

"ONTARIO NEEDS MORE MINE ROADS"

Under the above heading, The Northern Miner in a recent issue carried an editorial that is of particular interest to readers in this area. For this reason it is reprinted hereunder in full.

The Ontario government will shortly have to give serious consideration to the construction of roads in the mining areas. During the war period, when a shortage of labor in essential industries was demonstrable, there was an excuse for putting off road building in sections where mine prospects existed but this excuse cannot much longer remain valid.

Comparisons may be odious but it is a striking fact that the Quebec government has not neglected road building in the mining areas, even during the war. It might be said that, for various reasons, there were more active men available in the neighboring province and in particular it may be remarked that Quebec drives roads through unoccupied territory for colonization as well as mining purposes, but Ontario must realize that lack of transportation facilities is seriously hampering the development of a number of areas.

We have particularly in mind that section of Ontario stretching from the T. & N. O. Railway east from Ramore of Malheson, to open the easterly extension of the Porcupine gold belt. It is a somewhat humiliating fact that if a prospector or operator wants to get into the easterly end of this section he must drive through Quebec, follow a highway which stops abruptly at the Ontario boundary. There is a lot of activity on the Ontario side of the line but there is no road from the Ontario owned railway.

Another instance is the Red Lake area. This camp, which has already produced millions in gold and which has been rapidly expanding, is still without a highway connecting it with the "outside". It has depended solely on water and air transport in summer, supplemented by tractor train transport, mainly utilizing lakes, in the winter. While operations have been profitably conducted the real development of the camp has been unquestionably retarded by the lack of an all-weather road to connect with the Trans-Canada highway and railway.

Another section which would receive with a road, intensified development is the westerly extension of the Kirkland Lake belt, through to and beyond Matachewan. This area is practically inaccessible because there are no waterways except the Montreal River which runs north and south. The gap between the Montreal River and Swastika is dead ground so far as the ordinary prospector is concerned. There is also need for a road running south-west from Timmins to open up more readily the block of townships which is now after many years of inactivity, receiving prospecting attention. In the same region there is need for a highway to serve the newly revived area extending beyond the Matagamit River.

Roads from Timmins to Sudbury and from Larder Lake to Englehart would open some areas now difficult of access. A road from the upper end of Manitow Lake to connect with the Trans-Canada highway would be useful.

Road-building it might be remarked, it not nearly so difficult or costly as it was a few years ago when axemen and horses did the brunt of the work. The advent of the "bulldozer" has worked a revolution in highway construction, simplifying rift-of-way clearance and the actual grading of roads. Low costs are obtainable, as well as rapid progress. The use of road graders makes maintenance relatively easy.

The Ontario government should be ready by next spring to clear the way for an unprecedented activity in the mining areas.

Clothing Collection Campaign Nears End

The gigantic task of sorting, processing and baling the millions of pounds of excellent used clothing that the Canadian people have already given during the National Clothing Collection campaign is now in full swing at the thirteen authorized central warehouses throughout the Dominion.

Lt. Col. Maitland B. Steinkopf, who is head of the warehouse and baling division of the Canada Mutual Aid Board, has reported to headquarters that the clothing so far contributed is in good condition, and this has facilitated the preparation of the 100-pound bales that are the medium by which the clothing will be sent overseas.

To those who have donated bedding and clothing, hats, shoes and other things, it may be of interest to know what happens to their gifts after they have been sent to the local receiving depot. First the goods received are placed in strong cardboard boxes capable of containing from 25 to 75 lbs., and these are despatched to the regional depot or warehouse. There the articles are sorted into almost a score of different categories, women's wear in one bundle, children's clothes in another, men's suits in a third, overcoats in another, and so on, and each bundle is plainly marked as to the contents of the carton, so as to facilitate work at the central warehouse.

On arrival there, specially trained workers prepare the clothing for processing—the placing of them in the baling machines where they are compressed to half their original bulk, each bale weighing 100 pounds. When this has been achieved through air pressure, the package is wrapped mechanically in heavy water-proof paper. In each bale is placed half a pound of naphthene or other moth deterrent, so that no damage to the fabric will occur during transit, and securely fastened with metal strips.

A durable burlap bag is placed around the bale, marked for identification as to its contents, and shipped out. Hats are packed in extra strong cardboard cartons and shoes, tied together in pairs, are placed in burlap bags.

Approximately 500 tons of clothing will constitute each shipment, and the first of these is scheduled to sail from Montreal before the end of the month. From then on the trained packers will keep the bales of clothing rolling towards the port of loading, and it is hoped to get most of Canada's gifts to the distressed peoples of liberated Europe off before navigation on the St. Lawrence closes for the winter.

Once the bales are despatched responsibility for their delivery rests with the United Nations Relief and Rehabilitation Administration, who undertake their distribution according to the need as indicated from reports received from their representatives in Europe.

The necessary shipping spaces has been reserved for ten million pounds of clothing from the Canadian people, and William M. Birks, national chair-

TEN YEARS AGO IN TIMMINS

From data in the Porcupine Advance Files

One of the features of the Annual E. H. Hill, division court clerk and Turkey Stag which was to be held on Dec. 11 1925 to provide Christmas cheer for the less fortunate people in the district, was a Moustache Growing Contest. The first prize offered was a made-to-measure suit of clothes and three other good prizes for the runners up.

The body of James Norman McMillan, 39 year-old prospector, who was drowned in Carlton Lake, ten years ago, was found by searchers after almost continuous dragging for two weeks. Constable J. W. P. Pretorius supervised the work. Tom Lyons, McMillan's partner, and Hector McMillan, of Cleveland, Ohio, his brother, came out from Carlton lake which is about 25 miles west and south of Timmins to tell of the finding of the body. An aeroplane was immediately sent in to bring the body out and arrangements were made to have it shipped to Cape Breton Island, Nova Scotia, scene of the family home.

Scout leaders from Temiskaming and Cochrane districts met at Iroquois Falls, in 1935, to elect officers of the Temiskaming District Scout Leaders Association. Representatives were present from Kapuskasing, Iroquois Falls, Timmins, South Porcupine, Kirkland Lake and Monticott Scout groups.

The possibility of having a junior Scout leaders camp for the district, was discussed, and also the possibility of holding joint Scout camps in areas where there are a number of troops in towns situated close together.

A wedding of much local interest was solemnized in the Timmins Synagogue, ten years ago, when Sarah Anne Slotnick became the bride of Amos H. Brown. A large number of friends gathered to witness the ceremony and a reception was held at the home of the bride's parents in South Porcupine.

The newly wedded couple left later, by motor, for a honeymoon trip which was spent in Toronto and other points.

The lodging of a bean, shot from a "pea shooter" threatened to destroy the use of the eardrum and was the subject of a hearing in juvenile police court, ten years ago. A small boy, charged with having shot the bean, denied the act and the case was adjourned for a week in order that another witness could be called. The bean lodged so firmly in the little girl's ear that a doctor found it necessary to administer an anaesthetic to remove it.

Carbon monoxide caused the death of two miners, Paul Cote and Daniel Burns, ten years ago, in the Hollinger Mine and a verdict of "Accidental death" was returned by the jury.

Judge Hayward and Magistrate Atkinson, of Halleybury, were guests of honour on Tuesday night at one of the regular meetings of the Timmins Porcupine Law Association. The meeting took the form of a dinner at the Legion Hall and was attended by 13 lawyers of the district and four guests, the two members of the bench and

man of the Canadian United Allied Relief Fund, which is sponsoring the campaign on behalf of UNRRA, makes an urgent appeal to every household in the Dominion to make its contribution to ensure that none of this space is wasted.

"Reports received at national headquarters indicate that local chairmen everywhere are confident that they will reach the quota allotted them," said Mr. Birks. "A great many of them had achieved their objective by the end of last week, which had been the original date for closing the campaign. Others had not actually received all the serviceable used clothing expected. Those families who have not made their contribution to such a humanitarian cause are urged to do so without delay—to those who have already given I would ask them to once more go over their storerooms and clothes cupboards and see if there is not something else they can spare that others can wear. It is for this double purpose that the drive has been extended, so that not a pound of clothing that would cheer the hearts and warm the bodies of our allies in the stricken countries of Europe is left behind."

Indians Smoked Pipes Three Centuries Ago

A shortage of tobacco would have caused as much concern three centuries ago for the Indians of Ontario, as it would for us to-day. The Indians used a great variety of pipes, as illustrated by the collections in the Royal Ontario Museum. Many of them are of baked clay. These run the gamut from very simple forms, resembling our cheap clay pipes, to elaborate moulded designs which represent squash-blossoms or tobacco-blossoms, or a strange face or creeping lizard. Still more cherished are the stone pipes, some of which bear intricate carved figures. In size they range from tiny miniatures to large, impressive ornate pieces. They vary, also, in details of construction. In some the stem and bowl are carved out of one block, in others the stem was a separate, wooden piece. The stemless pipes were usually suspended from a piece of cord which was worn around the neck of the owner. Absent-minded smokers of to-day might copy this idea to their advantage.

New Books at the Timmins Library

The following are new books added to the Timmins Public Library:

Biography
New Chum—John Masefield—In this chapter from his youth, John Masefield England's Poet Laureate and lover of the sea, describes his first experience on board ship when he served as an apprentice on the Conway, training ship of England's merchant fleet.

The Lambs—Katherin Anthony—A biographical study of Mary Lamb and her brother Charles, and a picture of the circle in which they lived and worked.

The Way of an Investigator—Walter B. Cannon—A scientist's experience in medical research.

The Story of The Great Geologists—C. L. & M. A. Fenton—The story of earth science through the lives of the men who developed it from early Greece to modern times.

The Builders of The Bridge—D. B. Steinman—The story of John Roebling and his son and the building of Brooklyn bridge.

First Woman Doctor—Rachel Baker—The story of Elizabeth Blackwell.

Left Hand-Right Hand—The autobiography of Osbert Sitwell.

The Middle Span—The autobiography of George Santayana.

A Woolcott; His Life and His World—S. H. Adams.

Listening for Drums—The autobiography of Sir Ian Hamilton.

History
Canada, New World Power—L. W. Peat—Canada is the new world power of the north. Here is a portrait of the young colossus, born of World War 2.

Saints and Strangers—G. F. Willison—The lives of the Pilgrim Fathers, their families, their friends and their foes.

Primer of The Coming World—Leo

the prisoners lost track of the date. When the Japs came on February 15, 1942, the British, American, Canadian, French and Dutch residents of Singapore were taken to the Changi prison, as they stood, and were not given an opportunity to bring along with them clothes, bedding or other necessities of a normal life. Nor were these things supplied to them in the camp. Another prisoner, W. H. Chettle, manager of Thomas Cook Company, in some devious way, had obtained a camp cot for Mr. Lawlor.

Husbands and wives were separated. Once a week they were allowed to see each other and talk for an hour. Food rations amounted to six ounces a day. It included rice, a little root vegetable, salt and tea. Three times a week they were given a small piece of fish. Representatives of the Red Cross were not allowed to visit to see and report conditions in the overcrowded camp.

"When the Japs entered Johore, the last defence barrier," Mr. Lawlor said, "we destroyed the C. N. R. records. If the enemy had been able to get possession of these documents, they would have obtained much vital economic information."

Freed by British paratroopers on August 20, Mr. Lawlor went to a British general hospital in India suffering with dysentery, beri-beri and pellagra. During his incarceration he lost 66 pounds. After two weeks' hospitalization, he went to Bombay, where through the assistance of Paul Sykes, Canadian Trade Commissioner, he was given top priority to fly to Canada in a U. S. Air Transport plane.

Returned Prisoner Describes Four Years in Jap Camp

Montreal. More than 3,200 men, women and children crowded into a prison with accommodation for 600 six ounces of food a day, beatings, no mail, families separated. International Red Cross representatives not permitted to visit; these were some of the experiences of L. L. Lawlor, general agent, Canadian National Railways, at Singapore, for Malaya, Siam, Burma, Java, Sumatra, Ceylon and India, who, after being a war prisoner of the Japanese for nearly four years, is home in Canada.

"The guards would go no further than face slapping in view of other prisoners," he said, "but for the slightest misdemeanor the internees were taken to central headquarters. From these trips they returned badly beaten, with bruises on their faces and bodies."

"During the four years' internment, not a single newspaper, magazine or book was distributed to the prisoners," Mr. Lawlor added. In fact, there was only one distribution of mail—letters two years old at that time. Cut off from all news of the outside world,

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Blow Wind, Come Wrack—John Wentworth—A brilliant spy story. The Peacock Sheds His Tail—A. T. Hobart. Magic Lantern—Lady Eleanor Smith. Love Letters—Chris Masse. Animal Fair—Evelyn West. None Shall Know—Martha Albrand. Turf Smoke—John Coulter. Red-Haired Lady—Elizabeth Corbett.

A Fugue in Time—Rumer Godden. Folly Bridge—D. L. Murray. There Was A Lady—Sarah Litsay. Susan Crowther—Noami Jacob. Half-Past Yesterday—Robert Sturgis. Bedelia—Vera Caspary.

O'Henry Memorial Award Prize Stories of 1945—Herchel Brickell. The library has also received a number of Mystery stories, Western stories and light romances.

Atlantic Air Fares Slashed to 8 Cents p.m.
Not only the Government but all Canadians interested in flying the Atlantic are vitally concerned about Pan American's 8-cent a mile bombshell dropped plump in the centre of the air conference in Montreal recently.

The Bombshell was the announcement by Pan American World Airways that it had slashed the one-way fare from U. S. to Britain to \$275 for single passage and \$495 for the round trip, reports The Financial Post.

This works out at about 8 cents per mile, single fare, for the 3,500 mile New York-London trip. It compares with a present transatlantic rate of \$525 or 15 cents per mile for a single trip. Pre-war flying boat fares from U. S. to U. K. were quoted at \$375 single and \$675 round trip.

The Book of Naturalists—William Beebe. Supplement One: The American Language—H. L. Mencken. The Superfortress Is Born—Thomas Collison. A Treasury of Satire—Edgar Johnson. Your Eyes Have Told Me—L. H. Schwartz. Quick Construction—H. H. Siegel. Decorating For You—F. B. Terhune. Practical Job Pointers—N. L. Burbank.

Painting, Furniture Finishing And Repairing—Popular Mechanics Press. Fiction

Black Rose—T. B. Costain—It's the story of a young English nobleman who fights his way to the heart of the fabulous Mongol empire and returns to find that he must choose between an English heiress and a girl of the East.

So Well Remembered—James Hilton—This is a story of a remarkable woman and her sinister influence over three men of clashing wills and a struggle for mastery, that spans a generation and is fought to a bitter end.

They Change Their Skies—L. P. Osborne—Concerns people of varied nationalities who live for a few weeks in the hospitable home of Dona Elena, in Honduras of the present day.

Burning Gold—R. H. Andrews—A story of two kinds of piracy.

The Dreamers—J. B. Clark—This novel spins out the exciting drama of some fugitives from the war whose lovely escape island is suddenly occupied by a Nazi detachment.

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