

Leishman, Mrs. J.T 153

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Greatest Fire Sale in Canadian Lumber Industry

Nowhere in the world was there a finer stand of white and red pine than in the Mississagi River country in the Algoma district of Ontario, northeast of the Soo until in May, 1948, disaster struck and through the virgin forest two fires started by the carelessness of trappers, raged. Not until late June was it under control and 600,000 acres lay seared and blackened.

The Ontario government was determined to try and recover something from the disaster. Lumber companies were not interested as the stand was too isolated to make logging and river-driving profitable, and so any enterprising bush operator or jobber who was interested was offered a deal in which the government paid half the cost of logging roads. Soon operations were under way and the recovery was high. To avoid a market glut and dislocation of trade, a concentration yard was set up near North Bay. There the pine is being processed, graded and sold just as a private operator would do it along regular marketing lines. By this fall, a direct result of the vast salvage operation and fire sale, the burned out area will have produced 250 million feet of lumber and 100,000 cords of pulpwood.

Most of the pine will be used to build Ontario homes, for pine stands up under the rigors of the Canadian climate. Already about eight millions dollars worth of white pine has been snapped up. Lucky are the home owners who get their sash and doors cut from this lumber. Since the lumber of the fire area was not of the pulpwood type, and thus of no use to pulp and paper operators, the Lands and Forests Department of the government looked after its removal. The project was not undertaken to make a profit. In fact, the revenue from the sale is not expected to do much more than cover the costs. But it has supplied Ontario homebuilders with the best native pine at a time when it was in short supply. And it has given forestry officials and bushmen priceless experience in salvaging burned-over bushlands.

Shipping in and out of Lake Superior through the locks of St. Mary's River is greater than the total combined annual traffic of the Panama, Suez, Manchester and Kiel canals.

Rebekah Lodge Prepares for Lodge of Instruction

The regular meeting of Northern Light Rebekah Lodge was held on Tuesday evening in the Masonic Hall. The Noble Grand Sister Dinesen was in the chair and there was a fair attendance present.

There was a report presented from the District Representative who attended the meeting in Kirkland Lake last Saturday.

A practice was held on the various parts of the work the Lodge will put on at the School of Instruction which is being held on May 23rd.

A good attendance is required next meeting as Initiation will be exemplified.

L. L. A. MEETS

The regular monthly meeting of the Legion Ladies' Auxiliary was held in the Legion hall on April 3rd. Two applications for membership were received.

Mrs. R. McGillivray was appointed kitchen convener and anyone wishing to use the kitchen can get in touch with her.

Mrs. Taylor gave a report on the Bingos, and we must say that she is doing an excellent job.

Mrs. C. E. Fleming reported on the Sick Committee's activities and her visits to the hospital which we know are welcomed. She is devoting a great deal of time to a worthy cause.

Mrs. Taylor presided.

MINING NOTES

1835—Coal discovered at Squash, Vancouver Island, through information supplied by Indians.

1840—First hydraulic cement made in Canada at Hull, Quebec.

1843—Geological survey of Canada instituted under Sir William Edmund Logan.

1846—Silver veins reported in vicinity of Thunder Bay, Lake Superior.

Ascanio Sobrero Italian, first makes nitroglycerin.

Oil seepages reported in vicinity of Thunder Bay, Lake Superior.

1847—Normandale iron furnace in Ontario shut down owing to lack of ore and fuel.

First mention of copper ores in Eastern Townships, Quebec in geological report, 1847-48.

Gypsum mining operations commenced near Hillsborough New Brunswick.

On a low-priced Canadian-made automobile sales and excise taxes total \$499; in 1939 these taxes totalled \$65; sales tax has increased 138%; excise tax 7,300%.

Ontario Northland Railway Celebrates 50th Anniversary

That "transportation is civilization" has been amply demonstrated by Ontario Northland Railway and its predecessor, the T. & N.O., during the past fifty years. The railway, belonging to the people of Ontario, will celebrate fifty years of progress and development on May 10th, 1952, and, in doing so, will emphasize that a great territory, which, until 1902, was a rugged, unknown wilderness, is now possessed of all the civilizing influences and is productive of the wealth which has made the Province as a whole first among the Canadian provinces in population and economic importance. Without the railway these advances would not have been achieved and everyone in Ontario may be proud that the concerted effort of the people through their Governments has made it possible.

The first sod was turned on May 10th, 1902, but that bit of symbolism was preceded by much hard and painstaking work. In 1900, the Ontario Government appropriated \$40,000.00 to carry out a survey for a railway from North Bay to New Liskeard, at the head of Lake Temiskaming, a distance of 114 miles. Railway surveys were nothing new but, while in Southern Ontario the pioneer railways were surveyed and constructed in settled country with numerous roads, in the North there were neither roads nor settlements between the terminal points. Instead a rocky barrier, offshoot of the Laurentians, confronted the surveyors at the start and the whole course of the line was through rough, rocky country with hundreds of lakes to bar the way. In making such a survey, the canoe man, the packer and the axeman were as equally important as the transitman, the leveller and the chainman. To attack the problem from one end would have meant endless delay and much unnecessary work.

Thanks to the canoe, the craft without equal where the going is tough, a flank attack was possible. The Ottawa River and Lake Temiskaming, far to the east of the proposed line, were nonetheless of tremendous help in making the location. Sturdy canoe men and packers formed caches of supplies and materials at various points along the survey line. One at Bushnell was reached by the Ottawa River and Ottertail creek. A second was established at Lake Temagami from Lake Temiskaming by way of the Matabitchouan, while the terminus at New Liskeard was easily reached by Lake Temiskaming. Canoes must also have saved many miles of foot-slogging at spots like Rib Lake which parallels the line for miles.

Before that May day, 1902, the final location had been well and truly made under the direction of W. B. Russell, chief engineer for the new railway. The country was difficult. The grades were heavy and the curves were sharp and numerous. However for a "bush" railway designed to serve the modest needs of a farming community, it would serve. After an abortive start, a contract was let by the newly-formed Temiskaming and Northern Ontario Railway Commission, under the chairmanship of Mr. A. E. Ames, to A. R. MacDonnell on

October 3, 1902. This was for the complete construction of the railway to New Liskeard, including clearing, grading, timber work, fencing, track laying and ballasting. The contract called for completion of the first sixty miles by December 31st, 1903, and of the remainder by the same date in 1904. Actually, the completed line was turned over for operation by the Commission sixteen days beyond the final completion date.

The whole story of Northern Ontario is one of romantic unexpectedness and the building of the T. & N.O. proved no exception. While rock cutting was proceeding on the short of Long Lake at Mileage 103, silver was discovered on August 7th, 1903, by James McKinlay and Ernest J. Darragh, sub-contractors on the railway construction. If there was any truth in the story about Fred LaRose throwing his blacksmith's hammer at a fox and disclosing a vein of silver, his discovery and recording of his claim was made in September. At any rate, the great Cobalt boom was on, and it presented an entirely new outlook for the railway. Cobalt took it out of the "bush" railway class and started it on the way to becoming the first class railway it is today.

It was recognized before New Liskeard was reached that a railway designed to serve and encourage agricultural development must of necessity run through the farming country. New Liskeard was on its southern fringe. In 1904, therefore, a further contract was given to A. R. MacDonnell for a 100-mile extension and by December 31st, 1905, steel had been laid as far as Boston Creek, Mileage 154.

As early as 1903, consideration was being given to the construction of the National transcontinental Railway and the advantages of a connection with that line prompted the Commission to continue the construction north to the junction point at Cochrane which was reached on November 26th, 1908.

In 1906-7, a short branch was built from Cobalt to Kerr Lake, which crossed, near its terminus, the Silver Sidewalk on the Lawson Claim and, in the former year, the Charlton branch was constructed from Englehart. Old timers will remember the hard slogging from this end of steel to the Montreal River at Elk Lake during the Gowganda rush in 1908.

Nineteen ten and eleven were years of expansion and exploration. Gold had been discovered in Porcupine in 1909, the prospectors using the railway as a convenient base. The value of the finds having been established, the Commission undertook the construction of a branch from Porcupine, then called Iroquois Falls, which was completed to South Porcupine on July 1st, 1911, in time to render assistance when disaster struck the new camp in the great Porcupine fire of that month. Later this branch was carried through to its present terminus at Timmins.

As early as 1905 an exploratory survey all the way to James Bay had been made by E. A. E. Sullivan in whose party was included A. W. G. Wilson, a geologist. Ames, to A. R. MacDonnell on

(Continued on Page 4)

Legion Ladies Hold Successful Bingo

The Ladies' Auxiliary of the Canadian Legion held their regular bingo on April 1st, in the Legion hall with a good attendance.

The \$65.00 prize was not won on the fourteen calls so will be carried over for \$70.00 next time. The date for the next bingo is next Tuesday, April 15th.

Mrs. Gareau won the \$10.00 special prize.

Mrs. Taylor, convener, thanks all those who helped: Mrs. Jos. Grenon, Mrs. Frank Plaunt, and a special thank you to the cheerful bingo callers, Messrs. Geo. Liscumb and Jack McVittie.

Ladies of the Legion Auxiliary seem to have difficulty getting the men to call, so if any of the Legion men could help out these two nights each month please phone No. 454 and volunteer. It would be greatly appreciated.

Seventh Provincial Recreation Conference

In 1952 the Provincial Recreation Conference for the first time moves into the east—Ottawa, on May 2nd, 3rd and 4th. Headquarters, Ottawa Normal School.

Mr. Leonard F. Baker, an Ottawa business man, has been named chairman of the conference, announces Mrs. C. J. Lynch, president of the Ontario Recreation Association, which sponsors this annual meeting jointly with the Community Programme Branch, Ontario Department of Education.

C.V.W.I. Elects Officers

The annual meeting of the Clover Valley Women's Institute was held at the home of Mrs. Margaret Weiss on Wednesday evening, April 2nd.

There was an attendance of fourteen members and one visitor who later became a member.

The financial statement was read by the secretary and everyone agreed that the club had had a very successful year.

A report was given on the bazaar. The hamper of groceries went to Miss Merle Campbell of Kirkland Lake and the doll to Miss Norma Larabie of Haileybury.

The election of officers followed: President—Mrs. H. Cooke

1st Vice-President—Mrs. M. Weiss.

2nd Vice-President—Mrs. C. Miller

Secretary-treasurer—Mrs. E. Campbell.

District Director—Mrs. R. McGillivray.

Alternative—Mrs. C. Miller.

Delegate to District Annual—Mrs. P. Libby.

Home Economics and Health—Mrs. S. McIntyre.

Agriculture and Canadian Industries—Mrs. R. McNaught.

Public Relations and Community Activities—Mrs. P. Libby.

Citizenship and Education—Mrs. R. Campbell.

Social Welfare—Mrs. C. E. Fleming.

Resolutions—Mrs. M. Weiss.

Historical Research and Current Events—Mrs. C. Miller.

The meeting adjourned and lunch was served by the hostess, assisted by Mrs. P. Libby and Mrs. H. Cooke.

In the ten year period from 1941 to 1951 five persons emigrated from Canada for every six persons who immigrated to Canada.

Temiskaming Lab. Rates Discussed at Mining Meeting

REVISION IN RATES URGED

At a meeting of the Committee on Mining which was attended by the Minister of Mines, the Deputy Minister and members of his staff, Bob Herbert, M.L.A. for Temiskaming pointed out that in his opinion the Temiskaming Testing Laboratory should make some revision in rates to further assist prospectors and new prospectors in the matter of assaying and bulk sampling.

Mr. Herbert told the meeting that this operation was primarily started off to be of assistance in furthering development of our Cobalt silver area and that it has now become a commercial enterprise. The Department disclosed that a profit of \$75,000 was earned last year, principally from cobalt and silver ores.

Mr. Herbert felt that it was the opinion of the Temiskaming Mine Managers Association that some revision or other added assistance be given to prospectors and new mines and as a result of his efforts, it was decided that the Department of Mines will investigate this matter in the near future.

In recent weeks, a single seizure of over 2,000,000 smuggled cigarettes has been made, the largest in all history and clear proof that it is a big time racket. Surely the Government will soon be convinced that a 30-cent package of cigarettes is long overdue—tobacco growers who have already had their 1952 acreage cut by a third must now stand helplessly aside while their hard-won domestic market is whittled away by smuggled American cigarettes.

To the motorist behind you who sounds his horn incessantly while you are waiting for the traffic ahead, there is only one approach. Turn off the ignition, get out of the car slowly and with your best smile ask him "if there is something you can do for him"

The Toronto Daily Star dropped 7,000 for the first time in the normally peak month of December, following its spirited coverage of the last Provincial election.

WEEK'S WEATHER

	Week ending April 9th, 1952	
	Max.	Min.
Thursday	0.6	30.0
Friday	44.8	26.0
Saturday	41.4	25.0
Sunday	32.0	29.6
Monday	37.0	27.0
Tuesday	51.2	22.6
Wednesday	52.0	29.0
Precipitation for week	.42"	

ST. PAUL'S ALTAR GUILD
SPRING TEA
AND BABY TABLE
AT THE HOME OF MRS. H. L. SLAGHT, Brewster Street
SAT., APRIL 19th
3.00 to 6.00 p.m.

make it a
HAPPY EASTER



with
Laura Secord
CANDIES

Whitby's Pharmacy
FERGUSON AVENUE : HAILEYBURY, ONT.

ANNUAL MEETING
Haileybury Horticultural Society
FRIDAY, APRIL 18th
8.00 p.m.
HOTEL HAILEYBURY
ALL MEMBERS ARE REQUESTED TO ATTEND
Herbert Brown, Secretary.

Easter is **Dress Up Time**



Wear a Nylon or Allurcel Blouse with your Spring Suit from the EVELYN SHOPPE

ACCESSORIES complete the ensemble! We have Hand bags in leather, plastic or corde, Bright Scarves, Spring Hats. Top a Pure Silk Print or a Triple Sheer Frock with a Shortie or full-length Coat.

THE Evelyn SHOPPE