KLONDIKE DAYS RE-LIVED IN ONTARIO'S FEVERISH HUNT FOR GOLD



The old Klondike trail may have had its color and drama, but no more than the modern trail to Sturgeon River, Ontario, where a sensational new gold strike is in progress. Whereas back in '98, prospectors mushed in on dog teams or afoot, today they use aeroplanes sponsored by big-monied industrialists. But the race is none the less dramatic, the search for gold no easier, the accommodation no better. Men are sleeping out of doors in sleeping bags and eating where and when they can in the little town of Jellicoe. The layout shows scenes from the gold strike area. Upper left, hopefuls arriving via the freight car route. Centre, aeroplane after aeroplane settles down on this little lake bearing its cargo of prospectors and supplies. Upper right, tents are pitched hurriedly and carelessly. Centre, even railway hand-cars are being pressed into service. Lower right, men are digging franctically in the feverish hunt for the precious yellow metal that the prospectors think lies beneath the surface of Ontario's newly-discovered bonanza.

Trucks Take Place Once Occupied By Herding Cowboys

Rock Springs, Wyo.—The desolate sight of wide strewn dead cattle marking the trail of the drought herds from the inland range north of Rock Springs is missing from the 1934 picture. Instead, the bony, half-starved animals ride swiftly and surely to the stock-loading points with scarecly the loss of a head among the thousands to be sold.

In tiny Sublette County alone 15,000 head are being purchased. Although their range is 100 miles from the railroad, not a single head is being trailed afoot.

Huge trucks, with capacity for a railroad carload of cattle or sheep, back up to the rangeland chutes, load up and are on their way to distant railroad.

Gone now, forever, are the cowlands of the trail herds, with the long nights of nighthawking and fighting against storm in the heavy effort to trail the cattle in for shipment. Replacing that picturesque figure, who gave us so many of our "cowboy songs," is the less glamorous but more efficient truck driver, sitting in his cab and delivering within a few hours over a distance that required weeks for the trail herd.

Even the die-hard survivors of the old era concede that it is fortunate this year that the trail herd is gone. Otherwise, thousands upon thousands of head of cattle would die of thirst and hunger being trailed over such a distance under present conditions upon the desert range that intervenes between the railroad and the "north country" of southwestern Wyoming.

Residents of Moose Jaw May Change Name of Their City

(Continued from Page 2)

The development of this prairie city from a western outpost to an industrial centre is responsible for the movement. A trifle self-consciously perhaps, the city is assuming its new stride. Main Street, the principle thoroughfare, diffidently faces the issue. It, too, may be relegated to the limbo. There is talk of renaming the street.

But the romance of its present name will remain forever dear to the hearts of those tellers of tall stories who used to relax in front of the general store and whittle.

The site upon which now bustles the city of Moose Jaw, has been known by its present name since as early as 1857. Those were adventurous days. But what would be the tourist's reaction should the city retain the original name of the creek and came face to face with the early name bearing the legend "Monsochapiskaukippi"?

That is what the Indians said when they meant Moose Jaw! Ever since cartoonists and story-tellers have purposely reduced the Indian language to terms of "ugh" and "how"! And the Indians have become a strong silent race!

Many and romantic are the legends attached to the baptism of this bustling city on the banks of the Moose Jaw River! The eager citizen might inform an unwary audience that he is now upon the spot where "the white man mended his cart with the jaw bone of a moose." Or another equally enthusiastically citizen might assure the stranger that the spot was so named because the course taken by the river adjacent to the city resembles the outline of the jaw-bone of a moose.

These perhaps are favorites of the story-tellers. There are others. But it remains for history brought to light in the reports of the Geographical Board of Canada to explode, among others, these two myths.

According to the board's statement, Moose Jaw derives its name from Moose Jaw Creek, which was reached by Captain Palliser on September 16, 1857. The name became accepted usage and was found on Captain Palliser's map, lithographed by John Arrowsmith in 1859. The H. Y. Hind expedition map, also dated 1859, shows the location as Moose Jaw Forks. In the same year S. T. Dawson's map, published by the legislative assembly, Toronto, shows the location as Jaw Bone River.

Cold facts try desperately to come to the rescue of the visitor. Couched in the austere language of a board report, they seek to shatter the legend mellowed by time. But they fail. For as long as Moose Jaw is Moose Jaw, that aura of romance will be discernible from hill to hill, and visiting tourists will be plied with the intrigueing stories. And so a far-sighted board of trade seeks to give their growing city a name that will suggest its industrial importance in place of the title willed it by legend.

Increased Prices Fail To Offset the Short Crops in Canada

(Continued from Page 2)

suffer from a shortage of hay and low returns from potatoes. The estimated yield of the latter crop is about average, but so far market conditions are unfavorable. Prices have been low for the early crops and there is some concern in Nova Scotia and New Brunswick regarding the Cubar market which has absorbed substantial supplies of Maritime potatoes in past years. New trade treaties with United States may cut off or curtail this outlet. The shortage of hay and pasture due to drought conditions in the Maritime Provinces may seriously reduce dairy production. The apple crop in Nova Scotia is estimated at 1,600,000 barrels as compared with 2,438,000 barrels in 1933 or a decrease of over 30 per cent. It is possible, however, that returns from this crop, which is largely marketed in Great Britain may be higher per barrel than the rather poor average return for the huge crop sold last year.

Quebec is in a much better position agriculturally than the Maritime Provinces, though production in the Richelieu and Ottawa Valleys has been lowered by drought. Ontario is more irregular than usual. Early crops were short. This includes fall wheat, pasture and hay. Spring grain crops and late fodder crops, however, have been fair to very good. Prices of dairy products are reported as almost as good as a year ago; hogs, an important source of revenue to 60 per cent. of Canada's farmers, are substantially higher in price, though there has been no improvement in beef cattle.

Prairie conditions are reported as poor on the whole with conditions still more serious in the old drought areas. Many districts will be dependent on relief. In central and northern Alberta the general farm condition is reported as bright.

In British Columbia a much larger apple crop than a year ago should put considerable new money into interior valley districts.

MICKEY MOUSE — A "BARGAIN" PRICE — By WALT DISNEY

