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**REQUIRE QUICK ACTION ON DAVIDSON CONSOLIDATED**

An adjournment of the general meeting of shareholders of Davidson Consolidated Gold Mines, Ltd., held recently, was made until July 8 to allow the directors to present proposals regarding the future policy of the company to the shareholders not represented at the meeting. It was stated by Vice-President H. H. Sutherland, who acted as chairman, that the situation required immediate action. The property has been inactive since 1925, and funds considerably depleted. The company still has 1,000,000 shares in its treasury and Mr. Sutherland stated that the plant had been kept in good repair. The company has about 420 acres in Tisdale Township, and the opinion was expressed that nothing of importance would be found above the 2,000-foot level. The shaft is at present down 850 feet. It was stated that two courses were open for the company. One was to endeavour to option the property to a company able to carry on its development, or possibly sell it outright; and the other to secure a promising prospect at some other point, and, using funds secured by the sale of the remaining treasury shares, carry out the development of the property. If the property should prove valuable, the company would be in a position to do further financing. Suggestions were made that the stock in the treasury be sold—half to the shareholders and half to the directors, at 5 cents a share, or half at 10 cents a share.

**COPPER AND NICKEL WOULD PAVE NORTH LAND ROADS**

Secretary of Mining Association Quotes Statistics That Will Bear a Lot of Consideration

In view of the bad condition of some of the roads in the North and the non-existence of a lot of other roads that should be here for the advantage of settlers, prospectors, mining and lumbering interests, etc., some "statistics" recently given by Mr. G. C. Bateman, secretary of the Ontario Mining Association, are well worthy of more than passing consideration. As clever humour they are well worth while, but a lesson or moral may be read into them, as is the case with most samples of good wit and humour. For instance one of Mr. Bateman's statistical items is to the effect that the North Land has produced enough copper and nickel to make a pavement from Porcupine to North Bay, from North Bay to Sudbury and from Sudbury to Toronto. This would be a much better roadway than the country now possesses. Indeed, it would beat any roadway on the continent for permanency and other good qualities. The North Land has supplied the necessary material, but the North has not even a passable roadway for all that distance. Other points in Mr. Bateman's address may be turned to make similar effective points suggesting that a country that has given so much as the North has deserves to receive quite a bit in return.

Mr. Bateman's interesting and amusing statistics were given at the recent banquet of the Standard Mining Exchange at Toronto. He dealt with figures of the metal output of Northern Ontario mines, but he got completely away from the usual knowledge methods of impressing the importance of his figures.

"The chief products of Ontario's mines are copper, nickel, gold and silver," he said. "Statistics of the production from the various camps are expressed in terms of dollars, but I do not know whether it ever occurred to you that the copper and nickel produced to date in Sudbury would lay a pavement fourteen feet wide, one inch thick, 590 miles long, which would reach from Porcupine to North Bay, from North Bay to Sudbury, and from Sudbury to Toronto."

"The silver and gold produced to date would provide a silver sign post with a base 2 feet square, 17 1/2 feet high, at the end of every mile, and a guide post of gold at every fifth mile, one foot square and 6 feet high.

"This year's production," he continued, "would add 21 miles to the length of the pavement, and when the Flood mine gets into production, it would increase the length 66 miles every year.

"Such a pavement would cost \$1,662,000 per mile, which is not incomparable with the cost of some of the pavements already laid in this country."

"This metal would provide sufficient 90-pound rails to lay 12,700 miles of track," Mr. Bateman stated, "or enough to re-rail the C.N.R. and the C.P.R. lines from Montreal to Vancouver, with 518 miles of side-track. The metal converted into No. 1 wire would reach 1,000,000 miles, or 5 1/2 times the distance to the moon.

"If the silver production of Ontario was converted into the form that some people think it should be, that is into silver dollars, it would pave a path one foot wide and 1,360 miles long which would reach from Winnipeg to Toronto, via Cobalt, with enough left over to lay a path up both sides of Yonge St., and a path to the corner of Church and Lombard, where, it is often said, the value of such a path has already been spent.

"However, these metals are not used to lay such pavements or build such monuments as I have described, but they do enter into a vast number of uses upon which our industrial life depends. More metals have been consumed during the past 25 years than during all the ages previous, which include some 6,000 years of mining history. They have become so much a part of our modern life our very civilization depends on them.

**FOREST DUSTING FROM AIR REPORTED AS SUCCESSFUL**

A complete success has been the experiment in the aerial dusting of forests in Northern Ontario in the fight against the spruce bud worm plague, according to Flight Lieut. C. Forbes, who returned last week to Ottawa after completing the first operation conducted from the new giant tri-motored plane in the spring by the Dominion Government. Flight Lieut. Forbes, flying over the trees dusted a large area of infested land around Westree, while Dr. J. M. Swain, associate Dominion entomologist, who observed the experiment from the ground, reported that it had been a marked success.

Last week Flight Lieut. Forbes took off from the Rockcliff aerodrome for Francoeur, where he will conduct another experiment expedition. It is pointed out that the success of the experiments will eventually mean the savings of millions of dollars' worth of timber every year which would otherwise be destroyed by the ravages of the spruce bud worm.

St. Thomas Times-Journal:—Most people will be inclined to agree with Attorney-General Price that a sentence of thirty days in jail for motorists who drive cars while intoxicated is not too much. He points out that the sentence at present for the offense is from seven to thirty days, and says that the offender who gets less than the maximum is lucky.

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**Lake Kenogami Scene of Tragedy on Dominion Day**

The Northern Miner last week says: "Tragedy, swift and unexplainable, marked Dominion Day at Lake Kenogami, when seventeen-year-old David Campbell, son of Mr. and Mrs. Frank Campbell, of Toronto, formerly of Granby, and of Arizona, U.S.A., was thrown from a canoe and drowned in comparatively shallow water, while a companion succeeded in reaching shore without much difficulty. Mr. Campbell, who is a mining engineer, and Mrs. Campbell, had been considering coming north for the summer and, before deciding just where they would settle for the holidays, had decided to visit Kenogami Lake, of which they had heard as a nice place to spend the summer. They were accompanied by their sons, David and Ernest, and a companion of David's, Milton Flynn, son of Mr. and Mrs. Milton Flynn, of New York, who were in Halleybury but went to Kenogami on hearing of the accident. On Monday afternoon it was decided to go fishing, Mr. Campbell and his younger son going out on the lake in a row boat, while David and Milton went out in a canoe. Both the boat and the canoe left the shore together, after the boys in the canoe had been warned to be careful, and if anything happened to be sure and grab the canoe and hold on. At this time Mrs. Campbell had remarked that both the lads were good swimmers. After keeping with the row boat for a time the lads apparently decided to explore the lake and went toward the Narrows. A strong wind was blowing, which in the vicinity of the Narrows amounted almost to a gale. Just what happened at the Narrows is not exactly known, but it is thought that the boys were seeking to turn round the canoe and caught by the wind broadside on and overturned. Milton afterwards stated that when he found himself in the water he started to swim and found that he could bottom the water, which was not much more than four feet deep at this point. He stood up and looked around for his chum but could see no sign of him. After calling several times he hailed a motor boat which came nearby and was taken aboard and to a place from which he could telephone the news of the accident. The point where the accident happened is about three and a half miles from where the boys started. The alarm was immediately spread and Provincial Police, Fire Rangers and other immediately started a search for the missing lad, with the coming of darkness the search had to be abandoned till Tuesday morning when a systematic search was started by a party of 15 men. It was continued throughout the day but darkness again overtook the searchers before their efforts had been rewarded. The overturned canoe was found by a fire ranger about half a mile from the scene of the upset. When turned over the hat of missing lad was found in it. In view of the shallow water, and the fact that it is a sandy bottom where the accident happened, the fact that young Campbell did not reappear after the canoe turned over has led to the belief that he was seized by cramps as a result of the sudden immersion in the cold water."

**Suggests That Public be Allowed to Sell "Short"**

At the formal opening of the new Standard Mining Exchange building at Toronto recently Attorney General W. H. Price had something to say about giving the public facilities for selling "short." According to one report of the opening addresses, the Attorney-General started out by thanking the members of the exchange for the co-operation given in his efforts to increase the confidence of the public in the desire of both the government and the exchange that traders be given a fair deal. His suggestion that brokers should allow the public to short sell in order to give a better balance to the market created some interest and a little uneasiness. The big object of the exchange was, he said, to keep its business on a high level and restore public confidence. The high degree of confidence secured by the exchange was merited, and it would receive the support and co-operation of the government in maintaining this. Dealing with suggestions made from time to time that short selling should be prohibited, Colonel Price spoke plainly. A study had showed that prohibition was practically impossible, and at least inadvisable. If short selling were prohibited it would mean that stocks should go up and up, that everybody should be bullish, and everybody knew where that state of affairs would end. His experience was that brokers were generally on the short side, and the general public on the bull side. He thought it would be much fairer trading if the general public were given greater facilities for short selling. New York had facilities whereby clients could borrow securities and sell short. If the public did not participate it placed the broker in a position where he was selling short and his clients buying. Short selling by clients would even things up at times.

**AXES SUDDENLY PROVE TO BE BEST FOR KILLING BEARS**

The latest stories coming from the West part of this North Country would seem to indicate that an axe is the ideal weapon for killing bears. To buttress the stories from the West of this North is a yarn from the North Land of the East, telling of an Ottawa man who fought a berry-eating bear, using an axe to put the bear out of the running and to avoid the necessity for running himself.

According to a story from Sault Ste. Marie, Francis Zuckigiesick, an Indian woman of Franz, battled valiantly today against a bear which attacked her as she was inspecting traps near her home. Carrying a papoose on her back the woman was greatly handicapped when the bear which was followed by two cubs charged at her with savage fury. Armed only with a small axe she finally succeeded in killing the bear, escaping herself with a few scratches. The animal was a large one. The cubs escaped into the bush.

The third Wild West story is not so bad. Still it is a bear of a story as well as being a story of a bear. At Mileage 167 on the Algoma Central Railway two employees set snares for bears which were visiting the boarding cars in which the men lived. No bears fell into the trap but the men chased one into a snare and killed it with an axe, it was reported here today.




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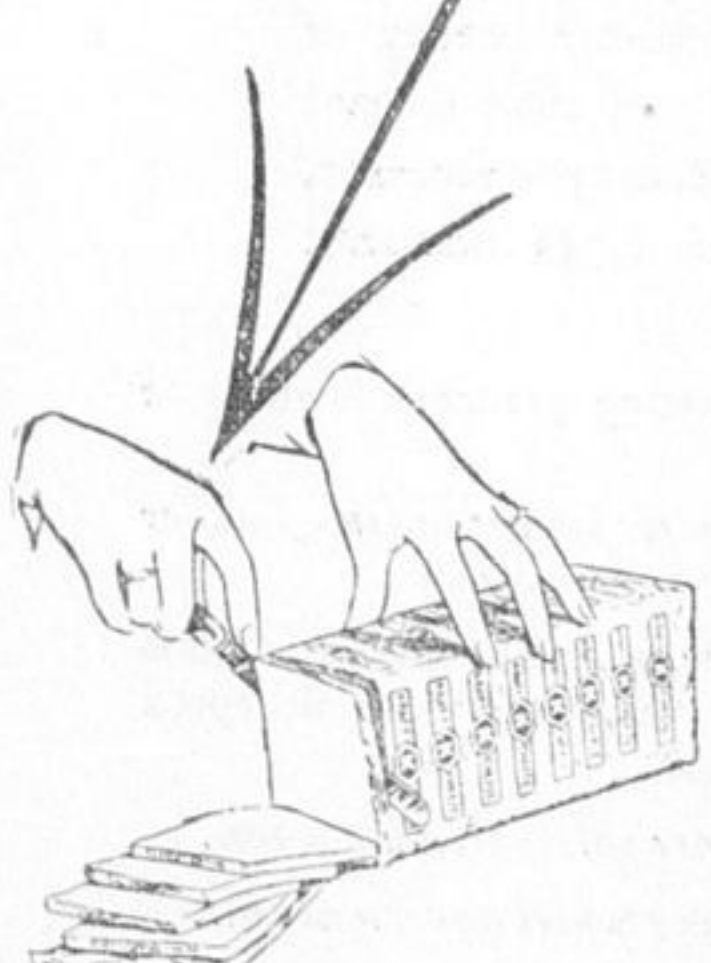
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