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## THOS. W. GIBSON HONOURED FOR LONG SERVICE GIVEN

Deputy Minister of Mines Promoted to Post of Chief Consultant to Department.

On Thursday evening of last week at the parliament buildings, Toronto, a banquet in honour of Thos. W. Gibson was arranged by Hon. Chas. McCrea. Mr. Gibson who is now 70 years of age, has been Deputy Minister of Mines for Ontario for a great many years, and has spent over forty years in the public service of the province. He has been counsel and guide for ten different Ministers of Mines for Ontario. Recently, he has been promoted to the position of Chief Advisory Consultant to the Department of Mines, Mr. T. Sutherland, formerly Chief Inspector of Mines, being the new Deputy Minister of Mines.

At the banquet last week the Premier of Ontario, Hon. G. Howard Ferguson, was one of those expressing in no uncertain way the appreciation felt for the services of Mr. Gibson.

"Mr. Gibson's new appointment," said the Prime Minister emphatically, "is one of promotion—a special mark of approval—somewhat of a distinction given him by the Government."

It was customary, he pointed out, to superannuate civil servants of 70 years of age unless their services were indispensable. Mr. Gibson's services fell within that category. And the Government, by Order-in-Council, had paid his work the recognition it merited—had given him freer rein and greater scope in which to offer that decision and direction that had proved invaluable in the past and was so essential to the country's future mining advancement.

Last week's testimonial dinner was, as Sir William Mulock, Administrator of the Province, expressed it, "a little gathering," but it was "big" in motive, and rich in that spirit of camaraderie which signifies one man's regard for the accomplishments of another.

"No Minister," said Mr. McCrea, who was a tiny tot of three years when Mr. Gibson entered the Civil Service, "could ask for a more capable, faithful, sympathetic and loyal Deputy Minister than Tom Gibson."

In Tom Gibson's time, stressed Sir William Mulock, the Province's mineral production had reached the hundred million mark, and was aiming at 500,000,000 for 1934. There had been no scandals—no incidents of a disreputable nature—"no Teapot Dome stories." From Dr. Charles Camsell, Deputy Minister of the Dominion Department of Mines, the gathering heard the story of the cordial and satisfactory relations between the Federal and Provincial departments—and how the Dominion officials, almost invariably, looked to the Ontario mining regulations, the Ontario mining tax and the Ontario this and that in selecting policy for application elsewhere.

Jack Hammell, veteran prospector—one of the hardy brigade who crack open the North—paid his tribute to the veteran "T.W." "He's not only known by all the boys up North," said Mr. Hammell, "but he's loved by them as well. Why, they call him 'Old Rock of Gibraltar!'"

It never paid, said Mr. Hammell, to play politics with Mr. Gibson. If you wanted something from the latter, it was best to call on him yourself. Having some M.P.P. inerecede was just waste of time.

"I learned that," said Mr. Hammell. "Right off the bat, too." Didn't make a bit of difference who the prospector was who called on Tom, said Mr. Hammell. If he had a deserving case, Tom would give him the shirt off his back.

J. A. Dresser, M.E., told the dinner that the period in which Mr. Gibson served would be known in the future as the period in which the foundation of the mining industry was laid—when the substructure was built.

"Tom Gibson has never played any favourites," declared J. G. Dickenson, Manager, O'Brien, Ltd., of Cobalt. "He long since has ceased to be the exclusive property of any party." Speaking for the second oldest mining corporation in Ontario—if, perhaps, not the richest—he could safely state that, of all the dealings he from time to time had with the Dominion authorities and those of all the other Provinces, those with Ontario convinced him that "there was the finest mines administration of the lot."

J. P. Watson, President of the Mining Corporation of Canada, Limited, spoke neatly to the toast of "The Financial Side of Mining," and W. C. Noxon, Agent-General for the Province in London, England—a lifelong friend of the man whom, he stated, it was "sheer privilege" to honor—proposed the toast to "the guest of the event."

Mr. Gibson, with the modesty characteristic of him, tried—but his hearers would not let him—to turn the commendation that had been heaped upon him and his record to the credit of Mr. McCrea, his present "chief." Nineteen-tenths of what had been accomplished in the Mines Department in recent years was attributable, he claimed, to the energy of Mr. McCrea, and not to any humble efforts of his own.

"Not a bit of it," cried Mr. McCrea. "Why," put in Premier Ferguson, "I

## Prominent Northern and Eastern Families United

Friends in this district of Mr. Geo. T. Smith and family, of Halleybury, will be interested in the following from last week's issue of The Halleyburian:

"Two families prominently identified with the life of Nova Scotia and of Northern Ontario were united here last Saturday afternoon, when Miss Margaret Josephine Smith, daughter of Mr. and Mrs. George Theo Smith, of Halleybury, became the bride of Mr. Grainger Stewart Grant, son of the late Hon. McCallum Grant, former Lieutenant-Governor of Nova Scotia, and of Mrs. Grant, Halifax. At the wedding, which was very quiet, Rev. Monsignor Dupuis officiated.

"The bride wore a beige lace ensemble, large pink mohair hat, with pink shoes to match and her corsage bouquet was of butterfly roses. She had no bridesmaid, but four children were her attendants, Miss Gwendolyn Millar, daughter of Mr. and Mrs. D. H. Millar, Master John Cawley, son of Mr. and Mrs. H. E. Cawley, and Master Howard Ferguson and Miss Mildred Ferguson, son and daughter of Mr. and Mrs. L. H. Ferguson. The little girls wore pink organdie frocks, with flower wreaths in their hair, and the boys were attired in white sailor hats.

"Lieut.-Commander H. W. T. Grant of Halifax, was his brother's best man. After the nuptial knot had been tied an informal reception was held at the home of the bride's parents, Georgina avenue, where many guests were received. Mrs. Geo. T. Smith, mother of the bride wore a black lace ensemble and black mohair hat with white feather trimming, and her corsage was of orchids. Miss Mary Smith sister of the bride, was in orchid, with corsage of sweet peas, and another sister, Mrs. Harry Sparks was in poudeur blue with corsage of sweet peas. The house was beautifully decorated with peonies, iris and roses.

"Three brothers of the bride Leonard, Emmett and Terence Smith, her brother-in-law, Mr. Harry Sparks, and Mr. Eric Grant brother of the bridegroom, assisted in placing the guests, and Mrs. H. E. Cawley played the wedding march. Mr. and Mrs. Grant left on the evening train for Montreal, from which city they will start on a motor tour of the New England States, New Brunswick and Nova Scotia before sailing from Halifax about the middle of July for their new home at Bell Island, Newfoundland. The bride travelled in a navy and yellow ensemble, with hat to match.

"Out of town guests present for the wedding included Lieutenant-Commander Grant and Mr. Eric Grant, Halifax; Col. and Mrs. L. T. Martin, Ottawa, and Mrs. J. H. Gorman, Renfrew, cousins of the bride; Mr. and Mrs. Geo. W. Lee, North Bay; Miss Mary Morris, Halifax; Miss Mary O'Gorman, Ottawa; Mrs. Alex. H. Black, Toronto; Mrs. G. F. Jones, Toronto, and Mr. and Mrs. Lindsay Foss, Kirkland Lake. Mrs. Grant, the groom's mother, was unable to be present, as she is in England.

"The Smith family is one of the oldest in Halleybury and hosts of friends both here and throughout the district extend their congratulations to Mr. and Mrs. Grant."

served for five years, as you all remember, under Mr. Gibson."

A very pleasing feature of the dinner was the presence at the head table of Mrs. Gibson and Mrs. Ferguson.

## IROQUOIS FALLS BOARD OF TRADE PASSES ON MOTIONS

Many Questions Before Recent Meeting, Including Condition of Road Near Connaught

Iroquois Falls, July 5th, 1929. Special to The Advance.

On June 20th, Iroquois Falls and District Board of Trade held a well attended meeting in the Knights of Columbus Hall. Following the passing of the minutes of the last meeting it became necessary to appoint a new president owing to the death of the late John Vanier. It was the opinion of the meeting to have the vice president, Rev. D. H. Woodhouse, fill the president's chair for the balance of the year. It was then moved and seconded that a letter of condolence be sent to Mrs. Vanier in her loss of a husband and father.

The resolution presented by the Rod and Gun Club to the Board will be changed slightly by the executive and then presented at the next meeting of the Associated Boards of Trade.

The resolution regarding jurymen's remuneration not being sufficient to meet expenses and lost time was approved by the members and will be presented to the Associated Boards of Trade.

As the road to Timmins on the lake bottom at Frederickhouse is and has been in bad shape at certain places, it was moved and seconded that a resolution be sent to the Government requesting them to complete as soon as possible the new stretch of road above the railroad track turning of the present road going into the lake bottom and running into Barber's Bay.

The question of a sidewalk from the skating rink to Jacinto being built and which was brought up at the last meeting of the Board was again taken up at this meeting and it was decided to send a resolution to the Iroquois Falls municipality asking them to take some action. The secretary, G. J. Morrissette, was nominated to appear on behalf of this question at the next meeting.

After a trip to Nellie Lake members of the Board reported that the lake was unsatisfactory as a bathing beach.

F. E. Wood, secretary of the local Motor Club extended an invitation to the members of the Boards of Trade who are not Motor League members and their families and friends to attend the Motor Club picnic to be held on Sunday, July 7th, at Childs Beach, Herman Lake.

The chairman, Rev. D. H. Woodhouse, and the secretary, G. J. Morrissette, were appointed delegates to the next meeting of the Associated Boards of Trade. F. E. Wood and T. H. Wilkes were appointed alternative delegates.

## DIVERGENT VIEWS

(London Free Press)

Three Liberal cabinet ministers spoke at Grand Bend on Wednesday. These three speeches are characteristic of the Liberal party today. It consists of western free traders and eastern protectionists. The result is that the fiscal policy of the country is not founded on any principle except the principle of compromises and logrolling. This is the reason Mr. King is afraid to act. He is all "hush-hush," in regard to the United States. He is for "wait and see." Political expediency is alone the guiding star of the party. It is Mr. King's chart and compass.

## Thinks Prospects Good for Oil on Mattagami

All in the North will be interested in the progress being made in the effort to develop oil fields north of Cochrane. In this connection, The Cochrane Northland Post says:—

"On Saturday last week, Mr. Bretislav Pliske of the General Airways Limited, arrived in Cochrane from Gray Goose Islands in Moose Rover, some 30 miles below Moose Factory, and landed at Lillabelle Lake, from where he took off shortly afterwards for Amos Que., the regular station of the General Airways. Mr. Pliske was accompanied by Mr. D. L. Alexander, President of the Alexander Diamond Drilling Co., Montreal, who was on his way back to Montreal after having established camps at Gray Goose Island for the drilling for oil. He is exceedingly optimistic at the outlook and expects that the field will prove up wonderfully. Oil seepage appears all along the river and two diamond drills are on the way now. Unfortunately the T. & N. O. Extension does not reach the place of the work yet and it has been necessary to ship the diamond drills by boat down the Mattagami from the end of steel of the Spruce Falls railway, owing to dangerous rapids between the present end of the T. & N. O. and the Gray Goose Islands. Messrs W. Tees Curran and R. Daly of Montreal, who are interested in the fields, went down the Mattagami with the supplies and were joined at Gray Goose Islands by Mr. Alexander, who flew in from Amos with Mr. Pliske. The flight was made along the Harricane river, but coming back it was decided to fly to Cochrane and Mr. Pliske declared that future trips to the Moose would be made via Cochrane where he is to establish a base at Lillabelle Lake. It is expected that Mr. Alexander will make periodical trips from here during the term of activity up there. Both gentlemen deeply deplored the procrastination of the Ontario Government in completing the railway to tidewater at James Bay so that supplies could be sent down direct from here.

"Besides the oil fields, Mr. Curran is interested in the large gypsum deposits up there but of course nothing can be done with these until the railway connects up with them. Furthermore, with the camp as a basis now he expects to make a thorough examination of the geology of the territory as he is satisfied that it will be a wonderful country to explore and will bring rich rewards to the country at large, if ever it will be opened up by the completion of the railway."

## NATIVE SILVER FIND IN AREA NEAR NEW LISKEARD

New Liskeard Speaker:—A letter from Mr. Charles Latimer, of Tomstown, says: You will be pleased, I am sure, to know that another of your many subscribers is able to report the discovery of copper and native silver on a mining claim. This time the lucky spot is situated in Pense Township on the property of Messrs Lattimore and Wiles. A recent blast uncovered a true vein of copper ore 15 in. in width which also carries visible native silver. The wall rock is of diabase and bears silver to a width of 3 ft. on either side of the true vein. The two lucky gentlemen are well pleased at the discovery and as would be expected it has caused considerable interest to many in the neighboring locality.

## SOME OF THE NORTH LAND ROADS IN VERY BAD SHAPE

Motorist Refers to Several Dangerous Places on the Ferguson Highway. Repairs Very Necessary.

The following letter dealing with the condition of the roads in this North explains itself:—

Timmins, July 10th, 1929

To the Editor

The Advance, Timmins.

Dear Sir:—Two weeks ago I read in your paper an article with reference to the building of a direct road to Shillington from Timmins. If ever one wished for this road, I did when returning to Timmins last Sunday night. After travelling from 3.30 a.m. all day, and then to know we had to travel a stretch of road only 25 miles, we could have saved almost two hours of treacherous driving.

On the trip down we left Timmins at 3.30 a.m., and travelling at a safe pace, we found the roads fairly good to Ramore. Another party, who were going to the some distant city, passed us on the road at a very fast speed near Hoyle. At the first hill this side of Ramore we found them in the ditch, the man of the party having gone to a farm for a team to pull them out. From there on I used up fifty feet of rope which I had to wind around my rear wheels to reach Ramore. At this town I put on chains, which helped us on our way to the first bridge past the Dane road. At Swastika a party struck our car broadside, owing no doubt to his faulty brakes or the greasy road. This did slight damage to one mud-guard.

Getting back onto the highway after going into the village of Dane, we headed for Charlton. Coming to the first bridge, which is at the foot of a steep grade—and most of these bridges usually are—I used the brakes only enough so that I would not skid onto the side of the road at the bottom. This bridge, like many others, has a couple of 8-inch planks running lengthwise, which when dry are a comfort to drive along and a help to the bridge itself. But when wet these planks are very dangerous. After getting safely onto the planks, the left front wheel struck a stone, throwing both wheels acrosswise of the bridge and putting the rear wheels at an angle so that they skidded, and we struck the railing, smashing the mud-guard on the right. Had I been travelling even ten miles an hour we would certainly have broken through and another wreck would have been reported. When a wreck happens, how often do we hear it said that the driver must have been drunk. Take it from me, Mr. Editor, if this were always the case, then there must have been plenty of liquid drank last Saturday night, for there were at least twelve cars stuck in the ditch between Timmins and Ramore on Sunday.

We need roads! Yes, but I'm sure the motorists of the North would be only too pleased if the Government would fix up the roads that we have. For instance, why do they keep scraping the mud from out of the ditches to put it right on the very centre of the roads until it is like a ball. It is no wonder so many cars are ditched. It is almost impossible to keep on the roads when they are dry, so is it any wonder that we find cars in the ditch on wet days.

Another danger is the lack of gravel on all the hills leading to a bridge. It is dangerous enough when the bridge is in a fair line with the road. But how many of the bridges are in such position to the road? Most of them are at an angle, so that one has to almost stop to get on them. Then, if one does put on his brakes to slow up, he finds his rear wheels off the road, and for want of gravel it is almost impossible to get onto the bridge without taking part of the railing away, or going down into the river.

Yes, we want more roads, but first fix up the roads we have now, so many may travel them in safety.

I may add that we met a cow moose on the highway near Ramore. She ran a couple of hundred yards off from the road and stopped, perhaps, to wonder what kind of her breed our car was when I tooted our horn.

After travelling in all 252 miles, we landed in Timmins at 8.15 p.m. a weary and mud-spattered party, but cheerful, because we got back what we went after, our pet dog that had been lost on the road on a previous trip.

Yours very truly,  
BERT HORNBY

## SEAM OF LIGNITE FOUND NEAR BLACKSMITH RAPIDS

According to word received at Cochrane last week, a seam of lignite has been encountered at a depth of between 50 and 60 feet on claims near Blacksmith Rapids on the Abitibi river about a hundred miles north of Cochrane. Smith & Travers, diamond drill experts, Sudbury, have a contract to drill for coal at Blacksmith Rapids. It was in the course of this drilling that the lignite seam was found. No particulars have been received in the matter, further than outlined above.

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