

# Falling Meteor Reported As Hitting Near Matheson

Thought of First to be a Burning Airship, but Later Agreed to be a Meteor. Was Seen by People at New Liskeard, Cobalt, Kirkland Lake and Matheson.

On Monday evening of last week several reliable and responsible citizens of the North Land noted a ball of fire travelling through the sky at a tremendous velocity. This ball of fire was seen at Kirkland Lake, New Liskeard, Cobalt, and Matheson, while also from Bourke's, Dane, Ramore and other places in the North Land there comes the story of the falling meteor. At first there was a disposition to believe that the falling mass of fire was a burning plane, and accordingly there was considerable

anxiety. Although to most of those watching the strange occurrence, the burning mass seemed relatively near, there was no way of judging just where it fell. What seems to have impressed most of those watching it was the speed with which it came down. Further, it did not appear to fall straight down, but rather seemed to be travelling at a tangent. It was this fact that first upset the original theory that the ball of fire striking down towards the earth was an airship that had taken fire. Another reason for discarding the airship theory was the fact that enquiry at the Dept. of Lands and Forests in Toronto indicated that there were no airships missing in that service. There were also no other airplanes known at the present time to be operating in the North, except those that could be accounted for. The airship theory falling down the explanation centred, as many had expected, in the belief that the falling mass of fire was a meteor. An engineer took the bearings of the meteor as it fell and this information may later be used to locate the fallen material whatever it may be. Popular opinion, however, now favours the theory that it could not be other than a meteor. Around Dane, however, the burning airplane belief persisted. In conversation with the North Bay Nugget, C. A. Covey, station agent at Dane, said that several persons had seen the supposed falling plane. C. A. Poynton, a Toronto mining engineer, stated that he had taken a bearing on the flaming mass as it fell and concluded that the spot where it came to earth would be about 20 degrees east of north, as shown on a map of the Kirkland Lake area. When the attention of one Cobalt man was called to the theory of the airplane on fire, he said, "If that was a burning airplane, I'll eat it for you when you find it." He would find the meteor equally indigestible if he tried to consume it as suggested by his words.

Around New Liskeard, where several saw the "mass of fire" in the sky, it is taken for granted that it was a falling meteor. The New Liskeard Speaker gives the following brief reference to it:—"An exceedingly large meteor scintillated across the sky Monday evening, and was seen by several living near New Liskeard. Some saw but the smoky tail disappearing. But apparently very few saw it at all." So far as known, no one in Timmins noted the incident in the sky. So here there is no lining up of opinion on one side or the other, as to whether it was a meteor or a falling airship. It is an odd fact that no one

in Timmins reported seeing the falling "mass of fire" in the sky, as there is never an hour, day or night, that someone is not out on street in this man's town. Rain or shine, storm or calm, light or dark, night or day, is impossible at any time to travel more than a block or so before some person will be seen travelling along on street or sidewalk, by foot or in a vehicle. If anyone were out in Timmins on Monday evening last they should have noted that meteor or burning airplane in the sky, because it was only a few days before that so many people here had seen that pleasing motion picture, "Seventh Heaven," in which the hero is continually giving the advice, "Always Look Up!"

To settle the argument whether it was an airship on fire or a meteor on its way to earth, also in the interests of science, to say nothing of simple curiosity, the proper authorities should secure the engineer's location figures and make a search to find out what it was that went through the sky last week, like a burning airplane to some and like a meteor to others.

### MR. WM. SIXT APPOINTED MANAGER KIRKLAND GOLD

Wm. M. Sixt, who for years has been superintendent of Kirkland Lake Gold Mines, has been appointed manager. J. B. Tyrrell continues as vice-president and managing-director, and Mr. Sixt's appointment was made by the directors a few days ago on his recommendation.

### MINING AT DEPTH DIFFERS IN DIFFERENT LOCALITIES

Last week there was great interest in the report that McIntyre had made a rich strike on the 3875-foot level. The news pleased all, and gave rise to renewed discussion of "deep-mining." There are many who have studied the matter who believe that Porcupine's greatest success will lie in deep-mining. In this connection it is interesting to note what Gibson's Fortnightly Review has to say about deep-mining:—"It wasn't many years ago that the writer attended the annual meeting of McIntyre when Dick Ennis, manager, startled his audience by announcing the decision to sink to 1,000 feet. This was subsequently done. It seemed at the time like McIntyre were going down to the very bowels of the earth. Needless to say McIntyre's shaft was the deepest in the north country at that time. The fact that McIntyre is now down over 4,000 feet and that any number of other companies have passed the 1,000 feet in their sinking without causing much stir, goes to show what a difference a few years make. After all depth in mining, as in everything else, is only relative. At the present time we regard McIntyre's workings down to 4,150 ft. as deep mining. Yet down in South Africa at the Village Deep Mine they are to a depth of 7,630 feet. Compared to this our 1,000 and 2,000 feet deep mines seem shallow. The Village Deep, does not belie its name. Its depth is equal to nine Woolworth Buildings superimposed on top of each other. But the most remarkable thing about this mine is that although working on a comparatively narrow vein, or reef, averaging two feet in width, they are still able to show profits on operation. To illustrate faintly what this means: in the first place no ore is being mined at a lesser depth than 6,000 feet, hoisting is done in four stages, on account of the narrow width of the vein it has to be broken very clean and frequently sorted, the extreme depth calls for extra heavy timbering, and the temperature in the deeper working has to be reduced by fans and ice, 4 tons of which go down below every 24 hours. Some day, some of these problems may confront the managements of our northern mines, but not yet awhile."

It may be all right for a woman to marry in haste and repent at leisure, but a married man has no leisure.—New York American.

# RED ROSE TEA "is good tea"

The Orange Pekoe

is extra good

In clean, bright Aluminum

## SHOULD BUILD HIGHWAY FROM HEARST TO DRYDEN

The Logical and Economical Plan to Link Up the Trans-Canada Highway.

While on a recent visit to Timmins Dr. Doolittle mentioned the plans proposed for the completion of the Trans-Canada highway. On a previous visit Dr. Doolittle had been equally enthusiastic about the highway clear across the Dominion, but in the intervening years much of the project has been completed. There is still a link to connect the West with Ontario. There are two proposed routes proposed. One of these is by the north shore of Lake Superior and the other by connecting Hearst and Dryden. Dr. Doolittle suggested an air survey at once by the Ontario Dept. of Lands and Forests to decide which route is preferable. The matter was discussed at the Timmins Board of Trade last week and opinion there seemed to be unanimous that the Dryden-Hearst connecting link was the practical, logical and economical solution. Similar opinion is held by The New Liskeard Speaker, whose opinions are always well-reasoned and worthy of consideration. The Speaker in discussing the matter in its issue of last week says:—"Now that it is practically decided that Canada is to have a highway from coast to coast the question of routes is being carefully considered. Apparently there are but two feasible schemes open for consideration. The first suggestion was that the Governments of the Province and the Dominion join hands in putting the road through that section of country adjoining the Great Lakes, the route

Why not make—  
100 glasses of beer for \$1.40



**RITE-GOOD**  
COMBINATION MALT EXTRACT WITH HOP FLAVOUR  
It brews good feeling  
Crown Corks Free with each tin

generally following the line of the C. P. R. To many this has, up to the present been accepted as the logical selection. However, the enormous task of building the railway line through that section of rock ridges and ravines, with its scores and scores of bridges was such an expensive undertaking that it would appear to be too great an undertaking for a work which needs more than a bare roadway to make it a success.

"The building of the now known C.N.R. line from Cochrane to Winnipeg has opened up another possible selection. As circumstances connected therewith become better known it is believed that the new proposed route will be of much greater benefit to the country as a whole and at the same time cost but a mere fraction of the amount necessary to build a safe roadway through the Lake Superior country.

"We are led to believe that at the present time the road is practically completed between Cochrane and Hearst. From Hearst to Sioux Lookout the country is without a road and the distance is given to us as about 375 miles. Beyond Hearst a road is now in the course of construction to Dryden. From Dryden west there is said to be a good road to Manitoba and the far West. It will be seen that the completion of the northern proposed route would be a comparatively easy undertaking as compared with the southern proposition with its grades and bridges.

"Again the Northern road would open up a country which is said to contain vast areas of agricultural lands, most of it now carrying immense quantities of pulp, while the best that can be said for the south road would be that it would pass through a country fit for campers only. The North roadway would also provide that privilege and also open up to the tourist a vast territory with lakes teeming with fish.

"The opening of the Ferguson Highway last year joined the North Country to the rest of the Continent and the completion of the road from Hearst to Sioux Lookout would complete the task of linking Eastern and Western Canada.

"The time has now arrived when the people of the Temiskaming and Cochrane Districts, through their representatives, boards of trade, press and other organizations should get busy and convince the Dominion and Provincial Governments of the fact that the most desirable route for the linking up of the Eastern and Western Provinces over Canadian soil is the one as above suggested by the New Liskeard Board of Trade."

The average New Zealander has \$3,371.70. The average American has a \$3,371.70 car.—American Lumberman.

The great problem is that of distribution. One party has the oil, and the other has the troubled waters.—Paterson News.

Average woman's vocabulary is said to be about 500 words. Small inventory, but think of the turnover.—Wall Street Journal.

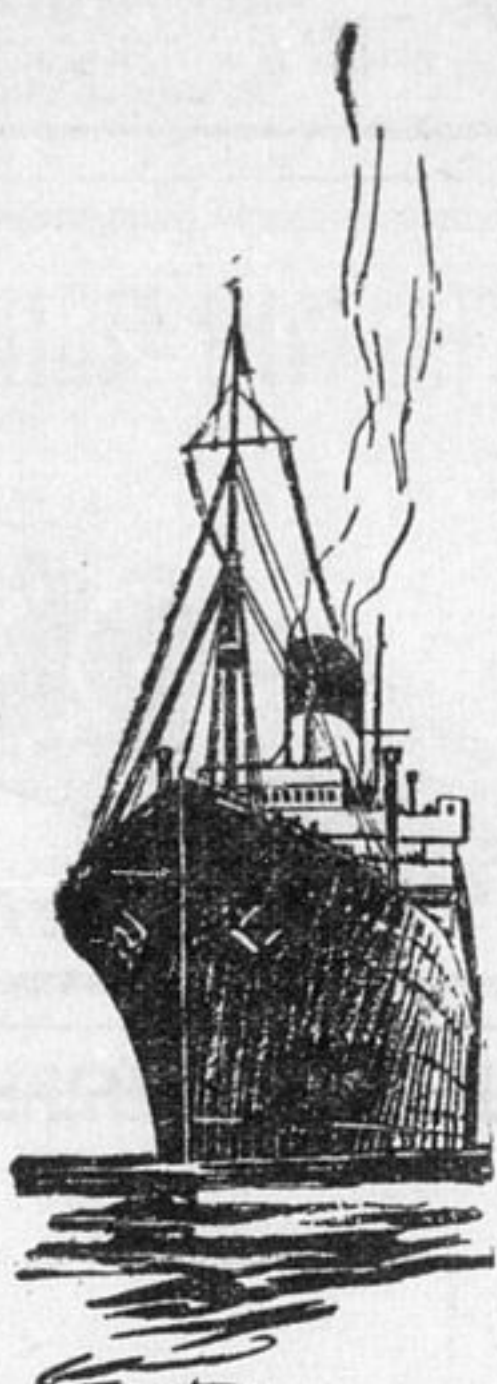
## Something doing... all the time!

THERE is every variety of deck sports and entertainment on the popular "A" boats—something doing all the time to make your voyage to Europe a memorable one.

¶ Their third class passenger accommodation is excellent in every way. You can have two- or four-berth cabins, as you may wish. The meals are well-cooked and served to perfection, with many little luxuries.

¶ Nothing is overlooked that will make for your comfort and convenience.

¶ Always travel by one of these famous ships—



ATHENIA ALAUNIA AURANIA  
ASCANIA ANTONIA  
AUSONIA ANDANIA LETITIA

Rates to British Ports: Round Trip \$155. Third Class. Tourist Third Cabin from \$184.50 return from \$102.50 one way

Weekly sailings from Montreal & Quebec

CANADIAN SERVICE  
**Cunard and Anchor-Donaldson**  
LINES

Information from any Steamship agent or from THE ROBERT REFORM CO., Limited 20 Hospital St., Montreal Offices and branches throughout Canada and U.S.A.

# STUDEBAKER

The Great Independent

## A New Record

for stock cars in its price class

Better than a mile a minute for 5000 miles

The Dictator \$1555 to \$1875

F. O. B. FACTORY

BY traveling 5,000 miles in 4,751 consecutive minutes, the Studebaker Dictator has established a record unequalled by any stock car in the same price class—comparable to the existing world record of 5,000 miles in 4,559 minutes made by the Studebaker Commander last fall.

And not one, but two Dictator Roadsters, fully equipped, each traveled 5,000 miles in less than that number of minutes. The run was made at the Atlantic City Speedway, April 20-23, under the supervision of the Contest Board of the American Automobile Association. Before and after the run, the cars were checked by the Technical Committee and were pronounced strictly stock models.

### CLAIMS vs. FACTS

Automobile advertising is full of extravagant claims of performance. But Studebaker offers you definite FACTS supported by the certificate of the highest motoring authority. Under A. A. A. supervision

The Commander has made a record never approached by any other car on earth (25,000 miles in less than 23,000 minutes). The Erskine and The Dictator have made records unequalled by any other stock cars at or near their prices.

The high quality of materials, the precision workmanship, the rigid inspections and the engineering genius in the Studebaker Dictator are proved not only by its ability to travel 5,000 miles in less than 4,800 consecutive minutes, but also by the fact that any Dictator can be driven 40 miles per hour as soon as it leaves the assembly line at the factory.

Backed by Studebaker's 76-year reputation for quality and value, The Dictator offers champion performance at a low One-Profit price.

### Values in Four Price Fields

President Eight, \$2620 to \$3415; The Commander, \$1950 to \$2265; The Dictator, \$1555 to \$1875; The Erskine Six, \$995 to \$1205. All prices f. o. b. Walkerville. Government taxes to be added.

Timmins Garage Co. Limited  
Timmins, Ont.

Made in Canada

## CAPITALIZE YOURSELF

To the extent that your present value is underwritten by life insurance, this value is made good to your dependents.

Enquire today

THE MANUFACTURERS LIFE INSURANCE COMPANY  
HEAD OFFICE - TORONTO, CANADA  
A. W. LANG  
District Representative, Timmins.