

Disadvantages of the motor road are:—

1. In winter snow would have to be ploughed off or the vehicles run on the snow as in most cities in winter.
2. Heavy cost (\$12,000 per mile) in order to make a thoroughly permanent water-laid or tar-macadam road.
3. Difficulty in getting a railway built in addition to the road later on unless a further great expansion takes place.

There is every probability that the matter will be settled definitely by the Government within ten days from date and meanwhile if it is considered by those interested in the Kirkland Lake field that a motor road would serve the purpose best **provided**.

- (a) That the Government authorized the work immediately under proper supervision and if possible agreed to maintain the road for say ten years — at a cost not exceeding the estimated cost of maintaining a railway road bed, and
- (b) That the mines would allow all available waste rock on their dumps to be taken for the work free of cost there is good reason to believe that the Government would readily adopt the latter plan.

Will you, therefore, please answer the following questions:

1. Are you in favor of a steam railway?
2. Are you in favor of a first class motor road, more or less on the line of the old road with modified and improved gradients?
3. If you have any waste rock dumped are you willing to allow it to be used for the road free of charge?

Special Correspondence

Silver Situation Unchanged.

The silver situation remains unchanged with apparently continued heavy demand. Recent predictions by metal authorities in New York that price restrictions might be removed about May 1st, and the price of silver be permitted to find its level on a basis of supply and demand seems to be exceedingly indefinite. Indeed there are various reasons for believing such action will not be taken. In the meantime the mines of Cobalt are experiencing prosperity and, although the removal of price restrictions would be favored locally, and would probably result in quotations moving to higher levels, yet the general feeling appears to be that the matter is an Empire question and one that should be regulated by those at the helm of state, particularly during the present period of reconstruction.

Lightning River.

Interests involved in property in the Lightning River district are appealing to the government for assistance in the building of a road to the centre of activity. For the present \$3,000 is being asked, which would be adequate until such time as the merits of the district are further proven.

Kirkland Lake.

Operations are being speeded up in all parts of the Kirkland Lake field. Following the announcement recently that the Ontario Government would construct a branch line of the T. & N. O. Ry. from Swastika to the centre of activity in the Kirkland Lake field, a distance of about six or seven miles, some of the leading mining interests have presented evidence to the government with a view to discouraging the construction of a steam road and building a first class motor road instead. The cost of a first class motor road would be about one-half that of the steam railway, and would provide a flexible system of transportation, making travel possible at any hour of the day or night and would land passenger or freight directly at their or its destination. Compared with this, the steam railway would land passengers at stations and make necessary walks or hauls of from a few hundred yards to three-quarters of a mile or more to the various mines. The full evidence is given in another column, and appears to be very reasonable and overwhelmingly in support of a first class motor road, the cost of which would be \$72,000.

Mine Workers Object to Governments Choice of Commissioners.

District 18, United Mine Workers of America, which comprises Eastern British Columbia and the Province of Alberta, is keenly interested in the announcement by Hon. G. D. Robertson, Minister of Labor, that the Industrial Commission, recently appointed to investigate the relationship between Capital and Labor in the Dominion of Canada in order that action may be taken to place it on a basis of better understanding than now exists, will take up the question of the labor situation in the mines of this province at the commence of its duties. The appointment of T. Moore, president of the Trades and Labor Congress, and J. W. Bruce, to the Commission as the representatives of Labor, however, is bitterly opposed by the coal miners. Telegrams have been forwarded from Fernie, B. C., to the Minister of Labor and to Dr. Bonnell, the member of Parliament for the District demanding that these appointments be reconsidered.

"One Big Union" Not Popular.

It will be remembered that at a recent Labor Convention held at Calgary, Alberta, approval was expressed of a proposal that Canadian workmen should organize "One Big Canadian Union," as it has been popularly termed, and withdraw from affiliation with American organizations. The idea, however, is not meeting with unanimous endorsement, however, as is evidenced by the observations of David Rees, international organizer of the United Mines Workers of America. Mr. Rees, who is a coal miner and in close touch with the coal miners' unions of British Columbia and Alberta, and who has been engaged in organization work for some years, says, in part:

"There is no doubt in my mind that the Western Conference held at Calgary should have done the thing that the Conference was called together for, that is: Outline a more progressive policy for the Trades and Labor Congress of Canada. We find that in centres like Toronto, Montreal and other parts of the East the labor people are clamoring for a change. Consequently had the Western Congress outlined their policy we would have hoped to have the Eastern Labor