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Wish Happy Return to Man at Kirkland

"To Hell with Canada," Says Vag, at Kirkland Lake. "The Same to You." Thought the Magistrate as he Recommended Deportation.

When a man in police court at Kirkland Lake started to rail at Canada Magistrate Atkinson asked him if he wished to leave this country,—to be deported. When the man agreed to this with rough emphasis, he was accommodated. The incident carries quite a few morals and so the report as appearing in The Northern News, of Kirkland Lake, is given herewith in full so that all readers of The Advance may understand the facts of the case if a certain or uncertain Toronto newspaper attempts to make one more case against the system of deportation by quoting the fact of the return of this fellow to the country from which he came. Probably the majority of the cases quoted by the certain or uncertain Toronto newspaper are as little deserving of sympathy as this one from Kirkland Lake. But anything to make a case and toady to the alien agitators and their deluded followers! This particular alien at Kirkland Lake had created trouble right along, his chief mischief being done at the soup kitchen. People who ought to know say that the food is good at the soup kitchen and that conditions are the

best possible for this sort of institution. This, however, makes no difference to a certain class of patron who would kick if fed Russian caviare and French champagne. Those in charge of the soup kitchen are so accustomed to kicks and growls and lying stories that they do not worry over them. When a man becomes so objectionable as to force the authorities to prosecute him he certainly must be a special nuisance. In any case here is the story of the incident as given by The Northern News:—

Magistrate Obliged Man Who Doesn't Like Canada.

N. Antonowich, about 30 doesn't like Canada, and when his views on the subject were aired in police court here he was obligingly listed for deportation—but only after serving three months in jail.

Nick has been a trouble-maker at the community's soup kitchen. Chief William Shane testified in police court last Thursday when Antonowich appeared on a vagrancy charge—a fault-finder, the chief related, who also had found fault with the sleeping accommodation in the Kirkland jail.

When Nick's name was called last week he stepped forward promptly, all ready to give Magistrate Atkinson an oration on his dislike of Canadian things.

"I'm not guilty," Antonowich said. "It's the present system that's wrong."

"What's that?" queried the magistrate.

"The system we have now," replied Antonowich, "it's"

But the magistrate interrupted him, and stopped a flow of "Communist" oratory.

"That's the way he's been carrying on at the soup kitchen and at the jail," related Chief Shane. "On Tuesday we got a call from the soup kitchen. This man was there and was complaining about a bowl of porridge. He said it wasn't sweet enough. Township Relief Officer Johnston says he's been causing a lot of trouble down there, finding fault with the food."

"Do you want to be deported?" the magistrate asked the fellow.

"Sure," the vag, replied, "to hell with this country."

"We'll send you back to Ukraine—they're got a good system there," dryly promised the court. "It will be three months in jail and recommended for deportation."

"O.K. thank you" replied Antonowich.

COUSIN OF AMBROSE SMALL DIES AT KIRKLAND LAKE

The Northern News, of Kirkland Lake, last week says:—"Canada's greatest mystery, the disappearance of Ambrose J. Small, Toronto theatrical magnate, was re-called here last Sunday as the body of his cousin, Robert J. Small, was shipped from Kirkland Lake to Tottenham, Ont., for burial, following his sudden demise at 26 Kirkland St. Mr. Small, who often talked of his relative's mysterious disappearance from Toronto, died in his sleep last Saturday, the victim of a heart attack. The deceased was well known as a prospector in the Kirkland-Larder Lake district, and for the past 15 years or so had lived on his mining claims in the Misema River area, about three miles this side of Larder Lake. He was also the owner of a gravel pit located on the property. A native of Tottenham, he had spent some years of his life on Manitoulin Island, also in New Liskeard, where he tended bar in the Grand Union Hotel in the days before prohibition in Ontario. A sufferer from stomach cancer, he became actually ill more than a month ago, and took treatment in the district hospital here. His death, in his rooming house at 26 Kirkland, was discovered early Saturday morning when his breakfast was being taken to him. Mr. Small was known to many Kirkland Lake people, and it is recalled that he sometimes commented on the mysterious disappearance of his cousin, the millionaire theatre man. It was his opinion, repeated often, that the theatrical magnate was slain and his body thrust into a furnace under a theatre in Toronto. A sister, Mrs. A. Small, of Tottenham, is believed to be the only near relative of the deceased, who was unmarried."

Barrie Examiner:—The world's dumbest person—the bridge player who bid no trump on thirteen spades in his own hand!

T. & N. O. Rly. Big Factor in Progress

Has Opened up Great Mining Areas Where Much Wealth has been Produced. Latest Extension Gives Chance to More Territory

Last week The Ottawa Journal published an attractive and informative special edition under the title of "Industrial and Financial Canada." In such an issue it is only logical at this time that special importance and space should be given to the North Land where the steady flow of gold has been so noteworthy a factor in stabilizing Canada's position. In the special edition of The Journal there are several illustrated articles dealing with the North. One of these was given space in the columns of The Advance last week. Herewith The Advance publishes another of these interesting articles. It is in reference to the Temiskaming and Northern Ontario Railway and it appears to have a full grasp of the importance of the railway to the development of the North. The Journal points out that the T. & N. O. Railway after opening up great mining areas in the North, including Cobalt, Kirkland Lake and Porcupine, in 1932 by the extension to Moosonee made available a vast new territory rich in lignite, copper, iron and clay. The Journal's article in full is as follows:—

Railway a Big Factor in Development of North

When the construction of the Temiskaming and Northern Ontario Railway was undertaken by the Ontario Government in 1902, the desired objects to be obtained were primarily the development of the great "Clay Belt" for agricultural purposes and pioneer settlement of the land north of North Bay.

By successive extensions the railway finally joined up with the now Canadian National Railway at Cochrane and completed its northward movement to Moosonee—in the tidewater of James Bay—in 1932. On July 15, 1932, the new line from Cochrane to Moosonee was officially opened by the Premier of the Province, and the latest chapter in the railway's advance was recorded. This extension of main line reveals a vast new territory, rich in varied natural resources, such as lignite, gypsum, copper, iron and high grade clay deposits of great potential value.

\$250,000,000 Silver From Cobalt Mines

The history of the railroad has been one of probably unequalled success in the opening up of new areas of wealth as it proceeded with its constructions. If it had been entirely dependent on the settlement of the land for its support, progress would have been slow and unremunerative. Before the objective of the Clay Belt was reached the remarkable silver district of Cobalt was discovered, attracting prospectors from all parts of the world and enlisting the wealth of Canada and the United States in its mines. This discovery was made in 1903 and from that time until 1932, silver was produced at an average rate of 11 tons for every working day, with a total value of two hundred and fifty million dollars (\$250,000,000).

The distribution of this vast amount of new wealth by way of trade channels of the country has made for prosperity of the province.

Dividends paid by the Cobalt silver interests to end of 1932 total \$105,144,883. (It is still producing at an average of 2,000,000 ounces per year.)

Amazing Timber Lands Awaiting the Settler

The Province of Ontario runs north through about 1,000 miles of latitude, reaching far up the western shores of Hudson Bay, and the vast majority of the northern part still remains to be explored. The climate contrast is noticeable when one leaves the southern part and strikes north past the Georgian Bay and into the wooded Temiskaming country.

One notices how much of Ontario is a rocky crust covered with alluvial soil, with hundreds of streams and lakes and millions of trees. From North Bay to Moosonee the Temiskaming and Northern Ontario Railway splits this amazing land of timber, gold, silver, copper and water powers.

At the head of Lake Temiskaming at New Liskeard the railway enters the clay belt, and two hundred miles of the line traverse the fertile agricultural land. The total area contains about sixteen million acres (16,000,000) and this is being rapidly settled in the vicinity of the road; mixed farming, dairying and live stock farming being the basis of the agricultural undertakings. Clover thrives particularly well on these lands for live stock, and northern grown seed is in great demand in the south.

At Mileage 178 the height-of-land between the Ottawa River and the James Bay watersheds is crossed, where two zones of mineral enrichment run east and west from Ontario into the Province of Quebec; a total length of 250 miles—about equally divided between the two provinces—and these zones include the Porcupine and Kirkland Lake gold districts in Ontario, and the copper-gold Rouyn area in Quebec. In addition these districts contain many more prospective gold and copper producers. The Nipissing Central Railway—a subsidiary of the T. & N. O. Railway runs east from Swastika on the main line to Noranda and Rouyn—about sixty (60) miles—serving this rapidly expanding rich mineral area.

An Increasing Output From Porcupine Area

Active operation of Porcupine area gold mines was commenced in 1910, and during the twenty-two years since its discovery, over three hundred million dollars (\$300,000,000) in gold have been produced and the annual output is now \$20,000,000 and increasing.

As a concrete example of the amount of wealth produced by these mines, it may be noted that one mine alone has paid out in dividends a sum great-

ly in excess of the capital cost structure of the T. & N. O. Railway. Ontario's contribution to the wealth of the province in gold output is at the rate of almost a million dollars weekly.

With profit has come honor and the gold miner has earned the nation's gratitude.

The new metal that each day pours into the Royal Mint at Ottawa supports Canada's position beyond our borders, and fortifies the Canadian credit at a time when nations are engaged in keen competition for trade position and financial stability.

The average shipments of gold bullion through the Temiskaming and Northern Ontario Railway from the district of Porcupine and Kirkland Lake now amount to nearly one million dollars every week.

The Temiskaming and Northern Ontario Railway was built mainly for the development of the natural resources in the country through which it passes.

Big Road Taps Inland Sea on Arctic Inlet

Just as the Canadian Pacific Railway builders construction disclosed the world's greatest nickel body at Sudbury, so the building of the T. & N. O. Railway found the famous Cobalt silver deposits in 1903, to be followed by the great gold mines at Porcupine in 1909 and the discovery of vast mineral wealth in Kirkland Lake in 1912.

By the construction of the main line to James Bay it now has the advantage of tapping an inland sea that affords access by waters to an immense undeveloped and practically unknown part of Canada.

In due course of advancement its trains will connect with steamers carrying on a regular coastal service in Hudson Bay and James Bay.

Today the isolation of Ontario's farthest north has departed and for the first time in its 260 years of life Moose Factory has sent shipments of furs south over a railway to Montreal for furtherance to London, England.

Seventy-five miles north of Cochrane at the Abitibi Canyon one of the great waterpower developments of the country has come into being and is nearing completion. Five turbines will generate 275,000 horse-power, destined for the use of mines and manufacturing in the north, and a transmission line is already completed for a distance of 260 miles, one of the longest lines of transmission of high voltage electric power known.

8,890 Miles in 15 Days in Dash to Gold Fields

The following despatch from Montreal last week will not only be of interest on its own account, but doubly so because the two men making the dash to pioneer the new African gold fields are well known in the North Land where they have had many mining interests in new and old territories. They have the pioneer spirit in highly developed form and the fact that a probable gold camp is new and far away would give it double attraction to them. The despatch from Montreal reads as follows:—

"Aboard the steamship Leviathan, now approaching Southampton, two Montrealeers are nearing the end of the first lap of an 8,890-mile dash to pioneer in a new African gold rush. W. T. Alderson, mining engineer, and Allan A. MacMartin, representing a Montreal syndicate, plan to reach their goal, which is in the heart of British East Africa, by Thursday, Jan. 26th.

"In their anxiety to reach the new Kakamega gold field in the Kenya colony of British East Africa, the Montrealeers will use the most modern transportation facilities, calculated to carry them one-third of the distance around the world in fifteen days.

"Leaving Montreal on the night of January 10 and sailing from New York the following morning, the Alderson-MacMartin party will be carried by train from Cherbourg, France, to Brindisi, Italy.

"Here an aeroplane will be waiting to carry them down the east coast of Africa and into Nairobi and then to the

gold field of Kenya colony. "The Alderson-MacMartin combination first became acquainted with the British East African district while on a hunting expedition three years ago. When gold was discovered in the streams of the Kakamega district last year, the safaris who had catered to the Canadians passed the word along. In December an option was effected by cable. Mining laws in the district, however, have not yet been clarified and it was felt advisable to be on the ground as quickly as possible."

SISCOE GOLD MINE OPENS UP NINEY FEET OF HIGH-GRADE

Reports from Rouyn are to the effect that the hanging wall vein on the 725 foot level of Siscoe was drifted on for 90 feet and showed very high grade ore over excellent widths. Values are stated to have terminated in the north-east end with the south-west end up against a fault. Drifting on the foot-wall vein, which also carries values, will shortly commence.

Crosscutting on the 850 foot level has, according to official report, intercepted the vein which gives an initial width of five feet of solid quartz carrying fine free gold. Later on, the same crebody will be sought on the 975 foot level where a station was cut some time ago.

Siscoe is showing splendid development. We are of the opinion, from study of the mine, that further persistency at depth is to be expected; in other words that there is a good chance of the same lense being picked up on the 975 foot level.—The Analyst.

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