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DEVELOPMENT OF HIGHWAYS

Canada is spending huge sums on her highways. Every town and village and even the most remote hamlets are connected up with the rest of the world by good roads. Roads have become essential to modern development.

In the year 1927 the federal, provincial and municipal expenditures on the improvement and maintenance of Canadian roads amounted to \$45,750,000. The number of people employed in road construction that year reached a total of 34,230 and was higher than in any previous year.

FINANCING THE ROADS

Roads are financed largely by revenue derived from those who use the roads. The total amount collected in Canada in 1927 from registration and license fees amounted to approximately \$21,000,000. The gasoline taxes which are imposed in every province reach a huge sum. British Columbia in 1927 used for motor vehicles 25,000,000 gallons of gasoline which was a little less than Alberta and nearly twice as much as Manitoba. Ontario used 134,000,000 gallons. Prince Edward Island levies a two cent tax and all other provinces three.

In British Columbia in 1927 there were 77,853 motor vehicles operated but the number has materially increased since then.

PRINCE RUPERT HANDICAPPED

Prince Rupert is badly handicapped in its use of cars owing to the lack of roads. The result is that the number of cars used here is very small. In 1927 there were only 417 but this number has increased very substantially since then. Once the road gets through to Terrace or even as far as the canneries there will be a great impetus shown in car buying. It is noticed that Smithers has more cars than this city, owing of course to the fine road system of the Bulkley Valley.

DOMINION GOVERNMENT AND ROADS

The Dominion Government secures a large amount of revenue from motor vehicles. Directly it collected \$25,000,000 in the year 1927, most in import duties on new cars imported from the United States and in auto parts. This is used as an argument in favor of the dominion spending more money on highways in Canada especially in the sections of the country where road building is most difficult.

The dominion also collected many indirect taxes as a result of auto traffic. In British Columbia tourists are estimated to have spent \$30,000,000, a large part of which is in dutiable goods on which the government collects revenue.

Roads and more roads and better roads is what people need today. Prince Rupert must keep in line with the modern trend.

News of the Mines

AROUND PRINCE RUPERT
 Fine Ore Being Opened up on Ore Mountain—Old Dandy Star Property is Active Again—Opening up Bitter Creek Mines Vein System

Surface work on the Ore Mountain property north of Bitter Creek and about four miles by pack trail from the road to Bear Lake has been carried on all summer and has consisted of stripping and open cutting on two veins which have been opened up on the surface for 500 feet, showing favorable ore exposures running high in lead and zinc with good gold values. Samples brought into Stewart by Henry Unwin, one of the locators and managing director of the company, show beautiful colors with galena, zinc, marcasite iron and iron pyrites mineralization. The Ore Mountain consists of fourteen crown-granted claims and four others held by location. Operations have been carried on steadily but quietly during the past few years and many expect to see the Ore Mountain break into the limelight in the not far distant future as a property of major importance.

Good progress has been made by a small crew working on the Dandy Star property, originally known as the Main Reef, at Stewart and the Dandy Star Mines Ltd. are making a determined effort to prove the ore body which was opened up in the upper tunnel in the early days of mining history in the Portland Canal area. The previous operators commenced driving a cross-cut to intersect the vein at a lower level but the portal was located in broken ground and slide rock which covered the outcrop of the vein and before solid formation was encountered the vein had been passed. The tunnel now being driven at the lower level was started at the point where the original tunnel left the vein and now advanced 40 feet on the vein, showing a width of four feet between well defined walls. The vein is considerably oxidized and weathered but good sulphide ore is beginning to show up at the face. It will be necessary to drive 40 feet further to get under the ore exposed in the tunnel 100 feet above. This ore carried combined values of \$50 per ton of which \$16 is in gold. A feature of the ore is the consistently high gold content which runs between one-half and two-thirds of an ounce per ton. Surface prospecting on the northern end of the group shows sulphide and arsenical ore. Identified with the Dandy Star Mines Ltd. are Col. W. W. Forster, president; W. G. R. Gordon, vice-president, and Col. W. S. Buell, secretary. It is the intention of the company to enlarge the crew on operations throughout the coming winter.

mineralization has been run into. No. 3 tunnel, in 125 feet, is also showing a two-foot vein of crystallized calcite and pyrites. The calcite in both veins indicates silver values.

Sam Simpson, who has been spending the summer on the Queen Charlotte Islands employed by the Langara cannery of which his father, E. H. Simpson, is manager, sailed last night on the Cardena for Victoria where he will resume his studies.

Good progress is being made with preliminary exploration work which was commenced on the Bitter Creek Mines about September 5. Already several veins have been located in addition to those already known, bringing the total of veins to seven. The majority of these have been traced for an average distance on the surface of 1000 feet, all of them appearing to carry values in gold. Eight samples gave an average gold content of \$8.60. Included in the leads so far known are two carrying good grade galena ore, one of which \$5 in gold, 40 ounces silver and over twenty per cent lead. The group, which is splendidly located, has been known for years as the L. L. & H.

The recent catastrophic development in the matter of the Woodbine mine at Stewart continue to draw comments from leading mining journals and engineers. It is noticeable that some, who were formerly very enthusiastic about the property, are now prone to take an "I told you so" attitude. Withal, the inadvisability of sending out misleading propaganda about a property is being demonstrated and the mining world may yet profit from the example of Woodbine errors. The Portland Canal News last week devoted all its editorial space and a large portion of its front page news columns to the Woodbine situation. A special general meeting of Woodbine shareholders is called for November in Vancouver when the facts in regard to the property will be submitted and a line of action decided upon. It is possible development of the property may be assured.

Steady progress is being made on the Marmot Gold property at Stewart. A full force at No. 1 tunnel is now in 320 feet and, while the vein has not yet been encountered, calcite and pyritic

TOC H. MEETING IS HELD DURING WEEK

Light Which Was Ignited by the Prince of Wales Burns Here

With the coming of the light to Prince Rupert another link has been forged in the chain of this new service movement.

This light which was originally lit by the Prince of Wales was recently received from Vancouver and it now used at their meetings in this city.

In spite of the inclement weather over 30 were present on Wednesday evening when an enjoyable time was spent. At the meeting to be held on Wednesday, 24th inst, the 2nd initiation ceremony will be held. Among their guests on Wednesday last were Rev. J. G. Gibson and Alderman J. Greer, who enjoyed the evening and promised to pay another visit.

Toc. H. meets at the I.O.D.E. hall every Wednesday at 8 p.m. and invites all young men over the age of sixteen to join them.

Mrs. Fred Nash arrived in the city from Terrace on this afternoon's train and will proceed by the Prince Charles this evening to Massett where she will visit with relatives.

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