

# Prospectors, Fire Rangers, Condemn Route by Sault

### Chapleau Men in Position to Know Unite in Supporting Central Route for Trans-Canada Highway. Even the Government Should be Convinced.

Several references have been made recently to the proposed "compromise" route for the Trans-Canada highway through the North. This "compromise" route suggests in reality two routes for the highway the two uniting at or near Oba and proceeding westward to Schreiber. The Advance believes that the logical route is by way of the Ferguson highway west to Hearst and from there westward again, with connection to Oba, Chapleau, etc., a matter of provincial roads. However, the advocates of this "compromise" route are on solid ground in condemning the Sault Ste. Marie route by way of the rocky north shore of Lake Superior as absurd and impossible. Chapleau has been taking a special interest in this so-called "compromise" route, and here is a despatch last week from Chapleau, quoting men who ought to know:

Prospectors, lumber men, fire rangers, missionaries, trappers, fur buyers and aeroplane pilots who have flown over the country unite in extolling the many advantages of the central route for the trans-Canada highway, over either of the other proposed routes while they are equally strong in condemning the Lake Superior route.

"It is ridiculous to even think of putting a highway along the lake shore," declares Ben Harrop, pilot with the Consolidated Mining and Smelting Co., who has flown across Northern Ontario many times. "The rocky barren territory would offer tremendous difficulties in building and the season would be much shorter than on the projected inland route. It is so far between places that there no prospect of anyone ever building a town there as the only possible revenue for a business would be from tourists.

I don't think any tourist would ever want to enter Ontario at the Sault and then be headed back again at the head of the lakes, without having seen the interior of Ontario.

"From the air the shore of Lake Superior appears the roughest country in Ontario, and there are regular young mountain ranges along the lake shore. The cost would undoubtedly be prohibitive," Mr. Harrop thought the trans-Canada highway should tie up with the trans-Canada aerial system, the landing fields for which are now being constructed in the northern part of the province.

### Game Warden Knows Country

L. S. Hemphill, game warden located in the heart of the Chapleau game preserve on Big Missinable Lake, and who knows every inch of the country between Oba and Chapleau along the Mississauga valley, declares it an ideal tourist country.

"There is teeming wild life and plenty of great speckled trout fishing in the headwaters of the rivers starting in the park," he said. "Tourists would be thrilled with a drive through the densely wooded forests, where they would be certain to see game of every kind. It is fairly level country and very easy to build a road through."

"Jack Green, former deputy chief fire ranger, travelled through most of the country by canoe. He was delighted with the prospect of the country being opened, because, he declared, some parts are almost inaccessible by water. With the highway built through the central section, it would be a great assistance in helping the fire rangers traverse the country speedily with supplies.

He extolled the beauties of Adison Lake. "An ideal place for camps," he declared. "It is the most beautiful spot in Northern Ontario. There is a sand beach around three-quarters of the lake and the water is as clear as crystal and green as an emerald. The country is as untouched now as it was a thousand years ago."

### Sees No Comparison

Vic. Crichton, ex-forest ranger, fisherman and with an intimate knowledge of both Lake Superior shore line and the Mississauga Valley route says: "There could be no comparison between the two routes as far as ease of building a road is concerned. From Batchawana Bay to Schreiber is one continuous stretch of mountainous rocks, broken only where about 80 rivers find their way into Superior and all of these rivers would be hard and very expensive to bridge. The country along the lake shore is practically devoid of game.

"Along the Mississauga Valley route there is wonderful scenery, not just continuous rocks and water as the lake route offers. The hunting is of the best and moose and deer are especially plentiful. Wonderful fishing in all the lakes and streams and the Chapleau game preserve offers grand chances for the tourist to do some camera hunting on wild life."

Charlie Sanders was a mail carrier from Chapleau to Jackfish and lived in Missinable for some 25 years, when he acted as both guide and prospector. "I've been through the whole country," he said. "Most people think it is a wild country where nothing grows, but there are great forests of timber. The land is good and you couldn't find any more picturesque rivers for canoe trips in the whole province."

### Good Farm Lands

J. G. Corstan was a mail-carrier from Missinable and Chapleau to the Grand Trunk Pacific. He was with the first surveying party before the G. T. P. was built and travelled through both sections of the country on the water routes. He could not understand why the country was not being opened.

"Why, after they pass Batchawana Bay on the Superior route they won't even see Lake Superior," he declared, "and the country is very rough."

He said that the central route would open good farming land, it being very near the clay belt, and climatic con-

ditions are most favourable to farming. It would also benefit lumbering operations, he believed.

Rev. Father Gascon and Mr. G. L. White, Phm.B., travelled through on a prospector's tour, from north of Bolkow to north of Missinable. According to their account a road through their section would be most satisfactory from a prospector's point of view, connecting as it would innumerable mining districts throughout the country. Regarding mining discoveries, the central route would reach the same country as would the Lakeshore route, there being only a difference of a few miles to connect these points.

Already in the section partly completed south of Chapleau a group are working on a free gold discovery with assays as high as \$300 to the ton—and a copper vein showing. From Healy to Oba is another gold-bearing formation. All these many scattered sections would be brought together by this route.

### Speaks for Sportsmen

Rev. H. Hesketh travelled the water route from Peterbell on the C.N.R. to Missinable on the C.P.R. as a sportsman and tourist, and knows a very considerable amount of the territory between Missinable, Peterbell and Chapleau, he said:

"From a point of view of economy as to building and maintenance of a highway through this territory, this route would appear to be the most feasible, being comparatively easy of grade and approximately following the height of land," he said. "In addition, such a road would give access to a country which is a veritable sportsman's delight."

### Has Travelled Country

Edgar Fellow, merchant and lumberman, with places of business in both Hearst and Chapleau, says: "I have some knowledge of the country along which the Mississauga Valley route should go, as well as having traversed the country between Franz and Hearst via A.C.R. many times, and have motored from Hearst to North Bay along the Ferguson Highway. I am led to conclude that if the proposed route from White River to Schreiber is anything like the section on the A.C.R. from Franz to the Sault there is no question as to the scenery, but when you have said that you have said all."

"When one considers that for every five miles advanced as the road files about 7 1-2 miles of actual road building must be done, it is readily understood what curves and crooks are necessary, and where this is encountered there is always a greater degree of hazard to the person travelling."

"By way of comparison take the highway through the clay belt, where one can see, in many places, 10 miles ahead, and where the road building mileage is actual. It is evident from an economic viewpoint that the level route has the advantage. I am convinced that the actual cost per mile will be nowhere as great along the proposed route as via the lakeshore."

"From the tourist viewpoint, I would say that for fishing the inland lakes have Superior beaten altogether for safety, as it only persons equipped with expensive outfits that would care to risk the sport of fishing on Lake Superior, but any person with a canoe can enjoy real sport on numerous small lakes on the central route."

### Kincardine Review

The curse of Tutankhamen has claimed another victim according to newspaper reports. Even the restful job of digging up mummies and brushing them off has its risks.



MYRNA LOY AMELIA EARHART PALMEN PUTNAM Giving her aeroplane a last minute inspection before embarking for Hawaii, from where she will take off in an attempt to fly back to the United States, Amelia Earhart, CENTRE, chats with her husband Palmer Putnam, and Myrna Loy of the films at Los Angeles.

laughed.

Angelo Bucciarelli and Fred Barty, merchants went through from Chapleau to Iron Bridge on foot. "They found the country beautiful and picturesque. There is a forest of maple, and in the fall of the year it is one of the most striking pictures one could wish for."

Lloyd Vice travelled over the whole section south of Chapleau as a tourist by canoe. "It would open up some wonderful waters for fishing," he said, "and it would be a delight to tourists."

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## December Report of the Central School

### Standing of the Pupils in the Various Classes at Timmins Central School.

- The following is the Central public school report for December:
- Room 1—Sr. IV—E. J. Transom, B.A., principal; Gerald Hirschfeld, Wilford Mason, Robert Laidlaw, Saul Leivo.
  - Room 2—Sr. IV—Miss Everett, teacher—Elizabeth Dodge.
  - Room 3—Sr. IV—Miss Ramsay, teacher—Gilza Medve, Sophie Donylchuk, Eva Hanson and Kenneth Robar equal.
  - Room 4—Jr. IV—Miss Baker, teacher—Mary Deglio, Muriel Crispin, Carleen Colbourne, Vivian Fierce, Lena Orlando, Mabel Westine, Doris Shaheen.
  - Room 5—Jr. IV—Stuart M. Robinson, teacher—Donald Ramsay, Augustine Kader.
  - Room 6—Jr. IV—Miss Markell, teacher—Gweniville Appleby, Jean Prittain, Marion McLeod, Phyllis McCoy.
  - Room 7—Senior III—Miss McKinley, teacher—Jean Hamilton, Fred Milne, Peter Abrahams.
  - Room 8—Senior III—Miss Doherty, teacher—Bruce Taylor, Sheila Harper, Billy Southam, Lucette Hansen.
  - Room 9—Junior III—Miss Morrison, teacher—Anita Soni, Laura Young, Henry Rumpke, Tony Slak, Barbara Honey, Oli Kumbzie, Jean Fletoff, Dorothy Horwitz.
  - Room 10—Junior III—Miss Patterson, teacher—Douglas Baker, Rose Bregman, George Caldwell, Nora Carwick, Elizabeth Yates, Sidney Helperin, Gilbert Hill, Mike Hishkevich, Douglas Kullas, Garneth McLeod, Anne McColeman, Jennie Staviarska, Pearl Tretheway.
  - Room 11—Senior II—Miss Peterson, teacher—Sylvia Bregman, Agnes Costunk, Klaus Hakkinen, Shirley Keizer, Philip Nathanson, Lido Nastasuk, Barbara Thompson, Dora Tynjala, Betty Tyrrell.
  - Room 12—Junior II—Miss Brownell, teacher—Helen Stock, Heidi Banman, Monica Shrage, Richard Booker, Sylvia Whitford, Arthur Berini, Bill Shychuk, Lois Urquhart, Helen Synos, Ethel Davison, Mike Kaputan, Edythe Golden, Thelma Smith.
  - Room 13—Fr.—Miss Brown, teacher.

Kenneth Burt, Billie Manhire, Oliver Mattinen, Violet McKinnon, Jimmie Simpson, Eric Wainman.

Room 14—Junior 1—Miss Cameron, teacher—Elsie Yates, Elizabeth Curtis, Margaret Skubinska and Jean Plaunt, equal, Annie Klimovitch and Olga Spasuk, equal, Shirley Brovender, Glen Code and Helen Richards, equal; John Remmert, Joe Onuchi.

Room 15—K.P.—Miss Acton, teacher—Jacqueline Crosby, Jack Craik, John Caldwell, Lucy Court, Lillian Johnston, Bobbie Harper, Eleanor Anderson, Mary Bialik, Donald Honey, June Davidson.

Room 16—K.P.—Miss McCulley, teacher—Ruth McArthur, Leonard Moyle, Jessie Patrick, Betty Jean McInnis, Kathleen Milne, Betty Williams.

Room 17—Sr. 1—Miss Shaw, teacher—George Bialik, Annie Ostroskie, Reger Rumpke, Leda Scarabus, Earl Slobay.

## Puddings for Cool Weather Desserts

### Bread Pudding, Tapioca Pudding, Apple Dumplings. Some Good Recipes for This Time of Year.

The following was written for The Advance by an expert in cooking and kindred arts.

Puddings, especially hot ones, make a delicious cool weather dessert. Besides, most of them can be very cheap as well as appetizing, as the bread pudding is below:

### Bread Pudding

2 1-2 slices buttered bread.  
1-8 cup syrup.  
1-3 cup sugar.  
2 eggs.  
1 teaspoon vanilla.  
Raisins if desired.  
1 pint milk.  
Mix the custard of milk, eggs, syrup, sugar and vanilla together, pour over bread, add raisins and bake for 1-2 hour. Serve hot or cold with chocolate sauce.

### Tapioca Pudding

2 heaping tablespoons tapioca.  
Pinch salt.  
2 cups milk.  
1-2 cup sugar.  
2 eggs (separate).  
Cook milk in double boiler (let scald), add sugar and tapioca and cook until tapioca is soft. Beat yolks, add to milk mixture and cook until slightly thick. Remove from fire, add beaten whites and flavor when cool with 1 teaspoon vanilla. Serve plain or with fruit sauce.

### Apple Dumplings

2 cups flour.  
3 tbs. butter or other shortening.  
4 teaspoons baking powder.  
1-2 teaspoon salt.  
2-3 cup milk.  
6 apples.  
1 cup sugar.  
1 cup water.  
Sift flour and baking powder and salt. Work in shortening with knife or fingertips. Add milk. Place on floured board, roll and cut into squares. Peel and core apples. Place apple in square of dough and 1 1-2 tablespoons sugar over the apple. Fold corners of dough over apple and pinch together. Place in pan or baking dish with water and about 2 tablespoons sugar over the dumplings. Bake in moderate oven for about 40 minutes and serve hot with hard sauce.

Border Cities Star: The village of Bath, in Eastern Ontario, one of the earliest settlements of the United Empire Loyalists, is looking forward to the reconstruction of its highway as a memorial to the refugees from the American revolution who arrived there almost 150 years ago. Bath rates a memorial for another reason, too. Last week it was announced this community has the lowest total rate of tax arrears in all Ontario—just \$10.

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## Light Accounts and "Plus Taxes" Clause

### Meaning of the Phrase and Why it is added to the Application Forms for the Reduced Optional Rates.

As there appears to be a little confusion in the minds of a few people as to the meaning of, and reason for the inclusion of the words "plus taxes" in the latest announcement of rate reductions by Canada Northern Power Corporation, perhaps a little explanation may be of interest.

It is the custom with some institutions when quoting rates to call the attention of patrons to the growing significance of the rise in taxation when prices of services or commodities are in question.

In some cases the showing of the item of taxation is demanded by the Government as is the case of the sales tax.

In other cases the reference to taxation is made where the manufacturer or merchant deems it advisable that patrons shall know that the industry or institution they represent are burdened with discriminatory taxes. The automobile industry is one which makes use of the words "plus taxes" when quoting prices, while people who make use of Pullman accommodation find on examining their tickets an item showing the tax imposed on travellers by that means.

The growth of the habit of Governments to engage in commercial enterprises had made it desirable that the public shall realize that privately-owned utilities are compelled to provide for expenses from which their competitors are free, a striking example being furnished by the railroad industry.

It should be obvious to thinking people that institutions which are called upon to contribute large sums towards the conduct of the nation's business, including the maintenance of social services, have but one source from which these institutions can provide the taxes they are called upon to pay, which is the revenue they derive from their customers, and if the amount of

revenue they receive is not sufficient to meet these additional expenses, companies must go into bankruptcy. Therefore they must take this fact into consideration when deciding upon proper price for their service while the majority of their customers realize this necessity there are those who appear to overlook it, there is but one way to remedy of the fact which is to show them of taxes on their bill.

In the case of the local Power Company the proportion of the Corporation revenue that has to be applied is stated to be at the present eleven per cent, so that it is a matter for each customer to compute the proportion of his bill required for taxes.

## Premier and Cabinet in Older Boys' Parliament

The 14th Older Boys' Parliament of Ontario, meeting in Emma College last Wednesday night, elected William Wisner, of Jordan station, Premier by a majority of one over W. Gray Rivers, of Madoc. Mr. Rivers became leader of the Opposition.

The cabinet was elected as follows: Minister of Finance, Jack Arnes, West York; Minister of Health, Ted Moogk, Waterloo; Minister of Organization, Edward Sergeant Owen Sound; Minister of Eastern Camps, Hudson Campbell, Leeds county; Minister of Western Camps, Ke.ingham, Stratford; Minister of World Friendship, Gerald Simmons Lennox County; Minister of Education, Harold Kennedy, Oxford County; Minister of Junior Program, Edwin Hancock, West Durham; Minister of Northern Development, Gordon Whidden, Sudbury; Deputy Minister, Lorne White, Sault Ste. Marie, Ont.; Minister without portfolio, William Weir Victoria County, and Herbert Mallett, Prince Edward County; Provincial Secretary, Reginald Kingston, Peterborough; Speaker of the House, George Falls, Toronto, and Deputy Speaker, Kenneth Morland, North Bay.

Ted Byck, of Timmins, was elected to represent South Cochrane riding at the Older Boys' Parliament and he was present at the event to do his part.

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And now—at the dawning of a New Year—with its brightening skies and firmer hopes, we greet the executives, engineers and men with whom we have been privileged to serve. In the satisfaction of work well done—the anticipation of fresh achievement in the future, "Canada's Biggest Cook" extends to all a sincere wish for health, happiness and prosperity in 1935.

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