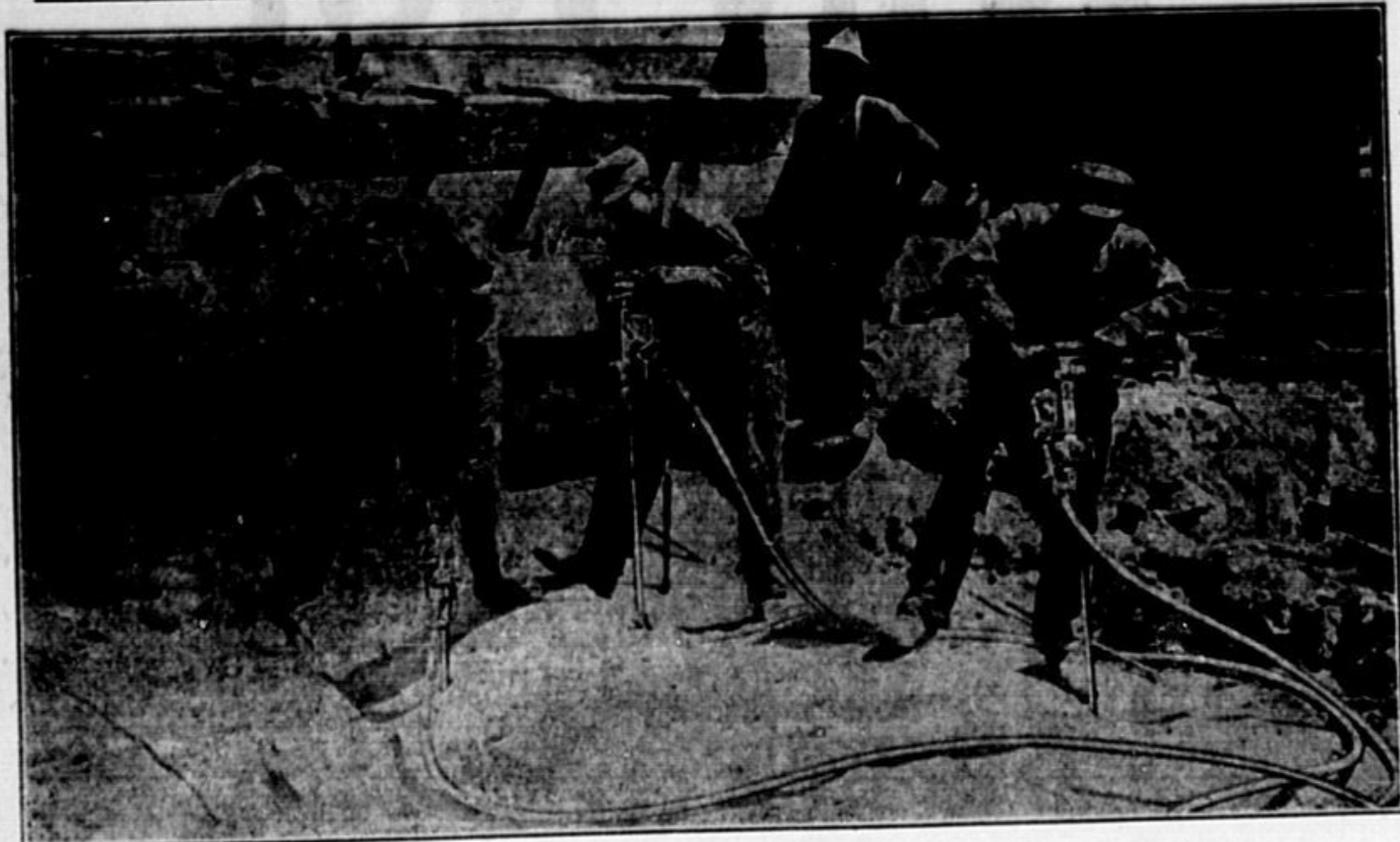


THE MCKIERNAM TERRY
Class "B"

Hammer Drill



Three "Busy Bees" at Work on the New York Excavation

Are you sinking a Shaft? Would you like to do it faster? If so, follow the method used by the contractors in New York, who are putting down the big shafts for the Subway excavation.

They use Class "B" Hammer Drills
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There is no time wasted

They call them "Busy Bees"
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They are BUSY all the time

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They require no setting up
They are the last word in a shaft sinking tool

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References on Application.

GREAT IS THE PORCUPINE WHEN SPIRITS RUFFLED

The Now Famous Little Animal Wipes Out a Pack of Oregon Dogs

Two friends were hunting in the backwoods of Oregon with a pack of seven dogs, which had been specially selected and trained to hunt bear.

For two hours one morning they had followed the dogs without picking up a fresh trail, but were passing from an open ridge into a forest of fir and pine when the young foxhound, first sniffing excitedly with his nose to the ground, raising the coarse hair between his shoulders, bayed sharply, and plunged into the timber. The other dogs closed in behind and disappeared.

When the hunters made up on the dogs they found them attacking a porcupine, and knowing the terrible chances of the encounter one of the men fired on the porcupine, but the bullet grazed off. A second shot, however, ploughed it open.

BARBED ARROWS OF DEFENCE. The porcupine had taken a position beneath a log that was raised a little above the ground. As the dogs attacked him he turned and struck them terrible blows on the face with his short clubbed tail, almost as muscular as a gorilla's arm, and at every stroke he left a mark like a cushionful of barbed needles. Dogs less fierce would have quit sooner and suffered less, but that bunch of bear-dogs had behind them a thousand years of the fierce passion of the slayer. The dogs that could reach the porcupine bit him in the back and tail till mouth and tongue were a bloody, quivering mass of barbs. Only by the fiercest onslaught on the dogs themselves had it been possible to open them up so as to get a shot at the Porcupine.

The dogs were now pawing their faces and ploughing their noses along the ground in agony, breaking off some of the quills at the surface and driving the barbed points deeper into the flesh. The old dogs, who had been through a similar experience before, would come up and allow the quills to be pulled out as long as they could stand the pain, and then break away to paw and plough again.

PULLING OUT THE QUILLS. When the few superficial quills had been removed the real work of saving the dogs' lives began. One by one the dogs were caught. Sitting upon the animal's crouching body, the one man held the head between his knees, gripping ear and jaw in his powerful grasp, while the other pulled out the quills.

A long-pointed quill with the barbed portion fully embedded in the nose of a dog often resisted the strongest pull that either could give, notwithstanding an excellent hold on the body of the quill between the thumb and bent forefinger. The pain must have been intense. The most resistant quills were pulled either by the teeth or by improvised pliers made of a half-split stick, in the crack of which the quill was caught and tightly held.

DOTED LIKE A PIN-CUSHION Ranger, the staghound, was in by far the most serious condition of any of the dogs. He had more quills in his face than any other, and some were near, though fortunately not in, his eyes. They were liable at any time to work there, however, through his agonized pawing.

It would have been kindness to shoot the poor animal and put it out of its misery, but as they were much attached to Ranger, the hunters decided to give the staghound a chance for his life, though neither relished the prospect of lacerating his head to do it.

By actual count 568 quills were taken out of the staghound. Eighty-one of these were inside the line of his teeth, in his gums, the roof of his mouth, and his tongue. At least thirty had been pulled out at odd times before the count began, and during the following days over twenty more worked out of his misshapen head at various points. The staghound lived, and fortunately lost neither eye.

Gold and Silver From Elk Lake

A car of ore carrying gold and silver values was recently shipped from the Mann property in Gowganda, and excellent returns came from the consignment.

The gross receipts were \$38,000, and it cost \$6,000 to get the ore, to the steel and from there to its destination. The silver ran in the neighborhood of 5,000 ounces and the gold values were \$32 to the ton.

WERE TEMISKAMING LICENSE COMMISSIONERS TESTING GOVERNMENT?

Hinted That the License Board Made Recommendations to "Feel" Government.

That the action of the Temiskaming Board of License Commissioners in granting two beer and wine licenses in Cobalt and new licenses in other towns was a test of the Government's policy with regard to that district is the opinion generally expressed in Queen's Park.

The prompt action of Hon. W. J. Hanna in using his veto power upon every extra license granted put a sudden stop to what is considered an attempt to loosen license conditions in Temiskaming.

It is stated that the license commissioners for the district received over thirty applications. Last year quite a number of applications were

received, but, with the exception of the Cochrane license, where special conditions obtained, not one new license was granted. This year the board started its work in a more generous mood, and applications from Cobalt, Haileybury and other centres received a more encouraging reception.

A number of additional licenses were granted, and the board withheld its decision with regard to many others, waiting, it has been stated, for an indication of the manner in which Queen's Park would view their action.

The Temiskaming Board of 1912 contains one new member, R. W. Lowry, of Cobalt.

PORCUPINE RESERVE HAS EXTENSIVE PROGRAMME

Shareholders of Special Meeting Show Much Enthusiasm as to Future

W. F. M. Plotke, secretary-treasurer of the Porcupine Reserve Mines, Limited, has been to Montreal attending a special meeting of the shareholders of the company.

The purpose of the meeting was to discuss plans for proceeding with development and the raising of sufficient funds to diamond drill and thoroughly prospect the Birke-Elliott claims, upon which spectacular gold showings have been found.

The meeting was a very enthusiastic one and sufficient funds were subscribed to immediately renew operations. One shareholder who was unable to attend wrote the following letter, to be read at the meeting: "You may state for the benefit of those at the meeting that I had an engineer investigate your properties, and he reports very favorably on them. Shortly, the result of his report to me is, 'If there is anything worth while in Porcupine, then, considering the situation of the Porcupine Reserve Mines, there is no reason why you shouldn't have one of the best propositions in the camp.'"

While in Montreal, Mr. Plotke purchased a six-drill air compressor, and he is making preparations to work the properties with great vigor within a month.

Fitting Tribute to Dead President

At precisely half-past 11, Montreal time, Thursday morning there was an absolute cessation of work in every department of the Grand Trunk and Grand Trunk Pacific Railways and their affiliated lines for a space of five minutes, as a most impressive memorial to the late President Charles Melville Hays.

This striking and far-reaching memorial embraced three countries, Canada, Great Britain, and the United States, many lines of railway on this continent and also steamboat services on the great lakes and Pacific coast.

Early in the morning telegraphic instructions were sent out conveying the orders, with the times so arranged that the cessation of work for nearly half way around the world was simultaneous.

W. A. Griffin, superintendent of traffic of the T. & N. O., issued the following order:

"As a tribute to the memory of Mr. Charles Melville Hays, departed president of the Grand Trunk Railway system, it is ordered that for five minutes beginning 11.30 a.m., and ending 11.35 a.m., Thursday, April 25th, all trains, yard engines, telegraph and telephone instruments, and machine shops be stopped and labor of all kinds suspended during that period. This must be strictly adhered to and agents will arrange to advise all concerned."

HOW WOULD THIS DO FOR NORTHERN ONTARIO

Will Loan Money to Best Class of United States Farmers Who Wish to Come in

A plan for supplying farms to newcomers in the Canadian West who have not sufficient capital to purchase homesteads outright is being introduced by the Canadian Pacific Railway, in connection with its policy of settling its land in the prairie provinces with former United States farmers of the best class. Briefly, the scheme to be followed by the Land Department is this:

In selecting applicants, only married men with families, now actually engaged in farming a rented farm, will be taken. These are men not having much capital, but owning good equipment, implements and stock, and with large agricultural experience. They will be required to show ownership of sufficient equipment to occupy and develop the lands in Canada immediately, must have sufficient cash to pay a first instalment of one-tenth the value of the land and to support their families for a year, and must personally visit and select their own farms. To satisfactory applicants of this class the railway proposes to make a loan of \$2,000 for ten years at six per cent. This amount will be added to the price of the land, and is to be repaid annually in instalments retiring principal with interest. The amount of the loan is to be expended on erecting a house and barn in accordance with the company's standard plans, fencing, well digging, and the cultivation of at least 50 acres of the farm. The buildings will be erected by the company, but the farmer and his family will be employed as far as possible in the work, receiving current rates of pay.

On this proposition the Canadian Pacific proposes to spend \$500,000, and expects to move 250 families into Canada as an experiment on this basis.

Rushing Work on Elk Lake Line

Chairman Englehart of the Temiskaming and Northern Ontario Railway Commission, who has just returned to Toronto from a tour of inspection, states that nine miles had already been graded of the new section of the railway being built from Earlton to Elk Lake.

The line is to be thirty-nine miles in length. Two hundred and fifty men are now at work clearing the way, and as soon as navigation opens another large gang of men will be set to work to clear from the Elk Lake end.

In this way it is hoped to have the line cleared and graded before the end of next August and the rails laid by November.

A. J. Goodall, manager of the Imperial bank, will leave tomorrow or Sunday for Quebec City, where he will take charge of the main office of the bank in that city.