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fering from the high cost of coal and the lack of cheap power and transportation facilities. The extension of the railway from Cochrane will make available waterpowers capable of developing more than one hundred thousand horsepower of electric energy. This should lead to the electrification of the T. & N. O., and prove a great boon to the mining, lumbering and pulp and paper industries.

"Some weeks ago Premier Drury was dubious about the advisability of proceeding with the extension at this time. But a visit to North Bay, the degree of unemployment in Northern Ontario, and the persistence of Mae Lang, the member for Cochrane, along with the evidence of a sure return for the investment of \$3,500,000 in building the additional 70 miles of lines, caused him to urge his cabinet to sanction the undertaking.

"The older part of Ontario has not done anything in a big way for our provincial hinterland for a long time. In directing work to proceed on a stretch of railway that will bridge more than one-third of the gap between Cochrane and James Bay, the province is recognizing one of the outstanding needs of the north country and doing something worth while for itself."

That is all very well, Mr. Toronto Star. In the words of a famous old-time comic opera, "It is all very well to dissemble your love, but why did you kick us downstairs?" In other words, why has the greatest need of the North Land,—good roads,—been sidetracked? The proposed North Land highway would do much more to assist the present development and progress of the North Land than two railway extensions to Tin Can wilderness. In addition the cutting of the right-of-way for the proposed highway would give employment in practical and economical way to a much larger number of people than will be possible in the case of the railway extension, and the relief of unemployment in the south is one of the prime reasons given for the early start on the railway extension to Tin Can.

The attitude of most of the people in the North Land at present is, "Well, let us be thankful the Government is willing to do anything. There are, of course, more pressing needs than that extension, but if we cannot have these pressing needs filled as they should be, well, let us take anything we can get."

As a matter of fact, if the Government is committed to the "On-to-Tin Can" extension, the highway project should also be taken up not only to supply a real need of the North Land but also as a practical and economical method of relieving the menace of serious unemployment in the south.

T. & N. O. MINING ENGINEER PICKS VIOLETS IN SEPTEMBER

Mr. A. A. Cole, T. & N. O. Mining Engineer, about a week ago gave the nastiest kind of a jolt to the impression held by some Old Ontario folks that the North Land has "eight months of winter, six weeks of summer and the rest of the year devilishly late in the fall." Mr. Cole picked a nice little bunch of wild violets while on a recent visit to the Porcupine. When the North Land grows spring wild flowers in September, the outdoors of this country need take no back talk from the supposedly sunny south.

HOLTYREX GOLD MINES TO DO DIAMOND DRILLING

It is understood that the Holtrex Gold Mines, Limited, is planning to do considerable diamond drilling at an early date. The Holtrex's name is made up of the "Hol" of Hollinger, the "tyre" of McIntyre, and the "x" to stand for extension. The property joins the McIntyre on the north east, and according to a recent letter from the Holtrex Co. about 3500 feet of the Hollinger-McIntyre ore zone will run across the Holtrex. Development work, according to the same letter, has been done on the Holtrex on the surface and by a shaft sunk to 55 feet. "It shows up this remarkable Hollinger-McIntyre zone that runs across Holtrex as well as the ore that assays gold," says this letter.

Holtrex Gold Mines, Limited, is incorporated and organized under the laws of Ontario. Its capitalization is three million shares of a par value of one dollar. Of this amount a million and a half shares are in the treasury. The directors include Mr. A. J. Young, who made a success of the Northern Customs Concentrator at Cobalt; and E. W. Dawson, a well-known Montreal financier.

The Holtrex Mines have the claims formerly known as the Newton and Montgomery claims in the north half of lot 8, concession 3, Tisdale. The Holtrex favour early diamond drilling because they consider that the easiest method to locate ore bodies. In the letter sent to a shareholder in town, the Holtrex people express great confidence and faith in the property and its ultimate success.

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Notice to Liberal-Conservatives

TAKE NOTICE that a convention of the Liberal-Conservative Party will be held on Thursday, the 6th day of October, 1921, at the hour of one o'clock, at Englehart [Orange Hall] for the purpose of selection of a candidate to contest the Riding in the coming Election; the election of officers and organization for the coming election.

Local organizations throughout the Riding are requested to select their representatives and be represented at the meeting.

Ladies are especially invited to be present.

E. F. ARMSTRONG, President
 GEORGE MITCHELL, Secretary

God Save The King

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What Does The Word "Mutual" Mean?

ANY company that issues profit-bearing policies is said by some writers to be mutual, because a part of the surplus is returned to the policyholders. These companies are really "mixed" companies—partly stock and partly mutual. Shareholders absorb some of the profits, though the major portion goes to the policyholders.

Distinct from such companies is the purely mutual organization. A purely mutual company has no shareholders and is managed as a strictly co-operative concern. Every dollar of the assets belongs to the policyholder. Every dollar of the surplus is returned to the policyholder.

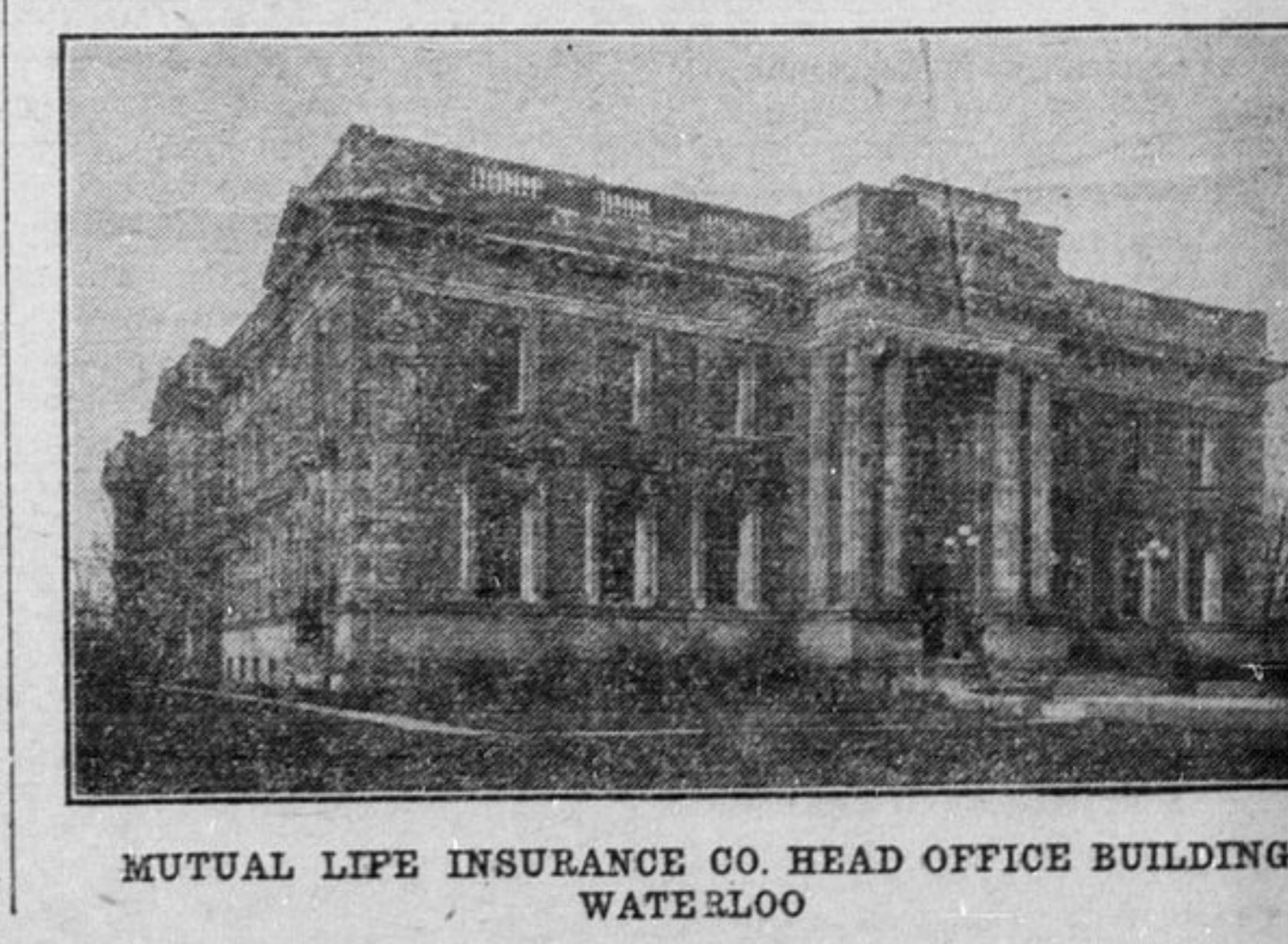
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SOUND THE LOUD TIMBREL! WE'RE 'ON-TO-THE-TIN-CAN!'

Respecting the announcement of the Ontario Government that an immediate start is to be made in cutting the right of way for the T. & N. O. extension from Cochrane to Tin Can Portage some 70 miles further north, The Toronto Daily Star editorially unburdens itself in the following collection of words, sentences and paragraphs:—

"Northern Ontario is to be congratulated on the decision of the Drury government to extend the Temiskaming & Northern Ontario Railway northward from Cochrane to Smoky Falls, (—this should be Tin Can Portage—) a distance of seventy miles. The prospects for the financial success of the extension are brighter than those that in the first place led to the building of the line from North Bay

as a colonization road. "It may be argued that the T. & N. O. has not been a conspicuous financial success. It has not paid big dividends over the period of its operation, but taking the last three years as a whole it has done well, and the developments for which it has been responsible have brought many times the cost of the line in wealth to the province. "The whole of New Ontario is suf-

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