

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, Aug. 26th, 1937

REDUCING TAXES ON MOTORISTS

Some months ago false hopes of a squarer deal were stirred up in the hearts of some of the motorists of the North when the suggestion came from Toronto that a new form of motor license would be issued to permit the people of the North, most of whom only used their cars for three or four months, to escape without having to pay a full year's license fee. Hopes were dashed, however, when Premier Hepburn announced that the issue of part-year licenses was not contemplated. This announcement, together with the condition of the roads in the North, apparently lost Mr. Hepburn a lot of the votes of the people who had always called him unpleasant names. In the same way he will likely win a lot of votes from people who will mark their ballots against his candidates for the announcement the premier made this week in regard to motor licenses. Mr. Hepburn's latest announcement is to the effect that this fall there is to be a material reduction in the cost of licenses for motor vehicles. The reduction should be welcomed, but if excuses are found for lack of gratitude in the matter, it should be remembered that motorists may have learned this excuse business from the governments. For example, in the past the high license fees and the burdensome gasoline tax have been excused on the plea that highways cost much money and as they chiefly served motorists, the drivers and owners of motor vehicles could reasonably be expected to pay a major share of the cost of roads. No less a gentleman than Hon. Mr. Hepburn has been credited with saying that every cent of the gasoline tax should go to the highway-building fund. This would seem like a fair proposition, yet last year in Ontario there was a total of \$16,049,857 gathered from gasoline tax, while the amount spent on highways was considerably below that figure. In the North, where the amount of gasoline tax collected was higher than the average for the province, there was practically nothing spent for highways. Last year the government got the gasoline tax and the people of the North had to be content with the dust. This year there is more gasoline tax, and more dust, but fortunately there is some road-building and road improving, though even this year's work does not fly along like the dust.

Figures quoted by The Ottawa Journal suggest that the motorists in Ontario have been paying an undue share of taxes. In Ontario last year according to the figures given by The Journal there were 690,226 motor vehicles registered. Most of these were owned by people not particularly able to pay extra taxes. The Journal thinks. However, the government took \$16,049,857 from these people in gasoline tax and \$10,874,171 for registration fees. The motorists paid 41 per cent. of the total taxes collected by the province in Ontario, though representing a much smaller proportion of the population or the wealth of the province. Taxes on motorists in Ontario were higher than in any other province of Canada, but if the roads in this province were better than in any other province of the Dominion people here had to travel away from the North to even suspect such a condition. Accordingly, the reduction of taxes on Ontario motorists should be hailed by all with approval—by the motorists because of the savings they will enjoy, and by the rest of the people because it looks like an approach to equity and fair play.

POLICY NEEDED FOR NORTH

At the present time in this part of the North many seem to have forgotten the real purpose of a provincial election. There has been much of the cheaper form of politics but little of the constructive. Meetings have been packed and ambitious fellows are busy pulling wires, keel-hauling and buck-sawing to serve their own personal ambitions and their business ends. It would be a pity if the general public should be wheeled or cajoled or threatened or blackmailed into assisting the cheap schemes of the individuals who are forever looking for something material for themselves. If as some of the apologists suggest, everything goes in politics, it should not be forgotten that the people pay the price for any such lack of ethics or of common decency.

Political chicanery has bedevilled the North since ever there was a North. The North must accept some of the blame for this. A little more care in the selection of candidates would have made much difference to the North and its progress. The situation in the past in the Canadian West gives an apt illustration of the point. There was a time when the West was noted for the high calibre of the men it sent to Ottawa. It appeared that both the political parties in the West insisted on the choice of good men, big men, men who had enthusiasm for the West, men who had done something for the West, men of integrity as well as men of ability. Hon. Robt. Rogers, Hon. Arthur Meighen, Hon. R. B. Bennett, Hon. T. A. Crerar, Dr. Micah Clarke, Hon. W. Greenway—just to mention a few

at random—were the high type of men who carried the banner for the West. The interests of the West were kept to the front in such a way that it is safe to say that had a similar plan been followed by both parties in the North, the progress of this country and its development would have been assured, irrespective of what party might be in power.

At the present moment what the North needs is not political trickery, but the enunciation of a policy for the North. This policy should look to the development of the country, not only for the sake of the North, but equally for the advantage of all Ontario—all Canada. To the average man the first plank in such a policy should be the matter of roads. Such a plank should be prominent in any platform for the North, but there are other issues of vital importance. Indeed, what should overshadow all other features in outlining a policy for the North is the idea of a considered and definite programme—a programme that should have permanence and continuity—a programme that would continue indefinitely and not be a matter simply for election time. It should be such a programme as would be carried out no matter the party in power. The hit and miss plan that has prevailed so far has retarded the progress of the North.

It may be true that roads are the great need of the people of the North for the immediate present. Roads should be built and maintained for the service of the people of the North and to give transportation to the industries of the North. This should be the main purpose of road-building, with roads for tourists and speeders a secondary consideration. In this connection it should not be forgotten that roads for settlers are a necessity for the proper development of the North. In recent years no one appears to have been thinking much about roads for settlers. Had there been more attention given to roads for settlers there might have been less need for relief for settlers.

No policy for the North would be complete without special attention given to the mining and lumbering industries. These industries should be encouraged by fair treatment—they should not be crushed by undue taxation nor restricted in political way to the detriment of the country's progress.

Next there should be a very definite and detailed policy to assist the settlers to establish themselves. This seems to imply a form of bonus for land-clearing as well as the establishment of government farms and schools to suit the particular needs of the North.

In a special policy for the North, there would need to be special provision for the care of the general health, the education and the social welfare of the people, with special attention to any unusual conditions or circumstances that may obtain in this country. The rights and privileges of the workers, so far as different situations may prevail in this country, should also have particular attention in any programme outlined.

These are but outlines of what a policy for the North should contain. The big need is for a definite policy—a permanent policy—a policy that will do away with the hit and miss methods of the past. If any proof were needed of the greatness of the North, it is to be found in the fact that despite the policies or lack of policies of the past, the North has lived through it all and achieved a certain measure of prosperity and progress.

W. O. Langdon, president of the Northern Ontario Associated Boards of Trade, handed The Advance a striking illustration of the value of a definite and detailed policy for development as contrasted with the old rule of thumb methods. This illustration is based on a chart published in The Canadian National Railways Magazine. The chart shows the situation in Northwestern Quebec in the years 1922 and 1937 respectively. In 1922 the population was 15,000; there were 600 settlers living precariously and with little real hope for the future. The total wealth produced in the area was \$4,000,000. What a difference is shown by the picture for 1937! This year the population has grown to 50,000. There are 30,000 settlers, most of them on the way to independence and success. The land settled totals 1,500,000 acres. There is an investment of approximately \$300,000,000 in mines. The wealth produced has grown from \$4,000,000 to \$35,000,000. "By 1922," says the C.N.R. Magazine, "some development had taken place, but today the district is a hive of industry, particularly in the mining industry."

The Canadian National Railways Magazine suggests that the progress has followed the building of adequate railway service. Mr. Langdon claims that the change has been due to the consistent following up of a definite policy of development. Mr. Langdon may be said to be wholly right, while the C.N.R. Magazine is partly right. No doubt Northwestern Quebec could not have made such phenomenal progress without superior railway service. But the railway service was just a part of a definite policy—a policy that featured roads, encouragement to industries, bonuses for land-clearing and other assistance to the development of the country on well-studied plans. Recently Quebec has appeared to prejudice some of the development that has been won on broad lines by the adoption of one or two narrow measures, but the chances are that this is but a passing phase and that Northwestern Quebec will thrive still further in the future, thanks to a carefully planned and consistently developed policy founded on broad and definite lines.

Ontario can find no more profitable line of poli-

"I loathe school"



"I don't think you would, Jean, if you found your studies a little easier. The way you missed that last shot I'm sure your eyes are all to blame — and those wrinkles over your eyes aren't a bit necessary. You'd better have Mr. Curtis examine your eyes before school starts."

Improved sight costs less at the

CURTIS

OPTICAL COMPANY
14 Pine St. N. Phone 835

Tuberculosis Still Problem in Ontario

There Were 1303 Deaths From the Disease in 1935

(John W. S. McCullough, M.D., D.P.H.)
According to Dr. Neil McKinnon of the School of Hygiene, Toronto, tuberculosis is still a problem in the Province of Ontario. While the mortality rate for 1935, namely 36 in every 100,000 of population, was the lowest ever recorded in Ontario, there were 1303 deaths from tuberculosis as compared with 4214 from cancer and 7053 from heart disease, and in the first 50 years of life tuberculosis killed more persons than did either heart disease or cancer.

Of the 1303 deaths, 60 per cent. were contributed by the age group 15 to 49, the majority of these by the age groups 20 to 35. In the years of life from fifteen to 49, made up of adolescence, young adult life and early manhood and womanhood, life's most active years, tuberculosis was responsible for more deaths than any other disease and was second only to the group of external causes—accidents, suicides, homicides, etc.—as chief cause of death.

This being so, it means that the rising generation, including medical students, nurses in training, young adults and even school children are more apt to die from tuberculosis, before they reach 50, than from any other disease. Tuberculosis is, therefore, the greatest menace among all diseases that face adolescence and young adult life. This is especially true of young women. Tuberculosis still accounts for 1 in every 4 or 5 deaths of women in the age group of 20 to 29. This is in spite of the fact that the general mortality rate is to-day only one-third of what it was 30 years ago. But the mortality of tuberculosis is not our only public health problem in relation to this malady. Its prevalence has to be considered. The 3233 beds in sanatoria in Ontario are always filled and there is constantly a long waiting list. Dr. McKinnon insists that there are at the moment from 5000 to 10,000 cases of tuberculosis in the province.

Tuberculosis is a "catching" disease. It spreads from person to person in the household. "Every death, every case, uncontrolled," says Dr. McKinnon, "indicates a possible focus of infection to yield in one, two, five or twenty years' time new cases and more deaths and these in turn to yield others."

Tuberculosis spreads not in families only; it spreads in schools, in industrial

ties and the people of the North no more valuable department of self-government than the inauguration and continuance of a detailed, definite and permanent policy for the development of the North.

GRAVEL AND SAND—AND PLACER

In the search for new and original forms of taxation in town—such as taxing coal chutes, signs and fire escapes—why didn't some one suggest a tax on dust, with the mayor to pay the tax in justice, being about the only man in town living in a dust-free block.

Those who have occasion to use the town hall are tempted to believe now that the old town hall was better than no town hall at all.

"Hope springs eternal in the human breast." There are optimists who are already enjoying in anticipation the comfort and convenience of the new Timmins town hall.

A visitor to town this week was telling The Advance of the straightening of the Ferguson highway in the New Liskeard district. The change of route leaves Thornloe and Earleton sidetracked from the highway. Even from the standpoint of

concerns, in the wards of hospitals among pupil nurses; its incidence in jails and mental hospitals is notorious. It causes more deaths than diphtheria, scarlet fever or measles, and nearly as many as whooping cough.

The one bright spot in connection with tuberculosis is the history of its control in the last 30 or 35 years. The mortality has been more than cut in three. Dr. Brink, tuberculosis chief in Queen's Park, Toronto, has shown that the amount of infection in the population, too, has decreased. There is plenty of evidence that the affection can be controlled.

One thinks that the best method of control is the discovery of the infection in its earliest stages; in the children before adult tuberculosis is reached. If all school and pre-school children were "sifted" by the tuberculin test and then taken proper care of, the problem would be in the way of solution.

It will cost a good deal of money to do this "sifting," but it will cost far more money, to say the least of it, to take care of future cases of tuberculosis if early control of the disease is delayed.

Wedding Last Week at Heaslip Church

Miss Eileen Smith and Mr. Anthony Campbell Married.

Englehart, Aug. 23.—St. James Church, Heaslip, was the scene of a pretty wedding Wednesday, Aug. 18, when Eileen, only child of Mr. and Mrs. W. G. Smith, was united in marriage to Anthony Campbell, Timmins.

The bride, who with her mother, has been very active in the Heaslip Music Club, will be greatly missed in the community and the many beautiful gifts

"UPPER CANADA COLLEGE"
TORONTO
(Founded 1829)

Preparatory School 8-14. Upper School for Boys from 14-18.
For Boarders and Day Boys.

Boys prepared for Business, Universities and Royal Military College. Diversified curriculum gives the benefit of continuous training from preparatory school to graduation, with special attention to vocation or profession chosen.

Fifteen Entrance Scholarships have been founded in memory of the "Old Boys" who fell in the Great War. Special Preparatory School Bursaries are open to younger boys. Scholarship and Bursary examinations are held in April of each year.

For prospectus and further information, apply to the Secretary.
Autumn Term opens Tuesday, September 14th, at 9 a.m.
T. W. L. MACDERMOT, M.A., Principal.

ALBERT COLLEGE BELLEVILLE ONTARIO
(Eightieth Year)

A RESIDENTIAL SCHOOL FOR BOYS AND YOUNG MEN
Separate Residential Accommodation for a Limited Number of Young Ladies.

Albert College offers the finest facilities to obtain the best in Academic Achievement, Spiritual Enrichment, Cultural Improvement and Physical Development at an exceedingly moderate cost.

Public, Lower and Middle School, Honour Matriculation
Second Year University (Queen's)
Business Administration and Commerce
Music and Dramatic Art.

Illustrated Prospectus and information regarding Bursaries and Scholarships sent on request. REV. BERT HOWARD, Principal

testified to the esteem in which the two young people are held in the neighbourhood where both spent their childhood and early years. The church was beautifully decorated with flowers by young friends of the bride. Rev. Robert Trowbridge officiated.

The bride, who was given in marriage by her father, wore a simple dress of white sheer with veil and orange blossoms. She carried a bouquet of white roses. Miss Hilda Soutar, in pink flat crepe with bouquet of pink roses, was bridesmaid, while two little girls, Phyllis Bates in green pongee and Joyce Hammerston in peach pongee, each carrying

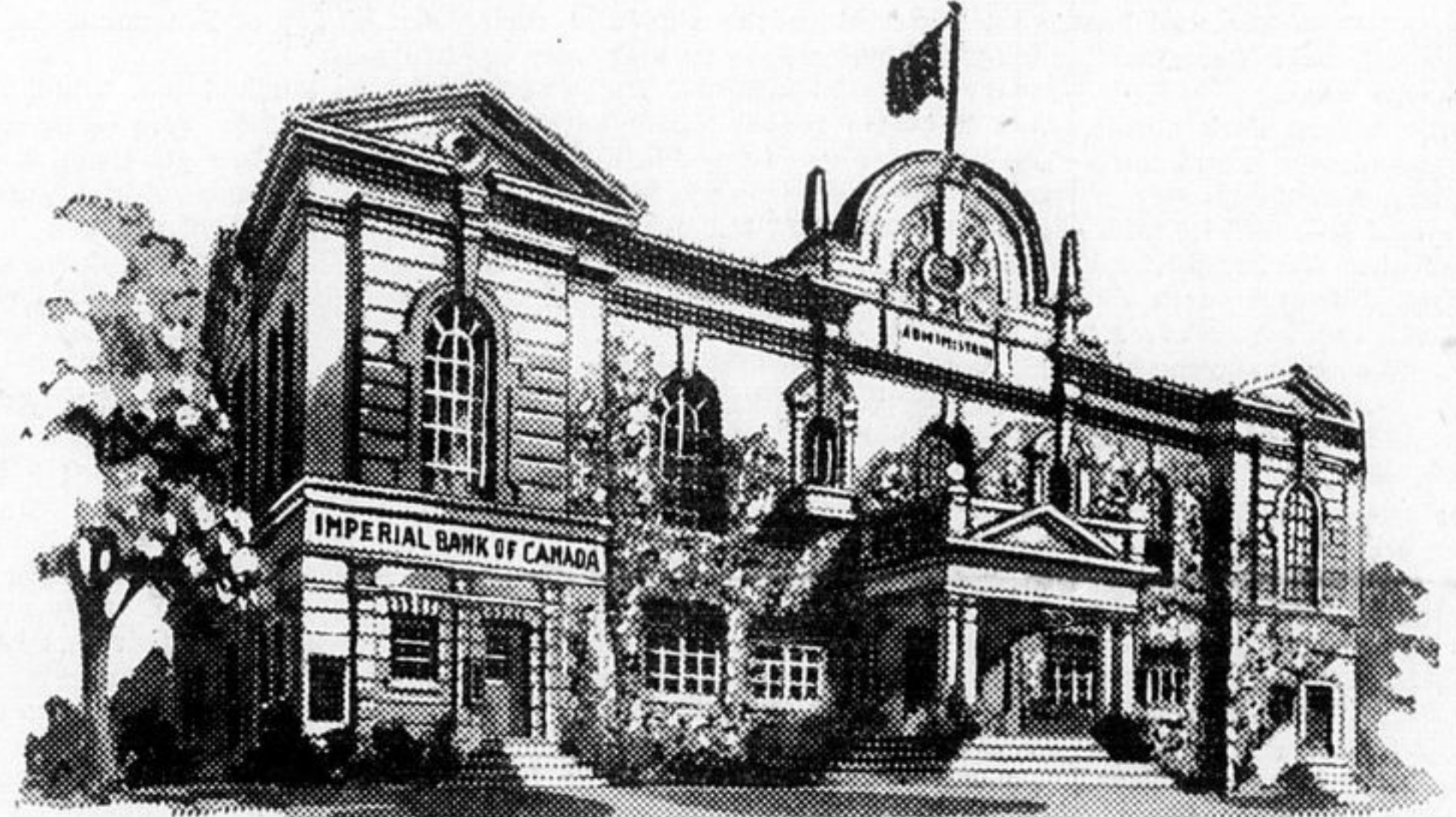
quaint posies of pastel colours, completed the picture. Mrs. L. M. Bates officiated at the organ. Ed. Allan was groomsmen.

The bridesmaids wore rings and pendants with birthday stones, gifts from the groom, and the groom's gift to the groomsmen was a silver cigarette case.

After the ceremony a reception was held in the community hall at Heaslip, which was beautifully decorated with flowers, the colour scheme being pink and white.

After a short honeymoon Mr. and Mrs. Campbell will reside in Timmins.

Toronto Exhibition Branch IMPERIAL BANK OF CANADA OPEN AUGUST 27th TO SEPTEMBER 11th



Banking service on the grounds
in the Administration Building, near the fountain

OPEN TO PUBLIC

11 to 3 daytime
8 to 11 at night

This branch is operated during the Exhibition for the convenience of the Canadian National Exhibition Association and the public, and is one of 191 branches operated across Canada.

W. E. Lewis, Manager

Exhibition Branch
IMPERIAL BANK OF CANADA
HEAD OFFICE - TORONTO
Capital and Surplus \$15,000,000

the tourist it does not seem a good idea. The route is the least interesting because of the sidetracking of the interesting little towns. From the standpoint of the service of the people of the North, the new route is completely objectionable. The main purpose of a highway in this country is to serve the existing communities. If it fails to do that the highway misses its chief objective. It is sincerely to be hoped that the election campaign will centre governmental attention on this matter of having the highway serve the communities of the North as well as providing transportation facilities for trucks from the South. Dangerous curves on the highway should be eliminated wherever possible but surely the purpose of road building in the North is to bind together the communities of the country as well as to allow highway department engineers to practise drawing straight lines.

If cleanliness be next to godliness, then Timmins is no heaven of a place at present, what with the dust, old papers, garbage and whatnot blowing around.

All China, as Friend Julius Caesar would say, is divided into two parts—cooks and laundrymen. At the moment it looks as if the Chinese were going to cook the goose of the Japanese and make a clean job of it.

Struck by Auto and Said to be in Critical Condition

New Liskeard, Ont., Aug. 25th.—Walter Baker, 14, son of Mr. and Mrs. H. A. Baker, Lake Shore road resident, is in the Red Cross hospital here in a critical condition after having been struck on the highway one mile south of here Sunday night by a car driven by Bruce Jemmett, New Liskeard.

Baker and Leonard Cragg were proceeding north, walking, allegedly, on the wrong side of the highway, when the Jemmett car overtook them and struck Baker, who was on the pavement.

Jemmett and a companion, Bert Bailey, both swore they didn't see either youth until they heard the thud, while Cragg said he didn't hear or see the approaching car until the accident occurred.

Baker has been unconscious since his admittance to the hospital, and it is feared his skull is fractured, as well as one arm. No charges have as yet been laid.

Simcoe Reformer.—"The Greenwich police court magistrate told a woman the other day that it was not right for her to hit her husband on the head with a saucepan." — Manchester Guardian. What, then, should she have hit him on the head with?