

The Porcupine Advance

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HOUSING ACTS

Recent indications seem to suggest that the Dominion government is alive to the fact that one of the pressing needs of Canada to-day is for better housing accommodation, and that the government will be doing a genuine patriotic service by assisting in the building of new and better homes. The Home Improvement Plan gave some indication of the betterment that may be secured through governmental co-operation and encouragement. Valuable as the Home Improvement Plan has proved to be, it only touched the fringe of the problem. New homes are as badly needed as improved homes. Some assistance was given to those seeking to build new homes by the Dominion Housing Act. The provisions of this act, however, did not fully fill the needs. The new measure introduced this session at Ottawa has a much broader scope and doubles the possibility of worthy people building and owning their own homes. Unfortunately, the old act was not available in this part of the North. The need here is as great, if not greater than in any other part of the Dominion. There are conditions that are most undesirable in the matter of housing in Timmins and other Northern centres. The best has been made of the situation, perhaps, but further advantage would be possible, if all housing plans were made applicable to the North, as well as to other sections of the country. If the Northern towns can become cities of house-owners the benefit to all will be great indeed. The Dominion Government should take the question into special consideration and make a particular point of seeing that all legislation for better housing is made fully available to the North as well as the South.

HAS COCHRANE NOTHING TO SAY?

There is suggestion in recent despatches from Toronto that the government is considering the abandonment of the Temiskaming and Northern Ontario Railway extension north of Abitibi Canyon. There was a time when the very mention of such a thought would have brought such a storm of protest from the town of Cochrane that even Premier Hepburn would have trembled in his boots. The town of Cochrane led in the famous campaign "On to the Bay," which finally resulted in the building of the extension of the railway from Cochrane to Moosonee. It is true that the board of trade of Cochrane organized a very clever campaign to secure the building of this railway extension, but it was not a mere matter of boost or ballyhoo, but the case, as presented, was based on a long list of facts and beliefs and possibilities that was most impressive. The Cochrane board of trade spared neither time nor trouble to present accurate information on the resources of the country north of Cochrane. Many members of the board of trade knew the country personally, while the opinions of trappers, prospectors, lumbermen, sportsmen and others who had spent much time in the area, was added to this personal knowledge. It was shown to the satisfaction of all who studied the matter that the district between Cochrane and Moosonee was rich in game, indicated a wealth of mineral deposits, and promised to be well worth opening up in general way. China clay, lignite, gypsum, and other minerals were shown to exist in the area in what was firmly believed to be commercial quantities. There was a possibility of oil. It was also noted that the railway extension might mean the development of an important fish industry from Hudson Bay, and that it would also make possible the practical development of the iron deposits reliably reported to exist on the Belcher Islands in the far North. The possibilities for building a great sportsmen's and tourists' paradise at Moosonee was also fully outlined by the Cochrane people as added reasons for the building of the railway extension. The Cochrane people convinced the former government of the province of the truth of the case they presented. The extension was built, but the promises in other lines have not been redeemed. This should not be taken, however, as proving that the Cochrane board of trade was wrong in its advocacy of the route. That idea is by no means established. It should be remembered that the depression had its full effect in holding back the development of the country north of Cochrane. Had gold been as plentiful as china clay was reported to be, for example, the district might have swarmed with prospectors in recent years, but gold is about the only form of resource that continued to tempt adventure and capital during the depression years. As for making a sportsmen's paradise out of the country north of Cochrane, it is not too much to say that this would likely have occurred had not the depression intervened. A depression like the recent one may be said to "call off all bets" on a new country with the possible exception of prospecting for gold.

Premier Hepburn has announced that he is having some experts review the possibilities of the country north of Abitibi Canyon, and that if their report is unfavourable the use of the railway line

from Abitibi Canyon north will be discontinued. It might appear that the abandonment of the line would be a good political move, casting reflection on the sense of the previous government. Against that idea, however, it would be well to set the case of the Abitibi Canyon power development, once branded as a deplorable mistake, but later proving a wise and necessary piece of far-sighted investment. It might also be well to consider whether the abandonment of this stretch of railway may not prove as little of an economy as the closing of Government House in Toronto.

There has been nothing said against the railway extension north of Abitibi Canyon that was not stated with equal force about the extension to Cobalt, to Porcupine, to Elk Lake. It is a bold man—and one with little regard for the history of the North—who will state that any section of the North will not justify by its resources the building of railway service.

There should be the most careful study of the resources and possibilities of the area north of Abitibi Canyon before there is even thought of abandoning any part of the railway extension. In the meantime, the town of Cochrane should join in the battle. The wealth of carefully compiled information that it had in regard to the country should again be given due publicity. It is true that several of the pioneers of Cochrane who were leaders in the "On-to-the-Bay" campaign have passed on to another land. Among these special mention may well be made in passing of the late Otto Thorning, for many years editor of The Cochrane Northland Post, and of the late Arthur Stevens, hotel and restaurant proprietor. Both these men were enthusiastic advocates of the railway extension north of Cochrane, but they were enthusiasts with facts and figures as well as visions. Their judgment has in some measure been fully vindicated, and it seems to be the duty of the other pioneers who remain to again take up the battle to prove that the area north of Cochrane has wide possibilities and that to date it has not had a fair chance to develop. If the government is not prepared to make the necessary investment and do the necessary patient pioneering work of development, then the provincial authorities should afford the fullest opportunity and facilities for private enterprise.

USE OF PROVINCIAL POLICE

The last few days have been busy ones for the Ontario provincial police. Conditions have shown that Premier Hepburn was wise in his plans to have at call a comparatively large force of provincial police ready in case of need. It is true that the people of Ontario are a law-abiding people and that in the past there have been few cases where local police have been unable to handle any situation that might arise. There have been strikes and other affairs that in other countries would mean the need for large police forces to keep order and protect the general public, but Ontario people have usually handled these events without disorder or oppression of the public. In recent times, however, there has been an attempt to introduce alien methods into this province. One or two outsiders can foment more trouble in some cases than local authorities can deal with effectively. There are also unorganized areas to be considered where there may be industries and communities, but where no regular police are stationed. It is the duty of the provincial authorities to protect the general public and maintain law and order. In most cases the presence of a number of extra police will assure order simply by their presence. It is true that in the case of labour disputes, police should not be used to overawe or interfere with the legal rights of strikers. At the same time it is the first duty of the police to see that the public has a fair deal—that those minding their own business and keeping the law are not molested. There is nothing that can assure this like having available a mobile force of police.

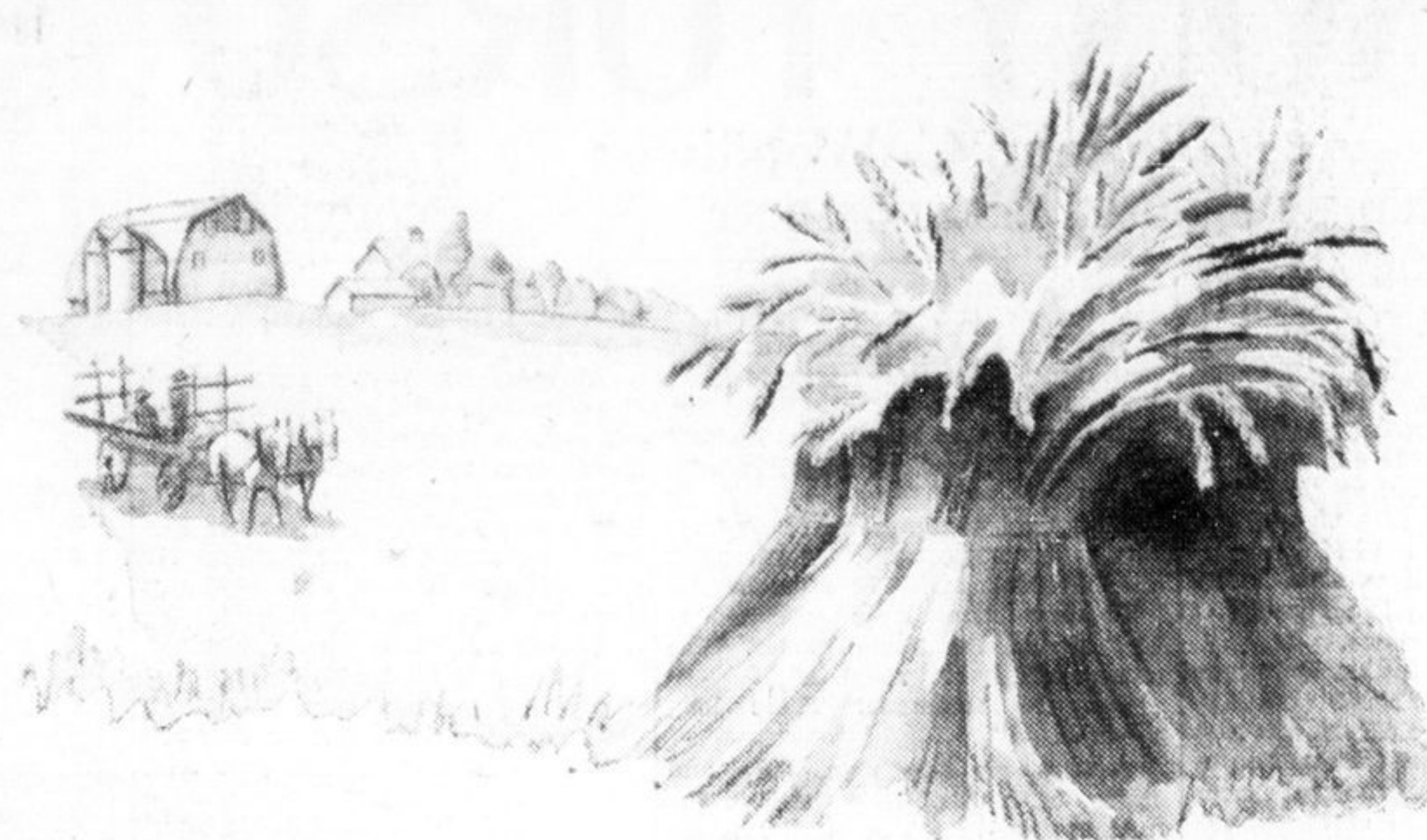
This week saw the use of provincial police in two cases. One was in the case of the gathering at Timmins of a group of seven or eight extra provincial police. It is true that they were not needed here. The strikers here had avoided all rowdiness and roughness and won public sympathy as a consequence. But as an Irishman phrased it: "The police might have been needed here, if they hadn't have come." There are always hot-heads and unreasonable and thoughtless fellows in any group that numbers hundreds, and the presence of the law in force really protects the good fellows as well as the general public. A few extra police do not hurt or injure any law-abiding people, and they do protect the public.

The other place where police were hurried this week was to Cornwall, Ontario, where they were really needed. Labour trouble there had gone the length of tying up traffic on the canal and so interfering with the public. Attorney-General Conant blamed the trouble at Cornwall on outside forces, and made it plain that the "unlawful restraint of legitimate enterprise" would not be tolerated. In other words, the Attorney-General is taking the British view that the all-important duty of the authorities is to protect the general public and maintain law and order no matter who may attempt to over-ride legal action.

GRAVEL AND SAND—AND PLACER

The Val d'Or News is dissatisfied with the answer of the Quebec highway department in regard to repairs and improvements on roads so necessary for the development of mining country. "As soon as the frost is out of the ground," the Quebec

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BRANCHES THROUGHOUT CANADA

Should Not Lightly Drop the Extension

Line North of Abitibi Canyon May Still Make Good.

(From Sudbury Star)

Intimation by Premier Hepburn that the section of the Temiskaming and Northern Ontario Railway north of Abitibi Canyon may be abandoned, will be received with mingled approval and objection. No doubt the announcement has been made more or less as a feeler, to induce the revelation of public sentiment on the matter, and in the interval, while a survey is being conducted as to the territory's potential value, there will be time for expression of opinion by individuals and organizations mostly interested.

In these times, when railways are steadily piling up deficits, and there is considerable agitation for the tearing up of some of the steel across Canada, particularly where services are duplicated, it is quite natural that there should be some concern about the line to James Bay. While no figures have been published, it is presumed that a part of the Cochrane-to-Moosonee road is not paying, and probably will not do so for some time to come. Definite action, on the suggested abandonment, however, will depend upon the nature of the report that is to be made by experts of the mines, lands and forests, and agriculture departments of the Ontario government.

Present economic conditions, most likely, are militating to some extent against development of the region between Cochrane and James Bay, and consequently no hope of early profits may reasonably be held. As the road was built, however, as a colonization project, with an eye to the development of the natural resources of the district, no doubt Mr. Hepburn and his cabinet will make a thorough examination of the situation before making a final decision.

highway department, promises something will be done to make the roads better. The Advance can fully sympathize with Val d'Or in its irritation over such an answer. This part of the North was annoyed year after year for many years by just such answer. Indeed, that has always been one of the big difficulties about roadwork in this country—it is not commenced soon enough in the season. In some past years it appeared as if the road-building departments seemed to wait until the frost was out of the ground before even planning the year's work. The trouble with that sort of an answer in this sort of a country is that if it is quietly accepted it may be used as an excuse for putting off some of the work from season to season, for in some places it takes a long time for the frost to get out of the ground. Years ago there was a strip of roadway in the Connaught area where "frost boils" were seen in August.

At London, Ontario, thieves entered the court house after a jury had enjoyed a meal and resumed its duties, and stole the dishes and silverware that had been used. The restaurant supplying the meal for the jurors this week billed the Middlesex County Council for the missing china

The T. & N. O. Railway, of course, has been in the past and is now being operated at a loss. That is to say while its annual revenues are usually greater than expenditures, the company has not been able to pay the province sufficient to cover the interest chargeable to Ontario's total advances in behalf of the venture. On the other hand, it is freely admitted that construction and operation of the railway has brought big dividends in other directions, since it has resulted in immense development of mining, power, pulp and paper and farming industries which have meant much to the prosperity of the province.

There is always the possibility that the extension of the line to James Bay may eventually bring about further exploration and development of the mineral and lumbering resources of the territory served by the railway, with resultant returns, in which case the current losses of operation would gradually be made up. The government does well, however, in the light of existing conditions, to make a comprehensive survey of the possibilities in order to determine if it might be more profitable to suspend, at least temporarily, further operations of the line.

Iroquois Falls Gun Club Drops Meetings

Regular Meetings of Club Dropped for Summer Season.

Iroquois Falls, Ont., June 6.—(Special to The Advance)—A good representation of the Iroquois Falls and District Rod and Gun Club members were on hand this evening to transact the business that has arisen during the past month.

Following the adoption of the minutes of the meeting, the correspondence was read, during which time it was noted that Kirkland Lake, Timmins, Cochrane and Kapuskasing had

all been contacted, concerning the question of forming a joint club for the North District. While no replies as yet have been received, it was felt by the members here that this proposition had many favourable points, and that adjoining clubs would adopt the idea. Particularly would this scheme work out satisfactorily when the clubs could present their problems combined, carrying a great deal more weight with the authorities.

The question of importing ducks, to be liberated in Potter's Pond in town here, was given thorough discussion, but due to the hazards of winter, which would necessitate the housing and caring for the birds during these cold months, and probable loss of them, discouraged the idea, until later on.

Furthering the idea of importing some elk, now being released from captivity in southern sections, a letter was written to the government inquiring into the proposition. In answer, the department stated that when plans were made for their distribution, this club would be given every consideration.

One hundred local boys were purchased memberships into a junior bird club, with headquarters at Hamilton, by the Rod and Gun Club, whose every effort is to further the preservation and conservation of wild life. On receipt of the registrations, the bird club forwarded bird literature for these younger boys, who are members of either the Town Scouts, Taxis, or the C.Y.O. These 100 boys will get together possibly once or twice a year, and at these meetings will elect their own officers, consisting of some of their own group.

The marked interest being shown by the Rod and Gun Club in trying to instill into the minds of the youth the necessity of preservation and conservation of wild life, demands admiration, and their efforts will undoubtedly be rewarded in later years.

Licenses had been procured by this club, to net Rice and Rowley Lakes, with the idea of planting trout exclusively in them. However, this pro-

position has been tabled for a spell at least, due to the variation in the cost of a dam. The first estimate submitted by a local resident was in the vicinity of \$25.00 to build a dam suitable to prevent the pike and pickerel from coming into these lakes. However, when he saw that the club were willing to carry through their plans, the price jumped to \$300, which makes the project prohibitive.

While on this subject, many members voiced the disapproval of the sale of lands by the government which took in lakes that the club has been re-stocking during past years. They felt that it meant, after working so long to try to make these little lakes a fisherman's paradise, someone could come in and put a ban on their fishing in these waters.

After a short discussion, it was decided to discontinue the club meetings during summer months, and re-assemble once more on the first Monday in October.

Dr. Charles H. Best, associate of Sir Frederick Banting in the discovery of Insulin, told the English-speaking union in Toronto recently that more than a million diabetics throughout the world were receiving treatment with insulin now. Diabetes among younger people was being greatly reduced, though there had not been much change in the general death rate. Obtaining of sufficient supplies of insulin was becoming a problem.



"I was surprised"

"at the difference glasses made in my husband's disposition. He had been working hard at the office and the strain on his eyes affected his nerves and made him tired and irritable.

"He's 'his old self' again now that he wears the glasses at the office, that Mr. Curtis prescribed for him. The cost was surprisingly small and when we spread the payments over several pay days it hardly amounted to anything."

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and silverware. Even apart from the supposedly humorous popular idea of the legal fraternity, a court house is not the safest place to leave goods that are not securely fastened down. Some years ago there was some excitement at a session of one of the higher courts sitting at Cochrane when a piece of evidence disappeared almost under the noses of judge and jury, the piece of evidence being a piece of rich high-grade ore. The final touch of humour was given to the matter when it developed that the man accused of high-grading was the loser, his acquittal meaning that he was allowed to retain the gold ore. As the accused had not been anxious to acknowledge ownership of the ore during the trial, he made little demand for it after it disappeared.

A man at Milton facing trial on charges of forging cheques, forged his way out of jail, and the authorities are still seeking to get a check on him.

It is a hard matter to decide—whether it is preferable to have the rain and hail, or the dust on the back road. It is to be hoped that by the time the weather is fine and clear the back road will be oiled and dustless.