

New Empire Theatre

Monday and Tuesday, March 6th and 7th

DOUGLAS FAIRBANKS

IN

"The Three Musketeers"

12 - REELS OF REAL ACTION - 12

TWO MATINEES. Monday, March 6th, 2.30 p.m. and
Special Matinee 4.30 p.m. Adults 35c. and Children
10c. Evening prices. Adults 60c, Children 30c.

COMING

Friday and Saturday, March 10th and 11th.

"Battle of Jutland"

Extra added Attraction

6 reel comedy "TRUANT HUSBAND"

Pathe News

Gov't Reel

"PORCUPINE THE RICHEST GOLD FIELD IN WORLD"

So Says Old Country Paper in Interesting Review of Gold Mining Industry.

The interest shown these days by British capitalists and others in the Old Land in the rich North Land of Ontario is both pleasing and encouraging. With the thoroughness that characterizes their work generally, Old Country newspapers have a way of getting facts and basing thereon very sound argument, agreeably presented. This intelligent type of publicity is just the sort of publicity that the North Land desires and requires. As one sample of this type of publicity the following editorial article from an overseas journal, "Canada," is reproduced below. "Canada" is printed in London, England, and in a recent editorial under the heading, "The Golden Porcupine," says:—

"The principal mines of the Porcupine gold-mining area of Northern Ontario have reached such a stage of development that they are now permanent commercial enterprises for the production of gold. Profits can be estimated to a penny; costs are steadily decreasing, and consequently net profit for each ton of ore mined increasing; mill capacity is being increased as fast as further development of neighboring water powers is completed to furnish additional electrical energy. For the first half of this month over \$300,000 will be distributed in dividends from three of the chief producing mines in that district. Apart from the Rand, there is no mining area in the world today that is producing so much golden wealth as this amazingly rich mining field in Northern Ontario. Great fortunes have been, and will be made from Porcupine mines. All uncertainty as to the value and permanency of the main ore bodies has disappeared. It is now a proven goldfield, and engineers of the highest standing have expressed their confidence and belief that it is potentially the richest gold field in the world today.

"In an address recently delivered before the American Association for the Advancement of Science, Mr. Thomas W. Gibson, the Deputy Minister of Mines, for the Province of Ontario and the most careful and conservative official authority on the

mines of Ontario, states that gold mining in that province is now 'placed upon an enduring basis.' He refers to the Hollinger as 'one of the largest gold mines in the world,' and speaking of Northern Ontario generally, says: 'It is easily accessible by rail, prospecting is by canoe, and the country abounds in water-courses, and there are no mountains. The climate, though cold in winter, is healthful and invigorating, and there is plenty of wood, water and labor. The ores are moderately rich, running from \$7 to \$25 per ton, but averaging say, \$9 to \$10. The ores are free milling, the standard process of reduction being in stamp or ball mills, preferably the latter, followed by cyanide solutions.'

"The very important feature of the ores in this now famous goldfield is the high percentage of recovery of the gold contents, coupled with the tendency of the ore bodies to increase in width as depth is attained, and also to increase at the same time in richness with depth. Present exploration supplies evidence of this condition to a depth of 2,000 feet. Anybody who is acquainted with mining conditions in the vast majority of other gold camps knows that these are the two qualities so much hoped for by mining operators, and yet so very seldom met with. When they are found together it removes the usual anxiety which makes gold-mining so speculative, and places the Porcupine gold mines in the class of a sound and reliable industry, similar to the great gold mines of the Rand.

"Among other advantages possessed by the Porcupine mines are good water powers, some of which have already been harnessed for hydro-electrical power, and comparative proximity to cities, which naturally reduces the cost of supplies. There can be no doubt that in the course of the next decade many great fortunes will be made in the gold mines of Northern Ontario. At present the many attractive features of this great mineral district are far too little known and appreciated by the investing public of Great Britain, but those who have the foresight to look into the merits of these goldfields today, and get in before the boom, will have good reason to congratulate themselves. Shareholders have done well already in producing mines, such as the Hollinger, Dome and McIntyre, and with the increase in production their returns must be substantially increased. There are other companies which are still in the development stage, and which will eventually grow into producing mines."

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Meets every first and fourth Monday in the Oddfellows' Hall at 8 p.m. Visiting brethren always welcome.

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3rd. Wed. each month, Dr. McInnis.
4th. Wed. each month, Dr. Moore.
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COOLING—By centrifugal pump through honeycomb radiator; adjustable fan.

LUBRICATION—Circulating splash with pump.

ELECTRICAL SYSTEM—2-unit: generator with starting motor; distributor and coil mounted on generator; battery of ample capacity.

GASOLINE SUPPLY—Vacuum feed from 12 gallon tank on rear.

FRAME—Standard drop frame, reinforced by "tubular backbone" (patent applied for).

STEERING GEAR—Worm and wheel type.

CLUTCH—Single plate disc, closed in and forming part of flywheel. Removable by detaching four bolts, without disturbing power plant. Requires lubrication but once

a year.

TRANSMISSION—Selective; 3 speeds forward and reverse; mounted as separate unit.

AXLES—Front—1-beam forging, "reverse Elliott" type. Rear—34-floating; five axles removable from hubs. Ring and pinion, chrome nickel steel spiral cut teeth. Bearings—Front and rear, Timken tapered roller.

BRAKES—External and internal on rear wheels; 12" diam.

SPRINGS—Half-Elliptic. Front 31" x 2"; rear, 48" x 2".

TIRES—31" x 4", cord.

WHEELBASE—109".

CHASSIS LUBRICATION—Alemite system throughout.

BODY—Stream-line; genuine leather upholstery. Full five-passenger capacity with plenty of leg room. Special tire carrier bolted to frame. Instrument board finished in Circassian walnut. Crown fenders, reinforced.

EQUIPMENT—Latest drum-shaped headlights with legal lenses; dash light; license holder; electric horn; speedometer; demountable rims; with extra rim; ignition lock; robe rail; Alemite pump; complete set of tools.

THE BARKELL MACHINERY & SUPPLY COMPANY

LOCAL AGENT
LYMAN FANCY
TIMMINS

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Box 712