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FORESEES BOOM IN SUB-ARCTIC

Railway Extension May Lead to Rich Fields, Long Unknown — Potentialities in North.

(Toronto Globe)
Will Cochrane develop into another Winnipeg as a result of the contract let last week for the extension of the Ontario government railway northward from Cochrane toward Moose Factory? Certain enthusiasts pin their faith in the development of a second Winnipeg to this and prospective further extensions of railways, combined with the natural resources in the Hudson's Bay district, according to R. E. Hore, consulting geologist, of this city, who has studied Hudson's Bay conditions.
Mr. Hore outlined for The Globe several conditions pointing to the probability that the future will see great strides in the development of this central area of Canada, of which good use has not been made hitherto.
The awakening of interest and appreciation in the potentialities of this district is not confined to Ontario, but is very live in the west and in Quebec.

Not So Remote, Either.
"Owing to the fact that Hudson's Bay is not easily accessible," states Mr. Hore, "there has long been a disposition to ignore the geographical facts and to assume that the Bay is very far from civilization. Ask the average man to draw a map of North America and you will get evidence that he thinks Hudson's Bay is much farther north than it is."

The National Transcontinental is at Cochrane, only 120 miles from Moose Factory, the Hudson's Bay post at the mouth of Moose River. This fact is now likely to become more generally realized since a contract was let last week for an extension of the Ontario government railway for seventy miles northwards toward Moose Factory. In this connection it is to be noted the reported statement of Chairman Lee of the Linkinamir & Northern Railway Commission, predicting that by the time the present contract for construction is completed, conditions and explorations will warrant letting another contract for the remaining ninety miles to James Bay. The commission is evidently well pleased with the prospects of the country to be served and is undoubtedly planning to provide and is undoubtedly planning to provide railway transportation to the Bay within a very short time. The completion of the railway will be an event of great importance, and will lead to great development.

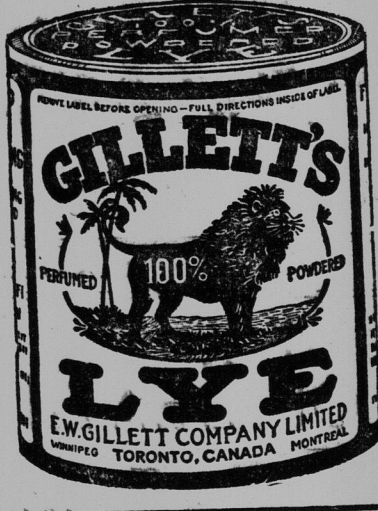
But Ontario is not the only province interested in Hudson Bay. The western provinces and Quebec have interests there. The building of a railway from the Pass to Port Nelson was begun some years ago and, while operations were suspended, there can be little doubt that it will be completed. Evidently the desire for this was expressed at the convention of United Farmers of Manitoba last week. The convention made the completion of the Hudson Bay Railway a plank in its platform, adding, as an amendment, the suggestion that the three western provinces consider ways and means of carrying the work to its finish, if the federal government refused to go ahead.

Quebec also is interested in Hudson's Bay. This province has a vast territory tributary to the Bay and the development of this territory will require a northern railway. This will possibly be provided by private interest. In the re-posed is the fact that forest stations sources is the fact that forest stations are to be established on Hudson's Bay which will serve as bases for explorations by forest engineers with a view to obtaining information which will be of value in developing the resources as well as in protecting the forests.

Development Tardy.

A century ago Hudson's Bay was better known than many of the areas which have since been developed into thriving communities by the establishment of industries which the construction of railroads made possible. The early employers and fur traders coming in their ships from England and Scotland had many romantic experiences. These stories of the hardy mariners, explorers and traders are very interesting. They are invaluable records of the work of the intrepid pioneers who paved the way for development and settlement. But owing to conditions there has been an extraordinary lapse of time between the establishment of the fur trading industry in Hudson Bay and the general development of the area. With the improvement in transportation facilities there should come a rapid change in popular opinions as to the nature of the area. The snow and ice and the cold will not be changed, but there will be other things to attract attention and by the Hudson Bay will in mind be brought a long distance south.

The located route of the railway extension, the contract for construction of which was let by the Ontario government on January 9, is north from Cochrane through Clerkmeier and Blount townships, crossing the Abitibi about ten miles out of Cochrane. Then the line turns westerly and crosses the Abitibi



River again at the Carrying Places. Thence the line runs northerly down the west side of the river to Burntwood Portage, a few miles above New Post, a Hudson's Bay station on the Abitibi. This is to be completed by the end of next year.
"Explorations of the area to be served by the railway have shown that the most part, good agricultural land.

The soil is chiefly clay, and it is worthy of note that the soil is not deficient in lime, as are the soils farther south. It is a soil very similar in character to that of the area between Lake Huron and Lake Ontario. A thick mass of lime-bearing clay, which was doubtless formed from erosion of the limestone areas farther north, has covered the archaic rocks north of Cochrane as with a blanket and has given the area a soil quite like that of our best southern agricultural districts, and quite unlike that of the intervening area.
"The shortness of the growing season is a disadvantage that may easily be overstressed. It is well to remember that New Post, at the end of the line, is on the same latitude as Winnipeg and south of large areas in which grain is successfully grown in the west. Because of the good soil there is reason to be hopeful that agriculture will flourish in spite of the severity of the winter season and the late and early frosts. It is on the character of the soil that en-

thusiasts pin their faith that Cochrane will develop into another Winnipeg.
"Next to the soil the chief known natural resources of the area are the forests and the water powers. The value of such forests has been demonstrated in recent years and we may expect to see the area contribute large quantities of material for pulp and paper industries as well as timber and lumber for construction. There can be little doubt that the railway will find for some time its chief source of revenue in the forest industries. The clearing of the forests will make the agricultural development possible, and will for some time be the chief occupation of the settlers. While the tilling of the land cannot proceed with the rapidity that it has done in the prairies, there is compensation to be found in the forest wealth and the employment that will be found in wood-cutting operations.
"The water powers are of importance to the railway and to the industries of the north. Power for electric operation

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of the railway; power for pulp and paper mills, and for mining operations, can be made available by developing the water powers along the part of the Abitibi River reached by the railway. The harnessing of these water powers will be an important factor in the development of the north.
"While much has yet to be learned regarding the resources of the area around Hudson Bay, it is apparent that this step northward from Cochrane is not a step in the dark. It is a venture into a promising country from which have come good reports, a country known well by very few, and yet a country which is believed by many to be well worth exploring.

LAWYER A SUICIDE, RUINED BY CLIENT

J. Frank Wheaton, a Negro, Gave \$10,000 Bail for Man Who Disappeared — Tried to Find Slayer Boddy.

(New York Times)
J. Frank Wheaton, a leader in the activities of New York negroes, committed suicide in his home, 208 West 187th street, yesterday because the absconding of a client of his own race for whom he had provided \$10,000 bail had brought him to the verge of ruin. The negro for whom he had gone security was Jerry Garrier, the nature of whose offense was not learned last night. Garrier's case had been called frequently, but postponed out of consideration for the high standing of his counsel. A final week had been allowed Wheaton in which to produce him. Wheaton, according to a note he left for his wife, had combated Harlem in vain, and was despaired of finding his man. It was respect Wheaton during his career of almost twenty years here, both as a lawyer and as a graduate in law. He is the only negro who ever served in the Minnesota Legislature.

Wheaton came to public attention only recently when he used all his influence and his intimate knowledge of the districts inhabited by members of his race in an effort to aid the police in capturing Luther Boddy, who killed two detectives in Harlem and was caught in Philadelphia.
Besides having been a leader in Democratic politics in New York, Wheaton had been Grand Exalted Ruler of Manhattan Lodge, 45, of Colored Elks. He served for a time as Assistant District Attorney under Edward Swann. He organized the Equity Congress, which was influential in having the Fifteenth negro infantry legalized as part of the National Guard.
Wheaton is survived by three sons, Richard, a student at Columbus University, who found his father's body in a gas-filled bathroom; Frank, Jr., a New York Dental College. He is to be buried next Thursday from St. Benedict's Roman Catholic church, in which he was a communicant.

Alexandria Lodge, No. 4, of the Knights Templars, held a session last evening in their building and, after a short business conference, an enjoyable smoker was held, at which an entertaining programme was carried out. Refreshments were served towards the close.

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