## New Mining Companies Being Formed

Among the mining companies recently incorporated under the Ontario Companies Act are the following:

The Herman Exploration and Development Company with its capital stock of \$25,000, the incorporators being provisional directors are C. V. Gallagher, J. A. Herman, J. E. Boyle, J. R. Todd, A. Gillies, W. R. Sullivan, and C. B. Morgan, all of South Parcupine: the Moffatt-Hall Gold Mines, Limited, with a capital stock of \$3,000,000, with head office at Haileybury, the provincial directors being Bruce Williams, Richard Pearce, Gladys Williams, E. V. Pearce and C. Church, all of Cobalt: the Conray-McAndrew Silver Mining Company, Limited, with a capital stock of \$100,000, the provisional directors being James Cowan, A. V. Waters, R. E. Clipsham, L. C. Boles, and H. G. Gibson, all of Toronto: Pinelle Kirkland Mines, Limited, with a capital stock of \$4,000,000 with head office at Toronto, the provisional directors being D. T. Pinel, G. F. Pinel, C. E. Pinel, A. A. Pinel, and C. D. Pinel, all of Toronto.

# Mining Association Formed

The last issue of the Ontario Gazette containing the announcement of the incorporation of the Ontario Mining Association, an organization formed largely for the fostering of the mining industry in this province. The President is A. D. Miles of the International Nickel Company and other incorporators are F. L. Culver of the Beaver and Kirkland mines: A. J. Young of the Reduction Company; G. C. Bateman mine manager and Alexander Faskin, barrister. The secretary is Balmer Neilly, the well-known mining engineer of Cobalt, who will be in charge of the head office of the organization in Toronto.

According to the charter the Ontario Mining Association has been formed for the purpose of fostering the business of mining, metallurgy and other kindred business and to further the interests of owners and operators of mines, reduction

Disposal of Logging Slash

kind as the raw materials from which, by com-

plicated calculations, to work out the premiums

must be assigned, and there must be close and

sympathetic co-ordination between the work of the

felling crews, and the men asigned to slash piling

and burning. That such a spirit should sometimes

be lacking is perhaps not unnatural. Until slash-

disposal comes to be expected as a matter of

course-something which has to be done-the best

In the meantime, it is highly desirable that fur-

(Continued from page 21.)

plants and kindred works in the province. Assistance will be rendered to those connected with the industries mentioned as occasion may require. Provision is made for the establishment and support of associations, institutions, funds, etc., calculated to benefit members of the association and to subscribe or guarantee money for educational, charitable and philanthropic objects and the association is also empowered to acquire property necessary to its business

felt want in its general policy of co-operation and promotion of the mining industry of the province and it is intended that the Association will work in close co-operation with the Government in matters pertaining to mining and metallurgy. A permanent office will be opened in Toronto shortly.

The organization, it is expected, will fill a long-

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### ity of such action is quite obvious. Legislation contemplating such action to at least a limited extent is in effect in several of the provinces, but

co-operation. It is significant, in this connection, that the St.

Maurice Forest Protective Association has appropriated \$20,000 to be expended in the disposal of inflamable debris outside the right-of-way of the Transcontinental railway, through the holdings of its members in the province of Quebec.

the work.

### Travelling Libraries in Manitoba.

A new system of travelling libraries to be placed from time to time throughout the rural communities of Manitoba is being inaugurated by the extension service branch of the Provincial Department of Agriculture. A start is being made with about thirty sets or libraries of fifty books each. These include a considerable percentage of standard fiction of the better class, in addition to a few standard works of a more educational character. The libraries will be handled locally through agricultural societies, women's institutes, grain growers' associations or other such organized bodies, and it is the intention to confine the libraries largely to the smaller rural communities which are at present without adequate library facilities. The extension service

has just issued a set of rules and recommendations in connection with these travelling libraries from which the following items of general interest are quoted. It will be noted that it is the present intention to loan the library to each community for four months only and that it must be returned when called for. Special applications for a longer term will be given proper consideration.

Place of Keeping-The travelling library is for the use of all the people in the community, and should be kept in a place that is easily accessible and is open at least once a week.

Ordinarily the post office is the best place, as everyone goes there, but if this is not feasible. other good places are the drug store, bank, general stores, office of agricultural representatives, and lastly private homes and schools.

Membership Fee-No charge may be made for the use of the books, and no person is obliged to become a member of any organization through whose auspices the library has been obtained. A charge of 5 cents, however, may be made for borrower's cards, and this will be sufficient to cover carrying charges on the library.

Advertising the Library-When the library is received, the fact should be well advertised. Cards showing where the library is kept, the hours and days of opening and the name of the librarian, should be filled in neatly with black ink, and posted in several places where every one can see them. Advertise the library in the local papers, printing a full list of the books, or better still, call attention to the different books from time to time. Keep the library constantly before the public, so that every one in the community may know that it is free to all.

# the protection of outside property, the desirabil-

has not been made generally effective, though some beginnings have been made, for the most part on a more or less voluntary basis or through

The value of such work was fully demonstrated several years ago in Ontario, when a strip outside the Grand Trunk right-of-way through Algonquin Park was thoroughly cleared of inflamable debris, through co-operation between the provincial Government and the railway company. The notable reduction in railway fire damage in that territory is sufficient witness of the efficacy of

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#### ther experiments be conducted, on a commercial scale, in connection with regular operations, in order that the fullest possible information may be obtained. At least until some basis can be devised under which logging slash can be disposed of, it is quite evident that provincial governments must proceed slowly and cautiously in relaxing dia-

meter limit restrictions and permitting clean cutting on Crown lands, since otherwise the first hazard will be tremendously increased through the much heavier accumulations of inflamable debris on

cut-over lands, to say nothing of damage to present and prospective young growth.

results can not be anticipated.

At any rate there seems little doubt that it would be greatly in the interest of all concerned were there to be a general requirement for the disposal of logging slash along railway rights-ofway, wagon-roads, main tote roads, driving streams, around camps, and around the edges of cutting areas. The cost of this, when distributed over an entire operation, could not be prohibitive, and such action would greatly increase the chances of controlling fires in cut-over lands and in preventing the destruction of green timber.

The disposal of inflammable debris outside railway rights-of-way is particularly destrable, since so many fires start along railway lines, due to outside agencies as well as to the railways them-In justice to the railways, as well as for