

# The Porcupine Advance

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## THEIR VISIONS LIVE

Men like the late Arthur Stevens, the late Otto Thorning, of Cochrane, the late Dan O'Connor, of Connaught, the late Geo. L. Smith, of Haileybury, and many others of the pioneers of the North years ago were accustomed to tell meetings of the Northern Ontario Associated Boards of Trade about the wealth of resources in mineral riches there was in the territory north of Cochrane. In advocating the extension of the T. & N. O. Railway to James Bay, they painted a glowing picture of many diverse industries that would flourish in this part of the North with communities springing up at many points and farming and other settlement being encouraged and fostered by the markets provided by these communities. It must be admitted that they were not always listened to with the respect that their faith deserved. Indeed, there were times when even those who affected to give them support in pressing for this or that service that would help develop the North did not do so because of belief but rather to serve some passing turn of politics or expediency. There was a group of the pioneers, however, who never wavered in their faith in the richness of the resources of the North and who constantly increased their knowledge of its possibilities. At one meeting of the Northern Ontario Associated Boards of Trade a visitor from Toronto remarked with good-humored but unbelieving banter, "These men have visions, but dreams go by contraries." Men like Hon. G. Howard Ferguson and Geo. W. Lee, chairman of the T. & N. O. Railway, were among those in places of authority in the province who had caught the spirit of the vision of the great North and the development of its resources. They too dreamed dreams of a developed North that would add much to the riches of Canada. These were no idle dreams. Instead, they were backed by the findings of geologists and other experts. A search of the reports of the Ontario Department of Mines and of the Dominion Department of Mines will show that the visions of those who saw a wonderful future for the North were fed on solid food by experts who had studied the case.

During the years there have been many discouragements, many disappointments, but through it all faith has not wavered on the part of those who know the North. It is not so long ago that a man in high place in the province was quoted as suggesting giving at least part of the country "back to the Indians." It is the humour of fate that the man so quoted bids fair to do a notable work in proving the greatness of the North and bringing hard facts to rebuke those whose faith may have been shaken by doubt or discouragement.

The resources of the North in gold are developing to an extent that is surprising the world. At the same time, it is cheerfully admitted by all that the treasures of the North in gold have been scarcely scratched as yet. Now, the wealth of gold promises to be supported by other development in diverse lines. The Ontario government, through the Temiskaming and Northern Ontario Railway, is planning to develop the lignite fields north of Cochrane. The Ontario Government has leased a large area to a private company on the consideration that gypsum deposits shall be developed within the next two years. These are only beginnings of the real opening of the North. There are known deposits of china clay in the area north of Cochrane with present world conditions making the development of an important new pottery industry in the North. There are deposits of fire clay in the same section of the North, with probabilities of oil and other minerals. It may be taken for granted that any serious effort to develop the country in any one line—lignite, gypsum, china clay, fire clay—is almost sure to uncover riches in other lines. On the same principle that the plans to develop the agricultural resources of the Temiskaming clay belt led to the discovery of silver at Cobalt, it appears a foregone conclusion that any active effort to develop any resources of the North will mean that other riches will be uncovered.

There may be some—even in the North—who may feel that development of new areas has little value for them. When some of the men from Cochrane and elsewhere used to talk about the riches of the country north of Cochrane, there were some who professed little interest. "There is gold in Porcupine, and it is not of much concern to this country, if there are lesser metals and minerals elsewhere." This has been said in effect more than once. It is a wrong attitude. The fact is that the development of the North will benefit every section of the North. It will do more than that. It will advantage all Ontario, all Canada, the Empire. The pioneers of this country are passing on one by one, but their visions remain, and the materialization of these

dreams of success and progress will form notable memorial for those who dreamed of a greater North and struggled so gallantly and so unceasingly to make the dreams come true.

## CO-OPERATION NEEDED

Recently there has been some discussion in regard to the keeping open of the roads in Timmins district during the winter months. It may appear to be an odd subject for weather as hot as that recently prevailing in the North. As a matter of fact it is a very timely topic. One of the chief troubles with the roads in the North is that there hasn't been enough discussion of summer work during the winter months with consequent perfection of plans and arrangements so that as soon as the weather permits work may be pushed along. By the same token the summer months are really the ideal ones to plan and prepare for keeping open the roads in winter, so that when the snow comes everything has been arranged to see that traffic may not be interrupted. The only ridiculous "hot weather" sort of argument is that credited to the mayor who is quoted as saying that the town of Timmins has no responsibility or concern in keeping open roads outside the town. The truth is that Timmins has both responsibility and concern in the matter. There is the responsibility the town owes to the hundreds of its citizens who are employed in the mines of the district. Not only is it the duty of the town to consider these citizens, but it is also a paying proposition. It will be recalled that when it became apparent that the Pamour mine was to develop into a large important mine, there was at once an earnest effort to avoid the waste likely to follow attempt to create a new town with the consequent cost and duplication of services. It was argued with much logic that the towns of Timmins, Schumacher, and South Porcupine, already established, could supply the labour for the Pamour without the costly procedure and the delay of building a new town. What applies to the Pamour is true with equal force of other mining properties in the neighbourhood. It may be the fact that in the future there will be groups of new towns in the district built around the newer mines. In the meantime, however, to avoid delay and unnecessary cost and inconvenience, the existing towns can provide the necessary homes for a large proportion of the workers in district mines. It seems to be the clear duty of this municipality to see that literally hundreds of its ratepayers are able to travel between their homes and their places of employment.

While emphasis may well be placed on the convenience of Timmins ratepayers who work at properties outside the borders of the town and the rights of those living outside the town but who are doing their part in the development of the town by working here, there should also be some consideration for the business and professional men of the community who contribute so heavily in so many ways to the upkeep of the municipality. They have a right to have access to their customers and patrons in the district.

It would be good business and no more than justice to its citizens generally for Timmins to see that customers in the district have access during the winter to the facilities in Timmins, and that citizens of Timmins are not deprived of their employment because of inability to travel between mines and homes in winter time. It would be unfair, of course, if the full cost for this service were to fall on the town of Timmins alone, but even that would be preferable to penalizing the businessmen and the workmen of the town. What is needed is co-operation between the various parties concerned—the town, the township and the provincial government. There should be a sharing of responsibility and costs. But in any case there should be no question as to the certainty of the service. The township of Tisdale has always been ready to co-operate, and recently the provincial government has shown a tendency to give material assistance. It is a matter for consideration and negotiation and co-operation, and not for hot weather irritability. Any man who would in a fit of bad temper attempt to deprive hundreds of citizens of the chance for continuing their employment—who would take away from overtaxed businessmen the means of access to a material section of their customers—is no friend of the workingman, of the taxpayers, or of the country.

## DUST ON THE ROADS

During his recent visit to the North, Hon. T. B. McQuesten, Minister of Highways for Ontario, counselled patience on the part of the people of this country in the matter of roads. He appeared to be disappointed and discouraged because the people could not see that everything possible was being done to provide the North with the best possible highway in the shortest possible time. He pointed to the mileage of paved roadway that had been made in recent years and the plans to continue this policy until the needs of the North are fully met. There are two serious handicaps to patience. In the first place people cannot see what has been done on the roads of the North because they are blinded by the dust. In the second place, the average man fears he will be choked to death by the dust on the roads before the general improvement of the highway reaches the right stage. If the dust on the roads could



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## Gypsum Known to Exist in the North as Early as 1900

Some Quotations from Government Reports.

Announcement that Hamilton syndicate north of Cochrane will revive general interest in this mineral. When the extension of the T. & N. O. Railway to James Bay was being advocated there were many references to the North's rich resources in gypsum and other minerals. At that time reference was made to government reports on the gypsum fields. After the railway was completed to Moosonee there was general hope that the lignite, gypsum and china clay industries would add to the progress of the North. But these things take time, and before the government got around to anything definite, there was a change of government with the usual consequences. Sometimes, it seems that the attitude of a new government is to the effect that the very fact that something has been proposed by a former government is sufficient to cause the plans to be sidetracked. This is what appeared to happen in regard to the lignite and gypsum fields of the North. Now, however, it would seem that both these minerals are to be developed, the one by a government organization itself, and the other by a private concern, under government auspices and supervision.

The announcement in regard to the gypsum deposits has roused very wide interest. The North Bay Nugget, for example, has dug up a number of government reports on the gypsum fields of the North, and these make very interesting and informative reading at this time. An editorial in The North Bay Nugget on Monday of this week deals with the gypsum development and the references to it in government reports. The editorial reads, in full, as follows:

### Industry in Gypsum

Still another industrial hope for Northern Ontario has been raised by Mines Minister Paul Leduc announcing the leasing of the Abitibi gypsum field to a Hamilton syndicate under agreement to proceed with development work within two years.

With the decision to investigate the commercial worth of the lignite deposits of the same district, the North looks forward to some interesting developments within the next few months. And these are but two of the resources found in the great expanse between Cochrane and James Bay. China clay, silica sand, iron and indications of oil have yet to be taken up in a manner that will ensure a fair test of their commercial worth.

Gypsum has been known to exist in that region for many years and as early as 1920 reports were issued by the Ontario Department of Mines telling of its location, extent of deposits and commercial possibilities, as measured in that day. Although private in-

terests have since sought to capitalize on the substance, numerous obstacles hampered plans. Northerners will agree with the action of the mines department in entrusting the field to private interests under a requirement to initiate development operations within a specified time. It will suffice for the government to keep a close watch on the syndicate's activities and when and where possible lend assistance to facilitate the establishment for an industry.

A mines department report of 1920 on the Abitibi gypsum said:—"Gypsum and selenite beds occur in the west bank of the Moose River, opposite the lower third of the island, with the limestone exposures. These beds dip southerly beneath brecciated (angular fragments cemented together) limestone which is elsewhere seen at the base of the Ononadaga limestone. Gypsum also occurs on the east bank opposite the foot of the island. The structure is somewhat confusing, but it is clear the gypsum overlies the shale series, and the Ononadaga limestone overlies the gypsum. Bluffs of gypsum, rising as much as 20 feet in height, continue downstream for about four miles. A good exposure of the contact may be seen east of the lower end of the lowest Grey Goose Island group. The total thickness of the deposits cannot be directly measured, but may be estimated to be at least 40 feet."

Little thought was given to exploitation of this substance in 1920 because of transportation costs, the region not then being served by railway, and a limited market. In recent years the transportation problem has been completely solved while the extensive use of gypsum in building materials and as a farm fertilizer has greatly expanded the demand.

A mines department report of 1923 said of the Abitibi gypsum:—"The result of tests on the plaster made from gypsum taken from the Moose River basin show that the product is a smooth-working white plaster of good consistency and strength and suitable for many of the uses of gypsum plasters in the building trade."

The same report said: The deposits of fire clay, lignite and gypsum in the Moose River basin have recently been investigated and have very interesting possibilities, but owing to their present

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inaccessibility, there is not likely to be any production until railway facilities are provided."

Still another article in the same report said: "The chief obstacle to the establishment of an industry is transportation. At the present time, with the terminus of the Temiskaming and Northern Ontario Railway 40 miles to the south (at Coral Rapids), transportation of the substance to outside markets is quite out of the question, but if the railway were extended to the deposits, this gypsum could possibly be used for supplying the northern mining settlements of Ontario."

Now that transportation is no longer a difficulty, there shouldn't be any delay in realizing from this great resource. The T. & N. O. Railway, a government utility, is seeking reason for the operation of trains on the James Bay extension beyond Coral Rapids. The lignite, gypsum and china clay deposits offer opportunity for new industry for the province and inestimable freight and passenger business for the railway.

It has been said in previous editorial comment by The Nugget that a rate of "a cent per ton per train mile" would allow for profitable business for the railway and enable operators to deliver it at a processing plant at reasonable cost.

The government, the railway and the lessees of the gypsum beds need only cooperate to give rise to a great industry.

## Man's Skeleton Found Four Miles from Rouyn

The skeleton of a man was found last week in the bush near Rouyn. The doctors believe that the body must have remained in the bush for at least two years and so badly decomposed is it that identification will be difficult. It would appear that the dead man was about six feet in height and of heavy build. He had artificial teeth and it was the gleam from these that attracted the attention of Matt Nylund, who was passing through that section of the bush. The clothing, badly rotted, is described as follows:—grey or white underwear, grey socks, blue serge trousers, leather windbreaker, No. 10 four buckle overshoes. Police think there is a possibility that the skeleton is that of George Meyer, who left Siscoe for Rouyn one winter night more than two years ago. He was never heard from after leaving Siscoe, although enquiries were made at the time. It is thought that perhaps he might have followed a trail through the bush in the neighbourhood of the spot where the body was found. The artificial teeth may prove of some value as clues that may lead to the discovery of the dead man as some dentist may have record of them. The teeth are made of "neolite", a rather expensive compound that is said to be far from common use.

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## GRAVEL AND SAND—AND PLACER

A motorist returning last week from a trip to the South says that the dust is so bad on the roads of the North that the farmers cannot see to get their crops in.

A local politician the other day waxed so excited and enthusiastic that this is what he said:—"What this country needs is to get everybody off relief and onto the tax lists."

Just as the spread of smallpox infection was once blamed on cows, so a present day scientist suggests the hog as the source of the influenza germ infection. The 'flu has put so many people on the hog that it seems the irony of justice to put the 'flu on the hog.

## Rouyn Boy of Ten Hurt Playing with Dynamite Cap

Wilfred Simard, a red ten, lost part of a finger some days ago when he was playing with a dynamite cap at Rouyn. He and his three-year-old sister were together when the cap exploded. The little girl escaped with a slight injury to one of her eyes, but part of the boy's finger was blown off. It was the kindness of providence that allowed the children to escape more serious harm. Police have been endeavouring to find out where the children secured the percussion caps. The incident is published herewith in the hope that it will help in inducing parents and others to warn children against tampering with these dangerous percussion caps. Also that it may increase the carefulness of adults in seeing that these dynamite caps are not left where children may secure access to them.