



Takes a Million Dollars to Develop a Gold Mine

"The Mining Analyst" is the name of a comparatively new paper devoted to the development of metal mining in Canada. It is published twice a month at Toronto, Ont., by Frederick Reid, mining engineer, No. 3 Vol. 1 has come to the Advance office, and the issue seems to have much of interest and value to all interested in metal mining. The Mining Analyst is written in a fair and restrained style and seems to avoid any of the sensational or extreme methods occasionally adopted. At the present time it is only natural that a journal devoted to special mining should give very special prominence to gold mining and in the current issue this is the case. There is no "ballyhoo" about The Mining Analyst, but it does present a good case for gold mining in Canada. Perhaps the restrained and responsible tone to the articles gives them added force. Apart from current discussions of particular mines and mining fields, there are a number of interesting general articles. One, for instance, refers to the contention of many old mining men that it takes a million dollars to develop a gold mine. To those who watch the development of successful gold mines and note the circumstances of those that stop before success, there will be a general tendency to agree with the thought in the mind of The Mining Analyst that it takes a million dollars to develop a real gold mine. Some people seem to think the prospector goes out and simply finds a gold mine and there you are! There she is, often enough. He has the gold mine all right, but somebody has to spend a lot of money on it to prove it is a gold mine. There is reason to believe that there would be a lot more gold mines in this country now when they are so much needed, if there were more millions invested to back up the work of prospectors. In referring to this question of finding a mine and developing a mine The Mining Analyst says:—

"There is an old proverb amongst mining men that it takes a million dollars to make a gold mine. From experience we would amend the expression to read, 'It takes the Creator to make a gold mine and a million dollars to develop it.'"

"Locking back over the history of

our big mines, we recall that mining engineers of established reputation turned down Hollinger, McIntyre, Lake Shore, Teck-Hughes and a host of others in their infancy, only to see them develop into great mines in the hands of others.

"These lines are prompted by recent news of a remarkable nature concerning two other mines, at one time lightly regarded but at this moment on the high road to success.

"Gold mining is a fascinating business requiring, not only science and hard work but imagination, courage and money. If cold engineering opinions alone had been followed in the development of metal mining in Canada in the past, our mineral contribution to the world would have been meagre indeed.

"Favorable areas are available for development in many parts of Canada. Let us hope the cold reasoning of the trained engineer will be tempered with the necessary amount of courage and imagination in the future.

LATE J. STEWART, FATHER OF SOUTH PORCUPINE LADY

The Portage du Fort correspondent of The Pembroke Standard-Observer last week wrote as follows:—"A well known and highly respected resident of Murrell section of Clarendon township died Sunday afternoon in the person of John Stewart. The late Mr. Stewart, who was in his seventies, was a prosperous farmer and an active member of the United Church, from which church in Litchfield the funeral was held Tuesday, Rev. E. G. Warren of Campbell's Bay conducted the service, which was largely attended testifying to the esteem in which the deceased was held. Besides his wife, he is survived by two daughters, Mrs. George Perry of South Porcupine; Mrs. John Smiley, of Perth; also five sons, Daniel, Shawville; James and George, Litchfield; Charles and Gordon, Murrell. Burial took place in the United Church cemetery at Litchfield."

Pembroke Standard-Observer:—Years ago the business done by boys was trading in jackknives. Bartering on a big scale comes from Russia in proposing to trade off for cattle, while in Hanover, Ont., a young man traded wood for a wedding outfit. If cash cannot be found there is no reason why business should stop.

Pilots in the North—Very Resourceful

Airmen Have to be on Their Toes, as it Were, All the Time. Some Incidents in the Career of Airman Bill Spence.

From the days of the war there has always been great interest in this country in airships and flying. Previous to the war, flying was not considered very much of a commercial proposition. During the war, however, it was repeatedly pointed out that airships had been developed to such a point that their use for commercial purposes and for passenger service was inevitable. It was also emphasized that the North Land being a country of immense area, long distances, and so on, it was an ideal field for the use of the airship. This has been proven to be a fact in the years since. The newspapers are continually giving particulars of "daring trips," "adventurous air voyages" and so forth, that refer to flying in different parts of the world, while in the North the airmen are doing equally venturesome things as part of the day's work. For instance, it is not so long ago that flaring headlines told of the trip made by Col. Lindbergh over the Arctic Circle. Those who knew recognized the section where the danger of the trip was greatest. Fliers in the North were well acquainted with this Arctic area as a matter of course. They had it all mapped out and charted. This information was given to Co. Lindbergh, and it was well this was done. Had Col. Lindbergh attempted the route he had planned himself there would have been the gravest danger of a tragedy. Yet Col. Lindbergh received more publicity for the safe trip he made, thanks to the pioneering of the airmen of the North, than all these Northern adventurers of the air have received for all their wonderful work. The story of the air services in the North is a record of romance, adventure, thrills—and kindness. Do not forget that kindness places the airmen in a class by themselves. Hardly a week passes but the airmen, directly or indirectly save a life, or bring release from suffering, or ease the anxiety of someone harassed. One week it was the bringing of two Indian girls to hospital at Sioux Lookout after they had been seriously injured in the Far North. Next week it was the story of the young man brought by airship to see his dying sister, while all other means of travel would have left him to arrive two days too late. And so it goes.

All of these things keep up interest in the air services in the North. There was an article last week in the "Grab Samples" column of The Northern Miner about the resourcefulness of the air pilots of the North. This makes very interesting reading, especially because of its references to the late W. Spence, one of the gallant pioneers of the air service work in the North. The "Grab Samples" column in The Northern Miner says:—

"Another plane was secured for the six passengers. On the hop from Cameron Bay to Fort Rae, down the Cam-sell river, very bad flying conditions were encountered. A veritable blizzard blew up, the pilot was obliged to come down close to the trees and, with the growing darkness, was finally forced to earth. The plane was brought up close to the edge of the woods, all hands piled out, a tent was run up, a fire built. The prospectors had not anticipated a forced landing and had very little food on hand, but the mechanic had a quarter of caribou he was taking out for Christmas dinner, and this was hauled out and cut up with an axe. The pilot produced a tin pail which was filled with caribou meat and water, seasoned with a handful of salt, and all hands stood around waiting for supper. There were only a few plates and cups, but that did not bother anyone. When the cook-mechanic decided that the meat was done, he fished it out of the pail on to the snow, cut pieces off with his knife, and handed it around.

"There we were," said Bill, "standing around a fire on the edge of the bush, 150 miles from nowhere, dancing up and down to keep from freezing our feet, and jiggling a piece of hot meat, throwing it from one hand to the other to keep it from burning us, while we chewed off bites. We had no bread, just some pilot biscuits. We passed around the cup with hot soup. It was just as good a meal as anyone would want, even if a little, just a trifle, informal. What struck me about the whole performance was the fact that these flying people seemed to take it just as a matter of course. They are supposed to be experts in their line and there is no question about that, while we, the prospectors, who are apt to consider ourselves as bush-whacking experts, were more impressed by our situation that the pilot or his helper.

"When it came time to go to bed, that pair just rolled into their eider-downs without any more fuss than a man hitting the hay at the Royal York. Bright and early in the morning they were up, had the fire going, and more caribou stew on the go. Then they went to work on the plane, heated the oil, shoveled the undercarriage out of the snow while we beat a takeoff gangway for them. We all got aboard and away we went, just as nonchalant as one of those Chesterfield smokers. It's pretty hard to phase those fliers. They can pretty nearly make a plane, they certainly do a whale of a lot of hard, dirty work out in the cold Arctic winds. They don't seem to mind conditions that would give a lumberjack the hump."

"Bill spoke of a peculiar light condition that prevails in the early winter months in Arctic regions. He called it 'flat light,' highly deceptive even to a man walking on the ground, dangerous to a pilot bringing down a plane. It is sometimes hard for a flier to tell just exactly what his position is in relation to the pure white snowfield, when such light conditions prevail. He may put his plane down on what

Farewell Salute



MISS IRENE MCKENNA It isn't everyone who is honored with such an affectionate salute from a future President as is the case pictured above. Miss Irene McKenna, member of former Governor Roosevelt's secretarial staff, is shown as she was kissed on the cheek by her chief as he said farewell to his staff at Albany, N.Y., after relinquishing the reins of the State to his successor, Governor Herbert Lehman.

"Pilots who fly into the far north are a resourceful lot." When a prospector makes that remark, particularly one who has followed his profession for over twenty-five years in the Canadian hinterland, it is worth elaborating on. "Whispering Bill" Smith, describing his recent return from the Arctic in the plane of the late Bill Spence, killed on Friday, the thirteenth of January, at Moose Lake in Manitoba, made the comment just a few days prior to the fatality. He spoke first of the arrival of Spence at Great Bear Lake, how he had come down on the ice in very bad conditions of visibility, had struck some rough going, crashed slightly and turned the plane up on its nose. The steel propeller was bent into an "S" shape and the problem that arose was how to straighten it out for the flight. The pilot and mechanic removed it, carried it up to Smith's cabin, heated it on the stove, took it outside and using the cabin itself as a vise, pried and twisted, hammered and measured a utilizable propeller. Then they took it inside again, heated it some more, hammered it again, and finally decided that it would do. They took it down to the plane, attached and tested it, and flew away with the baggage of the party.

"Another plane was secured for the six passengers. On the hop from Cameron Bay to Fort Rae, down the Cam-sell river, very bad flying conditions were encountered. A veritable blizzard blew up, the pilot was obliged to come down close to the trees and, with the growing darkness, was finally forced to earth. The plane was brought up close to the edge of the woods, all hands piled out, a tent was run up, a fire built. The prospectors had not anticipated a forced landing and had very little food on hand, but the mechanic had a quarter of caribou he was taking out for Christmas dinner, and this was hauled out and cut up with an axe. The pilot produced a tin pail which was filled with caribou meat and water, seasoned with a handful of salt, and all hands stood around waiting for supper. There were only a few plates and cups, but that did not bother anyone. When the cook-mechanic decided that the meat was done, he fished it out of the pail on to the snow, cut pieces off with his knife, and handed it around.

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"Bill spoke of a peculiar light condition that prevails in the early winter months in Arctic regions. He called it 'flat light,' highly deceptive even to a man walking on the ground, dangerous to a pilot bringing down a plane. It is sometimes hard for a flier to tell just exactly what his position is in relation to the pure white snowfield, when such light conditions prevail. He may put his plane down on what

he judges to be the surface, but which is ten feet in the air. The result is a pancake and a bounce, and that is why there have been so many crashed undercarriages and tip-overs. According to Bill, a man on snowshoes, with his attention concentrated on watching his step, will occasionally step right into a depression and crash.

"Asked about weather conditions in the Circle in early winter, Bill said that a great deal of bunk has been written on the subject. The month of November, he said, was the worst.

"There was a gale whistling in off Great Lake and from far beyond it to the Herschell Islands, that would skin a white man alive. It just passed right through ordinary clothing like water through cheesecloth. A man had to be dressed in skins to endure it, and, in fact, a white man could not work under such conditions. They had some low temperatures in December, but without the gale, and while undue exertion at 50 below was inadvisable on account of the danger of getting frost-bitten lungs, it was possible to undertake ordinary tasks in the open. He and his partner were comfortably housed, had a good homemade stove, burning wood which they secured without difficulty along the shore. As to summer work, it was a pleasure. The days were long, the climate good, the country ideal for prospecting. All the Northern Ontario men he had met in the field in the course of the year were satisfied with it. It was grand country.

"The biggest kick Bill got out of his trip was after they had reached Waterways, the Alberta terminus of the air line from the Arctic. As they had missed the bi-weekly train at that point, they decided to come out to The Pas. "There was a regular parade of provinces. We boomed across Alberta, Saskatchewan and into Manitoba on a tail wind that sent us along at over 130 miles an hour. You never saw anything like the way we whistled over those lakes, along the Churchill River, over Lac LaRonge, Amisk Lake and into The Pas. Talk about your magic carpets! And when we got there we had to run for a train. After that, things slowed down a lot. It was a grand trip," said Bill, who gets his nickname "Whispering," on account of his habit of taking his listener to one side, carefully lowering his voice and communicating some particularly bright and impressive thought in a low tone. He does this even up around the Arctic Circle, where there could not possibly be an eavesdropper for a hundred miles or so. It's just one of those little precautions that a prospector gets into the habit of taking. Anyhow, Bill knows some grand stories and tells them well. It was a treat for instance to see him going through the entire act of cooking that caribou meat and its consumption. He danced on the floor to show how they kept their feet warm, and he tossed the imaginary chunk of hot meat from his hand, taking an occasional cautious bite at it. When he described how young McMillan drives a dog team, he went through all the motions, even to jogging around the office you could almost hear the dog bark. Too bad Bill comes in only about once a year."

DEAN KESTER, Sheriff, District of Cochrane.

NOTICE TO CREDITORS

In the Matter of the Estate of James Shewan, late of the Township of Tisdale, in the District of Cochrane, (Schumacher Post Office), Accountant, deceased.

Notice is hereby given pursuant to Section 51 of the Trustee Act, R.S.O. 1927, Chapter 150, that all creditors and others having claims or demands against the estate of the said James Shewan who died on or about the 8th day of January, A.D. 1933, at the town of Timmins, are requested on or before the 28th day of February, 1933, to send by post prepaid or deliver to Dean Kester, solicitor for the executors of the last Will and Testament of the said deceased, their Christian names and surnames, addresses and descriptions, the full particulars, in writing, of their claims, a statement of their accounts, and the nature of the security, if any, held by them.

And take notice that after such last mentioned date the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard only to the claims of which it shall then have notice, and that the said executors will not be liable for any person or persons of whose claim notice shall not have been received by it at the time of such distribution.

Dated at Timmins, Ontario, this 21st day of January, A.D. 1933.

DEAN KESTER, Solicitor for the Executors.

SHERIFF'S SALE OF LANDS District of Cochrane

Under and by virtue of a Writ of Execution issued out of the Supreme Court of Ontario, and to me directed against the lands and tenements of Harland Development and Mining Company Limited, in the action of the Corporation of the Township of Tisdale vs. Harland Development and Mining Company Limited, I have seized and will offer for sale by public auction, at the Township Hall, South Porcupine, in the District of Cochrane, on Tuesday, the 2nd day of May, 1933, at the hour of 11:00 o'clock in the forenoon, all the right, title, interest and equity of redemption of the above named defendant, Harland Development and out of the following described lands and tenements, viz:—

1. Parcel 4524, Sudbury West Section. Situate in the Township of Tisdale in the District of Cochrane and Province of Ontario, granted by the Crown as Mining Land, namely: The south-east quarter of the south half of Lot Number Twelve (12) in the Fourth Concession of the said Township of Tisdale, containing by admeasurement forty and one-eighth (40 1/8) acres more or less.

2. Parcel 4525, Sudbury West Section. Situate in the Township of Tisdale in the District of Cochrane and Province of Ontario, granted by the Crown as Mining Land, namely: The north-east quarter of the north half of Lot Number Twelve (12) in the Third Concession of the said Township of Tisdale, containing by admeasurement thirty-nine and three-eighths (39 3/8) acres more or less.

3. Parcel 4526, Sudbury West Section. Situate in the Township of Tisdale in the District of Cochrane and Province of Ontario, granted by the Crown as Mining Land, namely: The south-west quarter of the south half of Lot Number Twelve (12), in the Fourth Concession of the said Township of Tisdale, containing by admeasurement forty and one-eighth (40 1/8) acres more or less.

Dated at Cochrane this 19th day of January, A.D. 1933.

JOHN D. MACKAY, Sheriff, District of Cochrane.

SHERIFF'S SALE OF LANDS District of Cochrane

Under and by virtue of a Writ of Execution issued out of the District Court of the District of Cochrane, and to me directed against the lands and tenements of Vicker's Mines Limited, in the action of the Corporation of the Township of Tisdale vs. Vicker's Mines Limited, I have seized and will offer for sale by public auction, at the Township Hall, South Porcupine, in the District of Cochrane, on Tuesday the 2nd day of May, 1933, at the hour of 11:00 o'clock in the forenoon, all the right, title, interest and equity of redemption of the above named defendant, Vicker's Mines Limited, in, to and out of the following described lands and tenements, viz:—

1. Parcel 1703, Sudbury North Division. Situate in the Township of Tisdale in the District of Cochrane and Province of Ontario, granted by the Crown as Mining Land, namely: The north-east quarter of the south half of Lot Number Six (6) in the Third Concession of the said Township of Tisdale, containing by admeasurement forty and one-quarter (40 1/4) acres more or less.

2. Parcel 2552, Whitney and Tisdale. Situate in the Township of Tisdale in the District of Cochrane and Province of Ontario, granted by the Crown as Mining Land, namely: The south-east quarter of the south half of Lot Number Six (6) in the Third Concession of the said Township of Tisdale, containing by admeasurement forty and one-quarter (40 1/4) acres more or less.

Dated at Cochrane this 19th day of January, A.D. 1933.

JOHN D. MACKAY, Sheriff, District of Cochrane.

SHERIFF'S SALE OF LANDS District of Cochrane

Under and by virtue of a Writ of Execution issued out of the District Court of the District of Cochrane, and to me directed against the lands and tenements of A. E. Phillips in the action of the Corporation of the Township of Tisdale vs. A. E. Phillips, I have seized and will offer for sale by public auction at the Township Hall, South Porcupine in the District of Cochrane, on Tuesday the 25th day of April, 1933, at the hour of 11:00 o'clock in the forenoon, all the right, title, interest and equity of redemption of the above-named defendant, A. E. Phillips, in, to and out of the following described lands and tenements, viz:—

1.—Parcel 2073, South East Cochrane. Situate in the Town of Timmins in the District of Cochrane and Province of Ontario, granted by the Crown as Mining Land, namely: The surface rights of lots numbers one-hundred-and-seven (107) and one-hundred-and-eighty (108) as shown on Plan M-26 (Sudbury), now deposited in the Land Titles Office at Cochrane.

2.—Parcel 2167, Whitney and Tisdale. Situate in the Town of Timmins in the District of Cochrane and Province of Ontario, granted by the Crown as Mining Land, namely: The surface rights of lots numbers 180, 181, 182, 183 and 184 as shown on Plan M-33 (Sudbury) now deposited in the Office of Land Titles at Cochrane.

3.—Parcel 2939, South East Cochrane. Situate in the Town of Timmins in the District of Cochrane and Province of Ontario, granted by the Crown as Mining Land, namely: The surface rights of lots number thirty-six (36) and thirty-seven (37) as shown on Plan M-26 (Sudbury), now deposited in the Office of Land Titles at Cochrane.

4.—Parcel 737, Whitney and Tisdale. Situate in the Township of Tisdale in the District of Cochrane and Province of Ontario, granted by the Crown as Mining Land, namely: The south-east quarter of the south half of lot number one (1) in the Second Concession of the said Township of Tisdale, containing by admeasurement 39 acres more or less.

5.—Parcel 738, Whitney and Tisdale. Situate in the Township of Tisdale in the District of Cochrane and Province of Ontario, granted by the Crown as Mining Land, namely: The north-east quarter of the north half of lot number one (1) in the First Concession of the said Township of Tisdale, containing by admeasurement 39 acres more or less.

6.—Parcel 772, Whitney and Tisdale. Situate in the Township of Tisdale in the District of Cochrane and Province of Ontario, granted by the Crown as Mining Land, namely: Lot number one-hundred-and-thirty-seven (137) as shown on Plan M-10 (Sudbury), now deposited in the Office of Land Titles at Cochrane.

7.—Parcel 2247, Whitney and Tisdale. Situate in the Township of Tisdale in the District of Cochrane and Province of Ontario, granted by the Crown as Mining Land, namely: The surface rights of lots numbers five (5) and Five-hundred-and-Eleven (511), as shown on Plan M-20 (Sudbury), now deposited in the Office of Land Titles at Cochrane.

8.—Parcel 965, Whitney and Tisdale. Situate in the Township of Whitney in the District of Cochrane and Province of Ontario, namely: The south-west part of the south part of broken lot number twelve (12) in the Second Concession of the said Township of Whitney being Mining Claim P. 6873, containing by admeasurement 29 acres more or less.

9.—Parcel 4404, South East Cochrane. Situate in the Township of Bristol in the District of Cochrane and Province of Ontario, granted by the Crown as Mining Land, namely: Mining claim P. 9586 situated in the said Township of Bristol as shown outlined in red on plan of survey by Ontario Land Surveyor, Charles V. Gallagher, dated July 11th, 1923, of record in the Department of Lands and Forests, a copy of which plan is attached to and forms part of the Letters Patent, containing by admeasurement 444-10ths acres more or less.

10.—Parcel 4407, South East Cochrane. Situate in the Township of Bristol in the District of Cochrane and Province of Ontario, granted by the Crown as Mining Land, namely: Mining claim P. 9392 as shown outlined in red on plan of survey by Ontario Land Surveyor, Charles V. Gallagher, dated July 5th, 1923, of record in the Department of Lands and Forests, a copy of which plan is attached to and forms part of the Letters Patent, containing by admeasurement 35 4-10ths acres more or less.

11.—Parcel 4408, South East Cochrane. Situate in the Township of Bristol in the District of Cochrane and Province of Ontario, granted by the Crown as Mining Land, namely: Mining claim P. 9393 as shown outlined in red on plan of survey by Ontario Land Surveyor, Charles V. Gallagher, dated 4th July, 1923, of record in the Department of Lands and Forests, a copy of which plan is attached to and forms part of the Letters Patent, containing by admeasurement 40 1-10th acres more or less.

Dated at Cochrane this 18th day of January, A.D. 1933.

JOHN D. MACKAY, Sheriff, District of Cochrane.

Powassan News:—Lowell Thomas told the story over the radio a few nights ago that should have special appeal to newspaper men these days. The office boy rushed into the editor's den and said: "There's a man outside who says he hasn't had a thing to eat for six days!" the editor answered: "Rush him in here. If he can get along six days without food perhaps he can tell us how to keep this paper going another week."

Try The Advance Want Advertisements 4-7.

Don't Buy a Pig in a Poke

Maybe you've already been stung along this line. If so, you'll know it pays to see what you are buying. If you have been lucky so far, rest assured it's only a matter of time before you realize the truth of the homely warning.

In the field of printing, as in other lines, it pays to see what you are buying--and that's just another special item in our service to the public.

When your work is ready for the press a sample proof of it is presented for your inspection so that any changes in wording or style of layout can be made and by this method entire satisfaction assured you. You then know just what you are getting -- just what you are paying for.

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The Porcupine Advance

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