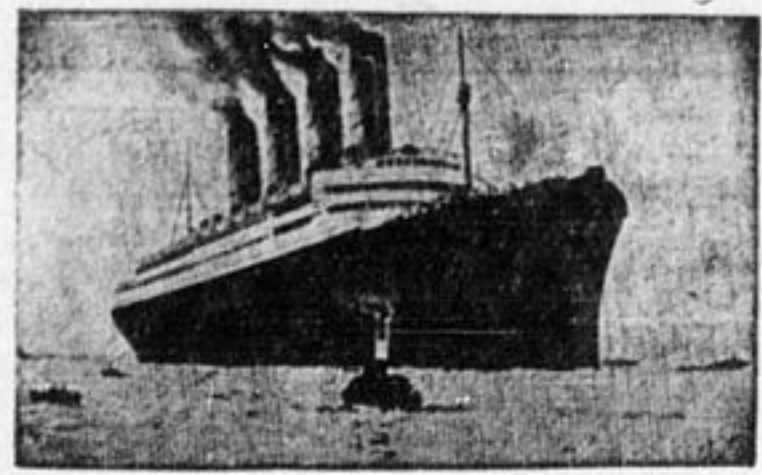


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**TWO AIRSHIPS TO OPERATE
THIS WINTER TO ROUYN**

The following is from last week's issue of The Haileyburian:—
"The Laurentide Air Service Limited will have two machines operating on the route between Larder Lake and Rouyn some time this month, according to information given The Haileyburian by Col Williams, who was in Haileybury last week. He stated that the two machines, which are of a different type to those which were operating here during the summer, would be flown from Montreal some time between December 15th and 20th, and that the service would start immediately on their arrival at Larder Lake, where a large hangar is now under construction.
"The planes which will be used are a later model than those operating during the summer and are equipped with runners and wheels. They have a small cabin which is heated from the exhaust and is kept quite comfortable.
"The route from Larder to Rouyn is approximately 40 miles, Col. Williams states, and the machines will cover the distance in from 20 to 25 minutes. The fare will be considerably lower than that charged from Haileybury during the summer, as only about half the time will be required to make the trip.
"Jos. Isherwood, of Haileybury, is in charge of the construction of the hangar, which will be completed this week. The Company intends to inaugurate similar services at different points through the North Country, where the traffic warrants it.
"Col. Williams said that if the lake is frozen over sufficiently when the machines are being brought up, they will land here on their way, to "let you have a look at them," was the way he put it."

"It is the best business old Ontario can ever do to see that the development of this part of the province is along sound lines," he declared. "The mining laws of the north lead those of all the world."
Dealing with gold mining, Hon. Mr. McCrea reminded his hearers that the rock formation in northern Ontario was pre-Cambrian, the same as in the Rand and South America, where gold mines go down six and seven thousand feet. The depth of the Hollinger is now 1,500. Every hundred feet is considered worth \$15,000,000. Mr. McCrea quoted the Duke of Devonshire as saying that the mining future of northern Ontario is to be computed in centuries.

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**MINERAL PRODUCTION TO
BE \$75,000,000 THIS YEAR**

Gold Production for Province Will
be About Twenty-five Million
Dollars.

Hon. Chas. McCrea, Minister of Mines for Ontario, in an address before the Empire Club at Toronto last week, said that he expects that the mines of the province will produce between \$74,000,000 and \$75,000,000 this year. The gold production alone will be about \$25,000,000. He anticipates that between \$55,000,000 and \$60,000,000 of this will return in the form of wages, equipment, etc., and that about \$12,000,000 will find its way into the hands of the agriculturists of the province.

Men of vision can see what the future of the mining industry in Ontario will be and he hoped when the Government asks for money to extend railways and roads that the people will bear this in mind.
"It is the best business old Ontario can ever do to see that the development of this part of the province is along sound lines," he declared. "The mining laws of the north lead those of all the world."
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**CROSSCUTTING AT THE
UNITED MINERAL LANDS**

Operations at United Mineral Lands Mine consist of drifting and some crosscutting and drill testing at two levels. Drifts on both levels are driving east, that in the 1st level at 120 feet depth, along the hanging wall, the drift on the 2nd level along the foot wall at 240 feet depth. Their objectives are a point a short distance beyond a small stream, known as Porcupine Creek, where samples taken from the outcrop showed splendid values. This point is still some distance from the present faces, although the face of the first drift is now about under the bed of the creek.

**THINKS PROPOSED C.P.R.
LINE MAY BE PROPAGANDA**

In an editorial article last week The North Bay Nugget suggests that the story coming from Quebec relative to the building of a new transcontinental line by the C.P.R. may be simply propaganda to hurry the T. & N.O. Railway to build to Rouyn. Why such propaganda should originate in Montreal will puzzle most people. There may be truth in the idea that the story is simply propaganda, but evidently, if this is true, there is some other purpose in view than the hurrying of the T. & N.O. However, all interested in the matter may read for themselves what the North Bay newspaper has to say:—
"Announcement comes from Quebec of a plan for another transcontinental route for the Canadian Pacific Railway. It is frankly "rumor" but is supposed to emanate from authentic sources.
"The route suggested is west from Quebec City, through the new gold fields of Northwestern Quebec, reaching to Iroquois Falls and Timmins and then keeping on west between the present Transcontinental line of the Canadian National and the main route of the Canadian Pacific. The interests behind the move are said to be closely connected with the Canadian Pacific."
"Whether or not the government will grant permission for another transcontinental line is a question. Canada really has enough trunk railways. Possibly some branch lines are needed but until the network of private lines that had to be taken over by the government under the title of the Canadian National can be made to pay, there should be no more trunk lines allowed.
"However, the Quebec rumor can be greatly discounted when it is understood that Montreal interests are working "tooth and nail" to get railroad service into Rouyn and it is understood on excellent authority that none of the present railways are in any frantic hurry to extend their lines into the new field until its value has been proven.
"The Quebec story looks a lot like the propaganda that is being put out by interested parties to force the T. & N.O. into scrambling for Rouyn. If Rouyn shows traffic warranting a railway, there is little doubt that one will be built."

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