

EXPECT BIG RESULTS FROM PROSPECTING THIS YEAR

Large Number of Good Prospectors at Work. Many Good Reports Likely This Fall.

There have been several references to the fact that no new important discoveries of gold have been reported in recent months although there are more prospectors on the trail than has been the case for years. An answer to this idea is made at least indirectly in a editorial in last week's Northern Miner. The Northern Miner says:— "Three times as many prospectors as last year are in the bush. And they're working. They're looking for new finds and they're making older finds look good. If some tremendously important pieces of news do not develop out of this season's widespread activities we'll be surprised. "Not only have we an unusual number of the kind of prospectors who work for themselves and by themselves (and to our mind these are the type of men most likely to bring in big things) but we have scores of parties out for the big mining companies and for the millionaire exploration companies that have suddenly become a tremendous factor in prospecting. One Cobalt company that ordinarily has two or three parties in the field this year has twelve. And so it goes. "If past experience is any guide,

the news of finds won't start sifting into civilization until the fall. We can with confidence expect the first snow flurries to waft in reports that will create feverish excitement. "The prospectors are going to bring in finds that will with development add greatly to Canada's promised metal production. And they are going to give speculators something new to fire their imaginations. "Turning back to the old-line mining enterprises, we find that the past few months have had some disappointments, inherent in any set of speculative risks. Those who make their money out of disappointments have had quite an innings. They have made the most of their chances, as stock market quotations have shown, but we can plainly see constructive energies and enthusiasms getting the upper hand again. The men who make mines are coming strongly back into public notice. The older stocks have had a quiet spell for nearly ten months now. Ten months of low prices is a long time. In that period much work has been accomplished at the mines. It may be that in several instances the mines have got well ahead of the market. "And a highly-pleasing feature of the mining picture is the way some of our new propositions are making good. They assure the public of new and rising interest, to say nothing of metal production as they work toward that point. "A lot of talk is heard of the money situation. But don't forge that the money situation is caused

primarily by the need to finance is the bringing into Canada of an enormous amount of new wealth. And, by and large, Canada is extremely prosperous. For the moment borrowers may find their actions hampered a little, but there are plenty of people who don't have to borrow, and on the whole people were never so rich. Fundamentally, business conditions are extremely sound. "The man or woman who has the ability to look ahead should be able to see in the mining situation plenty of foundation for enthusiasm. We believe the situation underneath, has changed now for the better, and it is only a matter of time before the surface signs will be generally observable. And if one has the patience to wait it pays to anticipate a little." Hamilton Herald.—Some are suggesting that Hawaii this year should celebrate in some way the fact that it is 150 years since Hawaii saw the first white man. Some of the native Hawaiians, however, point out that nations and peoples do not usually celebrate their unlucky days. Hamilton Spectator.—It is said of Fanny Rosenfeld, Toronto girl athlete that in a race at the Olympic games she deliberately let her Canadian team-mate beat her—running alongside and offering words of encouragement. And they ought to give extra points for that kind of sportsmanship.

AVIATION MAKING BIG PROGRESS IN CANADA

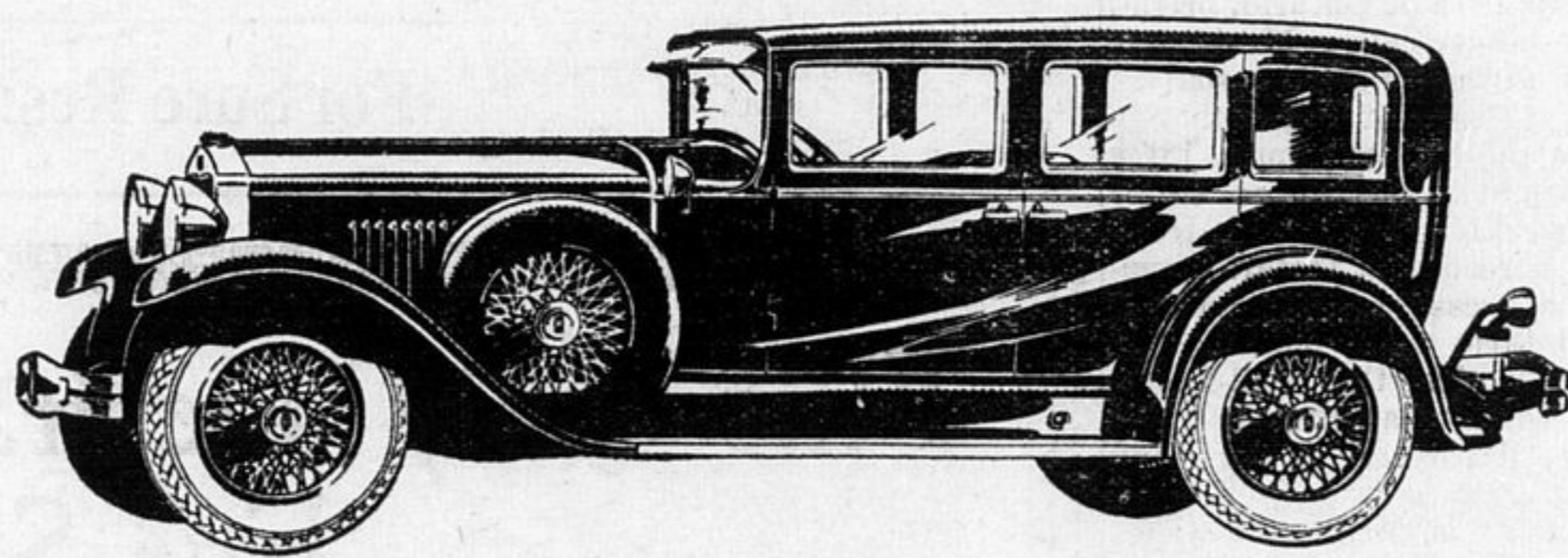
Aeroplane Being Brought Intimately into the Life of the Citizens of Canada.

Aviation continues to make rapid progress in Canada, both in its older established phases and in the newer ones more recently developed, says the monthly review published by the Department of Colonization and Development of the Canadian Pacific Railway. Continuing the review says:—For the main part the advance is along the novel lines of utilization adapted to Canadian conditions and needs adopted and followed after the war, but at the same time the most striking developments are along other lines which are bringing the aeroplane much more intimately into the life of the citizen. Aviation, which in the past has done its work in the frontier places, serving the country's major industries, is now coming to more adequately serve the general public and be a real factor in their existence. The 1928 programme of the Royal Canadian Air Force is an elaborate one. Forest air patrol is being continued in British Columbia, Alberta, Saskatchewan and Manitoba, while in Ontario this same work is done by the province's own air force. Photographic surveys of the Nelson River watershed are being made in connection with possible pulp and paper developments. The topographical survey has a large programme of aerial photography, covering mining areas in nearly every province and in addition the wooded buffalo park in the Northwest Territories. Other photography work is being undertaken for the National Parks Branch and for the Dominion water powers' service in connection with power projects in nearly all provinces. Pilots of the Government service will transport Indian treaty paying parties to Northern Manitoba and officers of the preventive service when called upon. Aerial patrol of the Hudson Straits to determine ice conditions in connection with the navigation of Hudson Bay and for fisheries protection on the Pacific coast will be continued. The Dominion's agriculturists will be serv-

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Timmins Garage Co. Limited Timmins, Ont.

ed through aerial dusting for the prevention of wheat rust and the control of the spruce bud worm. A programme of photography and transport will be carried out for the Departments of Public Works and Railways and Canals.

Aerial mail in Canada is now considered successfully established and interest lies in projected extensions to existing services. Montreal, Ottawa, and Toronto now receive their European mail by aeroplane from Father Point, delivery having been made to the last city from Southampton in approximately six days six hours from Southampton via the Canadian Pacific steamship "Empress of Australia," the flight from Father Point to Toronto taking 7 hours. 15 mins. Plans are being pushed by the Post Office Department at the present time for the conduct of surveys for aerial routes from Toronto westward, taking in Toronto and Buffalo, and Toronto and Windsor, in addition to the Prairie Provinces. Meanwhile the United States postal authorities have called for tenders for a New York-Montreal service, while the Canadian Government has let the tender for the Montreal-Albany route service which will connect with express trains to the West and result in a considerable saving of time in mail directed to Chicago and points westward.

Meanwhile great energy and initiative has been shown in the Western provinces and commercial services have come into existence which efficiently span the prairies and which will be available for mail transport when the Government arrives at a decision to extend in that direction.

The Canadian Pacific Express Company lost no time in taking advantage of the establishment of air routes and has made contract for the carriage of express materials by these services. Such convenience to the public will be extended with air mail facilities.

The increasing air-mindedness of the Canadian public is seen in the tremendous popularity of light aeroplane clubs and the manner in which such clubs are still extending under the encouragement of the Government, which makes provision of two machines at the outset. In all parts of the country ex-pilots are refreshing the flying knowledge acquired in the war years and numbers of tyros becoming expert fliers under expert instruction. It is at the same time striking to note the number of light aeroplanes which are being purchased for private use. All this development definitely pointing to a great aeronautical future for the Dominion has naturally imparted a considerable stimulus to the manufacture of aircraft in Canada, which is assuming the proportions of an important industry. The Canadian Vickers was the first company to engage in this work in Canada and its activities have rapidly expanded until a great variety of planes for Canada's many purposes are being turned out. The DeHaviland Aircraft Company of England has established an assembling plant in Toronto to meet the demand for moth planes consequent upon the establishment of so many light aeroplane clubs. The Reid Aircraft Company at Montreal, a Canadian enterprise, is manufacturing a variety of aircraft. Many planes are still, nevertheless being imported from the United States for Government and other services. This, according to report, has attracted the attention of British aircraft manufacturers, with the result that they are planning to make greater efforts to secure Canadian orders which go outside of the country.

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Toronto Mail and Empire.—The Bible tells us that a meal of herbs is, in some circumstances, better than a stalled ox; and in some other circumstances, almost anything is better than a talled car.

North Bay Nugget.—The British lacrosse team defeated the United States team in an exhibition match at Amsterdam. Where do we come in now?