



A German vaudeville performer in Berlin added a stove to this old aeroplane and has taken up his residence in it.

OPPOSITION TO STEWART LINE

(Vancouver Sun)
The granting of a charter by the provincial government to H. H. Stevens to build the Canadian Northeastern Railway into Stewart would be nothing less than a step backward in the railway policy of Canada.
Prior to 1921, the Canadian Northern, the Grand Trunk, the National Transcontinental and the Grand Trunk Pacific Railways were showing huge deficits to the tune of \$50,000,000 a year. Amalgamated into one line, they are now showing a profit of \$60,000,000 a year.
With this successful amalgamation was formulated the Canadian railway policy of consolidating small independent lines into the two major systems. This policy has been sound. Experience has shown it to be profitable, both from the standpoint of the public and of the railways.
The establishment of more independent lines, such as the proposed C.N.E. Railway, not correlated to one of the major systems, is a retrogressive step.

News of the Mines

AROUND PRINCE RUPERT
Lorraine Co. to Carry Out Development on Victoria Group; \$20,000 to Be Spent on Jessie; Silver Cup Shipping Ore Again

The newly formed Lorraine Copper Silver Mines, Ltd., at a meeting in Vancouver last week, voted a sum of \$115,000 to be used in development this spring of the company's property (Victoria group), 22 miles northwest of Smithers in the Babines. It is proposed to purchase a three-drill compressor which will be at the mine by April 1, while all other necessary equipment has been provided for. Present plans call for the construction of a trunk road to the portal for three new cross-cut tunnels. Work will be pushed forward on four faces and possibly a fifth, the directors being impressed with the high values revealed in ore tests in silver, lead, zinc and gold. A complete plan is being laid out by Capt. A. J. Gaul M. E. for the future development of the ten claims of the company and about fifty claims surrounding the property. It is planned to merge the Lorraine company this year with a larger firm to take over the entire group. Officers of the company have been elected as follows: president, Col. W. W. Foster; vice-president, Walter Betzenbaum (Seattle); secretary treasurer, Col. W. S. Buell; B. F. Messner, A. T. Harter and F. T. Crowe. The Victoria, adjoining the Babine Bonanza has long been considered one of the most outstanding properties in the interior. Considerable work has already been done by the owner, P. J. Higgins.

The Ingenika country continues to attract much attention from a mining standpoint. Silver, lead and copper are the principal minerals and it is said that some of the biggest mines in the province may be developed in that region. Many prospectors are being attracted into the district around Finlay Forks and further north.
A coal prospect on the north side of the Canadian National Railway track near Cedarvale is showing up well. A seam four feet thick is exposed and development work now being carried on will soon determine the real value.
R. R. Wilson, mining engineer in charge of developments for the Ingenika Mines, the company which is working the Ferguson group and other properties in the Ingenika, is expected to make a trip into that northern district as soon as travelling conditions permit. Work on the Ferguson property has been continued throughout the winter. It was as a result of the development of this promising mine that the promoters of the Canadian Northeastern Railway were prompted to make Fort Graham the present eastern terminus of their railway from the coast at Stewart.

ROAD WORK NORTH PLAN

Further Details of This Season's Plans of Public Works Department
According to further details which have been received from Victoria, the provincial department of public works plans this year to continue work on the Massett-Tow Hill and Queen Charlotte City-Port Clements roads on the Queen Charlotte Islands. These, in addition to further investigation of the Prince Rupert-Terrace highway are the chief road building projects outlined for this riding in 1928.
The road program for other northern ridings is as follows:
Atlin—Improvements on Stewart-Hyder road, extension of Bear River (Stewart) and Telegraph Creek roads and other works.
Skeena—Extension of Prince Rupert highway from the eastern terminus, completion of Usk-Terrace section.
Omineca—Improvements to the Vanderhoof-Stuart Lake road, Fort George-Hazelton, Vanderhoof-Fort Fraser, roads in Ootsa Lake area, Wistaria-Houston, Colquhoun-Houston, also settlers' roads.
SYDNEY COAL-FIELDS
Much of the greater part of Nova Scotia's coal output comes from the Sydney coal-field in Capt Breton Island, which is not only the largest in the province, but the most highly developed and productive in the Dominion.

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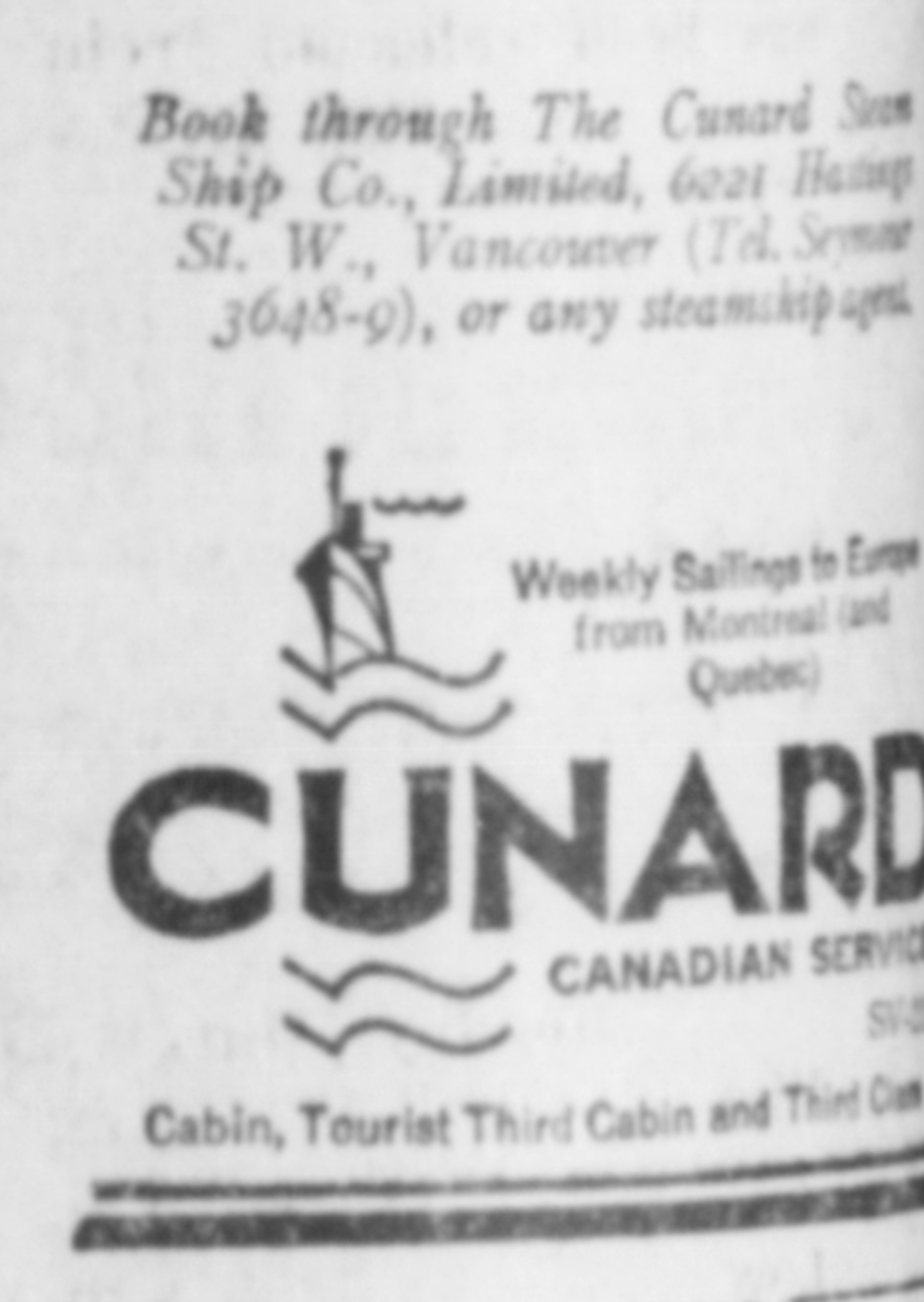


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