

NAVIGABLE WATERS PROTECTION ACT.

R.S.C., Chapter 115.

DOUBLE DIAMOND LUMBER COMPANY, LIMITED, whose Head Office is at the Town of Timmins, in the District of Cochrane, hereby gives notice that it has under Section 7 of the said Act deposited with the Minister of Public Works at Ottawa and in the Office of Land Titles for the District of Cochrane at Haileybury a description of the site and the plans of a log pond or log ponds proposed to be located in the Mattagami River in front of the following lands:—

1. Lot Number Seven (7) in the First Concession of the Township of Mountjoy.
2. Lot Number Eight (8) in the First Concession of the Township of Mountjoy.
3. Lot Number Nine (9) in the First Concession of the Township of Mountjoy.
4. The timber limits of the Double Diamond Lumber Company, Limited in the Township of Ogden.

AND TAKE NOTICE that after the expiration of one month from the date of the first publication of this notice Double Diamond Lumber Company, Limited, will under section 7 of the said Act apply to the Minister of Public Works at his office in the City of Ottawa for approval of the said site and plans and for leave to construct the said log pond or log ponds.

DATED at Timmins, Ontario, this 28th day of April 1925.

Double Diamond Lumber Co., Ltd.
by D. W. O'Sullivan,
-17-20. Their Solicitor.

May Build Railway Through Matachewan and Shiningtree

Prospects Said to be Bright for Extension of Rouyn-Swastika Line Westward and Looping Down Through Gowganda and Shiningtree to Connect With Elk Lake Branch.

A gentleman with a very wide knowledge of the North Land and a great interest in its development urged upon The Advance the desirability of persuading the Government to extend the Rouyn-Swastika line of the T. & N.O. Railway westward. He pointed out that this could be conveniently and economically done on account of the supplies and materials on the ground on the Quebec side. These materials and supplies could easily be transferred for use on the proposed extension westward. Such an extension westward would open up a very desirable section of country, both mining and lumbering. There were several proven properties on the proposed route, so that tonnage for the new line would be assured at the very start. The stopping of work on the extension planned into Rouyn has complicated the unemployment situation. To build the proposed line westward from Swastika would create employment and also tend to foster interest and confidence in the North Land generally.

"The possibilities of the Rouyn-Swastika Railway extending westward through Matachewan and looping down through Gowganda and Shiningtree to connect with the Elk Lake Branch were never brighter than at this time," said this gentleman. "This Government," he continued, "may have a survey party as well as a geological party in the field south of Timmins, and this will undoubtedly lend itself to the greater interest of the C.N.R. extending east to tap Timmins in the near future, as with the development of the district to the south greater interest will be taken in the matter of transportation in this portion of the Province."

The gentleman referred to was of the opinion that the appropriation that was to be used for the Rouyn Branch was voted simply for "extensions to the T. & N.O. railway." If this is correct, and the appropriation was not earmarked for Rouyn, it could easily be transferred to other branches or extensions, and supplies and materials could be easily turned to other works. This would simplify

matters considerably. There is no doubt a general desire in the North Land for relief from possible unemployment this summer. Railway extensions would provide this relief. All through the North last winter there was an influx of unemployed from the South and East. Had there been an influx of capital this Spring there would have been an opening of new properties with a consequent plenitude of employment. Money however, is not flowing into the North, despite the wonderful chances assuredly offered here in mining opportunities. Unless there is a change the North's prosperity will be affected by the large numbers that have flocked here looking for work. Under the conditions, the building of needed railway lines in the North would be the best of good policy.

Whether the extension of the Rouyn Swastika line westward is the most pressing railway need, or not, may be open to question. There are advocates for a line from Swastika to connect up with the C.N.R. near Sudbury, and serve the Matachewan and other fields. The line proposed by the visitor last week appears preferable to this. However, the line The Advance would like to see built is one connecting Timmins and Sudbury. Such a line was surveyed by Mackenzie and Mann and would no doubt have been built years ago but for the War and its disturbances. Such a line would open up a country of wonderful promise. It would tap rich mining area and good lumbering and agricultural land. It would knock off five hours of time in the journey south from this part of the North Land. It would mean immense saving in transportation cost. Eventually, it will have to be built. Why not now?

In any case it would appear that if the T. & N.O. has appropriations for new branches or extensions, work should be proceeded with at once for the general good of the country.

MR. J. BROUGH SELLS HIS BLACKSMITH BUSINESS

Last week Mr. James Brough, who has conducted a blacksmith business on Cedar street for several years past, and who is one of the popular old-timers of the North, sold the stock and trade of the business to Messrs. Blough and Arnold. Mr. Brough has not yet decided on what he will do in the future, but all will hope that the business change will not mean the loss to Timmins of this good citizen.

HOLLINGER TAKES THE LANCERS INTO CAMP 3 TO 1

On Thursday evening last the Hollinger took the Lancashire Roses into Camp and defeated them by a score of 3 to 1.

The teams were as follows:—
Hollinger—Larmer, goal; Roberts and Hetherington, backs; Stephenson, Anderson and Short, half-backs; Landers, Satrang, Petterson, Dedrickson and Dunbar, forwards.

Lancashire—F. K. Jackson, goal; F. Jackson and Phizacklea, backs; Corless, Moore and Rigby, half-backs; Bijion, Wright, Hodgeson, Wilkinson and Trenouth, forwards.

The Lancashire team made a change in their line-up and played much better football than on their previous match here and during the first 20 minutes played a sound defensive game and broke up the Holly combination repeatedly.

The first goal came through Phizacklea heading in his own goal from a wing pass. The Hollinger's other two came in quick succession when Anderson sent in a pass for Satrang to head in; the other was a Petterson-Satrang combination, there being only 7 minutes between the first goal and the last. The Roses again settled down and started to press but could not get through the Holly defense and half time arrived with no further score.

The second half started with more midfield play neither team getting very dangerous. The Roses pressed on several occasions, but were stopped by the Holly backs before getting a chance for a good shot. The match was getting on when the Roses got a throw-in near the goal. The ball came over to Moore who had a clean shot and put in a high one, which Larmer failed to reach. This goal is the first goal this season for the club who are now out to increase their goals.
Mr. Tomlinson, referee.

NEW AIR SERVICE NOW OPERATING TO ROUYN

In the last issue of The Haileyburian there is the following reference to the new air service to Rouyn:—

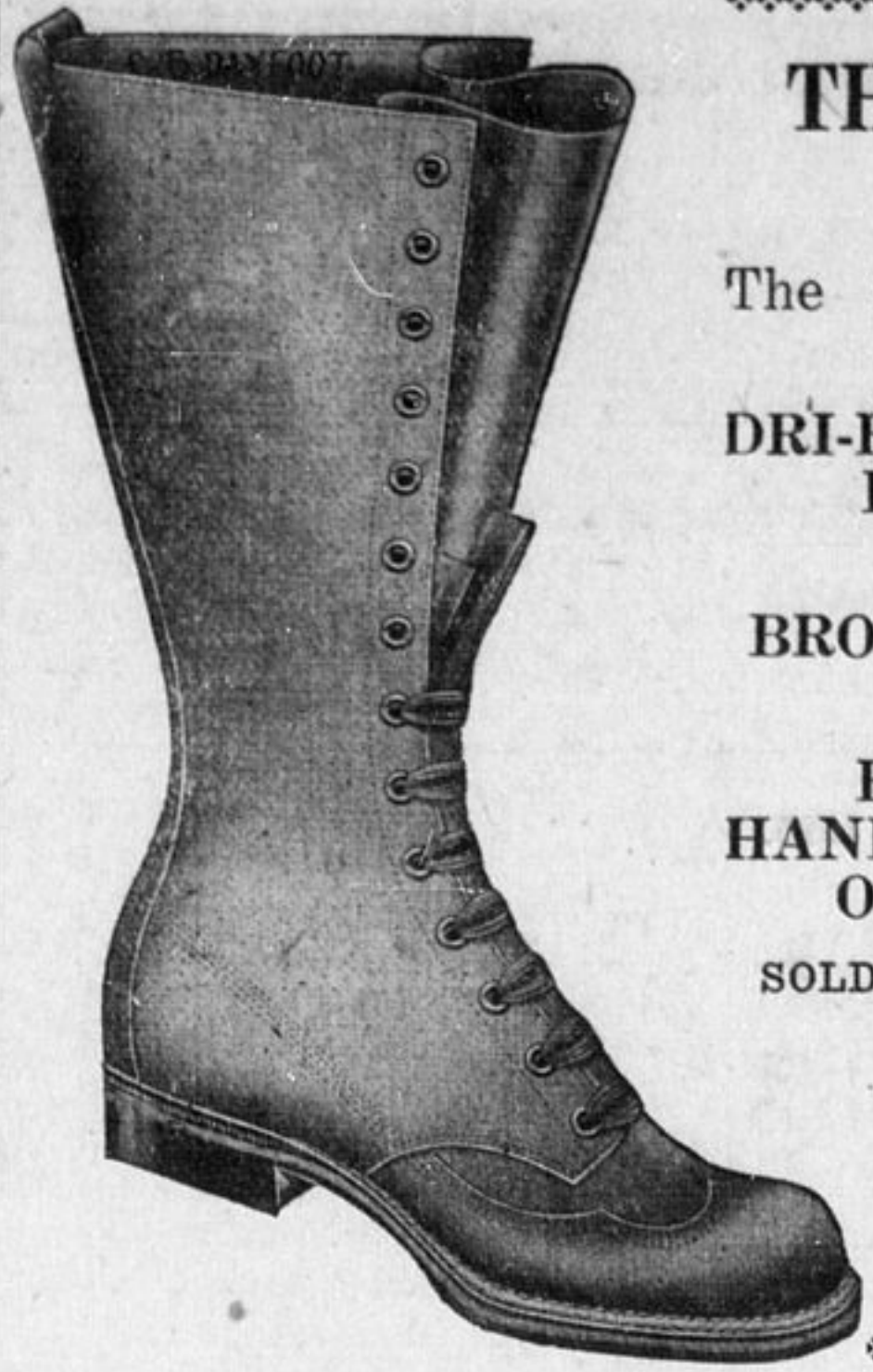
"The Northern Air Service Limited with headquarters at Haileybury, has commenced active operations for the season. Mr. B. W. Broatch, who was here last year in charge of the Laurentide Company's operations, is at the head of the new company with Doug. Briden, the company having been organized by them last winter. Mr. Broatch arrived in Haileybury on Sunday with the first ship of what is intended to be a fleet large enough to take care of all traffic in various parts of the district. He flew here from Three Rivers, Que., covering the distance in six hours' flying time. Two stops were made on the way at Montreal and Ottawa. The machine is styled HS2L flying boat and has a capacity of five passengers and 1100 pounds of freight. The fare from Haileybury to Rouyn or Lake Fortune, single, is \$50, each passenger being allowed 25 pounds of baggage. Excess baggage will be carried at the rate of twenty cents per pound. The freight rates are graduated according to the amount, from 20c per pound for less than 100 pounds, 12c per pound for over 1,000 pounds, with a minimum charge of \$1.50. In addition to the regular trips, others can be arranged for at the rate of \$100 per hour. The company has applied for a contract for carrying mail. Mr. Broatch is piloting the airship himself and has J. J. Finnegan, who was also here last summer with the Laurentide Company, as engineer."

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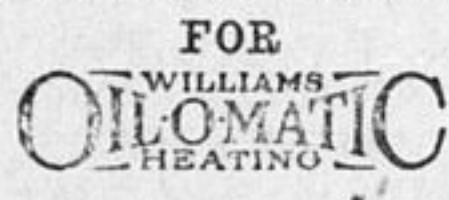
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