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## Coal Known Along Mattagami River Sixteen Years Ago

Number of Exploring Parties Went North of Cochrane to Coal Fields in 1910. Failure to Build Railway Resulted in the Claims Being Dropped at That Time. Present Government Will Extend Railway if Conditions Warrant.

It is no idle saying that there is nothing new under the sun. A daily newspaper the other day dug up the fact that bobbed hair was popular fully three hundred years ago. Many people have been thinking that we had at least two new things these days—bobbed hair, and coal along the Mattagami. Coal along the Mattagami river, north of Cochrane is old, too. The Cochrane Post has found in the files of The Northland, the first paper published in Cochrane that the coal discoveries occurred first as early as 1910. Under date of June 3rd, 1910, The Northland said:—

"Since the opening up of navigation, the reported coal fields along the Mattagami river, northwest of Cochrane, have been visited by a number of exploring parties, and the reports coming out are very encouraging. R. E. Burrows, who took a party in for a New Liskeard syndicate, has just returned with excellent samples of cannel coal and staked ten claims adjoining the T. & N. O. Railway Commission claims. The members of the syndicate are highly elated over the success of the expedition and the samples of coal, which indicates the so-called lignite deposits, covers the real article so much sought after. R. Horschitz, of Pittsburg, Pa., has staked four claims for an American syndicate and brought out samples of cannel coal bearing evidence of petroleum. R. J. Flaherty is prospecting with a party in the Mattagami district for the United States Steel Company, and prospectors who have met Flaherty state that he is very much pleased with the showings, and claims to have discovered large deposits of coal, iron and salt. The Mattagami Coal Mining Company, comprised of North Bay business men, have eight coal claims and are very optimistic as to results. Foster Shields, of Sudbury, representing a syndicate having coal and iron claims in the new district, left for the north last week to arrange for active mining operations. This syndicate claims to have stripped iron deposits showing an almost unlimited tonnage of the metal. Oil prospects are very encouraging, as along the banks of the Mattagami river has been found a dark greasy substance flowing into the river which floats on the surface and has every indication of being petroleum. There is a splendid water power on the Mattagami, with a fall 150 feet high, while there is an expanse of river just above of 1,200 feet. The fine samples of coal brought out have caused considerable excitement among mining men, and it is confidently expected that large coal deposits will be uncovered of great commercial value in the Mattagami district, besides iron and oil."

Commenting on this article written in 1910, The Cochrane Post says:—

"Of course, in those days, as it is now, the T. & N. O. Commission held out the hope that the railway would be extended; but when such hope was deferred beyond reasonable measure, the parties interested in the find—the first claim holders—finally gave up hope of being able to do anything with their claims. It was as evident then as it is now that, if the find would turn out commercially to the great benefit of the whole province, unless transportation facilities were provided the finds would be useless. A year later, the first definite ray of

hope lit up the horizon in the declaration of the then chairman of the T. & N. O. Commission, the late Mr. J. L. Englehart, that a survey party would be sent out locating the road of the extension from Cochrane. However, one year after another passed without definite steps of construction being undertaken. First the Porcupine discoveries took up all interest in expansion, after that other gold fields along the main line came along, and finally the disastrous year of 1914 came along and with the exigencies of war killed any such project as extension of railways into new fields, no matter how promising. The parties who held the coal claims until that time, most of them having already dropped out, became totally discouraged; and so, finally, with the change in the then more or less transient population here, the fact of definite discoveries became forgotten, and finally only survived as rumours. One after another of the prospectors who have gone over the ground since then hinted at coal deposits, until some four years ago, after the extension of the T. & N. O. from Cochrane was at last taken up, a Montreal syndicate sent a party north to restake some of the old claims, only to have the party called back when it became evident that the extension would stop at the spruce tree at mileage 68. However, others, fired by the knowledge by now more or less acquired, kept on, with the result of the present rediscovery which has set the mining world agog. More money is now being put in, with undoubtedly good results, but the development can only reach a certain point unless transportation facilities are provided; and the question now is: will the Government encourage the coal mining north by immediately extending the T. & N. O. from its present terminus at nowhere, or will the new discoveries again be sent into oblivion?"

Commenting on the above The Advance would like to say this: that this newspaper is certain that the T. & N. O. will be very ready indeed to extend the line, provided it is shown that there is call and demand for such extension. Premier Ferguson may be depended upon to assist and support the T. & N. O. Railway Commission in any move that is made for the advantage of the North, because Premier Ferguson is very sincerely in-

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interested in this North, and because he knows that the advantage of the North is the benefit of the whole Province. The development of a coal industry in this North Land would be the greatest advance ever made by the North and by all Ontario. Premier Ferguson, the T. & N. O. and all others interested in the North are quite well aware of all this. Just show them that there is a coal field in this North, and there will be no lack of railway facilities. In other words show the world that there is actually coal to be taken out, and the railway will show the world how coal is taken out by a progressive railway. Here's hoping!

### FIERCE BATTLES WITH WILD BEASTS IN PICTURE

The spectacular sports of Nero, despotic ruler of Rome in the middle of the First Century, are vividly portrayed in First National's new gigantic pieturization of the Sienkiewicz novel "Quo Vadis" shown at the Old Empire Theatre, June 30th and July 1st.

It was the favorite sport of Nero to pit gladiators against infuriated animals and watch the deadly sport. His imbecile depravity reached its climax in the story of "Quo Vadis," at which time he ordered strapped to the back of a wild bull, Lygia, the Christian, to watch her torn to pieces.

She would have been rent asunder had it not been for the giant Ursus, Lygia's protector, who entered the vast arena, grasped the wild bull by the horns, brought the animal to the ground, broke its neck, saved the young woman and earned the plaudits of the crowd. Other thrilling scenes feature this presentation of "Quo Vadis," next week at the Old Empire.

Remember the steam kettle: It is usually up to its neck in hot water, but it continues to sing.

### HARRIS ABATTOIR OFFICE RANSACKED LAST WEEK

A thief or thieves gained entry into the Harris Abattoir warehouse building here last week, the profit on the transaction being \$14.00 while the firm lost the \$14.00 aforesaid, as well as a pane of glass smashed to gain entry to the building. The police are working on the case.

### FIRST DRILLS WENT INTO RED LAKE DISTRICT IN 1914

Prospectors coming out from Red Lake report the discovery of a pile of steel drill rods on the east shore of Pagwash Lake. These rods were left behind by the first diamond drill outfit to visit the Red Lake area. That was in 1914, and at that time Mr. J. W. Reed, of Timmins, was connected with the firm of Smith & Durkee, who were the diamond drill contractors going into Red Lake at that time. The activity in mining matters in the Red Lake area in 1914 did not last long. This, of course, was not due to any fault with the territory but rather to war conditions and other circumstances. The discoveries in the Pagwash district in 1914 were made by an old-time prospector well known throughout the North, Tim Crawley, by name. He was enthusiastic about his discovery of iron ore at the time, but they said then that that was the way with all prospectors—they thought they had the world by the tail when it might only be a "cat." After a little work on the Crawley claims, money apparently ran out and there was not any very extensive development carried out. Whether there is iron or not in paying quantities in the Pagwash Lake area still remains to be proven. The diamond drills were taken out again in 1914, according to the old-timers, but the rods were left behind, probably because it was about as cheap to buy new rods as pay the cost of freighting by trail and rail and canoe route.

### T.&N.O. RAILWAY SHOWS THOUGHT FOR THE PUBLIC

In its last issue The Northern News comments on the little attention usually paid to the recommendations made by coroner's juries. It admits, however, that one jury's suggestion was not only accepted but it was also acted upon with very commendable promptitude. This was the recommendation that a "whistle post" be erected just north of the Cobalt station. The recommendation was made by the jurors who investigated the accident on the tracks some weeks ago. All northbound trains now signal vigorously as they approach the depot. The T.&N.O. always show the keenest desire to serve the public interest and safeguard the people's life and property. Any reasonable suggestion for improvement, or advantage is sure to have very careful attention from the present T.&N.O. Commission.

Gillies Bros. camp near Latchford was completely destroyed by fire some days ago. The loss included next season's supply of hay, oats, etc.

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