

## Hammell Commands Government for Aid To Mine Industry

Believes Attitude to Mining will Help Canada to Prosperity.

Toronto, July 19—Jack Hammell, mining and prospecting mogul hailed with delight the Dominion government's move to allow larger income tax exemptions to mines for money spent on development work.

Lifting some of the financial burden off mines in their development stage would not only be a big boost to Northern Ontario, he declared, but would give an appreciable impetus to industry and commerce throughout the province and the Dominion.

**Stimulates Industry**  
"That really means something," declared the multi-millionaire mines operator. "It will be a big encouragement to new development, which is just what this country needs. It's going to bring a lot more outside capital into this country. It is a helping hand to increased mining activity—and more money spent in mines means better business all over the country."

Aside from the straight financial angle, Mr. Hammell felt the concession from Ottawa indicated a new psychological approach to encouragement of mining and business generally. "It shows that governments generally are going to stop reaching for nickels in their tax program and get a long-range vision of possible mining and industrial development in this country," he said.

"There are big mining areas in Northern Ontario that are just getting under way. This tax reduction on development is going to help open them up. There are districts up there right now producing millions in gold which will be turning out five times as much within five years. Politicians are waking up to the danger of killing the goose that lays the golden egg."

**Work for All**  
"A few more intelligent government moves along the same lines, and we can really start to go to town in the North," Mr. Hammell went on. "With the resources this country has in its mines and other fields, there shouldn't be a man in Canada out of work. There won't be, either, if politicians follow up such action as this with others designed to help development. These fellows at Ottawa are looking alive now to the great future of our mines and what that means to the Dominion. It does my heart good."

"I am a Canadian first and mining man after. It won't do me any good to make more money. If I do I'll have to go on relief, because the government will take all my money out of me in income tax. Twenty years ago I said the surface had only been scratched up North and they laughed at me. I'm saying the same thing today—and the authorities are beginning to realize that's the exact truth."

**Hydro Helps**  
With Power lines of the Ontario Hydro being gradually pushed into more remote ore areas, there was bound to be a boom in mining within the next few months, Mr. Hammell predicted. "Lack of electricity has been holding us back," he said. "Hydro lines from Ear Falls will be completed to Uchi and Pickle Creek this fall. Other districts are getting Hydro. Coupled with the new attitude of governments, this power supply means things will soon be going full steam ahead in the mining industry. There will be a big opening-up."

Mining resources of Northern Ontario are so vast and represent so much new wealth and business to Canada that few realized what they could mean to national prosperity, he said. "Well," he added, "governments are beginning to realize it and to recognize it in their administration. That's one of the most hopeful signs of the year."

Mr. Hammell interpreted the new regulations to mean that mining concerns will get important tax exemption allowances in their early stages when they would mean the most. Under the former regulations, he said, some of the exemptions had not been allowed at all and other could only be taken advantage of after the development stage had passed and the company had become prosperous.

The new regulations announced by Hon. J. L. Halsey, minister of national revenue, grant concessions for outlay in development operations. Chief features are:

1. Commencing with the start of the six months' adjustment period all expenses incurred prior thereto in the development of the mine (buildings, machinery and cost of acquiring property excepted), shall be allowed as a deduction and shall be written off on the basis of 15 per cent of such expenditures per annum.

2. Cost of shafts sunk after the commencement of milling operations, or ore shipments, shall be written off at the rate of 15 per cent of such cost per annum.

3. Other development expenses incurred on the property during the period of tax exemptions shall be charged to operating costs during the said period of tax exemption; provided, however, that where the Department of National Revenue is satisfied that the development done is greater than that which would be normally required, a portion of such development expenses may be capitalized and written off, on a basis agreed upon by the department and the company.

4. The rate of depreciation established by the department and concurred in by the department in respect of depreciable assets during the period of tax exemption shall continue to be the basis of depreciation after the said period.

## Clever Work in Maintaining Water Service at Kirkland

Ingenuity and enterprise maintained the water service to Kirkland Lake hospital on Sunday after a 12-inch water main burst. When the main supplying the hospital burst, the water, of course, was cut off from the hospital. But not for long. The waterworks repair crew, under Gordon Brown, soon restored the water service to the hospital by the use of a clever device. Borrowing fire hose, they connected it to a nearby hydrant and ran it across to the basement of the hospital where it was connected with the water pipes. In this way there was only a brief interruption of water service at the hospital. The burst main washed out a large hole on Second street and caused considerable flooding before it was turned off and repairs were begun. Workmen found the repair job a difficult one as there were large boulders in the excavation. It was necessary to take out a length of broken pipe and replace it with a new section. The main was repaired and restored to normal service by 4:00 p.m. Sunday.

## Flies Mosquitoes, Log Jams Interfere With Canoe Trip

Pete Spence, on Canoe Trip To World's Fair at New York, Tells of Experiences.

Elk Lake, Ont., July 19th.

To the Editor of The Advance, Timmings.

Dear Sir:—In spite of the fact that I am about seven days behind schedule I have been a busier man than ever before.

Everything went well till I was within about five or six miles of the East branch of the Whitefish River, and that is where the trouble started. It is a log jam from there to Whitefish Lake, a distance of roughly twelve to fifteen miles. It took me about five days to cover that distance. It was more walking than canoeing. Had to go over log jams, had to go under them. Had to go around them and had to portage them. Had to cut some out and had to make new portages for them. And did all sorts of flies have their fun during this period. It was a glorious feast for them for a solid week in that tiny creek in the muskeg and willows.

But, believe me, I did not take it lying down, either. Every time I went to bed I would fairly massacre them until I forgot the sprayer at one end of a portage or another. May just as well have been both ends for that matter, as they had a decided advantage on their side from then on.

Then of course that was not all. There was a little matter of willows during that ten or fifteen miles. When I was not fighting a log jam I was trying to shove and pull my way through the willows. The Whitefish River gets so small that the jolly old birch bark canoe would have been somewhere up in that creek yet, if it had been half an inch wider.

People here ask me why didn't I portage instead of going through all this. Well, you may rest assured I did. Plenty.

The maps that I am using are very good and you can't very well go wrong with them, although I managed to once, but got back on the trail again. Waited for days and days to come to greenstone and granite as advertised on the map, but when I did get there, it was covered with wet muskeg anyway.

I forgot to mention, I don't know if you had the rainstorm or not at home, but I had one from the time I left and it's still going strong eleven o'clock in Elk Lake.

All in all I would reserve the advice to make that trip as far as Matachewan only to my worst enemy and he would have to be the very worst.

From the time you hit the height of land and portage into Matachewan Lake, you are in a comparatively beautiful country. It is high and greenstone is not completely covered over with muskeg. The mosquitoes are not as bad. A conspicuous absence of log jams; the current is with you, the wind is with you, and, of course, the rain and a few sore muscles.

Arrived at Matachewan on the morning of the twelfth and as it rained cats and dogs there for two days, I had the Indian chief take some of the wrinkles out of my canoe. The rest also took some of the wrinkles out of my back, although I did not get a great deal of it. I helped to repair all punctures with amberoid. The log jams and willows just about ruined the canoe, but it is hunky dory again.

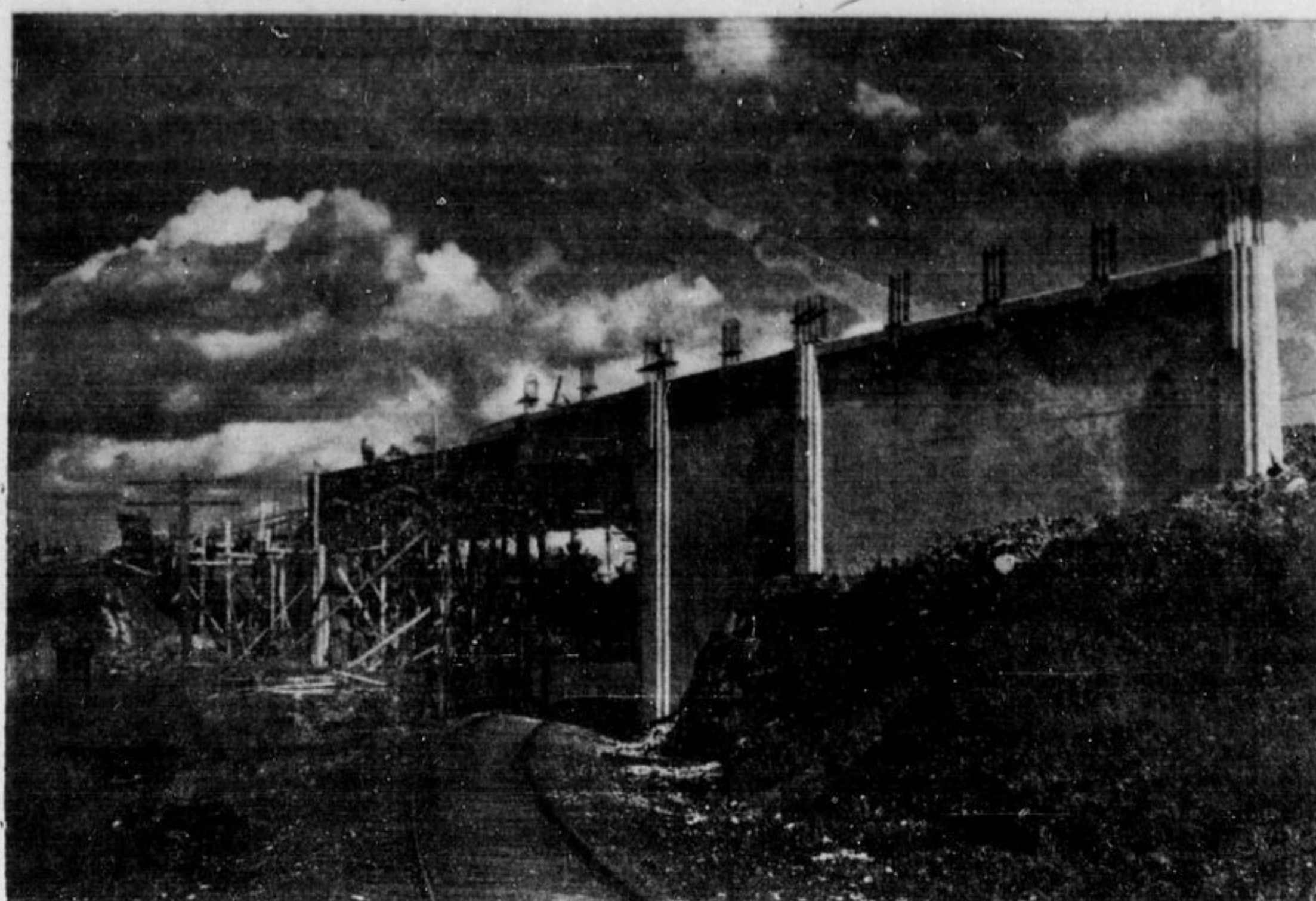
Came over 30 miles today from Matachewan and was not troubled with leaks. Had a goor fair wind, but it was a little too good to sail, although I did here and there. It was too squally with showers, sleet and mist. Would have been O. K. if I had had a submarine or aeroplane, as each time I put the sail up I would either start to take off or start diving and after all I've only got a thirteen foot birch bark canoe.

Saw in the Ottawa Journal of the eleventh a picture of Harry P. G. Meyer of Milwaukee arriving at the World's Fair by canoe (seventeen foot); says "paddles 2000 miles to World's Fair"—and right in the same picture it shows the outboard motor attached to the side. It does not mention any log jams.

Pete Spence

Sudbury Star:—Galento's final analysis, according to an observer, is that he got something in his eye. From the slow motion pictures we would say that it must have been the floor.

## NEW HIGHWAY BRIDGE EAST OF SCHUMACHER



Work is progressing at good rate in the work of constructing the overhead bridge over the T. & N. O. east of Schumacher, where the level crossing at a turn in the road has been a danger for many years. The new bridge will eliminate this crossing danger.

## SIFTING THE NEWS

By Hugh Murphy

Premier Hepburn's feud with Prime Minister Mackenzie King was amusing for a time. Then it became rather silly. When the Ontario Leader intimated that he would refuse to allow advantage of federal grants for relief municipalities in this province to take work projects, it began to look as though the feud would have dangerous repercussions. It was carrying a spite a little too far to inflict it upon the general public, most people thought.

The reflection of public opinion apparently led the Ontario Premier to the same belief. In any event he has grudgingly withdrawn his opposition.

Says he: "If the Dominion government has sufficient money to bribe the electors this way on the eve of an election, let it make a direct contribution, to the municipalities and not force them into the position of competitive spending and an orgy of expenditure."

It may readily be seen that Mr. Hepburn is not a believer in under-statement. It might be well recall one of his many, many utterances regarding relief at this time. It may be recalled that his reply when asked why cash relief was not given directly to the recipient, was the old one about the recipient spending the money foolishly and not upon necessities. Perhaps the federal government feels the same way about the provinces.

Having gathered momentum, the British armament programme is now in full swing. In the House recently Sir John Simon Chancellor of the Exchequer said that Britain's expenditure on arms this year would be \$3,416,000,000. Britain today is turning out as many aeroplanes as Germany; will soon be turning out more. The British navy is still the most powerful battle fleet on the seas. Total expenditure on weapons of war this year, Sir John said, would be about \$7,000,000,000.

Pictured as an elderly, benevolent and befuddled old gentleman by the Nazis, Premier Chamberlain is fast emerging from the lethargic attitude he was supposed to have entertained. That much-talked-of umbrella has passed the stage of being a sword. It rapidly is developing into a huge club to be wielded in the interest of peace.

Latest form of treason in Germany is overeating. In order to be self sufficient, "The Leader" (new name for Chancellor Hitler) has decreed that overeating is to be on a par with drinking beer and smoking to excess—just not done in good Nazi circles.

Hitler if he keeps on, will be raising a race of ascetics. The fat, jolly German of yore, with his stein and curved pipe and lusty humor, will give place to a quiet colourless individual who abhors all forms of human indulgence and thinks only of the state and its leader. When he has raised a race of Germans of such a type then the world had better declare war on Germany and wipe it the map. It would be much easier to work up a good hate against such people than it is, at the present time, against the friendly, hospitable, comfort-loving German of the travel books.

An advertisement, attributed to Heywood Brown, appeared in the New York Post on Tuesday. Under the heading "Situations Wanted," it read: "Newspaperman of thirty-one years' experience is desirous of job. Has worked as reporter, copyreader, rewrite, book reviews, dramatic critic, war correspondent, sports writer, columnist, and briefly as a publisher. Of neat appearance although labour agitator. Not sure of recommendation, from present post. No reasonable offer will be refused. Address, Mr. X, P. O. Box 521, Stamford, Conn."

Everything in the advertisement is likely to be true except the assertion that he is of neat appearance—assuming of course, that it was inserted by Heywood Brown. One competent observer has made the remark that Brown "dresses like an unmade bed."

Indian Woman Jumped in Front of Train at Kirkland

Kirkland Lake, July 19—Stated by witnesses to have jumped in front of the Swastika-Rouyn train as it pulled

## General Motors Announces J. E. Johnson Sales Head

Oshawa, Ont., July 17th—(Special Dispatch)—J. E. Johnson, previously assistant general sales manager for the Chevrolet Division of General Motors Corporation, becomes Director of Sales for General Motors Products of Canada, Limited, in the most important of a number of appointments announced by H. J. Carmichael, Vice-President and General Manager.

Mr. Johnson's appointment is a culmination of a brilliant career with General Motors. He joined the Chevrolet organization in 1923, and was promoted rapidly through the organization, being successively manager of four zones. In 1934 he became regional manager of the southwest region and on April 1, 1938, assistant general sales manager.

Now, while still a young man, Mr. Johnson caps his distinguished record by becoming the director of sales of Canada's largest Automotive organization. He assumed his new duties this week.

Other concurrent executive changes are the appointment of C. E. McTavish, formerly general sales manager, to be director of the parts and service departments; and of E. J. Umphrey and Roy D. Kerby to be general sales managers, respectively, of the Chevrolet-Oldsmobile and the Pontiac-McLaughlin-Buick divisions.

In announcing the appointment of Mr. Johnson to be director of sales, Vice-President and General Manager H. J. Carmichael referred to the unequalled sales record established by Chevrolet during Mr. Johnson's connection with that division, and declared that with his executive experience and exceptional ability he would bring to the Canadian automotive field an invaluable fund of knowledge.

One of the deans of the automotive industry in Canada, C. E. McTavish, comes to his new position as director of the parts and service departments with a background of a lifetime spent in the industry and twenty-three years spent in various capacities with General Motors of Canada. In his new capacity he will supervise the sale of all General Motors parts and accessories as well as United Motors Service, A. C. Spark Plug and Packard Cable products, with headquarters at Oshawa.

Mr. Umphrey, one of the youngest sales executives in the Canadian automotive industry, joined General Motors

## Financial Arrangements Made by Presdor Mines

Presdor Porcupine Gold Mines, Porcupine district, adjoining Preston East Dome Mines, on the south, has made new financial arrangements whereby all the company's debts will be paid and sufficient money be made available, after payment of these debts, to take care of immediate requirements.

Under the new arrangements there will be a shuffle in the board of directors with two new nominees to be appointed. Diamond-drilling is to be resumed shortly and first hole in the new programme is already spotted.

Drilling was suspended a few weeks ago due to lack of funds, just as the management felt that the work was beginning to unfold the geological picture. It is known that the porphyry formation from the Preston property extends southward on to Presdor ground and the new drilling will be directed to pick up the contact of the porphyry and the serpentine which is where Preston's main orebody occurs.

## Will Dance Specialty Team Number at Festival

In Monday's Advance in a reference to the programme to be presented to-night, Friday night and Saturday night at the National Festival to be held in the McIntyre Community hall one item made it appear that Jayce Thorburn and Veronica Caesar were pupils of "Dancing Sam." This is not the case. These two gifted young dancers are pupils of Mrs. Burt. At the National Festival this evening, they will present a dance team specialty that is sure to prove popular and appreciated.

North Bay Nugget:—Now that Hitler has commenced to drop titles, the world may anticipate retrenchment in other respects.

In December, 1919, and after a rapid series of promotions through the sales organization, he was appointed assistant general sales manager in February, 1937.

Well known throughout all phases of the automotive industry in the Dominion, Mr. Kerby was first associated with General Motors in March, 1913. He became assistant general sales manager in December, 1933, and his appointment as public relations manager was announced a year ago.

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