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IS IT SOUND BUSINESS TO NEGLECT THE ROADS?

Under the above heading The Huntsville Forester touches in effective way on the poor business ideas that would allow the roads of the North, for instance, to go to rack and ruin for lack of proper maintenance. It may be said by some that the Ontario Government has dropped the thought of neglecting the maintenance of the roads—that Hon. W. Finlayson has publicly assured the people that the roads will be kept from ruin—and so there is nothing to be gained by continuing discussion of the question. The truth, however, is that it would be as well for the people in general to keep aroused over any possibility of the roads being allowed to fall into disrepair. It appears as if the original idea of the Minister (to judge from the letters from his department) had been to curtail work on Northern roads to such an extent as to prejudice their safety and use. "The big howl that

went up," (as Hon. Mr. Finlayson himself might elegantly phrase it), has at least prevented any complete neglect of the roads of the North. This change of heart, however, may only be temporary. It might be a good thing to have everybody seized with the fact that it will be poor business and worse to neglect the roads of the North at this time. Accordingly The Advance gives herewith the editorial from The Huntsville Forester, as follows:—

IS IT SOUND BUSINESS TO NEGLECT THE ROADS

"We hear a great deal these days about "sound business." Sound Business in our Government, Sound Business in our own affairs. Therefore we ask the question "Is it sound business to neglect our roads?" We understand that the policy of the Government of Ontario at the present time is to not even patrol the roads already in use in the northern sections of the province. This is now getting to be very obvious. All the gravel roads under the supervision of the Northern Develop-

ment Branch in this immediate district are sadly in need of patrolling. The roads are rough and are becoming so corrugated that it is a practical impossibility to drive on them in comfort. This point however is aside from the fact. Let us try to consider the Government's point of view in the matter. We all know some of the conditions being faced by our Governments of to-day. Yet we often hear the saying in business that so-and-so had to put more money into his business in order to save what he already had in it. We believe that the saying holds good in the case of the roads in this part of the district. Our Government has a tremendous investment in roads, yet they are apparently willfully allowing them to become so depreciated that it will be necessary within a short time to almost rebuild the whole system. This condition prompts us to ask the question "Would it not be sound business to keep the existing roads in good condition, even if it is necessary to spend money that has to be borrowed in order to keep them?" The tourist business is the third greatest industry in the Dominion. Ontario gets the major share. In order to hold this business we must have roads that can be travelled in comfort by our visitors. We cannot expect to have all our roads paved. Our visitors do not ask for that, but they do not want a road that can be travelled in comfort. It is therefore false economy to allow our roads to become practically impassable, especially after having spent thousands of dollars in making them."

UNO PARK IMPORTANT AS A MILK-PRODUCING CENTRE

The Northern News last week says:—"Just how important Uno Park has grown as a milk producing centre and as the heaviest shipping point on the T. & N. O. Railway in that commodity may be gathered from figures from the railway station records which place shipments for the past six months to have reached a total of 4,131 eight-gallon cans. This represents a total of 165 tons of milk. Kirkland Lake and vicinity was the destination of the bulk of these shipments."

Lack of finances made it necessary recently to close the North Bay Unemployed Association barber shop which had operated for a couple of months giving free haircuts to the unemployed. It is estimated that over 2,000 haircuts were provided the unemployed and members of their families during the time the shop was operating.

Association Work Helps Prospectors

New Dominion Map, Reduction in Timber Costs, Better Legislation Mentioned as Coming from Work of Ontario Prospectors and Operators' Association

The work accomplished by the Ontario Prospectors and Operators' Association is perhaps not as fully known in the North as it might be. The reports of meetings as they appear in the daily papers are necessarily sketchy and as meetings are held in Toronto the general run of prospectors have not opportunity personally to keep in touch with the work. The Northern Miner, however, has followed the proceedings of the association with interest and sympathy. The report of the last meeting of the association as given by The Northern Miner has so much of interest that it is given herewith in full, headings and all:—

The meetings of the Ontario Prospectors and Operators' Association on Friday night last turned out to be somewhat of an oratorical endurance contest with the outcome a decisive victory for the prospectors and operators. Although the meeting was supposed to be confined to members of the association an element representing the share-selling fraternity was much in evidence and highly vocal.

Discussion centred on the "house-to-house" clause in the new securities selling regulation. The mining spokesmen favoured the clause; those engaged in the selling of shares were bitterly in opposition on certain phases of it. The stumbling block appeared to be the suggestion that the promoter of an advertised stock could not follow up by personal call responses to such advertising. The argument developed personalities, the meeting argued, blew off steam and then settled to a more orderly consideration of the business.

New Map Secured

At the outset Walter E. Segsworth, chairman of the committee of the Association, announced that a new map outlining the more important Temiskaming sedimentary belts and intrusive areas in Canada had finally been secured from the Geological Survey, Ottawa, following three visits to the capital. The co-operation of Hon. W. A. Gordon, federal Minister of Mines had been effective. Ottawa will shortly issue this map, in black and white, showing the promising prospecting re-

gions in an area which will extend from Montreal in the east to Saskatchewan in the west and as far north as Rankin Inlet. It will naturally be of the utmost interest to the prospecting and mining fraternity.

Reduction in Timber Costs

Mr. Segsworth also announced that, through the co-operation of Hon. Charles McCrea, the timber regulations with respect to the use of wood and timber in mining operations in Ontario would be modified, particularly in the Booth limits. In future firewood would cost approximately 25 cents a cord. Mine timber which formerly cost the operator in the limits about \$15 per thousand feet would in future cost about \$5 per thousand; white pine would be slightly higher. The regulations had not yet been issued but would shortly appear.

If the Association had secured nothing other than the timber concession and the new map its organization would have been justified. However, its most important work was obviously the changes and modification in the Securities Act, whereby restrictive measures were abolished and the prospector and mining operator given a freer hand in financing. That the regulations had been tightened up in respect of security selling and that this would work eventually to the benefit of legitimate mining operations was the consensus of opinion of the mining spokesmen who were stirred to plain speaking by the vociferous and taunting comment of certain of the security selling representatives present.

Prospectors Free to Trade

One point cleared up was that a prospector disposing of property, did not come under the Securities Act. Another was that a prospector or mining man, forming a syndicate could notify the Securities Commissioner of

NORTH AMERICAN LIFE

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spoke on its activities. He observed that Mr. Drew was doing his best, that a little horse sense was what was needed and would be used. The new regulations had been designed not to hamper the prospector or legitimate promoter, but to catch a certain group of salesmen who were harming the industry. The \$35,000 syndicate idea had been advanced by the prospectors organization in the first instance; the way it had worked out in some cases put the association in an embarrassing position and the new rules were designed to correct the condition.

N. C. Urquhart, well-known broker, said if it were not for the prospectors the brokers and salesmen would out of business. It was incumbent upon everyone to assist him. The new regulations appeared to be reasonable and fair.

The report of the Committee was approved by several speakers, was put to a vote and passed.

SETTLERS MAY USE THIS ON THEIR HORSES—WITH CARE

This paragraph by the Thornloe correspondent of The Northern News is printed without prejudice, or responsibility:—"Chris. Peckover lost a valuable gray mare on Saturday evening. This mare was in good condition and apparently good health, and was hitched to a buggy on the road to Thornloe when she dropped dead. Several other horses have died the same way and it is said that bots is the cause. These seem to be from the western nose fly, and a sure remedy these hard times is a drug called carbon tetrachloride. It tastes and smells like turpentine and ether and is very penetrating. It was discovered during the war and it is said it never fails to rejuvenate old horses and kills all internal parasites. The dose is a teaspoonful for every 100 lbs. of horse flesh. And then they come out on their hind legs just rarin' to go!

Christian Science Monitor:—Fleasure that isn't shared with another loses half its power to please.

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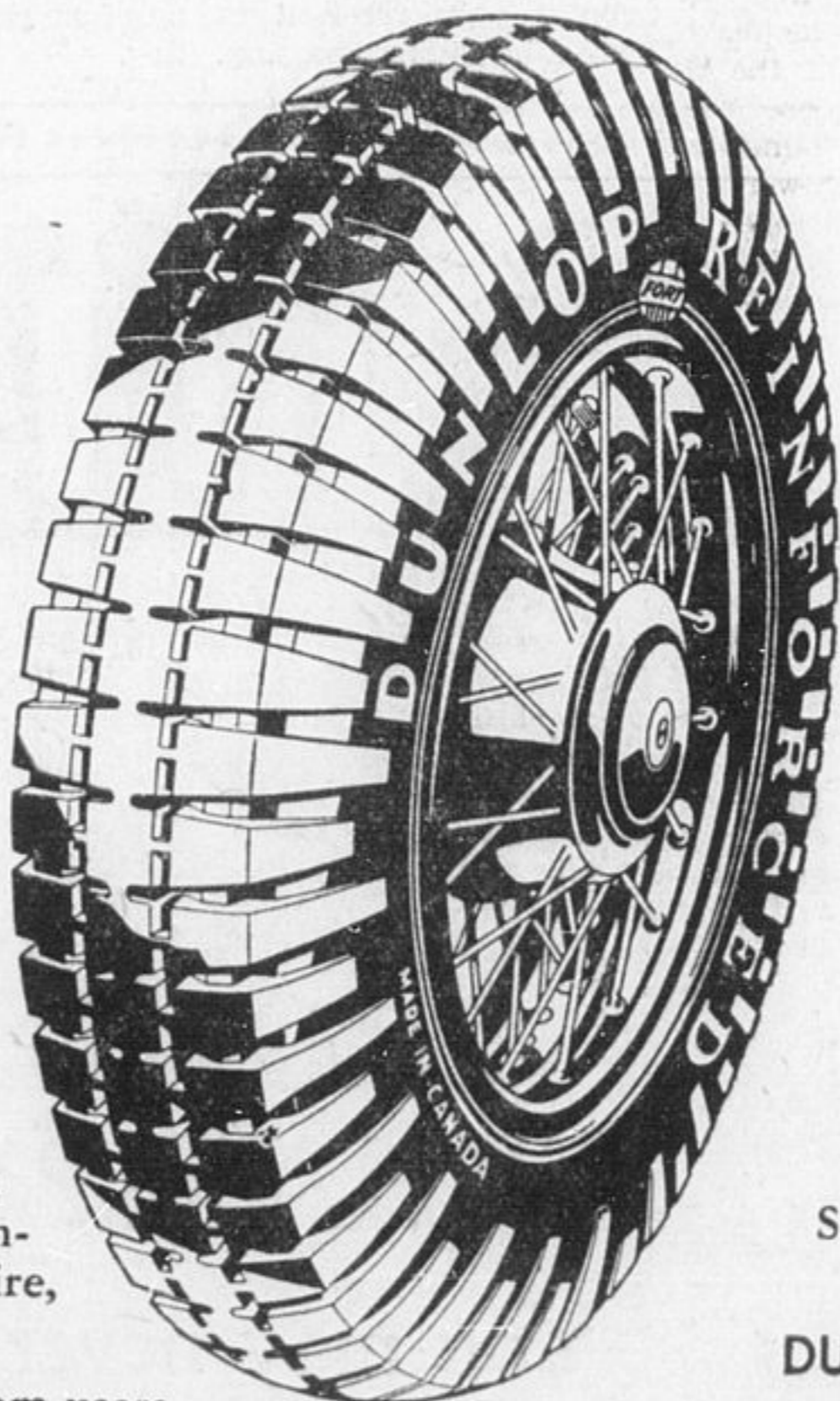
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