A

We will consider first, the rates on

will be shown herein.

Timmins A territory by \$70. The freight charges rates on roofing, asphalt shingles, and 33-F. Maki, Porcupine; Ruth 373 to 389. for a minimum carload from Hamilton wallboard, which represents a fixed 34 F. Maki, Porcupine; Ruth 282-283

haul in southern Ontario, \$176 or a dif- parison of a few of the published rates 38—McCann, et al, Timmins, S.W.N. 3-1 ference of \$64 per car. The minimum with the southern Ontario rates for the 39-McCann, et al, Timmins, N.E.S. 4-1 carload charge from Montreal to Tim- same mileage, follows:

	Rate in Cents per 100 lbs.			
From	To	Published	S. Ont. Basic	
Hamilton	Cochrane and	Timmins 611/2	441/ <sub>2</sub> 381/ <sub>2</sub> 47	
Hamilton	New Liskeard	55	381/2	
Montreal		Timmins 661/2		
Montreal	New Liskeard	611/2	421/2	
Toronto	Cochrane and	Timmins60	421/2	
Toronto	New Liskeard	54	361/2	

30,000 pounds so that the charges for a There are many other point commodi-Cochrane and to Timmins, as instances, points, which, if compared with the amount to \$184.50 in each case, while scuthern Ontario basis, will show apthe charge for the same distance in preciable differences over the latter. Schedule A territory would amount to Those dealt with in this discussion, \$133.50 or \$51 less. The charges from however, will be sufficient to demon-Montreal to Cochrane and Timmins strate the general situation in this exceeded the charge for the equivalent regard.

The minimum carload weight is distances in southern Ontario by \$58.50.



former Secretary of State in the ing at Miami, Florida, after fleeing Havana by plane. Ferrara barely escaped with his life, the plane in which he fled being riddled with

## Schoolboy Howlers

These Are Actually Collected From The Back of Street Car Tickets in Melbourne, Australia, Some Are

Good.

On several occasions The Advance has printed groups of samples of un- it is pulled by gratitude. conscious humor by schoolboys. Some of them have been taken from ex- are bulls. amination papers, others from replies in class, and others just reported. These lists have always proved popular. It was only last week that a local Irishman said to The Advance: "Why don't you publish another list of those schoolboy howlers as you call them? 12 It appeared as if he thought there was a machine for grinding them out, cr that a good editor could make ther as easily as an Irishman can make bog whiskey. However, for Paddy's pleasure The Advance is giving below another group of these howlers, most of which seem to be new and the others are old - enough to be new to most people. They In the instances cited, it will be noted, would be assessed freight charges of are actually gatherel from the backs that in most cases, the published rate \$82.75, while in Schedule A territory, of street car tickets in Melbourne. slightly exceeds the basic Ontario for the equivalent distance, the charges Australia, which is farther away than standard mileage scale. The Windsor- | would be \$61 or \$21.75 less. In southern | Calabogie. The street car company is between Windsor and a number of distance from Windsor to New Lis- the back of the tickets to get their T. &. N.O. points, are below the On- keard, would be \$21.75 less than the passengers into good humor. And the tario standard scale substantially, for charge for shipment of an automobile plan worked like a charm. Passengers some obscure reason, but there is still from Windsor to New Liskeard. The watch the back of their tickets for of the southern Ontario, or Schedule A | hold goods, furniture or settlers effects, | When the conductor comes along to get weighing 3,000 pounds, and subject to the tickets on the "tram" (that's what In order to indicate more graphically, first class rate, from Montreal to they call the street cars in Melbourne) Cochrane, would be \$46.50, and for the the tickets are all ready because the same distance in southern Ontario, passengers have them in their hands

Cuban Refugee

Cabinet of Machado, pictured arriv-

# Another Bunch of



\*

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reading and re-reading the jokes on the

Here are a number of these schoolboy

Sins of omission are those we have

A doughboy is someone out to make

The opposite of pessimist is big-

The Mediterranean and the Red

Sea are connected by the Sewage

It was raining cats and dogs, and

One mineral found in Canada is

Herculaneum was covered by the

Guerrilla welfare means when the

The objective of "he" and "she'

A great uncle is father of an uncle

The rule of the road is always to look

Many people say that free trade is

The father of the famous Black

Extradition is tradition which is

A ball falls to the ground because

The strongest and most fierce cows

Prince in English history was old King

before you walk in front of a tram.

Dresden is the capital of China.

overflow of saliva from the Vatican.

there were poodles in the road.

sides get up to monkey tricks.

which has a nephew.

better than perfection.

no longer believed.

in the midst of the borax.

howlers from Melbourne, Australia:

forgotten to do.

En Route to Your Home

One minute a fly revels in manure, garbage, etc., and the next he is helping himself to food on your table. Every morning my sister waves her No measures are too severe to rid your

easy with Fly-Tox, the fragrant spray.

PULP MILL RE-OPENED IN THE HAILEYBURY DISTRICT

After being closed down for a little over two years, the pulp mill of the Northern Ontario Power Co about two miles north of Haileybury was re-open-The judge was very kind; he asked the ed last week. While a full staff is not deceased if he had anything to say, yet at work, it is understood that the Gooseberries are grapes with hairs mill will be running full time as soon as it can be put in shape. There is William Tell shot an arrow through about four months' supply of raw an apple when standing on his son's material stacked on the dump below the mill. It is the intention to work The heart is generally over the ribs this up into pulp which will take about four months, and if conditions then Cingalese are people who never warrant continue operations throughout the winter. About 60 men will be given A junked is a man who sails a junk employment.

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#### Treasurer's Sale of Lands for Arrears of Taxes In the Township of Whitney, District of Cochrane

BY VIRTUE OF A WARRANT issued by the Reeve of the Township of Whitney, bearing date the 23rd day of May 1933, and to me directed, commanding me to levy upon the several lands being in the Township of Whitney, mentioned and described in the following list of arrears of taxes, respectively due thereon and costs, I hereby give notice pursuant to The Assessment Act, and amendments, that unless the said arrears of taxes and costs be sooner paid I shall on Tuesday the 8th day of September, 1933, at the Township Hall at Porcupine, at 11 a.m., proceed to sell by public auction so much of the said lands as may be sufficient to discharge the taxes and lawful costs incurred in and about the sale and collection of same.

The following lands are all patented.

J. M. NICOLSON. Treasurer Township of Whitney

Dated at Porcupine,

this 23rd day of May, 1933. Owner's Name and Address and Lot Number Years in Arrears Taxes Costs Total 1-Aetna Gold Mines, Toronto; N.E.N. 12-5 1930-31-32 \$120.00 \$125.63 2-Aetna Gold Mines, Toronto; S.E.N. 12-5. .1930-31-32 120.62 5.01 125.63 3-Mrs. J. Brosseau, Lemieux; N.E.S. 5-2. 123.26 1930-31-32 118.30 123.26 4—Mrs. J. Brosseau, Lemieux, SW.S. 5-2... 1930-31-32 118.30 5-Mrs. J. Brosseau, Lemieux; S.ES. 5-2... 1930-31-32 118.30 123.26 6-A. E. Cullen, Martin, 66 1930-31-32 18.86 2.47 21.33 7-Mrs. E. Cullen, Trenton; Duke S.1/, 345, S.1/, 346... 1930-31-32 2.55 24.98 8-C. D. Ferguson, Orillia, N.1/, 7-5. .1930-31-32 472.91 486.73 13.82 486.73 9—C. D. Ferguson, Orillia, S.1, 9-1 .1930-31-32 472.91 10—C D. Ferguson, Crillia; N.1/, 11-1. .1930-31-32 472.91 486.73 11—Isabella Gutcher, Timmins; N.E.S. 5-3... .1930-31-32 116.87 4.92 121.79 12—Isabella Gutcher, Timmins; S.E.N. 5-6... .1930-31-32 116.87 121.79 13-Isabella Gutcher, Timmins; N.W.S. 5-6. .1930-31-32 116.87 121.79 14—Isabella Gutcher, Timmins; N.W.S. 5-5... .1930-31-32 116.87 4.92 121.79 15-Isabella Gutcher, Timmins; N.W.S. 6-5... 1930-31-32 116.87 4.92 121.79 .1930-31-32 16—Isabella Gutcher, Timmins; S.W.S. 6-5 116.87 4.92 121.79 17-Mrs. R. Grenier (address unknown); N.E.S. 5-6. .1930-31-32 133.66 128.45 18-Mrs. R. Grenier (address unknown); King 3. 1930-31-32 5.78 19-Hennessey Estate, Haileybury; S.E.S. 10-3. .1930-31-32 116.58 121.49 .1930-31-32 116.58 20-Hennessey Estate, Haileybury; N.E.N. 10-2 121.49 21—Hennessey Estate, Haileybury; N.W.N. 10-2. 1930-31-32 116.58 121.49 22-Hennessey Estate, Haileybury; S.E.N. 10-2. .1930-31-32 116,58 121.49 23—Hennessey Estate, Haileybury; N.E.S. 10-2. 1930-31-32 116.58 121.49 The minimum carlcad weight (in box | mins exceeds the southern Ontario 24-Mrs. Isaacson, Porcupine; N.W.S. 10-5. 1930-31-32 5.23 134.57 and gondola cars) is 40,000 pounds, so charge by \$84 per car, and the Toronto 25-F. Kavanagh, South Porcupine; King 53 to 56. 1928-29-30-31-32 84.94 that the charge for a minimum carload to Timmins charge is in excess by \$74. 26-F. Kavanagh, South Porcupine; Duke 408. 1928-29-30-31-32 2,64 28.38 from Hamilton to Cochrane, for il- Commedity Rates on Roofing, etc. 27-F. Kavanagh, South Porcupine; Smith 28. 1928-29-30-31-32 2.57 25.45 lustration, exceeds the charge for a The situation is the same in con- 28-A. R. Kriesler, Cobalt; Alfred 259-260 .1930-31-32 16.84 2,42 19:26 similar movement, retricted to Schedule nection with the carload commodity 31-F. Maki, Porcupine; Henry 263 to 268, 315 to 326... 1930-31-32 13.46 .1930-31-32 3.84 ..1930-31-32 2.25 4.78 35-F. Maki, Porcupine; Ottolen 302, 303 1930-31-32 2.25 to Swastika are \$240 and for a similar percentage of fifth class rates. A com- 37-J. F. McDonald (address unknown); Florence 207... 4.78 .1930-31-32 2.81 35.44 .1930-31-32 150.65 5.77 156.42 1930-31-32 5.77 156.42 40-McCann, et al, Timmins; N.W.S. 3-1. .1930-31-32 5.77 156.42 41-McCann, et al, Timmins; S.W.S. 3-1. 1930-31-32 150.65 5.77 156.42 42-McCann, et al, Timmins; S.E.S. 3-1 1930-31-32 5.77 156.42 43-S. L. McDonald, Timmins; N.E.S. 9-5 1930-31-32 5.23 134.57 1930-31-32 44 M. Harkness, South Porcupine; N.W.N. 7-3, surface rights 119-31 4.91 124.22 45—M. Harkness, South Porcupine; S.W.N. 7-3, surface rights 1930-31-32 119-31 124.22 1930-31-32 46-J. V. Roberts, Timmins; M-17, 281 34.29 1930-31-32 47-T. J. Wright, South Porcupine; S.1/, 2-5. 25.22 489.62 48-T. J. Wright, South Porcupine; N.1/2, 2-4. 1930-31-32 489.62 1930-31-32 49-J. F. Thomas, Timmins; S.W.N. 9-5 5.23 134.57

WARRANT AUTHORIZING SALE OF LAND FOR TAXES

1929-30-31-32

minimum carload from Hamilton to ty rates to and from T. & N.O. Rly. To the Treasurer of the Township of Whitney, in the District of Cochrane.

You are hereby commanded to levy upon the lands mentioned in the attached list for arrears of taxes due thereon, with your costs, pursuant to the provisions of The Assessment Act and amendments and according to law.

Dated at Porcupine this 23rd day of May, 1933

50-Mrs. J. Willocks, Galt; M. 16, 197

J. W. YOUNG. Reeve, Township of Whitney

24-34

28.76