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## NEW ERA DAWNING FOR THE NORTH

Is Impression of Industrial Commis-  
sioner on his Return from a Trip  
to Toronto, Ottawa, Montreal and  
Quebec.

Unless all signs fail it would appear as if Northern Ontario is on the thresh-  
old of an era of development such  
as it has not yet experienced, not  
even excepting the prosperous days  
when construction was at its zenith.  
It is quite gratifying to know that at  
last Old Ontario seems to have arisen  
to the fact that in Northern Ontario  
there have been developed resources  
that stagger the imagination when  
the figures are contemplated. I do  
not purpose at this time giving detailed  
figures of the industries that are  
now operating but wish to recall a  
few of the totals. \$220,000,000 repre-  
sents the production of gold and sil-  
ver to date, and \$90,000,000 represents  
the amount paid in dividends to the  
holders of securities in these two in-  
dustries. In nickel there has been  
produced to date the enormous sum of  
\$250,000,000 and yet the surface of the  
great mineralized belts have scarcely  
been scratched. In view of the im-  
portance of these startling figures is  
it any wonder that at last Ontario has  
awakened to the real situation, has  
begun to grasp the significance of all  
this development of the natural re-  
sources of the Province. Let us look  
at the figures again from the stand-  
point of percentage. Northern On-  
tario is to-day producing 91 per cent.  
of the total silver production of Can-  
ada; 90 per cent. of the total gold  
production and 58 per cent. of the  
total nickel—not of Canada—but of  
the world.

It is not surprising then, that fol-  
lowing the campaign now on, to stir  
up a revival of interest in this vast  
heritage there should be manifest a  
very keen interest for fuller informa-  
tion in regard to the undeveloped re-  
sources lying in the Northern portions  
of the Province.

Just here I would like to quote a  
few extracts from among many hun-  
dreds of letters received recently: A  
prominent business man in Hamilton  
writes:

"I am pleased to acknowledge  
receipt of a copy of your illus-  
trated "On to the Bay" Booklet,  
which I stayed home from Church  
to read and which I might add  
makes "Good Reading."

Another prominent citizen in the  
county of Oxford writes:

"I have long been satisfied that  
untold wealth exists in our North  
Country, but rich deposits are of  
little value if they cannot be util-  
ized. The objects you have in  
view should have the energetic  
support of every true subject of  
our country. Extensive iron de-  
posits will be worth more to our  
country than the gold as the iron  
industry of the U. S. is to that  
Nation. Keep your objects and  
the claims of the North before the  
British references to the  
wealth do not reach the  
Chicago and frequent  
should be made. If more  
energy could be di-  
rected to the population  
capital and  
and after  
making up of a  
the nation

will be established. Keep the re-  
sources before the people."

A sheaf of similar references might  
be quoted but with these two as  
samples let me here state that hav-  
ing completed a circuitous trip from  
Cochrane to Toronto, thence to Ot-  
tawa, thence to Montreal, thence to  
Quebec and thence back to Cochrane,  
I did not meet a single person either  
within Government circles or out of  
Government circles who had any in-  
clination of offering adverse criticism  
of the several development schemes  
that are now being urged no both the  
Provincial and Federal Governments;  
and just here I might say, that the  
Provincial authorities of the Province  
of Quebec, a number of whom I had  
the privilege of meeting, are wide  
awake to the resources of the James  
and Hudson Bay regions, more espe-  
cially the eastern shores which border  
on the great District of Ungava, or  
New Quebec. At the last session of  
the Provincial Legislature, just recent-  
ly prorogued, several charters were  
granted for proposed railways into  
this great Northland, and large sub-  
sidies offered to any others who  
might wish to build feeders. Already  
the main expedition of the Ungava  
Products Company has sailed for  
Clark City from Quebec on the S. S.  
Amherst, from which point explora-  
tion parties will proceed into the in-  
terior by dog teams, and by the more  
modern system of transportation, the  
aeroplane. It is expected that 50,000  
square miles of territory will be ex-  
plored during the present season.

With public sentiment running at  
high tide it would appear as if the  
speedy tapping of the undeveloped re-  
sources of the North is the most pop-  
ular program that any Government  
could undertake and it is therefore  
not surprising that the Ontario Gov-  
ernment has announced its intention  
of going right after the latent wealth  
of the Province as represented in the  
undeveloped North. It must be at  
once admitted that the Board of Trade  
is the most progressive body of citi-  
zens in any community, and having  
this in mind, I wish to point out that  
at the recent Special General Meeting  
of the Ontario Associated Boards of  
Trade, composed of over fifty local  
organizations throughout the length  
and breadth of the Province, the fol-  
lowing resolution was unanimously  
carried after a very interesting dis-  
cussion:

"Resolved that this Board go on  
record as strongly urging the Onta-  
rio Government to have the exten-  
sion of the Temiskaming and  
Northern Ontario Railway from  
Cochrane to James Bay, made a  
part of the program of industrial  
and economic adjustment after the  
war, which would give the oppor-  
tunity of keeping that part of the  
army, now composing the railway  
corps in France, mobilized after  
their return to Canada, thereby  
allowing a gradual absorption of  
this military unit into civil occu-  
pation."

With this strong resolution now in  
the hands of the Government from  
the Boards of Trade of the Province,  
chief of which is Toronto, and follow-  
ing the many strong representations  
that have been made to the Govern-  
ment, approximately a mandate from  
the people it would seem as if the  
Government might well go one step  
further during the present season and  
call for tenders for the construction  
of the first unit of the line, that sec-  
tion lying between Cochrane and Ket-  
tle Falls, where the first big water  
power with a controlled H.P. of 63,  
000 is available for development.

While emphasis has been laid on this  
work, the Town of Cochrane has also  
brought pressure to bear on the Fed-  
eral Government in reference to de-  
layed public works, chief of which  
is the erection of a Government Build-  
ing to accommodate the needs of the  
Pois Office, the Customs Office and  
for other Government works. This  
matter has again been placed before  
the proper departments at Ottawa in  
the form of resolutions from the  
Board of Trade and the Municipal

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Council, but has also been brought to  
the attention of the Federal authori-  
ties personally by the President of  
the Board of Trade and the Industrial  
Commissioner. These department  
are now gathering data and when this  
has been compiled the subject matter  
will be given attention. I might just  
here add that the several Departments  
interested were quite surprised to  
learn that the business done through  
the local Post Office as well as  
through the Customs, had grown to  
such large proportions thus warrant-  
ing the provision of proper facilities  
for handling the growing business at  
an early date.

Progress has also been made in re-  
ference to the very broad subject in  
which Cochrane in common with  
many other towns is most vitally in-  
terested, I refer to the movement to  
have legislation passed bringing Gov-  
ernment Railway Property to the sta-  
tus where it may be taxed for munic-  
ipal purposes in common with other  
privately owned railroads. The  
whole question of Government own-  
ership of Railroads is now in the  
melting pot and is receiving a very  
large part of the time of the Dom-  
inion Parliament in the present ses-  
sion. The Consolidated Railway Act  
is being revised and a special Act is  
being brought down to co-ordinate  
under one operating company all of  
the present Government owned sys-  
tems, the company to be known as The  
Canadian National Railways Company.  
The members of the Government and  
indeed the great majority of the mem-  
bers of the Federal House are seized  
with the enormous task of evolving  
legislation that will adequately meet  
the circumstances with which the  
Government is now faced, in view of  
the recent appointment of a receiver  
for the Grand Trunk Pacific Railway,  
and the possibility of the whole Grand  
Trunk Railway system being taken  
over in the very near future. Quite  
a number of the private members are  
interested in seeing that justice shall  
be done to the Municipalities such as  
Cochrane where the Government Rail-  
ways have large holdings exempt  
from local taxation under present re-  
gulations. This subject will be given  
careful consideration in connection  
with the several bills now before Par-  
liament dealing with the Railway  
question.