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## Hon. Chas. McCrea Discusses Sudbury Road and Gold Tax

### Says Direct Route Advocated by Sudbury Board of Trade Too Expensive. Cabinet Has Decided on Route Proposed by Timmins Board of Trade. Hon. Mr. McCrea Feels That Gold Tax will be Modified.

At the banquet given by the Sudbury board of trade last week and at which W. O. Langdon, president of the Timmins board of trade and president of the Northern Ontario Associated Boards of Trade, was a guest, Hon. Chas. McCrea, Minister of Mines, dealt with two questions of special importance to Timmins and district. Hon. Mr. McCrea informed those at the banquet that after the most careful consideration the Cabinet had decided upon the route for the road to connect Sudbury and Porcupine. The route, he said, would follow the line of existing roads. It would go from Sudbury to Westree, to Shiningtree, to Gowganda, to Elk Lake, to Matachewan, to Timmins. This is the route urged for years by the Timmins board of trade. Mr. Langdon clinched this latter point by producing a blue print showing just this route for the road. This blue print was sent some years ago to the Government together with a resolution from the Timmins board of trade, and this is the route advocated persistently ever since by the Timmins board of trade. This route takes advantage of existing roads and so would cost only a fraction of what a direct route would entail.

Hon. Mr. McCrea's address at the banquet has so many points of interest to readers of The Advance that the complete report of the speech and banquet proceedings is reproduced herewith.

The Sudbury Star says:—  
Reiterating his disapproval of the proposed federal gold tax, Hon. Chas. McCrea, Ontario minister of mines, told a board of trade banquet last evening: "While Ottawa has not yet said what it will ultimately do, I am satisfied there will be a revision so that it will not halt the flow of capital for the development of our mines."

Mr. McCrea said he had always considered large amounts of capital essential to develop the North. "It has been my aim to direct the great mining industry on that basis. It is better to under-tax than to over-tax, and this policy has produced the required results until, in 1924, the outlook is as optimistic as I have seen it in any year."

Referring to the proposed Sudbury-Timmins road, the minister pointed out that the direct route, as urged by the Sudbury board of trade, was too expensive for the government to undertake. He repeated his statements, made previously to the Rotary Club, that work was being started on sections of the indirect route.

He promised that repairs would be made to the Creighton Mine-Sudbury road as soon as possible.

**Spending For New Wealth**  
"Next year," Mr. McCrea declared, "there will be \$10,000,000 spent in Ontario. Undoubtedly we'll find new mines. If we can get millions each year coming into our country, I say that is building along lines that help to take care of unemployment and stimulate trade. If that is choked or hindered then that money does not go on for the search of new wealth."

In 1909 Ontario produced no gold, Mr. McCrea pointed out. In 1910 production was \$68,000. In 1930 it was \$36,000,000 and this year it is estimated at \$70,000,000.

"Up to the end of 1933 there had come out of Ontario \$500,000,000 in gold," the minister went on, "\$260,000,000 in silver and \$500,000,000 in nickel and copper. This has meant happiness and opportunity for a great many people."

"When the announcement came from Ottawa of the tax there was criticism from many quarters. It was felt that to properties which produced low

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grade, an injury might be done. We are producing 75 per cent. of the gold in the dominion. Our province since 1910 has produced more than the Yukon plus British Columbia plus the province of Quebec and then some. I can assure this gathering we have to so direct the affairs of mining to see that it grows and expands."

**To New Prospects**  
In Sudbury district Mr. McCrea referred to new prospects such as Swayze, Three Duck Lake, Shining Tree and Matachewan. As prospectors bring in new finds, the government, he said, stands ready with roads and power to assist in establishing camps and new towns. "I had hoped by this time Swayze would be taking power. Only the other day a contract was completed for the supply of power to the McMillan mine. All of these things take time, but we are moving slowly and surely. I hope that in the near future there will be a demand for power in more camps because of the new capital that has flown into our country."

**On Road Question**  
Touching on the Creighton road, Mr. McCrea said that it was surfaced a few years ago but the job was not a good one. The government paid for it. Temporary repairs have been made and it needs further repairs to-day. "I am glad to be able to tell you tonight we will put the Creighton road in shape as soon as weather permits us to sister trace the direct route. "The pro do the work," he said.

As for the road to Timmins, the minister was put in that way to the government and myself," he added, "but a through motor route as proposed on that line will run into several millions. The province will be expected to pay it all. The province has a substantial debt and a great credit. But it has reached a state like municipalities whereby it must give consideration to the cost. What is true of municipalities is true of the government. When it comes to pay the interest on the cost, the question of taxes arises. Do you want more taxes on the mines, on gasoline and on other things? When the Grand Trunk Pacific was started, Canada was told it would cost \$15,000,000. Instead it cost hundreds of millions. As a result of the free spending Canada has a heavy debt burden. I am not arguing against the Timmins road, but I am arguing that it must be considered that the province has to pay the shot."

Mr. McCrea mentioned his recent speech to the Rotary Club in connection with the indirect route. There are links to be built from Shining Tree to Gowganda and from Timmins to the Ashley Mine in Bannockburn. Relief work is already engaged on the first, and the road from Timmins and Bannockburn has been surveyed and plans made to start work.

"Today I told a deputation from the board of trade that the route from Milnet to Westree would have a survey put on it so that when we undertake the work, not immediately, we will know where we stand. That would join Sudbury to the road."

"We have reached a stage in the north that instead of building roads and roads and roads, we must take into consideration the development of new wealth in deciding where they are to go."

"Already you are beginning to feel the saturation of added wealth," said Mr. McCrea. We are fortunate in having in our district the greatest metal resources compacted into one field in the world. We may be envious of the gold fields at the moment, but remember in Sudbury district we have the mines with the greatest wealth behind them, good for 100 to 200 years. In fact, the late Thomas Edison once told me we had enough minerals here in Sudbury to last for 1,000 years.

**Great Strides Made**  
"If we are to prosper in Northern Ontario; to turn out our stream of wealth, it must come from the development of our forests, our mines and agriculture. Looking over the past 30 years or more since I came to Sudbury great strides have been made despite what we have been going through, namely a touch of the depression. When I came in 1901, the population of Sudbury was 2,000. Today we have 20,000. If we have halted in the past few years it has only been to consolidate the ground."

The task of building is not easy; sometimes we become irritated and dissatisfied because we are not making better time."

The minister quoted the late Hon. P. C. Larkin as saying that Canada is the last place left in the world in which a great nation is to be built. "Is there need for building so fast that we cannot properly assimilate people so that they will understand and appreciate

British institutions and traditions?" Mr. Larkin then asked.  
"When we look at the nation across the line, where they have not been properly assimilated," commented Mr. McCrea, "let us realize we are building for future generations and our children. As one realizes our problems, and the unemployment that already exists, let us go ahead on lines that are sound even if we don't get rich as quickly as we would like."

**W. O. Langdon Speaks**  
President of the Timmins board of trade, W. O. Langdon, remarked: "In our deliberations we thought we should take advantage of existing stretches of road; have it pass through quite a number of places where there is a certain amount of development under way. We have differed in our routes, but regardless of the route, I feel confident that shortly after it is established, a rich country will be opened up."

Dealing with the gold tax, Mr. Langdon remarked: "The way it is proposed on production will seriously hamper the proper development of the mining areas. It's very well to say the price was \$14 an ounce higher than it was before, but the mere fact that the price of gold has increased has kept some of the smaller producers going and they have given employment when it is needed most. If there is no tax on production many properties will come into being in the near future."

The tax, said the speaker, should be confined to net profits.

Mrs. Richardson, Wilson avenue, left on Saturday, April 28th, for Montreal, where she will spend a few weeks' vacation the guest of Mr. and Mrs. Arthur Pinder, Sherbrooke street, west.

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## Kapuskasing Farm Weekly News Letter

Number 21 in the Series of Weekly Letters to The Advance from the Dominion Experimental Farm, Kapuskasing.

The following is No. 21 in the series of letters published weekly in The Advance from the Dominion Experimental Farm at Kapuskasing:—

**Care of Cows at Calving Time**  
The care of cows at calving is quite a matter of contention and one that is often neglected by the ordinary farmer, resulting in many troubles such as milk-fever, caked udder, retention of after-birth, etc.

Keep a record of breeding date so as to know when to expect the cow to freshen. The gestation period of a cow is around 180 days.  
Feeding the cows at calving requires

special care, varying with the individuality of the animal. Keep the bowels open by feeding lactative feeds, such as bran, oil-cake meal, and roots in small quantities. If the cow is in high condition, cut down the regular ration about three days before calving. It is advisable to give the cow a physic of 2 pounds of Epsom salts about 12 hours before calving, and allow her all the water she will drink, taking the chill off.

The attendant should never be in too much of a hurry to help at presentation, as, if everything is normal, better results will be had by allowing the cow her own time. However, it should never be left too long when a little assistance will be of benefit. If presentation is not normal, it will be better to call a veterinary or an experienced man as soon as possible.


Ordinarily the after-birth will come away about 5 to 10 hours after calving, but if it is not delivered in 12 hours, no attempt should be made by pulling it away by force, as it may cause troubles, unless done by a competent man. The only safe way, if the after-birth has not come away after 12 hours, is to insert into the uterus 2 one-ounce gelatine capsules filled with boracic acid, and repeat with one each day until it comes away, which will be in about 9 days. When the cow has delivered the after-birth, the vagina and uterus should be flushed out thoroughly with a normal salt solution. (1 ounce salt to 1 gallon water) every day until cleaned up.

After calving give a tepid drink containing a handful of linseed oil-meal, per pail of water; allow to rest quietly for 12 hours, after which give a warm bran mash, with two mashes on the second day. Commence increasing ration on fourth day, taking about two

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weeks to bring it up to full strength. Draw a little milk three or four times daily for the first three days; do not milk dry until after the third day, as such a procedure frequently brings on milk-fever.

## Protests Against Gold Tax are Well Founded

An editorial in The Northern News, of Kirkland Lake, last week says:—"Let us think straight about gold mines. The public has an idea that the high-grade mines can stand high taxes. There are two high-grade mines that cannot stand it, Ashley and Parkhill. There are many others. In each case the grade is good but the profits are not large. In fact the imposition of heavy taxes would either close them or cause them grave embarrassment. Both the above are young mines trying to get on their feet. It is utterly unfair to consider grade only; costs are the important consideration; profit is the only equitable taxation basis and when taxes are multiplied on profits both taxes and profits soon disappear en-

tirely. Take Lake Shore mine. People talk and think of it as a \$15 mine. It is nothing of the kind. One that goes to the mill at this property ranges all the way from \$4 up. The \$100 ore in Lake Shore would employ about 25 men; the grades from \$4 to \$10 keep nearly 2,000 men at work. Take Hollinger. True, it is a big mine, but it is not a high-grade one. This company mills ore from \$2.50 up, in large tonnage. Last year it developed 1,500,000 tons of low-grade marginal ore, hoping that at \$35 gold it could make a small profit. The proposed high taxes throw this material back into waste rock, thus depriving Hollinger's 2,800 workmen of the equivalent of one year's work. Is this sensible? The protests of the North are well founded. They should be hotter still. Otherwise a lot of jobs and business for merchants are going to go glimmering."

C. P. Tuer is the new president of the Haileybury board of trade, with J. T. Leishman re-elected as secretary.

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