

# THE PORCUPINE ADVANCE

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## Council Discusses The New T. & N.O. Train Service

**WILLING TO BE PATIENT IF DIFFICULTIES ARE IN THE WAY, BUT WANT IMPROVEMENT AS SOON AS POSSIBLE. DRAV LICENSES, AUDITOR, ASSESSOR AND TAX COLLECTOR, AND FINANCIAL MATTERS DISCUSSED AT REGULAR MEETING.**

One of the chief items of interest before the regular meeting of the Town Council on Monday afternoon in their fine new quarters in the Courtemanche building, next to the Advance office, was the question of the new train service on the T. & N.O. Dr. McInnis submitted a resolution on the matter, but Councillor Globe thought it might be construed as a criticism of the Railway and might only thus be adding to the difficulties and worries of the management whom he believed were doing their best under extreme conditions. Councillor Globe referred to the condition of the rolling stock of the T. & N.O. due to Mr. Stoeck's effect on labor and traffic. No doubt the Railway management had given the greatest consideration to the matter and were doing their best to make the best of things. He pointed out that by the new service 100 per cent. efficiency was secured from the trains running. He also explained that in these times of war it was only right that all should give their sympathy and support to those who were laboring earnestly to overcome difficulties and unusual conditions that might arise.

Other members of Council agreed with Councillor Globe. Mayor McLaughlin explained that it was his opinion that the shortage of coal was one of the most serious difficulties of the railroad. They recently had only three days' supply ahead and had to transfer their own engines down to get through the freight blockade at the border to secure more coal. The Mayor thought that a resolution might be sent to the effect that the people regretted the change in train service, but would loyally bear with it, of course, while at the same time they hoped the better service would be put on soon. Any other kind of resolution could do little good. Dr. McInnis said that practically this was what he intended. The T. & N.O. had loaned engines to another company and no official explanation had been given the people. The disadvantage was great not only for business reasons, but might be very serious in case of illness at any of the smaller places where a doctor might have to be summoned from one of the larger centres. Dr. McInnis thought the people would be satisfied if a proper explanation (Continued on page 5.)

## RECORDING OFFICE MOVING TO SOUTH END

South Porcupine Chosen as New Location for Mining Record Office.

It is now announced that the Mining Record Office for the Porcupine Mining Division will be moved from Porcupine to South Porcupine, which will be a considerable advantage and convenience to the general mining public. An agitation to secure a transfer of the office from Porcupine to some more suitable place has been going on for some time. Of course, people here may think it would have been better to have brought the office to Timmins long ago, as Porcupine has long since failed to be the busy centre it once promised to be, and is now only a village without the requisite accommodations and conveniences enjoyed by other towns in the district. At the same time the majority will agree that to move the Recording Office to South Porcupine is a decided benefit to prospectors and others, even if Timmins does seem to those living here as the natural centre. And to be satisfied with small mercies is part of the secret of contentment in this weary life, especially when dealing with Governments.

Quarters for the Recording Office are being secured in South Porcupine, and soon it is hoped the Mining Record Office will be located in more central and convenient quarters, and prospectors and those interested in mining generally will no longer be subjected to the unsatisfactory trips to the old Golden City, or the equally unsatisfactory plan of trying to "do it by writing."

Corrigan's Livery at Schumacher has been purchased by Messrs. Hagan and O'Hara, who will continue the business as usual. Mr. Hagan, who has been with the Dalton livery for some time, is well known in Timmins, and all who know him will expect that the Schumacher business will be carried on for the service and accommodation of the public.

## WEST DOME MINE ACCUMULATING ORE

Forty-Five Men at Work. Plans for Mill at Property. Electricity as Power.

Forty-five men are at work at the West Dome Mine, with promising results. Drifting on the main vein at the 300-foot level has been carried five hundred feet west of the shaft and the width of the vein still persists around the five-foot figure, with ore assaying from \$8 to \$33 per ton, the average being about \$12 to the ton. About two hundred feet from the shaft in the drift a crosscut is being run to the porphyry contact to pick up any veins which may occur in this formation. The crosscut has been run about 150 feet and will be carried another fifty. Among other things encountered so far is a three-foot vein that shows good promise, as well as several "stringers." The management are said to be planning to continue the drift for another three hundred feet, when a winze will likely be sunk to the 400-foot level at about 150 feet from the shaft. After doing about thirty thousand feet of diamond drilling, which indicated a large tonnage of high-grade and good milling ore on the property, the diamond-drilling has been discontinued for the present. The amount of ore shown by the work so far is estimated at ten million dollars. The use of electricity in place of steam has been found much more economical and has added to the progress of work at the mine. In the meantime it is said that a large dump of valuable ore is accumulating, and that a mill is planned for the property. Already, it is said, there is enough ore ready to more than pay for the development work done to date, and "things keep looking better."

Mr. and Mrs. E. S. Noble have returned from Toronto and Hamilton, where they had been visiting for a week.

## The Big Dog Team Race On Saturday This Week

ENTRIES TAKEN AT THE ADVANCE OFFICE. COURSE WILL BE ABOUT 14 MILES. GLOBE TROPHY FOR COMPETITION AND OTHER PRIZES. SEE ABOUT YOUR ENTRY AT ONCE.

Any man having a team of dogs which he wishes to enter for the Timmins Dog Team Race to be held on Saturday of this week, March 10th, should send or bring his entry, together with the fee of five dollars, to the Advance office at once. The fee will be returned after the race if the team finishes the course. Otherwise the amount will be given to the Patriotic Fund.

Entries have already been made for the race, among those intending to compete being Messrs. Harry Darling and F. M. Wallingford, who have dog teams that they consider good ones. Some others do not want it known yet that they intend to compete—but it is hard to say whether this is because they fear it would frighten away other possible competitors, or because they themselves fear other competition entering.

In addition to the A. R. Globe shield for competition, there is the silver cup donated by Dr. H. H. Moore. Into this silver cup, Mr. A. H. Saneton, chief engineer at the Hollinger, has dropped a ten dollar bill, "just to make it more interesting." Also, there are other prizes, including a fine set of dog team harness.

The rules for the race are not difficult to follow, practically being covered by the following:—

Entries to be made by Thursday evening, March 8th, at the Advance office, accompanied by fee of \$5.00, to be returned in case the team finishes the course.

Drivers must finish the course with the same team and outfit that they start with.

Those in the race must check at points where judges are stationed.

Half the road must be given to passing teams.

No whips are to be used when teams are passing each other.

Not more than four dogs are to be in a team entered.

The course as outlined now will be as follows:—From the Imperial Bank, Timmins, to the Porcupine Crown Mine; Porcupine to Imperial; Imperial to Standard; Standard to Dome Lake; Dome Lake to Dome; Dome to South Porcupine; South Porcupine to Schumacher; Schumacher to Timmins. Teams may take any road they wish between these points, but they must check at these named points where judges will be stationed. The course is about 14 miles.

## IMPORTANT MEETING OF BOARD OF TRADE

Every Citizen Specially Urged to Attend Session in Old Empire Theatre Thursday Evening.

The regular meeting of the Board of Trade will be held in the old Empire Theatre to-morrow (Thursday) evening, and ALL citizens, whether business men or others, are urgently requested to attend. President King has a proposition of particular importance to the whole community to bring before the meeting, and in addition there will be other matters of public interest up for discussion. It is the intention, hereafter, to hold the meetings of the Board of Trade in the old Empire Theatre, and not only will there thus be room for all, but all interested in the town will be welcomed. In view of the importance of the question before the meeting this week a specially large attendance is desired, and ALL citizens are urged to attend.

## "JUST WHAT THE DOCTOR ORDERED"

Mr. and Mrs. Pausternick (or words to that effect) gave evidence at the police court Thursday in their own behalf when Chief Craft had them before the Magistrate on a charge of having liquor illegally on their premises. Their story was that the liquor was only used for medicinal purposes on the doctor's advice. They had gotten three bottles four or five months ago, boiled the booze and added sugar, and it was apparently good medicine. "Ask him who his friends were that he was treating on Feb. 4th?" suggested Chief Craft to the interpreter. But the man apparently was a non-treater, without friends. Dr. McInnis gave evidence to the effect that the man had asked him if the liquor would help his wife and the doctor had said it would. He had given no written order, not knowing that the house was other than a private place. Magistrate Atkinson let the couple go with a stern warning that they must hereafter have no liquor in such ways, but only in the prescribed amounts and on the doctor's written order.

For hiring a horse out without a livery license, Mr. Hurtoboise came before the court under a town by-law. Chief Craft explained that he had been a license before two occasions. "Get a license before two o'clock," advised the Magistrate.

There was a good crowd at the hockey match between Timmins and Iroquois Falls last night, but the game was a little too much one-sided, Timmins winning by a score of 11 to 2. The Timmins "Has-beens" showed that they can still play hockey, at least with Iroquois Falls, sometimes.

## BETTER SERVICE BY GOING C.P.R.

The Way to Overcome the Poor Connections to Toronto.

The last announcement of the change in railway service for this branch and for the main line discouraged everybody. The prospect of the long wait at the Junction or at Englehart was a particular heart-breaker in prospect for those desiring to go to Toronto by the old route. It has been pointed out to The Advance, however, by an enterprising and public-spirited citizen that there is a way out of the difficulty—a way that in the end will likely force the Grand Trunk to put back the old service.

The method is to buy a C.P.R. round-trip ticket at the station here and travel thus C.P.R. By this plan you leave here on the 6.15 morning train and go through to North Bay, reaching there at 5.40 in the afternoon. Then the C.P.R. local leaves North Bay at 5.50 p.m., and as it will wait for connections as usual with the train from the north, you take that 5.50 afternoon train to the Queen City and so land in Toronto at 7.30 next morning. This service means no waiting, and the trains and accommodation are of the best. If the general public will note this method of travel to Toronto, and see that they use it, it will not be long before the Grand Trunk will be moved to a change for the better in the accommodation now offered to the North Land. And even if the Grand Trunk should never move, the public will at least have the benefit of a good service in any case.

## GOVERNMENT ORDER OF RAILWAY ENGINES

A contract for 20 more heavy Mikado locomotives for the Canadian Government Railways has been awarded by the Minister of Railways to the Canadian Locomotive Works, Kingston. Six of this type of heavy engine, suitable for either freight or passenger trains were recently put on the T. & N.O. The work for the new order is already in such shape that the first engine is on its way to the Intercolonial Railway to help cope with the present heavy movement of freight to the seaboard. Deliveries have been completed by the Canadian Locomotive Works under an earlier order for 30 locomotives. These engines cost about \$39,000 apiece, or almost 100 per cent. more than previous prices.

In addition the department purchased 10 Santa Fe Moguls at \$36,468, in bond in Montreal, and 28 second-hand locomotives from Transcontinental contractors. A total of 88 engines have thus been bought or ordered for the Government railways during the present fiscal year.

## Notes, Comments and Opinions Of Interest To Mining World

The Kirkland Midas property intends shortly to put in camps and open up the property, it is said.

Kerr Lake interests are said to be negotiating for the purchase of the Boston-Hollinger mine at Boston Creek.

Two thousand pounds of crude asbestos were shipped recently from South Porcupine by the Slade and Forbes people interested in the Deloro properties.

The West Dome directors are said to be about to decide whether to install a mill or make arrangements with some of the other mines to mill the West Dome ore in the spring.

Negotiations are said to be under way for the re-opening of the Moneta. There is about \$15,000 in the treasury, and also a large block of treasury stock is available for sale for development purposes.

Discoveries of gold have been made about 15 miles east of Bourke's Siding, and about twenty-five claims have been staked in the district, while quite a number of prospectors are on the hunt for more. The formation is said to be the kind that suggests gold.

The Baldwin property near Kenogami Station is to be energetically developed, it is said. New camp buildings are being erected and work is progressing on the sinking of a 300-foot shaft on a large vein that has shown free gold on the surface.

Mark Harris and Co. are extending the number of their branches in Canada and the United States, offices being opened recently in Detroit and Pittsburg in the U.S., and at Hamilton, Ontario. A branch will also be opened in London, Ont., at an early date.

Returning from a visit to the property the directors of the Davidson Mine took to Toronto recently a number of excellent samples of ore from the twenty-foot level. Three assays of these samples showed values of \$8, \$20, and \$88 per ton respectively. The Davidson is proving up splendidly and the more development done the more delighted the directors appear with the results.

Last week the power was turned on from Cobalt to Kirkland Lake and the Teck-Hughes and Tague-Oakes mines are expected to use 400 and 250 horse-power respectively. An extension to the Elliot-Kirkland is under construction, and the Wright-Hargreaves, Sybanite and Lake Shore plants are also expected to connect up their plants at once. The arrival of the "juice" at Kirkland Lake means a big boom for that camp.

The Black claims at Kirkland Lake, involving a purchase price running into six figures, have recently been taken under option by Mr. Frank L. Cohen and associates, of Buffalo. There is a shaft down fifty feet on the property, and on the three-foot vein free gold is quite in evidence, it is said. The shaft will now be sunk to the 100-foot level, where stations will be cut and lateral work commenced. Camps are already on the ground and the work is proceeding.

Good showings are being made in the development work at the Anchorite in Deloro. At the 100-foot level two large parallel veins have been opened up in a crosscut. The ore averages from \$11.00 to \$15.00 in gold to the ton. The twenty feet of rock between these two veins is also reported as highly mineralized and the fifty feet of ore including the veins and between is said to be of a reasonable milling grade and may be mined after the manner of the Big Dome "Glory Hole."

The annual report of the Porcupine Crown gives ore reserves as 97,000 tons of a value of \$1,050,000, or an equivalent of two full years ahead of the milling at the present rate of production. A number of important "finds" were made in the year's development work, a good grade of ore being encountered between the 700 and 800-foot levels. The average value of this latter ore for a depth of 100 feet over a width of four feet was over \$40 per ton. In drifting at the 800-foot level 100 feet, four feet wide, will average \$100 per ton.

## FEBRUARY FIGURES FOR THE DOME MINES

Tonnage 36,270. Production \$172,500. Operating Costs \$2.88.

The tonnage for February at the Dome Mines is given as 36,270, as against 39,600 for January. Part of the difference is no doubt due to the shorter month, and part, perhaps, to the labor and material situation. The production for February was also consequently reduced from that of the previous month, being \$172,500, as against \$181,000 in January. Operating costs were a little higher, the labor and material situation again being responsible. Operating costs were estimated as \$2.81 for January. February's grade was \$4.76 per ton, as against \$4.57 for January and \$4.70 for December last.

The estimated costs are as follows: Mining, including hoisting ..... \$ .91 Development ..... .60 Crushing and conveying ..... .12 Milling ..... .93 General expense ..... .32

Total operating costs ..... \$2.88

## \$130,000 FIRE AT NORTH COBALT

Five Cars Destroyed and Car Barns Badly Damaged Sunday Morning.

Phone messages received here on Sunday told of a serious fire in the car barns of the Nipissing Central Railway at North Cobalt. It is thought that the fire originated in an overheated coal stove, but nothing definite is known as to the cause of the blaze. The fire was discovered about four o'clock Sunday morning and at that time had good headway. In a short space of time five cars in the main part of the building were prey to the flames, the roof took fire, the steel girders twisted with the heat, and the solid brick walls of the building began to crumble. To make matters worse, there being no water supply, the fire-fighting had to be done with chemical fire extinguishers. Through strenuous efforts, the transformers were saved, and thus a greater loss and serious delay to the resumption of the street railway service are avoided. Indeed, a limited service was resumed on the street railway this week again, and in the meantime the service between Kerr Lake, New Liskeard and intermediate points was given by means of the using of the steam railway service. The loss is estimated at about \$30,000 to the electrical equipment, \$60,000 for the cars destroyed, and \$40,000 damage to the building. Total estimated loss, \$130,000.

Another big carnival is planned by the Timmins Rink for Tuesday, March 13th.

## MONTHLY PROFITS WERE \$217,000

Hollinger Four-Weekly Dividend Statement Shows \$119 Tons Treated.

The four-weekly report of the Hollinger Consolidated Gold Mines, Limited for the period ending January 28th shows a gross profit of \$217,190.54. This is \$7,957.13 less than for the preceding four weeks, and also nearly \$30,000 less than the amount required to meet the dividend planned. The Hollinger treated 48,119 tons of an average value of \$8.71 per ton. The operating costs for the period were a little higher than for the December four weeks. The operating costs for the four weeks just issued are given as \$3.88, while in December they were \$3.77. For improvements, additions, etc., to plant the outlay in the January four-week period was \$71,279.15.

The following comparison of figures for Hollinger Consolidated Gold Mines Limited will be of interest, the last column of figures giving the ratio of profit to production:—

	4 weeks ended	Indicated output	Gross profits	P.C.
Jan. 28	\$419,116	\$217,100	51.8	
Dec. 31	421,239	225,057	53.4	
Nov. 1	441,669	240,075	54.3	
Oct. 3	430,620	241,591	56.1	
Sept. 8	451,414	241,293	53.4	
Aug. 11	431,029	221,543	51.4	
July 14	414,678	215,165	51.3	

## NEW TIME TABLE ON "PEOPLE'S RAILWAY"

Mail Out Too Early. Mail In Too Late. Local Service.

The new time-table on the T. & N.O. went into effect this week, and the public generally are inclined to be disappointed and irritated by the service. If the change is necessary through conditions arising from the war the people will be ready to bear the inconvenience and loss with loyal cheerfulness, but it does appear that at least the courtesy of an official explanation is necessary, particularly as the "People's Railway" has rolling stock to loan to private corporations. Summarized, the train service now amounts as follows: For the mail for the south there is only the one train a day, at 6.15 in the morning. The one mail a day from the north reaches here after ten o'clock at night and so can not be secured by the public until the following morning. In addition to these two trains there is 12.45 and going as far as South Porcupine on four days a week—Monday, Tuesday, Thursday and Saturday—while on Wednesday and Friday this service continues to Porcupine Junction to connect with the National