

Opportunity for North Forest Products Through Conditions at Present

Well-Known Lumberman Suggests Pulp Market Should be Regained. Competitive Costs Must be Met. Labour Costs Can Not be Reduced. Reduced Railway Rates May be the Answer.

Cochrane, Feb. 2, 1940 To the Editor of The Advance, Timmins

Dear Sir:—Due to the prevailing war conditions and consequent shutting off of imports from Scandinavian countries of pulp and pulp wood supplies, it should cause Northern Ontario to seriously consider efforts to regain the market, which for many years they have not enjoyed.

From time to time we read articles in the press concerning different phases of the pulpwood market as it affects the so-called T. & N. O.—Quebec-border-to-Hearst section of the Province. It might be well to consider the recent history of this, and then see what the causes are that have led to the practically complete stagnation of this once flourishing industry.

Up to about 1930, a large number of mills in the New York, Pennsylvania and Michigan States as well as in Canada on the Niagara border, secured their wood supplies to a great extent from this section of the Province which of course, was the period of expansion of the pulp and paper industry as a whole.

The mills in those days, paid prices delivered at the mills, from \$19.00 to \$22.00 per cord, depending on each year's market conditions and other factors that cause a variation in prices. In fact, for a short period, prices much in excess of this were paid. After the so-called economic break in 1930, these mills gradually withdrew from this market because they were being offered, not only wood, but large supplies of manufactured pulp from overseas, which products were offered at prices below the prices paid to Northern Ontario producers. Such reductions are accounted for by two main reasons. First the economic structure of the Northern European countries which permits these products to be produced for less than Canadian cost, and secondly, they were actually able, in many instances, to deliver to the United States' mills, the same products as far as delivery costs were concerned, at much less per unit than the freight charges were, and still are, from Northern Ontario, in spite of the fact, that they hauled the product, roughly eight times as far. True, their haulage was by water, as compared with an all rail haul from this part of the Province.

For several years a large number of mills did not secure any raw material from Ontario at all. Lately they have entered into what is called "Lake Superior all water area" from where wood can be transported by water on a competitive basis with European supplies to the United States' mills. The result of this has been a very definite improvement in wood market around Port Arthur and the north shore of Lake Superior, but, as a contrast to this, this part of Northern Ontario, during the very same period, has continued to secure less and less of this business, for the simple reason that there is a differential of about \$4.50 to \$5.00 per cord in delivery costs between Lake Superior all water haul and the Northern Ontario all rail haul. So that, when a mill in the States undertakes to pay certain delivery prices for the wood, it just simply means that it we wish to partake of that business, we have to do it for about \$5.00 less per cord at the operating end of the business than what those at Lake Superior get for it. There may be a slight advantage in loading direct into cars as compared to delivery into boats, but there is, nevertheless a differential of such magnitude that producers in Northern Ontario simply can't do it, especially when it is taken into account that there are far more indirect expenses to-day as compared to ten or fifteen years ago.

With the knowledge that Scandinavian supplies, are for the time being at least shut off, it should not cause Northern Ontario to foster false hopes that these United States' mills will now come to us for their supplies. Some of them might come, but the writer does not think that this situation, due to the war, is going to affect us here in any big way, particularly when it is noted that during the last three years, many United States' mills have definitely gone into production on so-called southern pine and others located in the Northern States, like New York, are actually laying plans to transport southern pine as raw material in competition with our spruce, at a cost apparently, that will permit them to utilize this somewhat lower yield wood as compared to spruce.

I have reason to believe that a mill in the United States, which has for twenty odd years, secured its supplies along the T. & N. O. is no longer producing, and is, according to reports, laying plans to secure its raw material from southern pine, so that what little trade there still might have been during the last year or two, it is dropping away, one mill after another. To take the prices offered today and meet the existing costs which are uncontrollable, through taxation and legislated labour rates, plus the freight charges, means that production is possible only from extremely handy sources of supply and as a clean-up or salvage measure from others.

The most interesting feature of all, is that up to 1930 when a very fair price was obtainable for wood produced in

this section of the Province, the freight charges were so-and-so-much per hundred pounds or per cord. Today these same freight charges are not one cent less. In fact, due to United States' railways, they are, the writer believes, more than they were ten years ago, so that it would appear almost impossible to do anything about this trade, which is to this part of the Province, a type of business that most of the rural citizens, as well as the merchants, secure a living from; spruce being the most convenient raw material that we have.

To the writer it appears odd that a large number of citizens should virtually starve with plenty at their door, and a market being virtually at their door, being five to six hundred miles away, when citizens in another land, 5,000 miles away, can so adjust their economic life so as to make a living and manage along on what they do, especially when it is considered that they have not got over there, anything like we have here, in volume of supplies and other facilities. With the condition of the local paper mills operating only on part time, it means that during the past year, there has been less production due to this reason as well. So that unless 1940 produces some very unexpected surprise, it would mean that there will be not more, but less wood produced in this part of Northern Ontario, than has been produced for probably 24 years, and this, therefore in the opinion of the writer, is desirable in the interest of thousands of so-called settlers and men who secure their living from these sources, that some early consideration be given by those in authority, to take advantage of the opportunity which appears to be knocking at our door in the form of shut-off supplies from European countries, but which shut-off should not be termed as positive evidence that this business will come to us on a "silver platter."

The writer has only one suggestion to make with regard to regaining this trade, and that is that we must meet competitive costs on any units of supplies that the United States might require, whether the competition is by boat from Lake Superior, southern pine from Louisiana, or from other sources, and to do that we cannot reduce our labour costs, which to-day are low enough, so that it is not better for the Government-owned Railways to handle this traffic at a rate that would not cause them direct loss and thereby permit people in this part of the Province to make a living at work that they are used to from raw materials that nature has provided, and thereby maintain their economic independence they might wish to possess, maintain their general morale, and permit the relief offices to remove the floor mat with the "welcome" sign on it from their doorways?

If no steps are taken in this matter, it will simply mean a continuance of conditions and possibly in aggravated form, as regards the economic status of the so-called farmers and woodsmen in these districts.

Your very truly, A. E. Wicks.

Porcupine Triumph Mines Not Surrendered Charter

Notices recently sent out by the Jodelo Gold Mines Limited to owners of Porcupine Triumph units and shares says:—

"At a directors' meeting of Jodelo Gold Mines Limited, your directors after making a thorough analysis of their undertakings and responsibilities to the unitholders and shareholders of Porcupine Triumph Gold Mines, Limited, definitely agreed on the distribution of Jodelo Gold Mines Limited shares in exchange for shares in Porcupine Triumph Gold Mines, Limited. The distribution is as follows:—You will receive one (1) fully paid and non-assessable share of the capital stock of Jodelo Gold Mines, Ltd., in exchange for each four and a half (4½) shares of Porcupine Triumph Gold Mines Limited.

"During the time the shareholders of Porcupine Triumph have waited for Jodelo's treasury to become financed, so that Jodelo could carry through to completion its mining programme, Porcupine Triumph Gold Mines, Ltd., has not surrendered its charter. The company is in full effect with a board of directors and officers and will remain so until such time as Jodelo Gold Mines Ltd., has carried through to completion the undertakings and liabilities of Porcupine Triumph Gold Mines, Limited and further in consideration delivered to the unitholders and shareholders of the old company one (1) fully paid and non-assessable share of the capital stock of Jodelo Gold Mines Limited for each four and one-half (4½) shares of Porcupine Triumph Gold Mines, Limited. When this distribution has been fully completed, the shares will remain in pool, with such time as the company has sufficient funds in the treasury to protect its mining operations, and will be released subject to the approval of the Registrar of the Ontario Securities Commission."

Blairmore Enterprise:—So live that you wouldn't be ashamed to sell the family parrot to the town gossip.

Timmins Still Third in Canada in Home Improvement Loans

Only Exceeded by Toronto and Montreal.

The latest release from the minister of Finance at Ottawa shows that Timmins retains third place in all Canada for loans under the Dominion Home Improvement Plan. This means that more home improvement work has taken place in Timmins than in any other town or city in Canada, except Toronto and Montreal. In view of the fact that none of the loans here have been defaulted it means that second improvement loans has taken place and been paid for.

The latest release gives the total of loans under the Home Improvement Plan up to Dec. 31st, 1939. The following are some of the larger totals: Toronto \$4,097,312.72 Montreal \$2,247,126.16 Timmins \$1,587,460.91 Winnipeg \$1,346,970.44 Edmonton \$1,191,185.25 Kirkland Lake \$1,136,952.94 Vancouver \$1,081,142.52 Sudbury \$966,656.40 Hamilton \$834,463.36 Ottawa \$691,185.45 Windsor \$649,709.39 Calgary \$549,879.7 Rouyn \$453,331.65 Flin Flon \$357,789.92 Trail B. C. \$249,645.46 Sault Ste Marie \$241,910.7 North Bay \$136,506.37

The official list giving the loans and the amount is divided into four classes—cities of 40,000 and over; cities of 20,000 to 40,000; cities of 10,000 to 20,000; and towns of 5,000 to 10,000.

Timmins is listed among the cities of 20,000 to 40,000 and stands first by wide margin, Sudbury being second, and Glace Bay (\$225,541.63) third, Sault Ste. Marie is fourth in this classification. (Kirkland Lake is listed among the towns of 5,000 to 10,000 population and, of course has a wide lead on all others in this class. In this class Rouyn is second and Flin Flon third. It will be noted that since the previous list was published Kirkland Lake has advanced from seventh to sixth place in the whole Dominion.

Canadian Mines Handbook a Very Valuable Volume

The 1940 edition of Canadian Mines Handbook has just been issued. This useful compendium which deals statistically with the Dominion's mineral industry is welcomed yearly by all who have an interest, direct or indirect, in Canadian mining operations.

At the close of 1939 a total of 133 gold mines were in regular production in Canada, not including base metal mines, many of which derived considerable revenue from gold output. Twenty-five new gold mines were brought into operation during the year, and in 1940 at least a dozen more are expected to be added to the list. In addition, 30 companies were producers of other metals.

Notwithstanding the difficulties of obtaining funds for development, nearly 900 mining organizations were active during some period of 1939. Not all of these continued work at their properties to the end of the year and the early confusion resulting from the foreign exchange regulations having upset financial arrangements. During the year nearly 200 new companies were formed and started operations while a number of older corporations which had been temporarily inactive were revived.

These facts were gained during the compilation of the 1940 issue of the Canadian Mines Handbook, which reviews 5,713 companies, as compared with 5,526 companies in 1939. As usual the first section of the Handbook is devoted to companies which were active or which were formed during the past year. Other sections mention in less detail corporations and syndicates which were relatively active, or became or continued inactive.

Operating companies are reviewed in considerable detail. Head office and mine office addresses, names of directors and chief operating officials, capitalization, history, property location and development activities are given. Reorganizations are mentioned, with share exchange where possible. In the case of producers a five-year comparison of output and earnings is supplied. A new feature is a table showing dividends paid by the various companies during the past two years.

For the reader who is interested marketwise an eight-year range of stock quotations for mining shares traded on the Toronto Stock Exchange is provided, with other data, including schedule of commission rates on leading exchanges and of federal and provincial share transfer taxes.

Voluntary Workers for Temiskaming Election

At Kirkland Lake in the present Dominion election the plan is being adopted of having the necessary work in connection with the election done by voluntary workers. This plan was suggested at the last annual meeting of the Conservative Association at Kirkland Lake. Paid workers in elections in past years have meant so much cost that all but rich men were precluded from being candidates. It is felt that particularly in war-time the plan of voluntary workers is specially desirable.

Northern News:—Italian paper says Hitler is allied with the Devil. Plain talk to Joe Stalin.

He's Satisfied Single



Major Hugh N. Fraser of Okanaga Falls is prepared to renounce his share of his father's \$3,000,000 estate. The will states he is not to inherit his share unless he marries. Major Fraser has no intention of marrying. In lieu of the bequest he will get the income from \$1,500,000.

British Navy Doing a Good Job in Protecting Trade

Difficulties in the North Sea. Importance of Weather Conditions.

On the basis of published figures it would appear to be a fact that the British Navy is doing a better job in protecting shipping from submarine attacks, mine sinking and other dangers than the combined Allied fleets, including the American fleet, were able to do in the last World War. It would, therefore, seem to be at least sportsmanlike to give them credit for it, especially when we consider that they also happen to be, whether they like it or not, America's first line of defense against involvement in the war."

So writes Linton Rigg in a letter to the New York Herald Tribune. He goes on to say: "It seems to me that the principal cause of the landsman's misunderstanding of the navy's task is his almost complete misconception of visibility at sea. To stop or to attack another vessel you must first sight her. You might even hear her, and be close to her, but unless you can sight her you cannot train your guns accurately on her. Let us, therefore, examine the probabilities of a naval vessel being able to sight another craft accurately enough for gunnery.

We all know that the earth is round. On land this is hardly ever considered, for seldom is one called upon to look at any distance on a perfectly level plane. At sea it is an ever-present factor to be dealt with. The term "drop below the horizon" is not merely a figure of speech, it is something which you notice whenever another object appears on the surface of the sea.

Weather Conditions Play Important Part Navigation tables show, for instance, "D" Company, The Algonquin Regiment, Company Orders issued by Major W. F. Morgan, Officer Commanding. 5th February, 1940

Part 1 Monday, 5th February—1930 hrs.—Regimental School of Instruction. Tactical exercises on sand table. Problem for exercise, defensive positions. Tuesday, 6th February—1915 hrs.—Recruit training. Lectures will be given on recruits by Captain A. K. Stirling. Thursday, 8th February—1930 hrs.—Regimental School of Instruction. Tactical exercises on sand table. Part 2 Nil. Toronto Telegram: Folding money will sometimes bring a gent into the fold.

that under perfect conditions, if your eye happens to be ten feet above the level of the water (and if you have perfect eyesight), the very limit at which you could see an object floating on the surface of the water would be three and six-tenths miles. Under the same conditions, if your eye were twenty feet above the water you could see as far as five miles. If your eye were fifteen feet above the level of the water, and the object at which you were looking was twenty feet above the level of the water, then you might be able to see it as far as nine and one-half miles. Beyond those distances the object cannot be seen at all, on account of the curvature of the earth. It simply drops out of sight entirely.

If there is any sea running the object which you are trying to see disappears into the trough of the waves about one-third of the time. A broken sea very often camouflages it completely. Fog and darkness may reduce visibility to zero. Squalls, rain, snow, clouds, mist, spume, sea and all other atmospheric phenomena at sea are constantly affecting visibility from minute to minute.

Under conditions which usually prevail in the North Sea in winter the wonder is not that you can miss seeing another vessel, but rather that you can see her at all.

Consider, then, the task of the British Navy patrolling the oceans of the world, where the distances are so great as to be almost inconceivable. Especially consider what they are up against in the North Sea, with something like two hundred thousand square miles of sea to patrol in that area alone, with complete darkness for about twenty hours each day at this time of year, with almost constant storms, fogs, rain, poor visibility and the roughest sea condition in the world. The fact that they have, in spite of these conditions been able to bottle up the German naval vessels and maintain a blockade is one of the marvels of naval warfare.

It is also well to remember that great publicity is always given to a vessel which is able to slip back into a German port, but no publicity at all is given to the hundreds of cases of ships prevented from doing so by the alertness and seamanship of the British patrols. It is unfortunate that the unthinking public likes to dramatize the gangster working in the dark rather than the policeman who guards us against him.

Company Orders for D Co. the Algonquin Regiment

"D" Company, The Algonquin Regiment, Company Orders issued by Major W. F. Morgan, Officer Commanding. 5th February, 1940 Part 1 Monday, 5th February—1930 hrs.—Regimental School of Instruction. Tactical exercises on sand table. Problem for exercise, defensive positions. Tuesday, 6th February—1915 hrs.—Recruit training. Lectures will be given on recruits by Captain A. K. Stirling. Thursday, 8th February—1930 hrs.—Regimental School of Instruction. Tactical exercises on sand table. Part 2 Nil. Toronto Telegram: Folding money will sometimes bring a gent into the fold.

Rev. Father Roney Guest Speaker at Junior C.W.L.

Home-Nursing Courses by Members of Jr. C. W. L.

The Junior C.W.L. held its regular monthly meeting on Friday evening in the Knights of Columbus hall, with a good attendance of members, and the Rev. Fr. T. Roney as guest speaker.

The Rev. Fr. Roney gave an especially interesting address, and suggested a plan of Catholic action, which will be discussed by the members in the near future. Miss Mae Andrews moved the vote of thanks to Fr. Roney for his visit and the fine address he gave.

The conveners of the home-nursing sale gave a report of this successful event, which was the first undertaking of its kind to have been held by the Jr. C.W.L.

The secretary was asked to send letters of thanks to various people who had helped the organization with their services.

Mrs. G. Reynolds gave the report of the Red Cross work, mentioning that ten sweaters and eight pairs of socks had been completed by the members, and that some of the members are assisting at the sewing rooms in the work of the Red Cross there.

It was announced that the two home-nursing courses taken by groups of the members, would be completed this week, and a letter was received from the Knights of Columbus asking for a donation for the Knights of Columbus Army huts. The members decided to send a donation of \$10 to this worthy cause.

It was mentioned that Miss Andrews was the representative of the Jr. C.W.L. at the annual meeting of the V.O.N. held recently at the town hall, and that the members would commence work on the V.O.N. layette at the next meeting.

A letter was received from the Mission Stamp Bureau thanking the organization for the shipment of a 5 lb. box of stamps. It was announced that the next meeting of the Jr. C.W.L. will be held in the basement of the Church of Nativity on Thursday, March 7th.

North Bay Nugget:—Even though Ontario is likely to show a deficit this year, highway work must be continued in the North. It is the only hope for showing a credit balance instead of a debit.

Power Co. Wins Appeal in Reduction Bill Case

Toronto, Feb. 3.—Appeal of Northern Ontario Power Company against a judgment to the effect that Hollinger Consolidated Mines at Timmins, was entitled to a reduction in the price of power supplied Hollinger when the power company reduced its rates was upheld in an Ontario Appeal Court decision released this week.

Mr. Justice W. D. Roach had found in a previous decision that Hollinger was entitled to a reduction under its contract, which stipulated that the rates charged Hollinger were to be reduced when a reduction was made to other companies receiving similar service.

The Appeal Court was unanimous in allowing the power company's appeal and dismissing the counter-appeal. Mr. Justice J. G. Gillanders wrote the main judgment which was concurred in by Chief Justice Robert S. Robertson and Mr. Justice W. E. Middleton.

Guelph Mercury:—A leading German statesman was recently reported as having asked the question, "Why are Germans hated?" There is no mystery about it, except the stolid stupidity that prompted the questions. It depends on the Germans themselves, more than other people how long it will last. They will find, if they make up their minds to act on the motto—"Live and let live"—that the characteristic chivalry and kindness of the French people will begin to show itself, as will also the good-humored toleration of the British people.

CANADIAN PACIFIC BARGAIN FARES

TO OTTAWA MONTREAL PEMBROKE, RENFREW, ARNPRIOR, QUEBEC AND STE. ANNE DE BEAUFRE AND RETURN GOING

Thursday, Feb. 15

For information as to rates, train services, limits, etc., apply to Ticket Agents T. N. O. Ry and Nipissing Central Railway

Canadian Pacific

TOWN OF TIMMINS The following cars will be sold by public auction at McDowell Motors, Park Road and Highway, Timmins, on Wednesday, February 14th, 1940, at 2:00 o'clock p.m. BLACK BUICK SEDAN BLACK NASH SEDAN 1928 FORD "A" SEDAN Serial No. CA 40415 1928 OLDSMOBILE COUPE Timmins, Ontario, February 3rd, 1940. BOARD OF COMMISSIONERS OF POLICE

Treasurer's Sale of Lands for Arrears of Taxes

Township of Whitney, District of Cochrane

TO WIT:

BY VIRTUE OF A WARRANT issued by the Reeve of the Township of Whitney, bearing date the 27th day of October, 1939, and to me directed, commanding me to levy upon the several lands being in the Township of Whitney, mentioned and described in the following list of arrears respectively due thereon and costs.

I hereby give notice, pursuant to The Assessment Act and amendments, that unless the said arrears of taxes be sooner paid, I shall on Wednesday, the twentieth day of March, 1940, at the Township Hall at Porcupine, at 10 a.m. proceed to sell by public auction so much of the said lands as may be sufficient to discharge the taxes and lawful costs incurred in and about the sale and collection of same.

The following lands are all patented. Dated at Porcupine this 27th day of October, 1939.

Table with columns: Name, Location, Years in Arrears, Taxes, Costs, Commission, Total. Lists various land parcels with their respective details.

Warrant Authorizing Sale of Lands for Taxes

To the Treasurer of the Township of Whitney:

You are hereby commanded to levy upon the lands mentioned in the attached list for the arrears of taxes due thereon, with your costs, pursuant to the provisions of the Assessment Act and amendments, and according to law. For so doing this shall be your sufficient warrant and authority.

Dated at Porcupine this 27th day of October, 1939. Published in The Ontario Gazette, December 2, 1939, January 6, and February 3, 1940.

P. ROTONDO, Reeve, Township of Whitney