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**T. & N.O. Programme of Works for the Year**

Will provide Extra Employment During the Summer. Number of New and Repair Jobs Planned.

An extensive programme of track and tie replacements, station enlargement, replacement of timber trestles with permanent gravel fill, and a three-quarter mile revision on the Swastika-Noranda line of the Nipissing Central Railway, are included in the summer works programme of the Temiskaming and Northern Ontario Railway announced last week by A. H. Cavanagh, general manager.

Specifically the programme embraces: Enlargement of passenger and freight facilities at Swastika Junction at a cost of approximately \$25,000. A three-quarter mile revision will start at Mileage 7 on the Swastika-Noranda branch where a bridge structure requires rebuilding. Instead of rebuilding the present structure, the line will be diverted. This point is between Kirkland Lake and Rouyn. The diversion will cost approximately \$60,000.

The usual seasonal tie replacements will be made at widely-scattered points along the line, and will involve from 75,000 to 100,000 new ties. The cost of this part of the programme will probably exceed \$100,000. Three or four timber trestles at various points along the line will be replaced by the filling in of a part of the gaps they bridge and the erection of concrete culverts to bridge the remainder.

Approximately five miles of new rail will be laid, replacing worn-out stock. Trackage leading from Cabot to the Nipissing silver property will be repaired at a cost of around \$600, to be divided equally between the railroad and the operators of the mine.

In making the announcement this morning, Mr. Cavanagh also revealed there had been a slight increase in the shop staffs at North Bay, and that a special effort is being made to rehabilitate passenger equipment. When maintenance work on rolling stock was curtailed during the depression, a portion of it deteriorated to such an extent that more work than was being carried on this spring was found necessary.

The greater portion of the labour required for the summer works programme will be unskilled, Mr. Cavanagh explained, and although it was not specifically stated, it is presumed a number of former T. & N. O. employees will find temporary employment during the summer months on the extra gangs. It is the expectation that the programme will take care of quite a large number of unemployed, and that as far as possible they will be drawn from the districts in which the work is being done.

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FRIDAY, APRIL 26th, 1935

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**Much Criticism for Hon. Peter Heenan**

Minister of Lands and Forests has Lively Time on his Return to the House After Illness.

Hon. Peter Heenan, who recently returned from a trip to the Old Country necessitated by his ill health, was subjected to a barrage of criticism last week in the Legislature when he attempted to pilot his estimates through the House. Several times Premier Hepburn and other members of the Cabinet had to come to his assistance as he did not appear sure of many of the items in the estimates and also seemed to be out of touch with other matters in his department. As he was evidently back to his old form of health and as virile and able as ever, it is generally thought that the trouble rests with the fact that while he was away on the trip made necessary by his ill health, he lost touch with the general affairs of his department, while in the short time since his return there was not opportunity to secure the grasp of affairs required to stem the tide of criticism that had been prepared for him.

His unfamiliarity with his own estimates, became apparent when the Opposition, chiefly Le-gold Macaulay, former highways minister, started in to give him a "ride." He was charged with proposing to spend twice as much money as the former government, while making false promises of a 20 million dollar works programme in the North, and with half a dozen other alleged political sins and errors. Mr. Macaulay charged that the cost of timber would cost the government 10 million dollars, a great deal more than the estimate provided for. Mr. Heenan was at a loss to explain the situation and it was not until Premier Hepburn did some rapid calculation that it was discovered the expenditure would be only one million and not 10 million. Mr. Macaulay admitted his error in arithmetic but insisted that even one million would use up the vote, leaving nothing for other purposes. "You are only asking for chicken feed compared with what you are going to spend in the North," declared Mr. Macaulay.

The Minister invited Conservative members of the Legislature to attend three highway openings in the North this summer. Kenora to Fort William, Sioux Lookout to Dryden, and Kenora to Fort Frances routes will be opened in the summer and late fall, Mr. Heenan said. Conservatives turned their questions on the Muskoka Lake highway; on general highway estimates and on radio and aeroplane expenses in the Forestry Department.

"Mr. Noad has resigned," Mr. Heenan said in reply to more queries about his department staff. "I haven't seen Mr. Noad since I came back," he explained. "but it is my understanding that he is going back to private business." Mr. Noad, he said, is a British subject. A. H. Acres strongly urged that the trans-Canada highway be pulled out of

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**Value to the Country of the Dominion Minister of Mines**

In reprinting the following editorial from The Sudbury Star of recent date, it is well to point to the fact that Canadian mining camps are promised longer lives than fall to the fortune of the greater number of mining places in the past. It is well to note the length of life of some of Canada's mining camps. The Porcupine camp is going strong after twenty years of activity. Present estimates suggest that the camp will be going equally strong twenty years from now. With these facts in mind, the following may be read:—

"That politicians, particularly in the federal field, have a poor conception of the mining industry, was exemplified by the gold bullion tax imposed in May, 1934. Perhaps this lack of appreciation of just what mining means

to the country is understandable when it is remembered that parliament are dominated by farmers and lawyers and that on the basis of economic importance, mining men have an insufficient representation in the legislative halls.

But, fortunately, there are some in parliament who are familiar with every aspect of mining. One of these is Hon. Wesley A. Gordon, minister of mines and labour in the Bennett cabinet. He is representative for Temiskaming South, and had occasion recently to remind members of the House of Commons that the business of mining is rather precarious and that it cannot withstand severe penalties that some legislators would inflict upon it just as soon as the industry gives evidence of becoming a little bit prosperous.

"Once an ounce of gold, silver, copper or any other precious or base metal is taken out of a mine, it is out, Mr. Gordon emphasizes. Having taken out the ore, nothing can be done to replace it. There is just a hole in the ground. If wheat is sown on a farm, more wheat can be sown after the crop is harvested, but more precious metals or pay-cre cannot be put back into a mine.

"The mine lasts only as long as the vein of ore. In some cases the deposits are rich and extensive, and can be worked for years and years. In other instances, the vein runs well for a time and then gives out suddenly. When the ore is finished, the mine is through.

"For that reason the government, or anyone else, can do little to bring back prosperity to a mining town that has lost its mines. Mr. Gordon himself has lived in mining camps and watched them start, boom and then fade. Most of the miners go to another camp, and those who are left behind have a terrific struggle to keep going.

"In British Columbia, for instance, there are derelict towns, deserted by virtually everyone. Years ago they were busy mining centres, booming with prosperity. Then the ore was exhausted, mining no longer paid, and the towns faded even more quickly than they had developed.

**Honour Shown to Former Police Chief at Timmins**

Friends here of L. McLaughlin, formerly police chief at Timmins, will be interested in the following paragraph from The Halleyburian last week:—

"L. McLaughlin, of Halleybury was included in a list of members and ex-members of the Royal Canadian Mounted Police who received medals for long and meritorious service on Tuesday. The presentations were made by His Honor Dr. Herbert A. Bruce, Lieutenant-Governor of Ontario, at Toronto. Mr. McLaughlin who is at present in Kirkland Lake, was unable to attend for the presentations. His long service in the Yukon under many difficulties was cited in making the award."

Try The Advance Want Advertisements

**Women's Witty Wisdom on Miserableness of Man**

Recently The San Francisco Argonaut resuscitated the following address given a number of years ago by a woman in describing the opposite sex. This woman was Mrs. Skinner, an American woman's right orator. She was slightly misnamed it seems, "Skinner" would be a better name than "Skinner" for this lady. Here is part of the address she is said to have delivered in the campaign for votes for women at a period termed "three generations ago":—

"Mrs. President, fellow women and male trash generally, I am here today for the purpose of discussing women's rights, recussing her wrongs and cursing the men.

"I believe sexes were created perfectly equal, with the woman a little more equal than the man.

"I believe that the world today would be happier than if man never existed.

"As a success man is a failure, and I bless my stars my mother was a woman. (Applause.)

"I not only maintain these principles, but maintain a shiftless husband besides.

"They say man was created first—well, s'pose he was. Ain't first experiments always failures?

"The only decent thing about a man was a riot, and that went to make something better. (Applause.)

"And they throw into our faces about taking an apple. I'll bet five dollars

**Vein Found on Hastings County Gold Property**

People in this gold camp are naturally interested in gold areas in other parts of the province, and naturally gold strikes in what is usually termed Old Ontario has particular attraction for this section of New Ontario. The gold mining business differs from most lines in the fact that there is no competition in the matter of gold. There is such a demand for gold that there is no possibility of the supply being great enough to more than meet the needs. In most lines there is usually the fear that the line may be overdone—that there may be overproduction. This fear never touches those in the gold mining section. Accordingly there is nothing but satisfaction when new mines open or old ones re-open. As a consequence of all this the following information in regard to a Hastings County gold mine will meet with very general interest. Word from the head office of the Gilmour Gold Syndicate makes the following reference to the progress made by the syndicate:—

A quartz vein, averaging 5 feet in width, was discovered last week on the property of Gilmour Gold Syndicate in Hastings county, southeastern Ontario mining area. This vein was traced for 500 feet on surface. It is well mineralized with barite, chalcocite and other sulphides, has a brecciated appearance, and is very easy to crush, and is freely impregnated with rust, visible gold occurring in places. Samples are being sent forward for assay.

The 100-ton ball mill, feeders, and equipment purchased recently are now at the property siding, and being unloaded. Tenders are being called for erection of the mill. The headframe of the shaft, recently overhauled, is in first-class condition, as are the collar and timbers of the shaft. A boiler, stack, crusher, pumps, skip, hoist and scales, etc., are on the property.

A porphyry dike was discovered about two weeks ago, having a width of 15 feet, and traceable for 400 to 600 feet. Officials state that surface ore estimates have been increased by 5,000 tons through the discovery of a new dump, giving an average assay of \$7.50 per ton, with gold at \$20.67. A crew of 11 men is now being employed.

**Using Timber in Bridges Helps Creosote Industry**

Ontario Government's decision to use creosoted timber instead of steel in erecting bridges will result in the immediate re-opening of the Sault Ste. Marie plant of the Canada Creosoting Company, Vice-President R. D. Prettie remarked recently in Winnipeg.

The plant, closed since 1933, will be kept running 24 hours a day until the end of the year, he said, employing from 100 to 150 men, hundreds of other workers would be given work in the lumber camps.

Further building operations across the Dominion, he said, would keep the company's other 12 plants busy and would result in the expenditure of millions of dollars. At present orders for 3,000,000 feet of bridge timber have been placed in British Columbia, 9,000,000 in Ontario and large orders in other provinces.

Sudbury Star.—One has to smile at the report that two Hindus—those backward, heathen people—have started to crawl 500 miles on their hands and knees to observe a religious ceremony, not to pay an election bet or get into a fraternity.

politics and regarded as a five-year plan—not a one-year project. Mr. Heenan was upbraided for promising Northern work, and then throwing blame on the Dominion for failure of negotiations. The trans-Canada highway arguments were received by Premier Hepburn with more or less favour. "It is financially impossible," he said, "for the province of Ontario to carry on a work of that kind alone." Estimates were promised on Dominion co-operation.

**Canada Should Buy More Goods from the British**

Canada must buy more and more British goods if she wishes Britain to buy more and more Canadian goods. This warning was issued by James L. Crawford, president of Liverpool Lumber Trade Federation at a banquet recently, where the high commissioner, the Hon. Howard Ferguson, was the chief speaker.

Mr. Crawford pointed out how tremendous had been the growth of the empire trade; since the Ottawa agreements. For the first six months of 1932 British Columbia exported to Great Britain approximately 50,000,000 feet of lumber. During the same six months of 1934 that province exported 223,000,000 feet. These figures apply to the Pacific Coast, but very big increases could also be recorded from eastern Canada, and they serve to show what one might almost say was the amazing growth of Canadian exports of lumber.

"One thing is certain, however," said

the president, "and that is that Canada must buy more and more from us in the future, since the only way we can pay for goods is by sending our goods to the people from whom we buy."

The lumber trade has grave problems to solve. The United States, for example, has attempted to devise fixed minimum prices for its lumber, and that was causing traders in England the utmost concern.

The total importation of Canadian lumber in 1934 into the United Kingdom exceeded 400,000,000 feet. It is anticipated 800,000,000 feet may be exported to the United Kingdom in 1935.

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