

The Porcupine Advance

TIMMINS, ONTARIO

Members Canadian Weekly Newspaper Association; Ontario-Quebec Newspaper Association; Class "A" Weekly Group
OFFICE 26 PHONES RESIDENCE 70

Published Every Monday and Thursday by:
GEO LAKE, Owner and Publisher

Subscription Rates:
Canada—\$2.00 Per Year United States—\$3.00 Per Year

Timmins, Ont., Thursday, Jan. 3rd, 1935

MONEY VALUE POLICE WORK

At a recent banquet both E. L. Longmore, a former mayor of the town, and R. Richardson, the present mayor of Timmins, emphasized the need for support of the authorities in keeping the town clean and orderly. Both these speakers touched on the fact that good citizens owe it to themselves as well as to the town to assist in every move for the betterment of the town, and there are few things that increase the welfare of the community more than effective administration of the laws for the safety and comfort of the people in general. It is not as generally recognized as it should be that the recent clean-up of the town has a very decided value to the citizens in general. As one citizen pointed out the other day while discussing the increased Christmas business enjoyed in recent weeks by local business places, some of the increased business enjoyed should be credited to the good work of the police in the recent clean-up. Money that would have been spent in previous months for illegal purposes was released for the use of the families of the men concerned, and sums that would have been worse than wasted in seeking entertainment at low places was made available for the purchase of goods from local stores. Blindpigs and disorderly houses for several months in 1934 took a deplorable toll from the town. One ring is known to have insisted on a rake-off from every woman in the trade, and apparently was able to collect this mean graft. The amount of money collected in this way would surprise most people. There would be equal surprise if it were known how little of this money was spent in any way of benefit to the town. Few of the imported women had more than the bare necessities in the way of clothing, and only the heads of the ring lived well. Accordingly the illegal businesses made little business for the legal business of the town. The "employees" also were practically all brought here from a distant city. This influx of undesirable citizens being one of the chief curses of the nefarious business conducted by the rings. It will be seen that from a business standpoint the town of Timmins had nothing to gain and everything to lose by tolerating the work of the rings. As a matter of fact it was worth thousands of dollars to the decent people of the town to rid the community of this form of crime.

There is a still more serious aspect to the matter, apart from any moral issues. The danger to public health from allowing any of these crime rings to carry on is worthy of consideration. Diseases of most repulsive kind have been spread in town in appalling fashion. This is another phase of the matter that will have to be dealt with. It is not likely that the police are lessening their efforts to protect the town. In any further efforts they may make they should have the full support of every decent citizen. To weed out those liable to spread social diseases is a task that the police will carry out to the best of their ability. In this they should be made to feel that they have the complete co-operation of every citizen. Rouyn, Kirkland Lake and other Northern towns are driving out the undesirables. In the past the practice has been for the characters driven from one town to seek refuge in a nearby place. With Rouyn and Kirkland Lake roused to determined effort to drive out these people, Timmins in self-protection must see that they do not take refuge here. Last week no less than ten undesirable characters are said to have come to Timmins. The authorities are seeking to impress upon these people the fact that they will not be tolerated here. The people can do much to uphold the hands of the police in this matter. No good citizen can afford to give either sympathy or support to these undesirable elements. The moral side of the matter should be considered by all who pretend to any sort of good citizenship, but apart altogether from any moral issues, the whole trade and traffic is bad business from every standpoint. Every dollar taken in by the blindpig or the disorderly house is a dollar less for the merchants and others in legitimate business. No one pretends that these illegal businesses can be entirely wiped out. But experience in other years has proven that they can be kept to a minimum and that the health and safety of the town may be guarded. With the sympathetic support of the public the police may be depended upon to restore the standing of the town of Timmins to the order and decency enjoyed in other past years. It is admitted that this is not a pleasant subject to write about, but it is much better to write against it than to allow it to pass without the protest and the warning that the occasion demands. It is the height of folly for any town to tolerate the continuance or growth of any attempted vice ring.

HELP THE SETTLERS

During the provincial elections last year much was heard from both leading parties as to benefits and assistance for the settlers in the North. The settlers in the North are a patient people but even their proverbial patience can hardly fail to note the fact that the change in government has brought little change for the better in their position. The new premier, Hon. Mitchell Hepburn, appeared to feel that because Hon. Mr. Henry, the previous premier, had promised the people beer parlours, it was incumbent on the new government to fasten beverage rooms upon the province. It did not take Hon. Mr. Hepburn long to implement this pledge of a previous government. Why did not Hon. Mr. Hepburn act with equal

speed in implementing another pledge made by the Henry Government? This other promise was to the effect that a form of bonus for clearing land would be inaugurated for the benefit of the settlers in the North. Hon. Mr. Hepburn's followers in this part of the North made it very plain during the election that Hon. Mr. Hepburn might be depended upon to do more for the settlers than anything contemplated by the Henry administration. The land bonus plan seemed to be endorsed by Liberals as well as Conservatives. It has worked well in Quebec province. It appears to be the only plan of assistance to settlers that seems to promise permanent and effective assistance and at the same time offers something to the province. Under the land bonus plan the settler would be assisted until he was in position to fully support himself from the produce of his homestead. He would be paid only in proportion to the actual work he was doing to build a farm. On the other hand the land in general would benefit from every payment of land bonus, because it would mean so much progress in the development of the North. At the present time the settler has to depend on direct relief, on roadwork or on the sale of pulp or other wood for the assistance necessary to maintain him until he has developed a farm that is self-supporting. The idea of direct relief should make little appeal to the kind of man likely to make the best type of settler. The more direct relief is avoided, the better for the country. The sale of pulpwood and other types of wood is an uncertain form of help to the settler and in addition it takes his mind off the real business of his calling—the development of a farm. Roadwork is still less desirable because it occupies the thought and effort of the settler instead of leaving him free to work on his homestead. On the other hand the paying of a bonus for clearing land encourages the settler to be a real settler. He is paid only for what he actually accomplishes in the way of clearing and preparing his farm. It gives the preference to the man who is in earnest in his determination to create a new farm. The experience in Quebec province has been such that the wisdom and practicability of the bonus for clearing land can not be doubted. The settlers themselves are agreed that the land bonus will meet their needs as nothing else can do. Study of the question in the past has shown that the paying of a land bonus will not be unduly costly. It will mean much less than the present expenditure for relief, direct and indirect. The bonus for clearing land should be put into effect at once.

GOOD RESOLUTIONS

They say that the road to a certain sultry spot is paved with good intentions. It is equally true that the road on which each year begins is paved with good resolutions. Nearly everyone seems to make good resolutions at New Year's time, even though the good resolution is little more than to resolve not to make good resolutions. It is doubtful if the ordinary good resolution lasts very long. The usual good resolution is forgotten before the first month of the year is well under way. But good resolutions should not be scorned on this account. Even though they perish almost as soon as they are made they do accomplish a little before forgetfulness swamps them. Even though the progress from good resolutions does not amount to much, it should always be remembered that the advance of the world is due chiefly to minor movements forward. Every little helps. For this reason it might be well to encourage the good resolution, no matter how transitory that resolve may be.

GRAVEL AND SAND—AND PLACER!

After all the ballyhoo the first few days of 1935 do not seem any different to any other year.

A correspondent of The Toronto Globe suggests that the Canadian National Railways issue 1000-mile books of tickets purchasable at \$10.00 as one means of increasing traffic on the railways. The correspondent argues that the success of the special low rates for week-ends and holidays shows that all the public needs is a little encouragement to turn them back to railway travel. The Globe's correspondent contends that it is high rates that has been killing the railways, and that the mileage books would do much to stop bus traffic on the highways and increased traffic would mean greater employment for railway employees as well as smaller losses for the railways. The proposal appears to have considerable merit. Perhaps it would not do as much as the correspondent hopes, but it would help a lot. It would apply with special force to the T. & N. O. Railway. In this country of big distances practically everyone could afford to buy a 1000-mile book of tickets. In commenting on the proposal, The Barrie Examiner says that these mileage tickets would prove very popular and that once the public got in the habit of using this form of tickets, they would continue to use them and the railroads would enjoy a greatly-increased passenger business.

A local business man suggested last week that after all it was possible that business would be as well off, or even better, were there no Christmas. He based his argument on the idea that all the gift-buying occurred in a short space of time and that special stocks had to be carried and extra help secured to meet the demands. This added to the cost of doing business and in some lines at least the business spread over a longer period would prove more profitable. It would appear that this idea is not tenable. Were it not for the Christmas spirit there would be very considerably less buying in December than at present and the business in January would be little better, if any. The Christmas spirit tends to generosity and kindness and a very large part of the buying at Christmas time is due solely to this Christmas spirit of friendliness and good will. Were there no Christmas it would be found that a very considerable amount of business would be lost, enough to much more than offset any extra cost for the Christmas trade.

A Pittsburg, Pennsylvania, scientist solemnly announces that women are just as clever as men. When will science catch up to common knowledge?

Experimenting with Wide But Shallow Ditches Now

The Northern Development Department is said to be experimenting at present with wide but shallow ditches for roads in the North. For years the plan was tried in this part of the North of having ditches as shallow as possible. The reason given for this was that deep ditches would form a serious danger for automobiles forced off the road. In the meantime, however, North Cochrane had deep ditches alongside the roads, and the roads always seemed better than in these parts. It was argued that the big thing in building good roads in this part of the country was the matter of drainage, and that so long as deep ditches were not constructed to carry off the water the roads would be bad. This seemed to be proven by the condition of the roads. When Don Lough became road engineer for this district the deep ditch idea was apparently adopted and there was soon marked

improvement in the roads in South Cochrane. Many gave the credit for much of the improvement to the type of ditches used. Also it was claimed that there had been no increase in accidents due to the deep ditches. Even at this there still remains many who think that deep ditches are a menace. The Northern Development Department hopes to secure a workable "compromise" by having the ditches shallow but wide. In most places in the North there is enough right-of-way to make the plan practical. It is being tried out in Little Current area and if successful will no doubt be adopted all over the North. The idea is to make ditches saucer shaped, wide but shallow. This will assure full drainage it is held, while there will be no danger from automobile accidents. In case of a car running off the road, it will not overturn in the ditch, but the car can safely be driven up the sloping sides of the ditch. If the ditches are found to carry away surplus water, it will be considered that the new type of ditches

may be considered the kind to have generally adopted.

Hydro Revenue from Mines of North Shows Gains

Revenue received by the Ontario Hydro Commission from mining properties in Northern Ontario for power purchases showed a big gain in November with the same month last year, according to a statement issued at Toronto by T. Stewart Lyon, chairman.

Payments for power totalled \$87,992 as compared with \$47,812 in November, 1933. Power supplied was 46,953 horsepower and 27,387 horsepower, respectively. The number of concerns supplied with power, including the Northern Canada Power Company was 11 in November last and six for the same month last year.

Try The Advance Want Advertisements

FOUR HUNDRED SAID TO HAVE COMMITTED SUICIDE

A reader of The Advance referring to an item in this paper in which what appeared to be the suicide of a man was recorded, hands in a clipping from a daily newspaper recounting the news that at Warsaw travellers said that in the last two weeks during the investigation of the assassinations of Sergei Kiroff suicides had totalled fully 400. The four hundred suicides in Russia were contrasted with the one here, and the suggestion made that if Russian methods were adopted here in general there would soon be as many suicides in this country as in Russia. The idea of the suggestion is that the Russian suicides are inspired by the communists and that men—and women—in the Soviet prefer to take their own lives rather than chance the loss of their lives by the methods that might be used by the Reds in their extermination.

Sixty Years Ago and Now, But the Same Good Wishes

The following (just as it is) is taken from last week's issue of The Fort Erie Times-Review:

To help brighten an already bright Christmas a Times-Review reader sent along the following with a Christmas card:

Sixty years ago—When eggs were thirty-six for a shilling, butter ten cents a pound, milk a nickel a quart, the butcher gave away liver and the hired girl worked for 2 dollars a week and did the washing.

Women wore clothes, didn't powder and paint, smoke, play poker or Charlestan.

Men wore whiskers and boots, chewed tobacco and spat on the sidewalk. Beer was five cents and the lunch was free. Laborers worked 10 hours a day without a strike. Nobody tipped waiters and a hat check grafter was un-know. A coal oil hanging lamp and a stereoscope in the parlour were luxuries.

No one was ever operated upon for appendicitis, or bought strange glands. Microbes were unheard of. Folks lived to a good old age, and every year walked miles to wish their friends

A Merry Christmas

Today—you know—Everybody drives those gas buggies, plays golf, shoots crap, goes to the talkies every night, smokes cigarettes, drinks Honey Dew, buys all needs on the installment plan, blames the government, thinks he can beat the stock market, never goes to bed the same day he gets up, and thinks he is having a wonderful time.

These are the days of suffragetteing, profiteering, price cutting and government control, and if you think life is worth living—we wish you

A Happy New Year

Funeral at Haileybury of the Late E. W. Kearney

The funeral of the late E. W. Kearney, of Kirkland Lake, took place at Haileybury on Wednesday of last week. Judge Hartman, Judge Hayward, and Col. Mac Lang, chairman of the T. & N. O. Railway commission, were among the honorary pallbearers. Court house officials, colleagues of the bar in the district and wide circles of friends were present to pay their last respects to the late Mr. Kearney who died in the Kirkland Lake Red Cross hospital after an operation on Sunday of last week. Funeral service was conducted in the Haileybury United Church by the minister, Rev. W. A. Becroft. Burial was made in Mount Pleasant cemetery.

The late Edwin H. Kearney was a native of Renfrew county where the family is held in the very highest esteem. At the time of death he was 47 years of age. He went to Haileybury after graduation from Oxford Hall and was first associated in the practice of law with the late Harvey Graham, one of the pioneer lawyers of the North Country. Later he was a member of the firm of Graham, Kearney and Wiget and afterwards he was in law partnership with C. F. Tener and Bruce Williams. Some years ago the late Mr. Kearney moved to Kirkland Lake where he built up a good practice in conjunction with Bruce Williams, more recently practicing alone. He is survived by his widow, one son, Graham, at university, and one daughter, Miss Nora, at home. H. W. Kearney, formerly of Timmins, is a brother of the late E. W. Kearney.

Rocky Road Route Would be a Colossal Mistake

From the editorial columns of The Barrie Examiner the following trenchant paragraph is taken and passed along in the hopes that it will be read and heeded by the Ontario Government and all others concerned. The Barrie Examiner is not unfriendly to the new Ontario Government but passes along the good advice in the paragraph quoted, with no other idea than the good and welfare of the people in general. The Barrie Examiner says:—

"Every effort is being made by the advocates of the North Shore route of the Trans-Canada highway to force the designation of that route. Anyone who has travelled by railway along the North Shore of Lake Superior should know better than to believe the story sent out from the Soo that this part of the highway can be built for \$15,000 a mile—or even \$35,000. The section from the Soo to White River would cost millions and would be a huge contractors' racket. The tourist traffic, which is stressed so much, would not cover over two months and a highway could not do any more for mining development than the railroad already there. The Ontario Government will make a colossal mistake if it allows millions of money to be sunk in such a way."

Mr. and Mrs. C. P. Graham, of St. Thomas, Ont., were week-end visitors to friends in Timmins and district.

Canada Makes Quite Large Quantities of Macaroni

According to a note just received from the Dominion Dept. of Agriculture, Canada is one of the countries of the world peculiarly able to manufacture macaroni, thanks to her excellent durum wheat crops. Once upon a time sunny Italy was the one and only producer of macaroni and its fame spread to all countries. In the eighteenth century, some young Englishmen after a visit to Italy waxed so enthusiastic over macaroni that they formed a Macaroni Club, one of the members of which was Charles James Fox, the statesman. But the glory, to a considerable extent has departed from Italy. Many countries now make macaroni. Canada alone having sixteen establishments engaged in its manufacture in 1933. In that year the total production amounted to nearly 27,000,000 pounds, close on 3,000,000 of which went to the British Isles, while 1,000,000 pounds went to seven other different countries, from Newfoundland to Japan.

Former Resident of North Dies Last Week in Ottawa

Word from Ottawa tells of the death in that city on Wednesday last of Mrs. A. Whitehead, formerly Miss Short, of Cobalt. She passed away after an illness of about four months. The late Mrs. Whitehead was the wife of Archie Whitehead, manager of the National Groceries Company, Limited, Ottawa. She was born in Montreal 27 years ago, the daughter of Mr. and Mrs. Harry Short, now of Toronto. The family moved to Cobalt in the early days of the silver camp. The late Mrs. Whitehead was for many years a resident of Cobalt and also lived for some time in Toronto. She was married in 1930 and moved to Ottawa then to reside. She made wide circles of friends in Ottawa. In addition to her parents, Mr. and Mrs. Short, of Toronto, who have many friends in Timmins, she is survived by her husband and one son, David, and a little daughter, Elizabeth, at Ottawa; also by one brother, Harry Short, Jr., of New Liskeard.

The funeral took place at Toronto.

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Haileybury Veterans Protest Jail Appointment

The Haileyburian in its issue of last week had the following:—"Protests against the replacing of Chas. Austin, a great war veteran with four years service to his credit, as governor of the district jail here, were voiced at a meeting of returned soldiers held on Thursday evening last in the Canadian Legion club rooms, when a committee of three was appointed to interview the committee who made the recommendation for his demotion and the appointment of John Bruce in his stead. Mr. Austin has been on the staff of the jail since its opening and was promoted to the position as governor following the death of John Makby early in the year. With the appointment of the new governor, he has reverted to the post of turnkey. The meeting of veterans was quite emphatic in its condemnation of the action taken, but no steps were taken in the way of entering a formal protest, pending the report of the committee appointed. It was freely stated that there had been no complaints on the way in which the administration of the institution had been carried out under Mr. Austin, that this was not in the first instance a political appointment, but that he had been chosen partly on account of his war service and partly for other qualifications, which it was held his successor did not possess. The secretary of the Legion told the meeting that the committee making the recommendations for appointments to government positions had been given the names of several veterans who were available, no attention being paid to their possible political leanings. What further action may be taken in the way of formally protesting the appointment, awaits the report of the committee."

NEW MATACHEWAN ROAD WILL BE OF MUCH SERVICE

Central Matachewan Gold Mines has not been proceeding with exploration work of late because the crew was engaged in completing a road from the property to connect with one to the Arbadé Mines from Matachewan. The road has been built in conjunction with the Oliver Gold Syndicate and will open up a twelve-mile section of the Matachewan district.

The crew was laid off during the holiday season, after which it is expected to resume work at the property. Several veins have been opened up which the company plans to have diamond drilled. The main ore occurrence has been stripped and trenched along a length of 30 feet and some high assays are reported in places. Width of the break is reported to be around 25 feet.

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WHITE BEANS - 3 lbs.	14 ^c
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improvement in the roads in South Cochrane. Many gave the credit for much of the improvement to the type of ditches used. Also it was claimed that there had been no increase in accidents due to the deep ditches. Even at this there still remains many who think that deep ditches are a menace. The Northern Development Department hopes to secure a workable "compromise" by having the ditches shallow but wide. In most places in the North there is enough right-of-way to make the plan practical. It is being tried out in Little Current area and if successful will no doubt be adopted all over the North. The idea is to make ditches saucer shaped, wide but shallow. This will assure full drainage it is held, while there will be no danger from automobile accidents. In case of a car running off the road, it will not overturn in the ditch, but the car can safely be driven up the sloping sides of the ditch. If the ditches are found to carry away surplus water, it will be considered that the new type of ditches