

It is understood that "Spark Plug" Reiss, the big defence man of the Timmins team last season, will play this coming season with the Kitchener Hockey team. Jerry Lowry, last season with the Iroquois Falls Juniors, will also play at Kitchener for the 1923-1924 season as one of the Senior team there.

Chief of Police M. Greer and family returned last week from their visit to their old home in the east. Mrs. Greer who underwent an operation while in Ottawa, is making good progress to recovery but is still weak and it will be several weeks before she is back to usual health and strength.

T. & N. O. RAILWAY LINKING UP NEW AND OLD ONTARIO

"Like a Giant Feeder the Rail is Reaching Out to Newly-Opened Land," Says Hamilton Spectator

It has become almost a proverb how little information about the North Land is published in Southern Ontario newspapers and how much of misinformation and misunderstanding. Sometimes it looks to Northern eyes as if the folks in the South did not know or care. It must be confessed that a large body of this misinformation about the North comes from the North itself. But it comes from men who stray in here and are overwhelmed with the desire to "boost," as they call it, for no other grounded reasons than an overweening conceit in their own abilities, and the thoughtless hope of making easy money through the fattening of one type or another of the wild cat family. They know nothing of the North Land, yet they assure the world they know it all. Sometimes they are able to do the North Land far more harm than their abilities warrant.

The North Land needs publicity, but it does not need the "wild-cat" type nor the unintelligent and uninformed species. For years past the established newspapers of the North Land have been "boosting" the North in the only ways that helpful "boosting" may be done,—by telling the truth about the country, its resources and possibilities, and by eternally battling for the welfare and progress of the country. Every once in a while some outside outfit comes along with a scheme to "boost" the North. These schemes nearly always involve the idea of the towns and people spending \$10,000 or \$500, or whatever you think the traffic will stand. It is safe to say that looking backward it would be a bold man who would affirm that any single one of these many costly schemes over did the North Land a mite of good. Many have done harm by giving false impressions of this country and its people, just as the West was similarly injured and misrepresented, to its final injury, by the erratic and misguided "booming" it received at the hands of slick-coming and smooth-

going fellows. Modesty is a forgotten art in this age, so it might just as well be admitted here and now that the established North Land newspapers have given the outside world a reflection of the spirit of the people of the North. By the daily or weekly or semi-weekly review of the happenings of the various towns the newspapers have given striking evidence of the struggles as well as the progress of the North. They have voiced the needs of the North and the hopes of the North. In brief, by serving their readers they have served their section of country and indirectly served the whole province.

Outside newspapers could similarly serve their readers, the Province and incidentally the North Land, by following the plan of The Hamilton Spectator. In a recent issue of The Hamilton Spectator, front page space is given to two illustrated articles in connection with the North Land. These articles are accurate, thoughtful, thorough, and written in strikingly interesting way. Undoubtedly the readers of the fine old Spectator would greatly enjoy reading these articles. From them they would receive much interesting information in very readable and attractive form. One of these comprehensive articles deals with the T. & N.O. Railway and incidentally with the North Land. The other deals with the North Land, and incidentally with the T. & N.O. Pictures are shown of the T. & N.O. Railway Commission, of Rocco Rotundo's team of tame moose, and of the "flying" sleigh of Oderick Perron of Temagami. There is also a large map showing the railway line, with the various towns and other places of interest marked, and the projected line to James Bay indicated. The one article is by Mr. Otto Thorming, editor of The Northland Post, of Cochrane, an old-time resident of the North Land who puts his heart into true "boosting" of his part of the North. The other article is by a staff writer, who has gathered an immense amount of interesting information and written it in capable way. These special articles in The Spectator deserve the widest circulation. Ontario's hopes are largely centered in the wealth and resources of its great North Land, and the greater knowledge and appreciation these may be of the North the brighter the promise for the advancement and development not only of the North itself, but of all Ontario.

A few brief extracts from the special articles in The Spectator are given herewith:—

"Few enterprises have had a more romantic history than that of the T. & N.O. railway. Constructed as a colonization line, it led to the discovery of silver and gold mines, which have proved some of the largest producers in the world. The extension of the line to James Bay will undoubtedly add to these finds. But it is not alone on account of the discovery of precious metals in such lavish profusion that these lands are famous. The great clay belt promises to rival the richest agricultural land of the Dominion, and the forest resources are most important. For the sportsman and tourist these northern areas offer unrivaled opportunities, of the most varied character; while for the settler every amenity

of civilization is available. Under the present commission, of which Geo. W. Lee is chairman and Col. John I. McLaren, of this city, and L. T. Martin are members, great extensions have been carried out, and with the completion of the line to James Bay a work of superlative national importance will have been consummated." "The year 1920 saw the appointment of George W. Lee as acting chairman, and on January 6, 1921, he was appointed chairman of the road under order-in-council. Under his administration the road made exceptional advances in all lines of endeavor, and the extension of the road from Cochrane to James Bay received the endorsement and approval of the government. The completed construction and operation of this 175-mile extension will be an accomplished fact within the next two years, and what this will mean to the business of the province is difficult of immediate comprehension, for the possibilities of the territory opened up are too large to be foreseen at the present time."

"At present the commission is constructing a branch line from Swastika to serve the mining and other interests of Kirkland Lake and Larder Lake, and it is anticipated that the practical completion within the present year will give an added impetus to this rich mineral section of Northern Ontario, second only in importance to the Porcupine gold fields in magnitude and output."

"To properly understand the possibilities of Northern Ontario's mineral lands, served by the T. & N.O. railway, as now operated and under active construction, it is only necessary to record that the gold production in 1922 was approximately twenty-one million dollars, and silver \$7,500,000. The discovery of Cobalt in 1903 brought hundreds of prospectors into northeastern Ontario. From that year up to 1918 important gold areas were found annually. They are as follows: Abitibi and Larder Lake, 1908; Munroe and Porcupine, 1909; Swastika, 1910; West Shining Tree, 1911; Kirkland Lake, 1912; Boston Creek, 1914, and Bourke's, 1918. In addition, many gold discoveries have been made in other townships. Porcupine is by far the greatest producer, and Kirkland Lake next in importance. Ontario now leads the other provinces of Canada, and every state in the United States, California excepted, in gold production, the present yield being 75 per cent. of the total of the whole Dominion. The silver production up to 1922, inclusive, put the total for Northern Ontario over \$200,000,000, and the gold production \$104,000,000. Cobalt's production began in 1904 with an output of \$208,000,000, and dividends paid in 1922 of \$94,013,820. Porcupine since 1910 has produced \$96,000,000, with dividends of \$27,940,991, and Kirkland Lake since 1912 approximately \$8,000,000, with dividends of \$1,491,125; and both areas have several properties approaching the producing stage within the present year.

Gold is so widespread, and the output so substantial and rapidly increasing, that Ontario might fittingly be called the "Golden Province." During the period under consideration, the railway has carried approximately nine million passengers with-

out serious accident or loss of life, and the freight tonnage has exceeded 13,000,000 tons.

The accumulative gross earnings approximate \$36,000,000, with a return to the provincial treasury of over \$6,000,000.

The first all-steel passenger train equipment in Canada was inaugurated and operated over the lines of the commission in 1914, and the highest standard of service has been maintained throughout, from the superb transcontinental train between Montreal and Winnipeg and west, via Cochrane, to the branch line accommodation trains.

"There will doubtless be further discoveries in the near future to add to the wealth and prosperity of the nation. The vast potentialities of the region reaching from Cochrane to James Bay, now under survey and construction, will undoubtedly complete an added history to the railway that was originally conceived and undertaken as a colonization road, and which has in a comparatively short period developed into an important part of a great transcontinental system, serving the country from ocean to ocean."

"There is every reason to expect that in due time the vast region served by the Timiskaming & Northern Ontario Railway will be the home of thousands of those people who have the necessary qualities of the pioneer and nation builder, which qualities have marked all the races that have played their part in the upbuilding of the Canadian empire."

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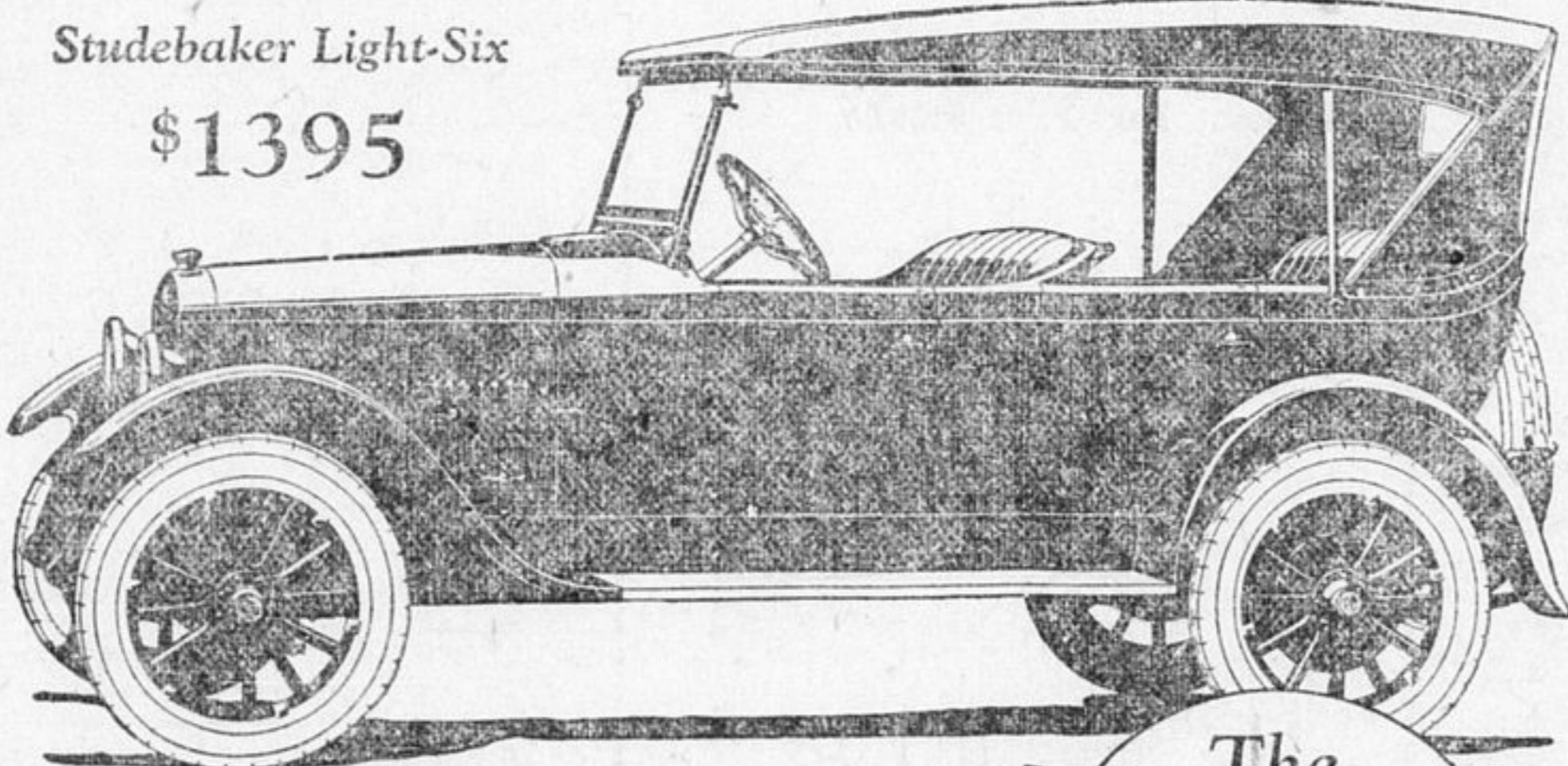
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