

# Plans for Aero Club Here Explained to Board of Trade

**Mr. D. Briden Shows the Special Interest This Camp Should Have in Commercial Flying. What the Government is Doing to Encourage Flying. Roads, Tourist Camp, Parks and Other Matters Before Board of Trade.**

There was not a large attendance at the Timmins Board of Trade on Thursday last, but many questions of outstanding interest and importance were dealt with. Chief among these was the matter of the proposal and plans to form an aero club in this district, Mr. D. Briden suggesting the importance of such plans to a community like this. Another outstanding matter brought to the attention of the board was the question of parks. Mr. M. Boivin introduced this question, and emphasized the need for parks here. He thought that a town as large and important as Timmins, and with as many women and children, should have ample park space. He referred to the beautiful parks at Kapuskasing and Iroquois Falls and urged that Timmins should not lag behind. Mr. Boivin was informed of the seven lots recently allowed to the town by the Hollinger for use as a children's playground. Mr. Boivin thought this was good, but not enough. He thought the town, the mines, the T. & N. O. and others interested should go in together and make a big part on the other side of the railway, including the cyanide and the little natural lake there, which latter would be fine for bathing purposes. The Board of Trade was not sure that anything as ambitious as this plan should be undertaken at this time, but Mr. Boivin thought at least that efforts should be made to have this property reserved for park purposes. Mr. Boivin thought Timmins and Schumacher could go in together for such a park for the people as he suggested and to make a beauty spot that would favourably impress all visitors coming to the camp.

In reference to the proposed aero club Mr. D. Briden gave a most interesting review of the plans and purposes. The Government, he said, was assisting the formation of aero clubs throughout the Dominion at strategic points, the purpose being to educate the people into the use of commercial flying, to train pilots, etc., and to make the most of the possibilities for practical use of the airplanes. All up-to-date countries recognized the value of the airship to-day for peace purposes. During the war the Porcupine camp had supplied the Royal Air Force with a large number of recruits, and there were enough fliers here to organize an aero club under the Government plan. There had to be ten

with flying service and at least 40 cadets before the aero club could be formed. These requirements could be easily met here. There was no age limit, though of course, medical examination must be passed for those taking part in flights. The Government supplied free two-planes, usually of the Moth type. The local club had to provide the landing place and hangars. Mr. Briden did not think the land machine would be the best for here, but thought a hydroplane type preferable. For such a type the lake at South Porcupine provided an ideal landing place. The hangars would cost about \$4000.00. Mr. Briden thought that if the importance and benefit of the flying facilities here were realized, it might be possible to get the town, township, mines and people all so interested that financing the plans would be possible. He suggested that some of the heads of Canada's air service might visit here and address meetings to fully explain all the details of the plans. The Board of Trade expressed its approval of the aero club for the district and was ready to sponsor a public meeting such as Mr. Briden referred to. Mr. Briden pointed out that several aero clubs are now under way in Canada, and the Board of Trade agreed with him that it would be a fine thing to establish such a club here if it were practical. It was considered that before long air pilots will be in still greater demand. At present there are not enough. The airship is being largely used for transportation in connection with mining operations. Lack of qualified pilots no doubt had held back some mines from adding airships to their equipment for outside properties being considered. Mr. Briden also touched on the demand for air pilots for mail services. The immense distances in this North Land made the airship of special value and usefulness. Mr. Albert Taylor suggested that the Board of Trade could send out special invitations to those likely to be interested in case a public meeting was called here, and this met with general approval.

Mr. W. O. Langdon, president of the Timmins Board of Trade, presided at the meeting of the board on Thursday evening last. A report from the treasurer showed a nice balance on hand, with all debts paid.

In reference to the proposed parking by-law the president said that Mr. D. Ostrasser had secured copies of by-laws regarding parking from seven different towns about this size. Study had also been given by Mr. Ostrasser and his committee to local conditions. The president was asked to confer with Chief McLaughlin and draft up a by-law that would best fill the requirements.

The president read a letter from the Northern Development Dept., saying that the contractors had been notified to start at once on the necessary repairs on the highway from Timmins to South Porcupine. The board had written the Dept. in regard to the repair of this highway. The letter from the Dept. said nothing about the board's suggestion to have the back road put in shape before the highway is closed. This is important for the travelling public and the matter will again be brought to the attention of the authorities.

The matter of keeping open the road from the Paymaster and other mines to the town was also up for discussion. The matter was one of great importance to the business men of the town. The town council felt that as the question did not affect the people in general, but only a part that the best the council could do to help would be to allow the use of the plough and other machinery, labour and other costs to be otherwise paid. The president suggested that the business men and the mines might be willing to contribute to defray the cost of keeping the road open, and he proposed that the Board of Trade undertake to look after the matter. The board agreed to this and a committee comprising Messrs A. Taylor and H. J. Marshall was appointed to interview the business men and mines to see what funds could be raised for this purpose. The committee is to report back to a later meeting of the board.

In connection with the proposed belt line of roads for this North a letter was read from the Northern Development Dept., pointing out that at present money for this road had not been appropriated, and so nothing could be done at present. It was decided to send one of the maps made by Mr. J. Tomlin, showing the belt line road to the Ontario Motor League together with particulars, so as to secure the co-operation of the league.

The president reported receiving circulars regarding Alberta coal. Anyone wishing to see these circulars, which gave details of coal grades, etc., could examine them at the office of the president.

In regard to the matter of a tourist camp, the president said that Mr. E. H. King, in conjunction with Mr. Dougal and others had made a very careful survey of the town and the only available site that could be recom-

## SUGGESTS BUREAU FOR DATA ABOUT THE NORTH

**Col. H. P. Leonard Advocates Information Bureau to Give Facts About the Mines.**

Col. H. P. Leonard, of the firm of Schneider & Co., of New York, in a recent interview in Toronto urged the formation of a bureau to supply data on stock issues. He proposed that the Department of Mines undertake such a work. His claim is that such a bureau would be of great benefit to the Canadian people and would greatly stimulate the investment of United States money in Canadian mining securities. There are many objections that will naturally arise to the proposal of Col. Leonard, but what he has said is certainly worthy of the closest attention and consideration.

"There is an unprecedented condition on the Street," he said. "For the first time in years the 'lamb' have been taking their profits and getting out and are now looking towards Northern Ontario as a field for

mended was a good plot of ground past Rochester. This was owned by Mr. Bartleman and it was understood he was ready to allow its use without charge for tourist camp purposes, water and sewer services were close by. The board asked the committee to forward the recommendation as a possible site for the proposed tourist camp.

The president read letters in regard to the proposed visit of the Simcoe County Council and members of the legislature to the North Land. The whole matter was in the hands of Hon. Wm. Finlayson. It was not known definitely whether the party would visit Timmins. If they did the Board of Trade would be pleased to assist in entertaining them.

President W. O. Langdon also reported in reference to the arch being erected at North Bay by the Commercial Travellers' Association. This arch, typifying the "Gateway to the North," will bear the name of Timmins, along with the other leading towns of the North.

investment." Col. Leonard declared that his firm had received more than 15,000 letters of enquiry regarding the status of mines in Canada, but they were seriously hampered by the lack of adequate reports regarding these mines.

"Canada is fortunate in having such competent engineers," he declared. "One man alone could do the necessary work and supply the information. I would ask that before stock is issued the mine officials be required to fill out a questionnaire as to holdings, development, ore production, etc., and that such information be kept on file and available for prospective American investors. As it is now, such information is not available and Canada is losing the many millions of dollars our clients might invest."

Commenting on the present state of "The Street," Col. Leonard said that a gradual recession was apparent from the fact that during the last two weeks it took the Chrysler-Dodge and the radio mergers to maintain the market at all.

"There is no danger at all of a panic," he stated, "but the decline has caused the people to consider with interest the opportunities in Northern Ontario. I think that within a few weeks there will be no less than twelve new Canadian issues listed."

He said that he had just completed negotiations to establish an air transport system in Northern Ontario as a service feature for his firm's clients.

### MANAGER OF OPERATION OF ALL THE PAPERMILLS

(From The Broke Hustler)  
While in town Monday, Mr. L. R. Wilson, Managing Director of the Abitibi Power & Paper Company made the announcement that Mr. J. E. Patterson had been appointed Manager of operation of all the Paper Mills in the enlarged Abitibi Company.


Mr. Patterson is one of the oldest employees of the Company. He came here on March 26th, 1913, on the Office Staff and when the mill commenced operation, organized the Efficiency Department.

Later his hard work, energy and ability were recognized by his being appointed General Superintendent of the Mill in January, 1922, and in Au-

gust of 1926, his services were again recognized by promotion to Manager of the Mill. Now he has mounted another rung of the ladder by the present appointment.

This steady promotion was not luck, but was earned by the hardest kind of work. Many and many a night, during the years when he held a junior position, he spent in the mill when he would much rather have been enjoying himself as a good many others were.

14 Cedar St. N. Gen. Delivery  
**PAINTING and DECORATING**  
PHONE 865  
**Hulme Sign Co.**  
SATISFACTION GUARANTEED  
ESTIMATES FREE  
-20-32



**Eugene Method**  
Permanent Wave  
Model on exhibition every day from 2.00 to 3.00 p.m.  
Soft supple waves—the gift of the Eugene Jacket.  
Consultation costs nothing.  
Call, write or phone  
**J. B. Thiboutot**  
Beauty Parlour  
Opposite Goldfields Theatre  
Phone 691 for Appointment

## RINN BROS.

# SEMI-ANNUAL SALE

Commences Friday Morning, June 22nd at 9 o'clock

This half-yearly sale of High Grade Merchandise is starting a little earlier than usual, and you will find it will pay you to investigate our values.

We buy no goods specially for Sale purposes, so all Merchandise on sale will be our usual quality, and everything will be on sale.

|  |   |  |
|--|---|--|
| <b>Dresses</b><br>one lot at<br><b>1/2 price</b>               | <b>Coats</b><br>Balance of Spring Coats at<br><b>33 1/3% discount</b> | <b>Hats</b><br>one lot at<br><b>\$1.00</b> |
| <b>Bobettes</b><br>Rayon Bobettes all colours at<br><b>95c</b> | <b>Silk Raincoats</b><br>Regular \$12.50 to clear<br><b>\$8.95</b>    |  |

**20% DISCOUNT** on Dresses, Blouses, Smocks, Slips, Vests, Bloomers, Night Gowns, Lovers' Form Corsets, Gossard Corsets, Ties, Collars and Cuffs, Flowers, New Felt Hats, All Children's Hats, Gloves Hosiery, Handkerchiefs, Madeira, Linens, Monarch Yarns and all other Yard Goods.

**Shoes!** With the exception of Hurlbut, all Shoes go on Sale less **20%** discount

**Terms during Sale are strictly cash**

No Discount Bonds issued during Sale. **RINN BROS.** PINE ST. NORTH TIMMINS Phone 325

The Event of the Season!

# BOXING

KIRKLAND LAKE ARENA

**Saturday, June 30, 1928**

At 9.00 p.m.

**Jack Golden vs. "Tut" Fisher**

Toronto Favourite  
165 lbs.

Buffalo Flash  
165 lbs.

Also Several Preliminary Bouts

**LOU MARSH - REFEREE**

Sporting Editor of Toronto Star

Jack Golden knocked out the two Hilliers, one the Olympic Champion in the first round, and Jack Hillier in second round.

Fisher drew a press decision against Louis Scozza in a 10-round bout.

**Admission - Ringside \$3.00  
Reserved \$2.00  
Rush \$1.00**

**DON'T MISS THIS!!**