

**SATISFACTORY MEETING
McINTYRE SHAREHOLDERS**

(Continued from page 1)

feet south of the shaft 514 and 515 ore body was found and drifted on for 160 feet. Eighty and 140 feet north of the shaft two ore bodies were opened up, the first one 614 and 615 has been drifted on for 160 feet, the second, No. 5 vein, has been opened up for 260 feet with an average width of 10.9 feet. From the station of this level diamond drill holes No. 63 and No. 64 were put down to the north at 22 and 45 degrees respectively; both holes pass thru 614 and 615 ore body.

700-foot level.—551 feet of cross-cuts and drifts were driven. One hundred feet south of the shaft the 614 and 515 ore body was found, and 724 and 72 drifts were driven on it for 60 feet; 7 D X cut was driven north from the shaft, and at 62 feet encountered and passed thru 62 feet of ore of an average value of \$14.30; 714 and 715 drifts have been driven 117 feet east and west on the foot-wall side of this vein and show a value of \$16.20 over this distance.

7 D Crosscut was continued to the north and at 165 feet from the shaft No. 5 vein was found, it being 4.5 feet wide and assaying \$12.00.

The two veins opened up by the crosscut north of the shaft have been cut by diamond drill holes below the level. Hole No. 65 put down from the station at an angle of 10 degrees bearing due north did not pass thru the 714-715 ore body, but cut No. 5 vein at 230 feet, 39 feet below the level, width of ore was 13 feet, assaying \$21.00.

Hole No. 66 drilled from the station at an angle of 37 degrees bearing N. 25 degrees W. passed thru 714-715 ore body at 115 feet, 70 feet below the level, width 20 feet, value \$21.00. The hole continued and at 225 feet cut No. 5 vein 115 feet below the level, width 14 feet, value \$12.85.

The development work at No. 5 shaft during the year has been very satisfactory. The grade of ore mined has increased from \$9.20 on the 400 foot level to \$12.62 on the 600 foot level, and \$18.72 on the 700 ft. level.

100-foot level.—The 1001 crosscut being driven from the McIntyre Extension shaft to connect with No. 5 shaft passed into McIntyre Porcupine ground May 1st. On the property

**Some Pointers
For Auto Users**

The owner who wants big tire mileage can get it, and big gasoline mileage along with it, if he will observe a few simple rules, and one of the most important of these lies in the way he stops and starts his car. Just note how one man will shut off his power almost a rod away and just coast to the curb. He saves gas, his tires and his car all at once. Another man will drive right up to the curb and then jam on his brakes. His car will slide several feet and in that one time he put more wear and strain on his rear tires than a mile's ordinary driving.

The matter of starting the car is another important feature, if long wear is to be obtained from the tires. Always start away from the curb slowly. Just ease in the clutch and glide away. In this way the back wheels do not revolve uselessly two or three turns and grind the rubber tread off your rear tires. Sudden starting and stopping is not only hard on tires, but it is bad for the whole car.

In going around corners care should be taken to take the turns easily and smoothly, and slow down before getting to the corner. Going around a corner at fifteen or twenty miles an hour puts a fearful strain on the tire fabric and invites early blowouts. The man who does this is simply working for the tire companies, altho he may not realize it. The small stone cuts in the casing should be kept filled with some good tire filler. This will keep out water and oil, two of the worst enemies to tire fabric, and put hundreds of extra miles on every casing. Oil will ruin an inner tube in a week. Don't throw the extra inner tubes promiscuously with the spare tools and oil can. Wrap them carefully in cloth, or better still get a couple of good strong cloth bags for them. But the real big rule of all is, keep the tires blown up to the proper pressure recommended by the maker. A good pressure gauge that is accurate should be used.

If motorists would observe these few simple rules and occasionally read some of the literature published by the tire companies, they would find that their tires would last them a whole lot longer and that most of their tire troubles that have been taking the fun out of their trips would disappear for good.

line a body of ore was shot into, it has proved to be 25 feet wide, and the average assay over this width is \$15.30.

The strike and dip of this ore body conforms to the general strike and dip of the veins on the north side of the lake. On the strike of this vein to the west we have possibilities over a length of 650 feet; to the east the ore will pass into McIntyre Extension ground.

Exploration.

One diamond drill has been in use continuously during the year running short holes to the north and south from the levels in No. 5 shaft. This work has been successful in locating new ore bodies and faulted portions of known ore bodies. The geological study of underground conditions has been continued with good results; 5,787.3 feet of holes were drilled.

Estimated Ore Reserves.

The total estimated ore reserves at March 31st, 1916, were 201,920 tons with an average value of \$11.12 per ton, equal to \$2,247,128.00.

The worked-out blocks in the estimates of March 31st, 1915, have produced 21 per cent more ore than was estimated in these blocks. In the estimate of ore reserves at March 31, 1916, the veins in No. 4 shaft have been extended to 40 feet below the 600-foot level. No allowance has been made for extension of veins beyond the present working faces.

No. 5 vein has been extended to 100 feet below the 700-foot level; three diamond drill holes have penetrated the vein below the 700, and indicate that the ore will continue to that depth; 35 feet extension of vein has been allowed beyond each face in ore.

The ore bodies in the contact zone have been extended 50 feet below the 700-foot level. In 714-715 drifts a width of 11 feet has been substituted for the width of 62 feet shown in 7 D X cut.

Milling.

The mill ran 94.4 per cent of the possible running time, treating 105,758 tons of ore at a cost of 96.8c per ton, with a recovery of 95.6 per cent.

The work in the mill has been very satisfactory. The ball mill is particularly adapted to the reduction of our ores, and makes possible a method of treatment that has proved to be metallurgically efficient and economical to operate.

The capacity of the mill is now 450 tons per day.

Buildings, Plant and Equipment.

The sum of \$93,630.66 was expended on permanent additions to plant, \$48,062.76 of the amount being the cost of the new mill addition.

New workshops consisting of black smith's shop, carpenter's shop, and assay office, have been erected, and the old log buildings used for the purpose have been torn down.

A new machine shop is now being erected.

An addition to the transformer house has been made and three 200 K.V.A. transformers with a switch-board, etc., installed.

An automatic sprinkler system has been installed in the mill, No. 1 shaft house and power house, No. 4 shaft house and power house and in the bank house.

General

All development work done during the period has been on Claim No. 13307. No attempt has yet been made to develop Claim No. 13308, and the water lot.

The recent development in No. 5 shaft workings indicates that the mineral bearing area will continue into lot 13308 below the 700 foot level and work will be done in this direction this year.

It is estimated that of the 65 acres of the company's property in the water lot under the east end of Pearl Lake, 35 acres are in basaltic schist and from the favorable structure of the rocks exposed on the south shore of the lake it is expected that good ore bodies will be found in this portion of the property. Development work will be done in this lot from the workings of the McIntyre-Jupiter Mines, Limited.

The McIntyre Extension shaft was sunk from 670 feet to a depth of 1083 feet. A station has been cut at 1000, a pocket station at 1050, and a cross-cut is being driven from the 1000 foot level to connect with McIntyre No. 5 shaft, it is now advanced 190 feet in to McIntyre ground and will be under No. 5 shaft about June 15, when a raise will be driven to connect with the 700 foot level. The Extension shaft will be equipped with hoisting machinery and will be a main hoisting shaft for the working north of Pearl Lake.

The principal ore bodies developed in the Porcupine district have been found on the periphery of the quartz-porphry and in the adjacent rocks. The company now owns and control nearly 4000 feet of this contact zone area north of Pearl Lake and about 1500 feet south of Pearl Lake.

While sufficient development work has not been done on the ore exposed in 7 D crosscut of No. 5 shaft and no driving has been done on the ore exposed on 1001 cross cut from McIntyre Extension shaft, the results in deed are gratifying as they show the persistence of the ore bodies at depth with increasing width and values.

I wish to express my appreciation to the staff members for their hearty co-operation and efficient services rendered.

John W. Fogg

**Lumber, Building Materials
Coal and Coke, Mine
and Mill Supplies**

—AGENT FOR—

**Colonial Steel Companies Famous
RED STAR DRILL STEEL**

All kinds second hand Mining Machinery in first-class condition.
Boilers, Hoists, Pumps, Drills, etc.

Head Office
TIMMINS
Phone 10

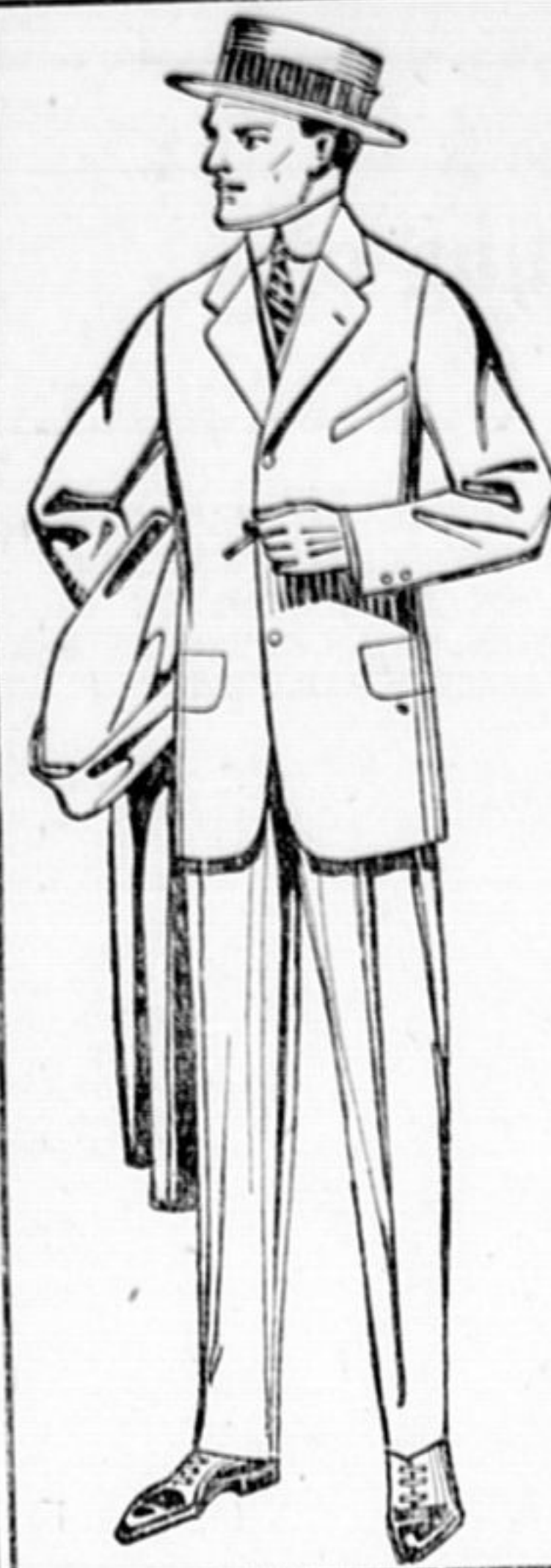
Yard and Warehouse
SCHUMACHER
Phone 95 B

Before Buying your Spring Outfit

See GEILS THE TAILOR

NEXT DOOR TO CANADIAN CLUB CAFE

Note--Pressing, Cleaning and Dyeing Done



I HAVE THE SOLE
AGENCY FOR

**WM. H.
LEISHMAN
CO. LIMITED**

of Toronto in the Gold
Camp for their

**Highest Class
Tailoring**

A City Service which
is the Only One Ex-
tending a Try-on

Call and See Samples and Styles

Ben Croskery

South Porcupine. Phone 18

Subscribe Now

**Dalton Bros.
Livery**

We Never Sleep

**Automobiles and Livery Rigs at
any Hour of the Day or Night**

EXPRESS AND FREIGHT DELIVERED
ON RECEIPT OF ORDER

Timmins and South Porcupine

Phone 39 at Both Towns.

TIMMINS
Phone 64
P.O. Box 186

SOUTH PORCUPINE
Phone 30
P.O. Box 319

E. G. DICKSON
Real Estate and Insurance

TIMMINS and SOUTH PORCUPINE

F. C. H. SIMMS,

Timmins Representative

Hotel Connaught

SOUTH PORCUPINE

Mrs. Frank Horne, Proprietress

All modern conveniences. American Plan,
Mining and Commercial Men

RATES: - - \$2.50 to \$3.00

**PHONE
Timmins 100**

A. S. FULLER & CO., BROKERS
NEXT IMPERIAL BANK
TIMMINS, ONT.

BRANCH OFFICE:—GONNAUGHT HOTEL, South Porcupine

Porcupine Stocks

Through our Toronto office and our membership on the Standard Stock Exchange, we are able to offer you an exceptional service on orders and information.

Wire Write or Phone Your Orders

Homer L. Gibson and Company

Members Standard Stock Exchange

TIMMINS and TORONTO

TEMISKAMING & NORTHERN ONTARIO RAILWAY

TRAIN SERVICE—EFFECTIVE NOV. 28th, 1915.

New Train "National" operating between Toronto and Winnipeg, via Cochrane, leaving Toronto each Tuesday, Thursday and Saturday, leaving Winnipeg each Sunday, Tuesday and Thursday.

Through trains daily (except Sundays) between Toronto and Cochrane, making connections at Porquois Jet for Porcupine Branch points, and operating through Sleepers, Toronto, Englehart and Cochrane.

Cafe Parlor Car service between North Bay and Englehart, daily (except Sunday).

Connections at Earlton Jet for Elk Lake branch points, daily (except Sundays).

Daily (except Sunday) services between North Bay and Cochrane, operating through sleeping car between Cochrane and Montreal C. P.

Local Service between Englehart and Cobalt, daily (except Sunday).

For full particulars, see current time-table or refer to any T. & N. O. Agent.

A. J. PARR, G. F. & P. A., North Bay, Ont.

FOR SURE RESULTS

YOU SHOULD TRY

**The
Porcupine
Advance
Want Ads**

One Insertion costing you
25 cents in advance will
bring you what you require

I sert One Next Week