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Death at North Bay of Bishop Scollard

Noted Prelate Dies in Bank while Transacting Business There. Collapses Suddenly. Dead before Doctor Arrives.

Rt. Rev. David Joseph Scollard, Bishop of the Roman Catholic diocese of Sault Ste. Marie, collapsed and died at North Bay on Friday last of a heart ailment. He was 72 years of age and had appeared in good health earlier in the day.

The Bishop was transacting business in a bank when he became fatally ill, falling in front of the teller's cage. Bystanders rushed for a physician but the prelate was dead by the time the doctor arrived.

Bishop Scollard was born in 1862 at Ennismore, near Peterborough, Ont., a son of John and Catherine Scollard, natives of Ireland. He received his early education in rural schools at Ennismore and subsequently entered St. Michael's College, Toronto. In 1887, he entered the Grand Seminary at Montreal. He was ordained to the priesthood in 1890 and appointed curate of St. Peter's Cathedral, Peterborough, the same year.

Four years later, he became rector of the Cathedral and in 1896 was transferred to North Bay as parish priest. He was consecrated first Bishop of Sault Ste. Marie in 1904.

Bishop Scollard is survived by two brothers, Patrick and William, living in Peterborough, and two sisters, Mrs. P. J. Maloney, of Ottawa, and Miss Elizabeth Scollard who lived with him here.

Mgr. Lecuyer, of Sturgeon Falls, vicar-general of the diocese, will call a meeting of the diocese consultants to elect an administrator to direct the affairs of the diocese until a new bishop is named at Vatican City.

Bogus Fifty-Cent Coins in Circulation at Rouyn

Every time there are bogus coins or bills in circulation in any of the towns of the North or towns on the route to the North, The Advance mentions the matter so that business men and others here may be on the lookout and avoid the counterfeiters, as there is always the danger of the passers of these bogus forms of money coming on here for their evil work. Publication of the fact that bogus coins or bills are in circulation elsewhere has saved Timmins and district in the past from any serious loss in this matter. Sometimes, the counterfeiters have come here and when they found people watching for bogus coins or bills they have considered this area as unhealthy and moved elsewhere. Following the plan outlined above The Advance this week refers to the fact that counterfeit fifty-cent pieces have been in circulation in Rouyn and Noranda and the police there have been trying to trace them to their source. These bogus half-dollars are said to be so crude that anyone used to handling money would spot them right away. The newsboys of The Rouyn-Noranda Press were victimized by these counterfeiters, men on street buying copies of the paper and receiving the change of 45 cents in good money from the youngsters. A few of the coins were also passed in cafes during the rush hour. The bogus coins are made of lead, are of too dark colour, and the stamping on both sides is very poor. As noted in The Advance some time ago bogus coins were in circulation in Sudbury and it was believed that the maker of the coins was apprehended and his plant seized. The coins circulated in Sudbury. These lead coins may be from the same plant, but it seems more likely that the bogus coins circulated at Rouyn are from an altogether different effort. The Rouyn-Noranda Press thinks that the coins in the Twin Cities may be from the Sudbury plant, some of those concerned moving to Quebec when they found Sudbury too dangerous. "If so," says The Rouyn-Noranda Press, "they will be given a taste of Quebec justice."

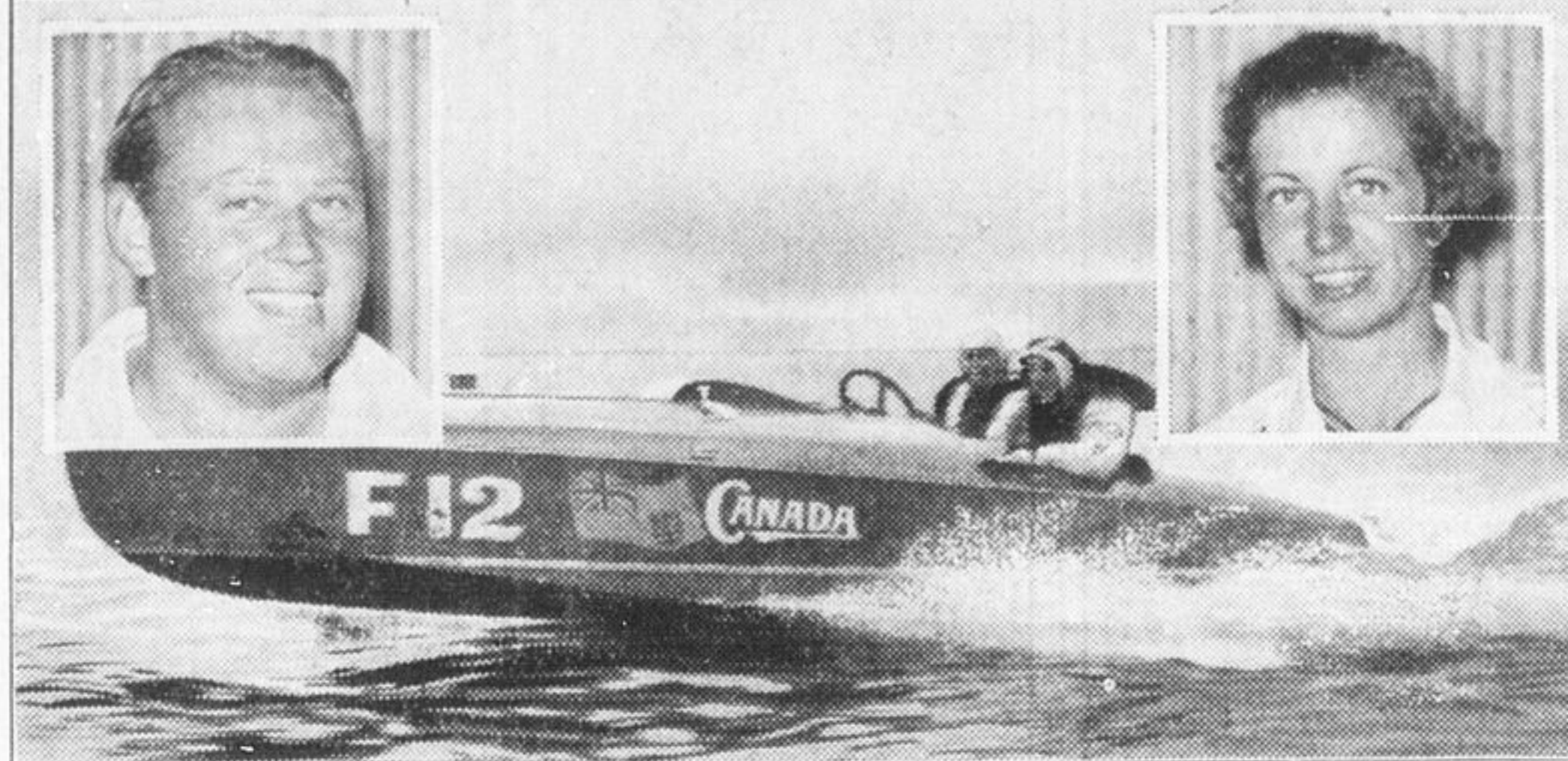
In the meantime The Advance suggests that all watch for any of these bogus 50-cent pieces. In case a bad coin is noted pass it on to the police with any information possible as to the person from whom it came. In case a stranger tries to pass one of these coins try to get the police in touch with that stranger and in any case give the authorities as good a description as possible of the man, or woman, attempting to pass bogus money.

GOLD PRODUCTION AT THE DOME \$611,573 FOR AUGUST

Dome Mines report for August shows 46,300 tons of ore milled with a total bullion recovery of \$611,573. This compares with 45,260 tons for a bullion recovery of \$602,203 in July. The mill rate as shown varies but a few tons handling day to day. The accepted rate is 1,525 tons per day in the new plant, now over two years old, which replaced the old one destroyed by fire. For the eight months ended August 31, Dome has produced \$4,918,588, compared with \$3,992,651 value in the corresponding period of 1933.

North Bay Nugget.—An investigator with little else to do finds that the blonde is on her way out. And that scraping noise is the other guests getting up to follow her.

Canadian Racer Bests American Champion



Highlight of the Canadian National Exhibition's sport program was the sensational point victory of "Little Miss Canada III", driven by 22-year-old Varsity student Harold Wilson of Ingersoll and Lorna Reid, 19-year-old "mechanic", over the veteran U.S. racer "Emancipator II", in the new 225-cubic inch class of hydroplanes for the first world's championship.

Above are shown, left, Harold Wilson, centre, the winning speedboat "Little Miss Canada III" plunging to victory, and right, Miss Lorna Reid.

Lake Shore Mines Shows New High Record for Year

Reporting net profit of \$10,145,705 for the fiscal year ended June 30, after all write-offs, Lake Shore Mines Limited last week issued a report announcing a new record high in the company's history; a profit equivalent to \$5.01 per share.

Bullion production for the 12 months amounted to \$16,382,274 in terms of Canadian money. The company deducts the required special bullion tax, April 19 to June 30, amounting to \$372,458, which left the value at \$16,009,815. To \$16,009,815 after bullion tax deducted, there was added \$135,735 earnings from investments, making \$16,145,551 gross income of the company, from which expenses were deducted. Operating expenses amounted to \$4,161,344; administrative, \$8,341; provision for taxes (not including previously deducted bullion tax), \$936,498; and depreciation \$819,662.

The company paid out \$6,000,000 in dividends and bonuses in the past year. Another item of \$680,750 was deducted for mining properties acquired during the year. These two items when deducted from the net profit of \$10,145,705 left the net balance carried forward \$3,464,955, which added to previous surplus, brought the company treasury balance up to \$8,499,390, at June 30.

LEN WADSWORTH VISITS KIRKLAND ON HIS WAY HOME

The "Sporting Angle" column of The Northern News last week says:—"Len Wadsworth was in town last week seeking Herbert Dymont, en route to his home in Timmins with one of the only two boxing medallions, a silver second place medal, to come to Canada out of the British Empire Games. Len told friends here two knockouts and his final fight saw his right powerless for punching. At that he was "decisioned" out of the title if you believe the cabled stories. And although he says in a sporting way: "It's all part of the game" there's no doubt that the Colonials, as the lad-di-da lads over here call us of Canada, Australia and South Africa, were handicapped in that the games rules forbid the use of bandages for the fighters' hands and that the referee worked from outside the ropes."

NO DIFFICULTY IN SEEING DIVIDENDS FROM T. & N. O.

The Sudbury Star last week says in an editorial note:—"The building of the T. & N. O. Railway brought Canada the aggregate sum of \$746,000,000 in gold and silver. E. L. Longmore, Hollinger metallurgist, told Armand Racine, commissioner investigating the affairs of the railway. So that, after all, the dividends paid as a direct result of construction of the line are visible ones."

Ontario Air Service has Given First-Class Service

(From Sudbury Star) "I am proud of the service; I have nothing to be ashamed of. We had one of the best records in the Empire," said Capt. W. Roy Maxwell, director of the Ontario air service, in announcing yesterday that he had forwarded his resignation to Premier Hepburn. There will be many who have been interested in following the activities of the force of aviators in Northern Ontario, who will feel satisfied that a great deal of commendable work has been accomplished by them. That the pilots have been faithful and efficient in discharge of their duties is self-evident, and that their services have been appreciated the majority will testify.

The sentinels of the air have played an important part in the protection of the northern forests from the ravages of fire, in effect saving the country millions of dollars that otherwise might have been lost. The cost of maintaining such a service after all seems infinitesimal as compared with its value. The pilots, taken as a whole, unquestionably have reason to be proud of their conduct in a venturesome calling, and northerners will hope that there will be no disposition to be too niggardly and sacrifice the standard or the ramifications of the air service in the months to come.

T. & N. O. Railway has Paid Dividends

Returns to Ontario have been Notable in New Wealth Made Possible and in Benefit to Province as a Whole.

There is general anxiety in the North at the present time that the so-called investigation into Temiskaming and Northern Ontario Railway affairs, inaugurated solely for political ends and understood by many to be only for party advantage, now bids fair not only to injure the railway itself, but also to cause general harm to the whole North. Nothing of any moment has developed from the investigation, except the supposed new idea that the railway has a bookkeeping deficit of some eight million dollars. This deficit is only made possible by charging up against the railway of interest on the original investment of thirty million dollars. This was a common argument on political platforms in past years and people took it for what it was worth. The T. & N. O. was built as a colonization road and succeeding governments accepted it as such. With a commission finding this deficit, however, there are some who are deceived, and come to the conclusion that the T. & N. O. has been a losing venture for Ontario. This, of course, is an absolutely wrong idea, as The Advance has repeatedly pointed out. Never was money invested more profitably than in the T. & N. O. An editorial last week in The North Bay Nugget featured this truth. The Nugget editorial said:—"After reading the more or less ridiculous statements sent out on conditions in Northern Ontario, reflected in the findings in the T. & N. O. Railway probe, it was refreshing to read of a person closely identified with the mining industry, tell Commissioner Racine of the great benefits which accrued to the Ontario and Dominion Governments as a direct result of the building and operation of the railway. "While the purpose of the inquiry was to discern the method of administering the railway's affairs, it is believed to have caused almost irreparable injury to the territory the line serves by creating distrust in the minds of people not fully aware of its development and possibilities. "Mr. E. L. Longmore, metallurgist for Hollinger Mines Limited, rendered a great service in appearing voluntarily before Commissioner Racine to counteract some of the harm unintentionally, it is hoped, done to this part of the North. "In saying: "The Temiskaming and Northern Ontario Railway has a value to the people far in excess of the capital investment and its annual deficits," Mr. Longmore reiterated a statement made in this column prior to the opening of the investigation. "The deficit shown against the railway will never cause a brow to wrinkle nor an ill word to be spoken by anyone truly appreciative of the service it has performed for the province. Northerners, at least those residing in the T. & N. O. region, are unalterably of the opinion that the Ontario Government has long since been repaid for its initial investment. Interest on the capital outlay would be nothing less than extortion, they believe. "Let the mind dwell on the fact that the T. & N. O. Railway has been directly responsible for the production of 99.8 per cent. of all the silver produced in the province since 1904. This had a value of \$260,000,000, all respect within 30 years. Gold production since 1909, when the Porcupine and other fields were opened, had a value of \$484,300,000. This credits the region served by the T. & N. O. with enriching the province by \$744,300,000 in 30 years. Added to this should be the direct benefit derived from the sale of small and large timber to arrive at a true estimate of the wealth uncovered for Ontario by this public utility. "Another inestimable benefit has accrued from the establishment of industry and the settlement of land to provide for a population of more than 200,000, whereas the only settled area prior to the building of the line was on the Ontario shore of Lake Temiskaming, in the New Liskeard region. "The gold mines of Porcupine and Kirkland Lake fields returned in \$15,700,000 in taxes to the Dominion Government in 1933. Their business with Ontario manufacturers and wholesalers since 1904 is estimated at \$350,000,000. This does not take into account the business developed by the opening and operation of the Cobalt camp in the early days. In addition an inestimable amount was expended for the development and exploration work in all parts of the territory, such as is now in progress in the Gowganda, Larder Lake, Matachewan and other budding fields. "No, the Temiskaming and Northern Ontario Railway, in the opinion of northerners, is not in the province's debt for the initial outlay, much less responsible for an annual interest bill. Realization on an immense store of natural resources, colonization of a promising territory and the founding of what might be termed a province within itself, has well repaid Ontario for its investment. "Northerners are little, if at all, moved by the revelation—which it wasn't—that the T. & N. O. Railway has not been taking interest on the initial expenditure as a debt."

Sudbury Star:—"Everything I am I owe to honest advertising, says Sally Rand. There's one case where the bare truth certainly paid.

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. SPENCER N.G. S. J. MORGAN, Secretary 14-23

TIMMINS L. O. L. Meets on the 2nd and 4th Fridays of every month in the Oddfellows' Hall. A. E. Humphries, W.M. H. J. Richardson, Sec. Sec. Box 1715, Timmins. Visiting Brothers Cordially Invited 14-26

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