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NEW TYPE OF ROAD FOR THE NORTH BEING TESTED NOW

Saving of \$14,000 a Mile Predicted if Experimental Stretch of Highway Proves Ability to Withstand Winter Weather.

In view of the promised extension of road building in the North Land the announcement at Toronto last week that a new type of roadway construction was being tested out will be received here with much interest. At Toronto last week, Hon. Wm. Finlayson, Minister of Lands and Forests, under whose department comes the Department of Northern Development having charge of the roads in the North Land (and incidentally, it should be remembered, of some roads in what is generally considered the South, at least so considered by all in this North),

announced that if a certain ten-mile strip of the Ferguson highway between Severn and Gravenhurst comes through the winter as well as it has the summer the Provincial Northern Development will have developed a new and much cheaper type of road service for use throughout the North Land. Hon. Mr. Finlayson says that this particular kind of road surface has been tried out in several sections of the United States and has given good satisfaction generally, the only point in question being whether it will withstand the cold winter weather in the North with as good results as it weathers the summer usage. The piece of road between Severn and Gravenhurst, according to Hon. Mr. Finlayson, has stood up wonderfully well this summer under the very heavy Muskoka motor traffic.

Composed chiefly of limestone, the new type of road costs \$8,000 a mile in comparison to the usual \$20,000 a mile that asphalt or cement roads cost. Having demonstrated its ability to withstand heavy motor travel, all that remains now before the new road can be called a success is the test of a northern winter. Next spring will show whether the new road buckles in cold weather.

If the road emerges unbuckled and otherwise undamaged in the spring, said Mr. Finlayson, similar roads will be laid at many points in Northern Ontario. Some of the places he has in mind are the Ferguson highway around Huntsville, North Bay, New Liskeard and Cobalt, and at the head of the lakes, Keewatin and Kenora.

The road is started with three inches of limestone, which is subjected to countless sprayings, rollings and coatings. Then it is top-dressed with another layer of limestone, this one being however, only three-eighths of an inch thick.

Another good place to use this new type of road would be the completion of the belt line of roads from Timmins to Sudbury.

Also, it should not be forgotten that the chief need of the North Land is for roads for the settlers. It might be good economy to use this new type of road in building of roads for settlers. If not, roads for settlers may be constructed for considerably less than \$6,000.00 per mile, and roads for settlers will assist more than any single factor in the development of this North Land.

"IN OLD ARIZONA" ALMOST ENTIRELY MADE IN OPEN

The special sound picture at the Goldfields this week-end, Thursday, Friday and Saturday, Nov. 28th, 29th and 30th, is the offering, "In Old Arizona," a picture that has met with general favour wherever shown.

Raul Walsh's newest Fox production, "In Old Arizona," is not only the first feature length drama to be made 100 per cent. Movietone, but it has accomplished the seemingly impossible by being made, for the most part, entirely away from soundproof stages.

As a matter of fact, its making entailed location trips to Zion National Park, to Cedar City, Utah, to the famous old San Fernando Mission in California and to the Mohave Desert at Victorville, Cal.

Based on a story by Tom Barry, "In Old Arizona" is said to have one of the most brilliant casts in any picture, silent or sound, produced in several years.

Warner Baxter, Edmund Lowe, Farrell Macdonald, Ivan Linow, Tom Santosci are names to conjure with in the film firmament, for each is a star in his or her own right.

HEROIC YOUTH DROWNS TRYING TO SAVE SISTER

John Deagle, 13 Years of Age, Perishes in Brave Attempt to Rescue His 11-year-old Sister from Mud Lake, Near Cobalt.

Despatches last week from Cobalt told of the gallant death of John Deagle, a boy of 13 years of age, who passed from life in a brave attempt to rescue his sister, two years younger, from death in the icy water of Mud Lake, near Cobalt. The story is worthy of permanent record, showing as it does the fine spirit of heroism that still holds the hearts of the boys of Canada. John Deagle, 13, son of Mr. and Mrs. L. A. Deagle, Lorrain Junction, plunged to his death through the ice of Mud Lake, four miles south of here, yesterday afternoon in an effort to save his sister, Audrey, 11 years old. The girl was rescued by T. & N. O. section men working nearby, who pulled her from the water with a pole they found on the bank.

The accident happened about 4.30 o'clock and the boy's body was recovered at ten o'clock the same night. The brother and sister were returning home from school at Gillies, the boy being some distance ahead of the girl. The latter apparently left the railway tracks to try the ice on a bay of Mud Lake, and went through.

Hearing his sister's screams, John ran back and tried to save her. He, too, crashed through the ice, which was about half an inch in thickness. Section men hurried to the scene and were able to save the girl who had gone down once but had sufficient strength to grasp the pole. By this time there was no sign of the boy, who wore heavy clothing which hampered his attempt to save himself.

A search was made for the body, Sergeant George Delves and Constable W. R. Byrne of the provincial police assisting, but these efforts were without success for some hours. Eventually a number of men who came from Latchford located the body in about ten feet of water. It was taken to the school house at Gillies. Dr. W. C. Arnold, Halleybury, the coroner was notified. No inquest will be held. The victim's father is operator for the T. & N. O. at Lorrain Junction.

Official Tests of Milk for South Porcupine

Following the plan of publishing the results of the official tests of milk sold in South Porcupine, the authorities give out the following milk report from the Department of Health laboratories at North Bay in regard to milk samples received from Chief of Police Chas. McInnis on November 19th, 1929:

Lab. No.	Where Collected	Bacteria per c.c.	per cent. butter fat
3850	D. McLeod	75,000	3.2
3851	T. Cahill	94,000	3.4
3852	J. Bepalko	40,000	3.6
3853	Mr. Kerensky	20,000	3.5
3854	Mr. Luhta	22,000	4.2
3855	M. Huhta	60,000	3.0
3856	C. Helmer	1,500,000	3.5
3857	M. Zaitz	75,000	3.8
3858	J. Huot	17,600	4.3
3859	N. Rein	40,000	3.6
3860	M. Kinniman	144,000	3.2
3861	F. Setacci	3,000,000	3.3
3862	C. Aho	10,000	3.0
3863	Mr. Lena	12,000	3.4
3864	Mr. Eplet	20,000,000	3.5

The number of bacteria per cubic centimetre is an indication of the care in handling the milk, the length of time which has elapsed since milking, or the temperature at which the milk has been held. Bacteria multiply rapidly in milk stored at a temperature above 50 degrees F.

Milk should contain at least 3.25 per cent. butter fat and 8.5 per cent. total solids exclusive of fat.

The Cahill sample showed considerable dirt, the straining of the milk apparently not having been looked after effectively.

Automobile and Airplane Now on the Trail of '98"

Automobile salesmen who are inclined to lament the scarcity for prospects may take courage from a sale recorded by Taylor and Drury, Chevrolet dealers in Whitehorse, Yukon territory. The buyer was an Indian, who, to even the most optimistic, would scarcely have seemed to be in the market for a car. The only possible use he could make of his purchase was to run it for a few months during the late winter and spring on the ice of a large lake near his home. For summer use he cut a circular track out of the scrub. This "highway," not over a mile in all, is the only one on which the new Chevrolet can exercise its rights during the summer months.

The Whitehorse dealers also report bringing in the first carload shipment of automobiles ever imported into the Yukon. The shipment came in from the coast over the famous railway, replacing the pack trains of gold rush days, that runs between Stewart and Whitehorse. It consisted entirely of Chevrolets and was destined for buyers whose driving will in most cases be limited to a few miles and a few months of the year.

If motor travel is somewhat limited in the Yukon, the airplane has unhampered scope. Mr. Taylor, of Taylor and Drury, reports that whereas it formerly took him three or four weeks to visit the company's two places of business and seven trading posts, the tour of inspection can now be made in two days. Airplane travel, says this veteran of the Yukon, is becoming the usual thing, and regular trips are being made between Whitehorse, Dawson and Maye. Indian trappers have kept up with the

Over fifty million packages are sold each year.

"SALADA" TEA

'Fresh from the gardens'

DEPARTMENT HEARS WORD FROM MAJOR L. T. BURWASH

"Will be Along Shortly" Says Well-Known Explorer and Mining Man, Now at Fort Reliance in the Far North.

Major L. T. Burwash, who visited John Jones here on his way to the far north about eighteen months ago, and who has been in the sub-Arctic regions since June, 1928, sent word last week to the Government at Ottawa that he was at Fort Reliance and expected to return to Ottawa shortly. Major Burwash is an explorer and mining engineer of wide reputation, and has been a visitor to Timmins on more than one occasion, he and John Jones being friends of long standing. Despatches from Ottawa say that Major Burwash has been in the sub-Arctic regions since June, 1928, making a study for the Interior Department of the mineral possibilities of the Copper Mine River country, making an observation of the magnetic pole, and doing some work among the Eskimos.

"Delayed at Reliance, along shortly." This was the text of Major Burwash's message to the department from Fort Reliance. Officials of the department don't know how he came out but believe he may have flown down with the McAlpine party.

Major Burwash has been heard of once or twice in the last year. Government steamers reported that he had been heard of at Cambridge Bay.

With an Eskimo as companion he plowed his way through biting Arctic storms to carry out his investigations for the department.

Major Burwash is an "old-timer" in the north country, and that is probably the reason why his superiors in Ottawa, were not worrying about his safety, although he had been out of civilization and out of touch with the world for more than a year.

Output of Ontario Mines Continues to Increase

In these days when there is a tendency to suggest that mining in Ontario is not what it used to be, just because some have been caught on the market, which has practically no connection with practical mining or its results, it is refreshing to read optimistic statistics like those published in connection with the report of the Minister of Mines for Ontario, as published in The Advance last week. Commenting on this report, The Toronto Mail and Empire in an editorial last week says:—

"To the public in Ontario the report that the department of mines has issued on the operations of the metal mines of the province in the first nine months of the present year should be a source of considerable satisfaction. The figures, as Hon. Charles McCrea, minister of mines, points out in a prefatory note in the report, 'show a gratifying increase in output over 1928 of nearly \$1,000,000 a month, and a forecast for the full year 1929 of a total mineral output of \$110,000,000, or an increase of 10 per cent. over the record production of 1928.'"

"The report shows increases in production both of precious metals and of the principal base metals. With an output in the nine months of gold valued at \$24,736,562, or about \$1,000,000 more than the value of the yield of the mines in the corresponding period of last year, Ontario still retains its position as one of the most important gold-producing areas of the world. Though the market price of silver has been rather lower in 1929 than it was in 1928 the output of the silver mines in this province was larger in quantity in the nine months of this year than in the corresponding period of last year and was valued at \$3,540,391 or \$675,000 more than the output in the nine months of 1928. Remarkable increases took place in the value of the nickel and copper production of the province. An increase from \$4,037,293 to \$3,828,048 in the value of copper production testified to the growth of the copper industry in Ontario. An increase from \$8,633,109 to \$12,264,312 in the value of metallic nickel told of activity in the mines in this province, which are the world's chief source of nickel supplies, and a decline from \$5,043,323 to \$2,949,659 in exports of nickel in matte times by employing planes to take them to the trapping grounds, upon occasion.

indicated that the major part of the nickel ore mined in Ontario was being refined in the province.

"The report predicts that the output of the metal mines, amounting to \$69,442,878 in the first nine months of 1929, will be increased to \$80,000,000 by the end of the year, and that the total output of metals, non-metallic minerals, structural materials and clay products in the twelve months will have a value of \$110,000,000. These figures proclaim the value to Ontario of the mineral resources thus far discovered and exploited within its territory. The figures, too, suggest the importance of the position that mining has attained among the industries of the province."



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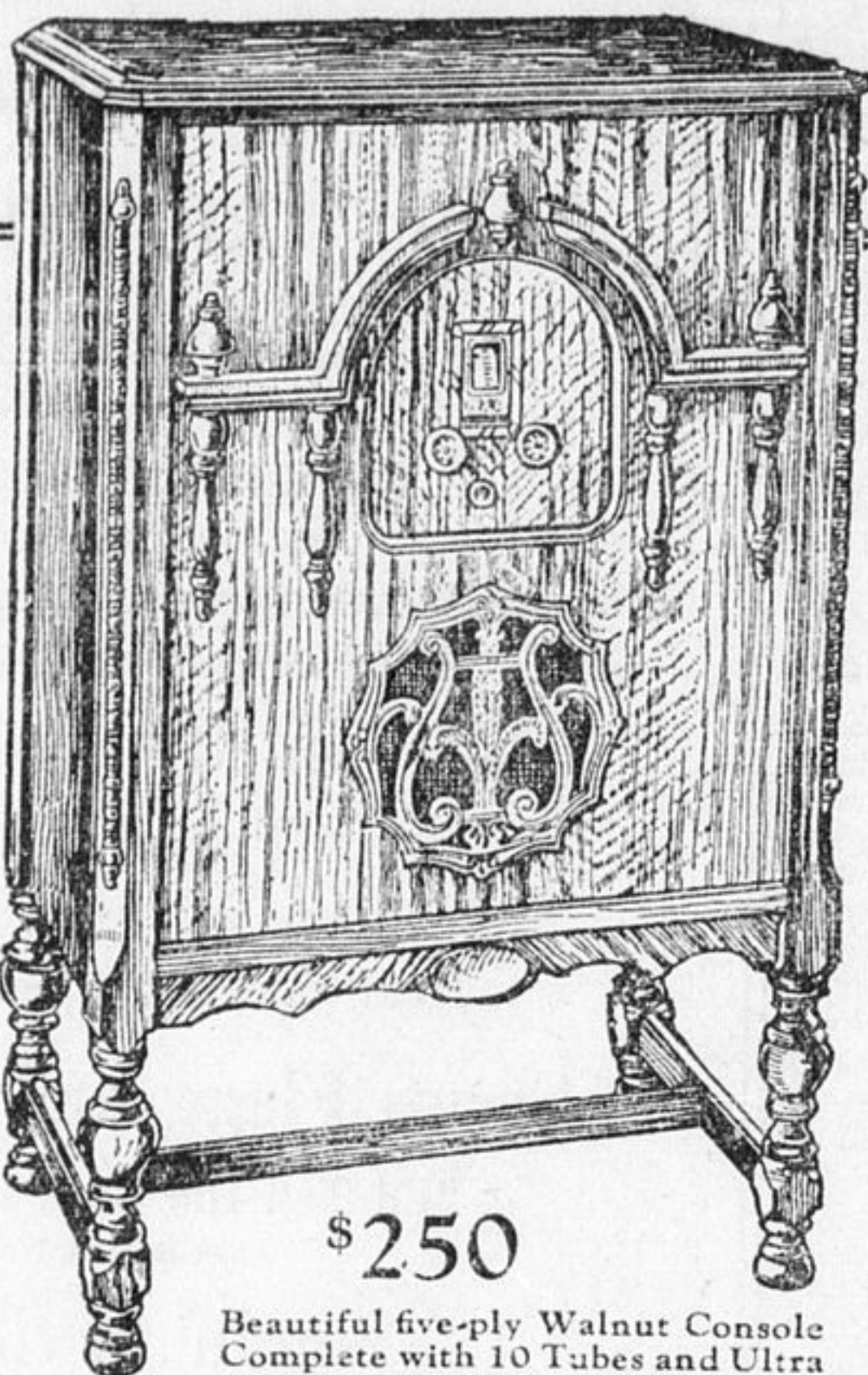
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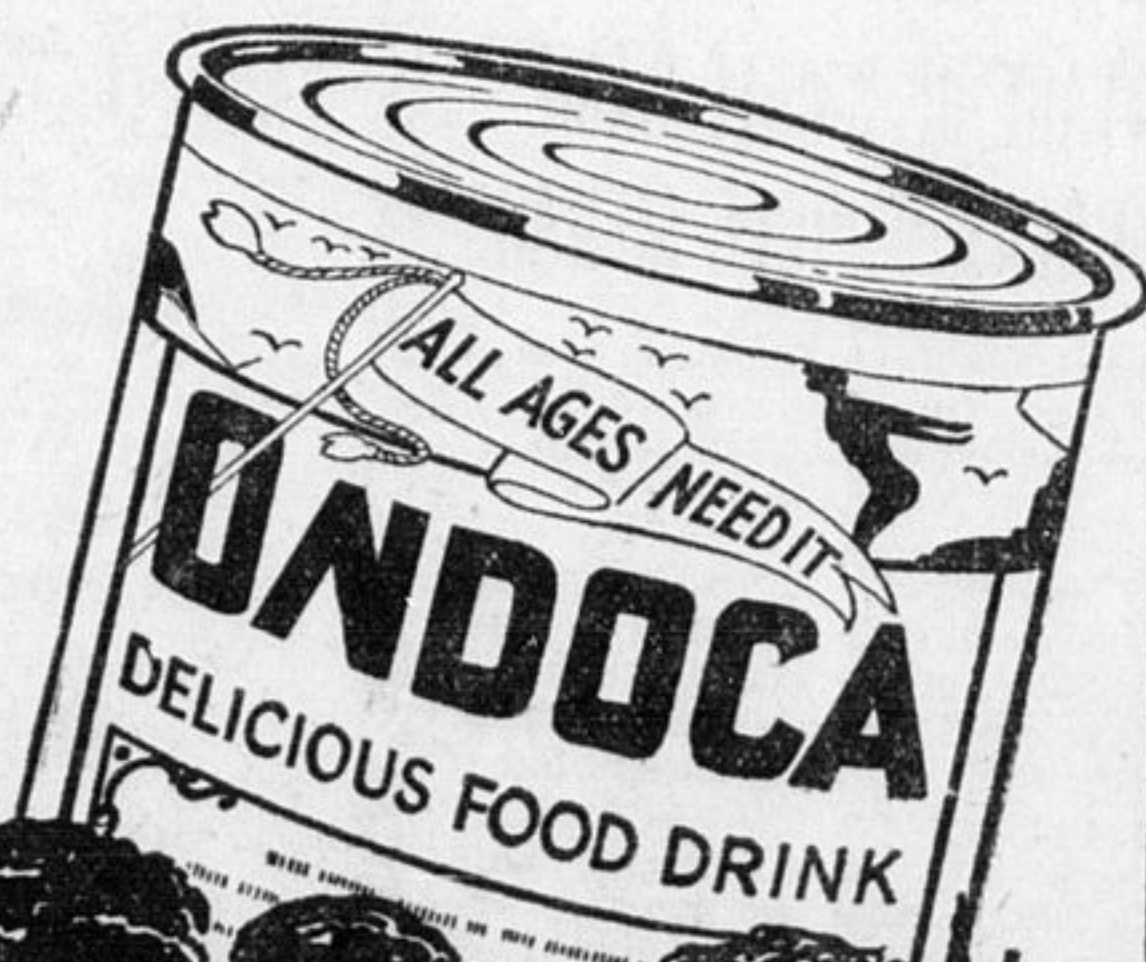
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