

# The Porcupine Advance

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## TWIN FALLS OR TWINS FALLS

No less than three ladies have called the attention of The Advance to what they term a serious error in a recent issue of this newspaper. They say that The Advance told about two pairs, sets, or groups, of twins being born recently at Smooth Rock Falls, while the truth as the ladies see it is that the said pairs, sets or groups, of twins were born at Twin Falls. The one lady speaks in sorrow—sorrow that The Advance should make a mistake. The second lady speaks in anger—anger that Smooth Rock Falls should get the credit rightly due to Twin Falls. The third lady speaks—in pure impishness. Heaven bless her! And help her.

If three men found fault with The Advance, well, that would simply be three men finding fault! But with three ladies it is different! What to do? Well, what can be done about twins, except to accept the inevitable! It is a jolly good thing that Callander or Corbell were not mentioned.

In excuse to two of the ladies—the one who spoke in friendly sorrow, and the one who spoke in anger—an explanation is due. To the third lady—who was actually the first lady to comment on the item—the one who spoke impishly—nothing but good wishes that she may have a similar item or items of her own to give The Advance, and that there are no errors.

The explanation of the whole matter is nearly as complicated as twins. The Advance was given the information in the item by a gentleman who once lived in Iroquois Falls, but later was employed at Smooth Rock Falls and possibly lives now at Twin Falls. The Advance apparently got its Falls all mixed up in this matter of twins, and now the ladies are taking Falls out of The Advance. Since the complaint of the three ladies The Advance has checked up on the twins and the Falls, and learns now that the two pairs of twins were born within a few days of each other at Iroquois Falls, of parents residing at Twin Falls and all of them, but the twins, had heard of Smooth Rock Falls. Accordingly, everybody is right, and everybody wrong, but the twins. The twins are all right.

Twin Falls is a small settlement not far from Iroquois Falls, nor very far from Smooth Rock Falls as the crow flies, or the stork flies. For Twin Falls to have two pairs of twins is a mark of distinction—what a certain or uncertain Toronto newspaper would term a birth mark.

Probably the best way to conclude the whole matter is by a story vouched for by a notorious liar in town. There was a gentleman in Ottawa who had four daughters. All of them had left home to work and live in other towns but they kept their father informed of all important events in their lives. One day the gentleman received a telegram from his oldest daughter saying she was marrying her choice that day and that she was on her way to Singleton, Michigan, to spend the honeymoon. He wired love and good wishes to her. After about a year he received another wire from the girl telling of the birth of a bouncing baby boy. Again he responded with a message of affection. At the same time he received a telegram from his second daughter informing him of her marriage and noting that she, and her husband would live at Twin Falls. He replied with an affectionate message. Next year when the word that his second daughter had been blessed with twins, he wired good wishes but shook his head. As time passed his third daughter was married, and the old gentleman sighed as he noted that Three Rivers was included in the honeymoon itinerary. His hopes or fears were realized when as time passed he learned that the third daughter was the proud mother of triplets. When the fourth daughter telegraphed her father that she was to be married, the gentleman hurried his reply, "My blessing on you, my dear," he said, "but for heaven's sake don't go to the Thousand Islands for the honeymoon."

## THE ENQUIRY AT MATHESON

The enquiry into Northern Ontario Development Department affairs conducted last week at Matheson concluded last Friday evening, and there should be general satisfaction at the situation as disclosed by the evidence. It was clearly shown that no one in high or low place in the department had been guilty of wrongful action or dishonest methods. This should prove a matter for gratification for all well-disposed people of all political faiths, but unfortunately in the present distressed temper of the world there is a temptation on the part of many to be determined to believe the worst, and some seem actually disappointed when they learn that their belief in the evil of others has no foundation. The truth is that it is most regrettable that the investigation should have been held at all. Undoubtedly John Rowlandson, M.L.A., was badly deceived by those who preferred him alleged information on supposed

irregularities. Mr. Rowlandson was also the victim of some newspapers who charged him with saying that he staked his seat in the Legislature on the results of the enquiry. These newspapers also did much to misrepresent the whole case by featuring charges that were trivial on their face but left wrong impression, and also by emphasizing charges so much that they took on the appearance of facts while there was not even mention of the fact that each and every accused not only denied the charges but frankly and flatly let it be known that they were prepared to disprove any accusations made.

Some newspapers and some people seem to have the trivial idea that political capital may be made out of enquiries such as the one at Matheson. It is a cold-blooded attitude to take when the honour and standing of decent people is made the pawn in the game. Those who believed that as the quarrel was all between men in the one party, the more the trouble could be emphasized, the better for the other party, are equally mistaken. No political advantage worth while may be secured for any party through discreditable methods, and in the meantime the people of the North have to live with themselves.

There has been so many misunderstandings and misrepresentations about the matter that a few facts about the investigation may well be noted:—First, the investigation and the charges dealt exclusively with matters arising since the present administration took charge of the affairs of the province.

Second, there were charges made by what appeared to be affidavits, but these documents were later found not to be legal affidavits, and so there can not be prosecutions for perjury in the cases where the so-called affidavit differed essentially from the evidence under oath of the same party. Had the evidence agreed with the affidavits, there would have been justification for the enquiry, but the evidence showed that all the charges were unfounded in effect.

There are always people ready to accuse others of wrong action. These people, however, when before any court of enquiry, where their statements may be checked, and where perjury may be punished, are more careful of their utterances.

It is interesting and illuminating to compare some of the charges as published and the facts as given in the evidence. There was a case of a cheque for \$9.50 issued to one man who was said to have been ill at home on the days for which the cheque was issued. The enquiry brought out the fact that the old gentleman, who was on relief, had been ill and his grandson took his place and did his work. The cheque was made out to the old gentleman, who duly endorsed the cheque. The department suffered no loss as the grandson's work was fully equal to what the older man could have done. It may have been against red tape but the only crime about it was to suggest that there was any wrong-doing on the part of the officials.

There were only two other cases brought forward with the slightest basis of colour of fact in regard to the alleged "payroll scandals." One of them proved to be a \$2.00 discrepancy between time books and payrolls over a period of some months. The mistake was simply an error by an office girl, no money apparently being lost to the department. The other was where a man was supposed to have received a month's salary as "hush money." The evidence showed that this man had been discharged as incompetent and had been allowed a month's salary in lieu of notice. The chief harm with this sort of charge is that, while it is easy enough to disprove, there are always some who think there "must be something in it" or it would not have been brought forward. The enquiry at Matheson proved beyond doubt that charges may be made, and even may be featured, and yet have no real basis of fact.

An unfortunate feature of enquiries of the sort held at Matheson is that they injure the country as a whole. The North needs money and more money for very necessary roads and other public works. It is small encouragement to the government and the people of the South to spend money in this country, if the money is wrongly used, as suggested by the charges that led to the enquiry, or on the other hand if unfounded charges are to be made about it. In the interests of the North there should be no more of this sort of thing.

In the meantime it is well to repeat the fact that all people of goodwill must be pleased to know that there was no wrong-doing on the part of officials or politicians. It seems to The Advance that they have received a very complete clean record, and the man who will regret that his fellows are better than reported is not being fair to himself or others or the country.

## NEED OF GOOD ROADS

John D. Mansfield, president of the Chrysler Corporation of Canada, gave The Advance some very interesting information last week while on a visit to Timmins. He quoted figures to show the number of cars in certain parts of the North in 1925 and at the present time. He did not have the complete figures at hand for both 1925 and 1935 in regard to Timmins and certain other parts of the North, but the general figures that he had showed the fact that the North at present has more than thirty times as many cars as were here ten years ago. Mr. Mansfield estimates the number of cars in the North as close to 35,000. In addition to this there are about 6,000 commercial vehicles in operation.

Possibly the first thought on reading these fig-

## Drilling Contract at Porcupine Creek

### Diamond Drills Now at Work on Whitney Property Under Option to the Noranda.

A contract has been let by Noranda to the Ryan Diamond Drilling Company to drill Porcupine Creek Syndicate's property in Whitney township and one of the company's largest drills has been set up in the southern part of the group of eight claims. The five or six holes are to be more in the line of test holes to find out just how deep the contract between the greenstone and the sediments is.

At present some difficulty is being encountered in getting through the heavy overburden, which extends for at least 80 feet in the spot on which the big drill is now set up.

The syndicate has a drill of their own working on the northern part of the claims and will drill a number of 200-foot holes.

The work of drilling will probably occupy most of the summer season, at the end of which a very fair survey of the prospects of Porcupine Creek developing into a producer should be known. Noranda holds an option on the ground which, if taken up, will mean a considerable amount of money to the Porcupine Creek unit holders. Details of this appeared in The Advance of April 11th. Mr. Bell, Noranda engineer, is in charge of work at Porcupine Creek now.

The property lies about half a mile due west of Pamour, and about a mile northeast of Canusa, both of which properties are proving up very well indeed, according to reports received on Saturday. The property between Pamour and Porcupine Creek, formerly known as the Powley, is now owned by the Porcupine Quartet Gold Mining Syndicate, but is also under option to Noranda.

Hollinger is also reported to be interested in properties to the northwest of Pamour, and Paymaster holds a large group of claims to the east of the present activities. Altogether, it looks as if the area will get a thorough drilling this summer and if it proves up at all, will become another large district for producing mines in the Porcupine. The effect on South Porcupine and Golden City as well as Timmins will undoubtedly be very good if the prospects are developed by the large mining companies who hold options.

## About the Re-opening of the Hotel at Moosonee

In an article last week on the reported re-opening of the James Bay Inn at Moosonee, The Northern Tribune, of Kapuskasing, says:—

"Col Malcolm Lang, chairman of the T. & N. O. Commission, announces that the James Bay Inn at Moosonee will likely be re-opened after July 1st. He anticipates sufficient business to warrant this move. The train service from Cochrane will be changed for the summer, to run twice weekly to Moosonee and return in place of the present bi-weekly train. Special cent-a-mile week-end trips will be made known. It is a possibility that a boat will also be hired to ply from the railway terminus down

river to James Bay proper, for the convenience of Inn guests.

"This will be a welcome change from the policy enunciated by Premier Hepburn, when with some sarcasm he spoke of turning the James Bay Inn over to the Indians, and indicated his disbelief in the future possibilities of the Northern rail extension.

"Should there be any activity" at the Onakawana lignite fields this summer, the improved railway service may induce some people to inspect the workings. The whole province is interested in the only coal deposits within its boundaries, and high hopes are held

that success will crown the efforts of Chairman Lang to process the lignite so as to convert it into commercial fuel. The T. & N. O. alone, by burning Onakawana lignite instead of American soft coal, would save several hundred thousand dollars every year.

"Should the Ontario Tourist Bureau incorporate suitable mention of Moosonee in its literature, there might be a very good response in tourist traffic, even this year. Those who have gone to Moosonee and stayed at the James Bay Inn speak highly of the service there and the unique sight-seeing attractions of that region."

ures will be the idea that the great increase in the number of motor vehicles is due to the building of the Ferguson highway and the other new roads in the North. Looking back many people will wonder what they did with their automobiles in 1925 and before that, when there was so little roadway open to their use. It is true that it was a common practice in earlier days in the North to ship cars to North Bay so that they might be available in the South for holiday travel. That was a very unsatisfactory procedure, however, and the north should be pleased that to-day there is available highway for the motor car.

While it is all right to accept the lesson that the highway popularized the motor car in the North, it is also well to remember that the thousands of cars and trucks in the North also emphasize the need and value of good roads. With tens of thousands of cars in use in the North the necessity for increasing roads is surely emphasized. The Ontario government should not use the North as unfairly in the matter of roads as the Dominion government has done in the matter of radio. It is true that the Hepburn government, while talking about taking over the mining industry, has made no suggestion of allowing private monopoly of the roads by toll gate or otherwise. Roads for private profit would be as sensible as turning radio over to private exploitation, but this is one misdemeanor of which the Ontario government is not accused.

There are a number of new roads needed in the North. To give motorists full value for the license fees, the gasoline tax and the other imposts they pay, these roads are essential. For instance, there should be a road from Timmins to Matachewan and on to Sudbury. There are roads for settlers always needed. It is surprising how many of the roads for settlers prove of decided value to the people with automobiles. These roads are used by doctors and others at first, and later by practically all classes for business as well as pleasure. They benefit the settlers but they also benefit the townspeople by extending the amount of roads that may be used for profit and for recreation.

It is quite true that the number of motor cars has a direct connection with the number of miles of roadways in the North. The miles of roads, however, have by no means increased in proportion to the increase of motor vehicles, and that is a point worth consideration, when it is remembered that directly and indirectly every motor car going on

the roads means a notable increase in governmental revenue.

## GRAVEL AND SAND—AND PLACER

In the House of Commons last week the radio question was discussed and general dissatisfaction seemed to be registered with the way the radio commission is handling its department. One member showed a decided curiosity as to how much the government might have to pay private stations for their rights and goodwill in case the government should decide to take over radio in Canada. Hon. Mr. Euler said that he understood there were 49 private radio broadcasting stations in Canada previous to the appointment of the radio commission, while now there are 78. The radio commission was appointed with the idea of taking over control of radio. This had not been done, however, and to-day the radio situation seemed worse than ever before. T. L. Church, M.P., Toronto, said if the radio commission were a sample of government ownership or control then it was much to be deplored. He considered the programmes available as most objectionable in many ways. If T. L. Church, M.P., Toronto had to pay license fees for radio in the North he would have a genuine grievance.

Last week seemed to be "Escape from Custody week." At Cobourg two prisoners escaped from the city lock-up. At Halleybury a couple of prisoners at outside work walked away. There were more than the usual number of prisoners escaping from other places.

The other night a Timmins traffic officer accused a young business man of speeding. He denied the charge. "I was going no more than 20 miles an hour," he said. He added that part of the way through town he was going at as slow a speed as 15 miles an hour. He was ready to admit that fifteen miles per hour was probably the lowest rate of speed he reached. "You're caught on your own admission," he was told, "the maximum speed at intersections being 12½ miles per hour." Still he persisted in objecting to any charges. "What about the young man on the running board of your car?" he was asked. "Well, you wouldn't expect me to put a girl out there?" was his question. What is the answer?

## Advertisements are a guide to value

Experts can roughly estimate the value of a product by looking at it. More accurately, by handling and examining it. Its appearance, its texture, the "feel" and the balance of it all mean something to their trained eyes and fingers.

But no one person can be an expert on steel, brass, wood, leather, foodstuffs, fabrics, and all of the materials that make up a list of personal purchases. And even experts are fooled, sometimes, by concealed flaws and imperfections.

There is a surer index of value than the senses of sight and touch—knowledge of the maker's name and for what it stands. Here is the most certain method, except that of actual use, for judging the value of any manufactured goods. Here is the only guarantee against careless workmanship, or the use of shoddy materials.

This is one important reason why it pays to read advertisements and to buy advertised goods. The product that is advertised is worthy of your confidence.

Merchandise must be good or it could not be consistently advertised. Buy advertised goods.

## Famous Diver Will Give Demonstration

### Miss Bench Bentum Makes Fourth Appearance in Canada at Timmins This Week with Conklin Show.

The Timmins appearance of Miss Bench Bentum at the diving show at Conklin's this week, will be her fourth in Canada, she told The Advance last night when the big special train arrived at the Timmins station. She likes the North, she says, but the evenings aren't so warm for her act sometimes. Since she won a gold medal from a group of 2,000 entrants in a United States nation-wide contest for form and general physical condition, she doesn't really mind a cold bath.

High and low board champion of the Southern Atlantic States and a dozen other diving honours are hers, and while she's in Timmins, she will give a certain amount of instruction every day. Entrants in the big diving contest scheduled for Thursday afternoon will get the benefit of Miss Bentum's training and prowess. There are to be three classes in the district championship event: Junior boys, 10 years to 15, and senior, 16 to 18. The girls is an open class and anyone from 12 to 60 can compete. Only four compulsory dives are asked: the swan, back, and forward and back jackknife. Miss Bentum will demonstrate those and many others, in addition.

Entries must be in by Wednesday afternoon so that contestants may be placed in proper classes. An entry form that may be handed in at the Canadian Legion hall or at the show appears in another column.

The high dive act of Jerry O'Brien, Irish-American high diving champion, who plunges 110 feet into a flaming pool, the capers of the Scottish comedian, Fred Beattie, and the fancy diving of Miss Arlene Gran form part of the free water sport at the Conklin show at the ball park.

Springfield Union:—A scientist says that bow-legs are a sign of courage. This is especially true if they are in knickers.

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