

# The Porcupine Advance

TIMMINS, ONTARIO

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## GOOD WISHES

Hon. T. B. McQuesten is in the North these days. According to reports he intends to travel over the roads of the North with a view to inspecting them, and, perhaps, it is hoped, correcting them. All should wish him well. It is the first time on record where a Minister in charge of Northern roads has actually inspected them from the uneasy position of a car seat. Some travelled by railway; some came by airship; some came by deputy. Hon. T. B. McQuesten is coming by car. It is to be hoped it is his own car, and that he pays himself for all broken springs and all other necessary repairs natural to travelling North Land roads in this year of grace, or otherwise. Hon. Mr. McQuesten has been a long time coming. Perhaps, instinct warned him against such a trip. It may be that he was waiting for the roads to improve themselves. However, he is here. And so all good wishes to him.

Everyone will surely wish that he will not be so car sick on the trip, like one young lady who went south this summer, that he will not be able to get full value from his meals. Everyone will wish that his car will not be damaged, as was that of one citizen this summer on the trip, that he said the fare by car to North Bay was three springs, two tires, one radiator, and a heap of a lot of bumps. Everyone will wish that Hon. Mr. McQuesten's car will not encounter a soft shoulder on the road and turn over into the ditch, injuring all the occupants of the car, as was the case last week with one family from Timmins. Everyone will wish that Hon. Mr. McQuesten will not be blinded by dust and so have his car collide with a passing car, as happened more than several times this year. Everyone will wish that Hon. Mr. McQuesten will not have to swallow so much road dust that he will be reading listerine advertisements for many weeks, as has been the sad fate of so many poor Northerners the last year or two. Everyone will wish that the dangers of the Northern roads will bring no serious harm to Hon. Mr. McQuesten or any of his party. But all in the North will wish and wish sincerely that rain will not fall too much when he is here and that he gets his jolly fill of the grittiest road dust; that he is as sore as any Timmins man from the holes and bumps; that he "enjoys" to the full the "washboard" effect on so large section of the road; that he meets a couple of cars every time he approaches one of those famous narrow bridges; and that in general he has so many narrow escapes, so many bumps, so many frights, so many annoyances, that he will fully realize the condition of the North's one road and feel in his heart and body that he must have it put in half decent shape—at least before his next visit.

## ANOTHER AMALGAMATION PLAN

In Monday's Advance reference was made to a plan said to be proposed whereby the Canadian National Railways may take over the Temiskaming and Northern Ontario Railway station, yards and shops and other property at Cochrane, the T. & N. O. to have service from the same on a rental basis. Protests against the proposal have already been made. The town council at Cochrane, Jos. A. Bradette, M.P. for Cochrane riding, J. A. Habel, M. L. A. for Cochrane North, and the railway union employees of the T. & N. O. are all reported as opposed to the suggested amalgamation. This makes a formidable opposition surely. Unless very definite and weighty reasons can be given in support of the proposal it should be dropped. At the present moment the plan seems much on the line of the one suggested in regard to the taking over by the C. N. R. of the T. & N. O. station at Noranda. The Noranda proposal was dropped after its unpopularity was evidenced. The present plan, with the meagre information now available, appears to be no more popular than the suggested amalgamation at Noranda.

Conferences have been called this week at North Bay to discuss the proposed amalgamation at Cochrane. To this conference it is understood representatives of the various railway unions have been invited. Until these conferences have been held and their result is known, it would be well to withhold judgment in the matter. In the meantime, however, it is not out of place to point out that from the public standpoint there are two factors that should have special consideration. One of these is the railroad service of the North. The other is the welfare of the railway employees as a whole. Taking the latter point first, it should not be forgotten that the railwaymen have played the game fairly with the public and with the railway. They have taken more than one cut in wages without murmur. They have accepted reduced time of work and more difficult employment all in good part. They have continued to give the best service while their generosity to others in less fortunate circumstances has been outstanding. On the ground of their service alone they should be given

special consideration. It is argued that the proposed amalgamation would mean decided economies for both railways. If such economies are to be made at the expense of the T. & N. O. employees, it is more than doubtful if the public would be justified in forcing such a situation. It is claimed that the proposed change would mean loss of employment to forty or more T. & N. O. employees. It would take very material economies to warrant that. The T. & N. O. will have to pay for service at Cochrane in any case. If the equipment goes into the hands of the C. N. R., money will be going from the T. & N. O. to the C. N. R. for the services but the employment will be going to C. N. R. employees. There seems to be little to be gained by throwing forty or fifty men out of their jobs, even if forty or fifty other men are given employment.

From the public standpoint, perhaps, the general railway service of the North is the most important point for consideration. From this viewpoint it is difficult to see how the public will be advantaged by turning over T. & N. O. property to the C. N. R. and then paying the latter for its use. The experience of the North has been that it has received its best service from the T. & N. O. Contrast the service given the country west of Cochrane in recent times with the railway service afforded the country south of Cochrane by the T. & N. O. and this particular point should not need to be laboured. Indeed, in the interests of the North as a whole, and particularly the area west of Cochrane it would seem that the only hope for the best railway service lies in the extension of T. & N. O. service. On previous occasions The Advance has advocated the taking over by the T. & N. O. of the part of the line of the Canadian National Railways running from Cochrane to Hearst or Nakina. If an equitable basis could be made for such a transfer, it would certainly prove of value to the North. It is recognized that the line from Cochrane west is a losing venture at present, but just how much this fact is due to neglect and indifference is another matter. It must be said for the T. & N. O. management past and present, that the interests of the North have been the chief inspiring motive. This has meant, however, profit for the railway. In serving the people the T. & N. O. has served itself. Because of this fact, and with the broader interests of the North in mind, The Advance believes that if some form of amalgamation is desirable to save duplication and to ensure economy, it would be well to centre on the idea of evolving a plan whereby the scope of the T. & N. O. might be extended, rather than reduced.

## GRAVEL AND SAND—AND PLACER

In referring to Leonard W. Brookington, K.C., the newly-appointed chairman of the Canadian Broadcasting Corporation, The Globe notes that he is a Liberal. Now, if he were a Conservative and were appointed by a Liberal Government, that would be news.

Popeye, no doubt, believes that in that Spinach war people talk about so much, the Spinach is sure to win.

Premier Aebhart, of Alberta, threatens to place all newspapers in the province under license. Most politicians would hesitate to take the responsibility of licensing some of the newspapers that are published. Alberta no doubt has some of that sort, but there are already laws to control objectionable newspapers. And above all there is the force of public support and influence that may be reckoned with to deal adequately with the wrong kind of newspaper. It is not the objectionable type of newspaper that Premier Aebhart has in mind. It is the honest, public-spirited newspaper that criticizes his wild and unbalanced schemes. People will soon be forced to the conclusion that Hon. Mr. Aebhart has in mind some form of dictatorship. At the present time there appears to be a regular mania for this form of government. A free press is the greatest guard against such an imposition upon the people. With a free press dictatorship is impossible. Hitler, Mussolini, Stalin, and the other dictators soon found this out. It may appear that there is little chance of any form of dictatorship in Canada. It may be argued that the whole spirit of the people is against it. True as that may be, however, it would be just as well to make assurance doubly sure by safeguarding the liberty of the people in the matter of assuring a free press. In their own interests the people throughout Canada should take note of what is threatened in Alberta, and make it known beyond any doubt or question that Canada will not tolerate dictatorship or further encroachment on the liberty of the subject.

A local miner on Tuesday voiced the fervent wish that he might live to see one pay day that wouldn't be a tag day.

Without questioning in any way the bona fides or good faith of the C. C. F. in staging a tag day for the Spanish Red Cross, the question may well be asked: "What is the matter with the Canadian Red Cross, the Ontario Red Cross, that it is left to a political party to collect funds for such a purpose?" To the ordinary mind it would appear that if the Spanish Red Cross needs funds to carry on, any appeal to the public should come through the official channels of the Canadian and Ontario Red Cross. The C. C. F. is a political organization, and while it may be good politics for it to identify itself with a humanitarian cause in the distance, it certainly appears to be poor politics on the part of the Ontario Red Cross and the Canadian Red Cross to neglect the opportunity to carry on the non-



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## Has Form of Psychic Bid for Finding Ore

### One Man Reported as Having Method of Ore Finding

There is an idea among the old school of prospectors that gold is where you find it, though it be hanging on a tree. In other words, this type of prospector (and most of the great discoveries must be chalked up to their credit) would not be surprised to find gold even in the more unlikely places. The puzzle is to find it. The old-time prospectors will nose out the gold all right, though it be ever so securely hidden, but the next trouble is to determine whether there is enough of the mineral and in just what exact spots, to warrant the heavy expenditures needed to make and run a mine. Even after the prospector is through there is still the hunt for the gold beneath the surface.

There are many different ways of locating veins, or trying to locate them. The geologists and mining engineers have their own special methods, and it must be admitted that these produce results. Many, however, are anxious for plans taking less time and trouble and expense, and there are many ready to promise to assist this spirit of impatience. For instance there are electrical devices for locating ore bodies. There are other means and methods also employed. One mine in the North depended on the dreams of one of its chief shareholders, and even this method may with some success. Dependence on psychic methods is admitted by quite a few interested in mining ventures. The whole question from the psychic angle is dealt with by "Grab Samples" in The Northern Miner last week as follows:—

"About a year ago this column carried a yarn about mining in Spain under Roman rule. It was remarked that the ancient miners must have had some secret process by which they could locate orebodies, because re-examination of the old workings has disclosed that the old-timers never bothered putting down a shaft that did not cut an orebody and it appears obvious that special skill was required in an area where the copper-bearing zones did not outcrop. These observations brought a gist of letters from men who quite obviously believe that there are occult processes by which orebodies can be found. Some of them offered to demonstrate;

political work for which the Red Cross has been organized in most countries of the world.

Adolph Hitler these days is talking like Kaiser Wilhelm did previous to 1914.

Johannesburg, South Africa, is now celebrating its golden jubilee. The city is built on gold. Before the establishment of the gold mining industry fifty years ago, it is doubtful if there were 50 people in the locality. To-day it is a wonderful city of 500,000 people. Wonder, if Johannesburg had as much trouble getting roads as some other mining camps nearer home?

"Governments too long in office always reach a point when the people can be no longer hoodwinked," says The Brampton Conservator. How long is too long? Some people think that two years is two years too long!

Premier Patterson, of Saskatchewan, has issued a public statement to the effect that Communists are attempting to organize one of those treks from the drought area to Regina. Premier Patterson, and possibly a lot of others, will recognize after a while that Section 98 of the Criminal Code, if it had been fully enforced would have been a protection for decent, law-abiding citizens, and a handicap for the other kind. Had the section been retained and enforced, it would have been possible at least to limit the activities of the foreign-paid trouble-maker. The repeal of Section 98 has been

some came in and argued about it. The bulk of the ideas seemed to centre around an instrument which, properly loaded with the metal sought, could select deposits of similar nature by affinity. The notion seemed beautifully simple or simply beautiful but unfortunately tests made under proper conditions were not even moderately successful.

"But the belief that minerals can be found without recourse to the pick and shovel, the diamond drill or the shaft refuses to go down. Every so often an optimist appears with positive statements concerning his ability to pick 'em up and lay 'em down. One of the most unusual claims of this kind came to notice this week, in a letter written to a mining organization in this city. The communication is surprisingly coherent.

"I have evolved a system of locating veins of gold, to a depth of 2000 feet, and by the use of same I have found 14 veins of ore on the Long Lac property, that range from \$50 to \$1000 in value per ton. Since these values are psychic calculations and there is a difference in psychic judgment and assaying, I cannot guarantee that all of these values will measure the same as psychic values stated when they are assayed, but I can guarantee that each of the 14 veins is worth going after and if you have a positive base to measure from I can place you right on the centre of the vein and locate the best place to drill. I can also advise how far to excavate to find evidence of veins, where evidence is obtainable. Since evidence of veins often shows many feet from the centre of the vein, what I guarantee to do is to place you in the centre of the vein.

"I can positively state that, if I have your boundaries right, you have the makings of the heaviest producing major mine in Canada, possibly the world. Since my system is unique and my statements, to you, may seem phenomenal, I will state that my system is far more efficient and less expensive than the present blind, uncertain way of locating veins.

"The only way I can prove this to you is to gamble with you and I will make you this proposition:

"I will locate two veins for you, one measuring about four feet wide by 16 inches thick of a value of about \$250 a ton psychic calculation, the other vein measuring about eight feet wide by six feet thick and valued at \$200 to \$300 a ton. For locating these veins I am to receive 25,000 (twenty-five thousand) shares, said shares to be free from all restrictions and saleable at any time. I desire, furthermore, 12,500 shares to be paid immediately after the first vein is cut through. The remaining 12,500 shares to be paid to me when number two vein is cut through. Then for a consideration in shares I will inform you where the remaining veins are located.

"If I do not locate the said two veins, I get nothing. What do you say to this? That is a mining gamble and you can't lose.

"One of these veins is so near the surface as not to require any drilling, in my opinion. It would be best for me to go on the property to put this over, but I can arrange to obtain a positive base for measuring without going on the property by having your engineers follow my instructions.

"In case I go on your property, it will cost you \$15 per day of eight hours for my time and my expenses to and from the property and I must have four men absolutely subject to my orders to take measurements. I am at leisure for one month or until the first of September. It would probably require, not to exceed five days for me to perform my part. If you desire to take me up on this proposition, draw up an agreement regarding payment of shares and mail same to me and I will act on it as soon as possible. It will be necessary to act on this at once, if I am to hear from you at this address. I will be here until the 14 inst. This necessitates a reply not later than the 11 inst."

Somebody with sporting blood should take this psychic bidder up. It would be worth \$15 a day to follow him around the bush with his crew of four men to watch the manoeuvres and to check up on the results. After all, maybe the guy has something!"

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## Believes Old Cars Add to Dangers of the Roads

(San Francisco Argonaut)  
There is no age limit to cars on the road. Under present conditions as long as cylinders function, gears mesh, and wheels turn, the worst old ruin that longs for the peace of the junk heap is allowed to remain on the highways, a menace to life and death. For \$20—ten, or even five—these instruments of highway slaughter can be picked up at any used car stand, by youngsters seeking a thrill or by irresponsible adults. From thence they go forth to add to the annals of sudden death.

What good are stream-lines, floating power, four-wheel brakes, knee action, and all the other marvels and gadgets with which manufacturers bewitch the public in that horrible moment when the proud owner of a new automobile tries vainly to avoid a brakeless relic, fit only for an engineering museum, that is bearing down upon him? Safety campaigns and caution crusades mean less than nothing when brakes are gone, lights are faulty and steering wheels are out of commission. In at least one respect we have been trying to cure with little pink pills a condition that calls for a major operation.

Waterloo Chronicle—Parents should warn children against the practice of stealing rides on the rear of big transport trucks. If the child should lose his grip on the truck fatal results might follow.

## Marriage at St. Matthew's Church Here on Tuesday

The marriage of Beryl M. Arnold, daughter of Mr. and Mrs. William J. Arnold of Timmins, to MacLean W. Cochrane, son of David Cochrane and the late Mrs. Cochrane of New Brunswick, was celebrated quietly at St. Matthew's Church on Tuesday afternoon, at five o'clock, Rev. Canon R. S. Cushing officiating.

The matron of honour was Mrs. B. Hocking, and the groomsmen were R. Barnes. Immediate friends of the young couple and their families were present. Mr. Cochrane, better known as "Mac," has been at the Hollinger for some time past. They will live in Timmins.

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taken by the lawless and disloyal element as an encouragement to go ahead and organize all the mischief that they may.

George Andrew McMahon was sentenced at London, England, to twelve months' hard labour on the charge of producing a revolver near the King with intent to alarm His Majesty. He was found not guilty of two more serious charges preferred against him. The prisoner told the court that he had been offered \$750 by a foreign power to kill the King, and he asked for a long prison term that he might be free from danger from the revenge of those he betrayed by his statement. Some evidence given by police officers seemed to confirm the story told by McMahon, but there seems to be a doubt as to the man's mental state and the probability of any of his stories. If there is truth in his story about the foreign power, it is interesting to speculate on what would happen if the attempt had been made on the life of the ruler of the "foreign power" referred to. Twelve months in Britain? Why a man would get double that for saying he didn't like the looks of some of the dictators of foreign lands.

Sudbury city lock-up has only cell accommodation for 20, but usually has to house 50 or more people. Sudbury's chief constable reports the jail accommodation as utterly inadequate for Sudbury's needs. What's the matter with Sudbury? Hasn't the city a public school that could be turned into a jail, with some real estate deals on the side?

## Visiting Timmins on Their Honeymoon Tour

Catche Bay, Sept. 14.—The marriage took place in St. Jean Baptist Roman Catholic Church, Vermer, on Saturday, Sept. 12, of Alma Demers, daughter of George Demers, and of the late Mrs. G. Demers, to George Arcand, son of Mr. and Mrs. Joseph Arcand, Catche Bay. Rev. Hector Plouffe officiated. The church was decorated with gladioli, asters and ferns, and the wedding music was played by Miss E. Ducharme. During the signing of the register, Miss Grace Belanger, Catche Bay, sang "A l'is pieds, Dieu d'amour."

The bride was given in marriage by her father and wore a gown of white taffeta, in princess style, with white tulle and red roses. She was attended by Miss Gergette Schnupp, Sudbury, as bridesmaid, who wore a frock of pale green taffeta, and hat the same colour. She carried a bouquet of white and pink asters. The best man was John Arcand, Catche Bay, brother of the groom.

After the ceremony a reception was held at the residence of Mr. and Mrs. George Demers. Mrs. Demers received wearing a gown of black and white crepe, with hat to match. She carried a bouquet of violets. The groom's mother, who also received, wore a gown of blue lace. Later the bride and groom left on a motor trip to Timmins. For travelling the bride wore a rust crepe dress, with rust crepe hat, black and white tweed coat, trimmed with silver fox. On their return they will reside in Sudbury.