

**NEW EXPLORATION CO. TO DEVELOP MINING LANDS**

United Explorers' Corporation, Limited, Founded on Original Lines and Policy.

The United Explorers' Corporation of Canada, Limited, which recently purchased the entire holdings of the McNeil Porcupine Gold Mines Syndicate, is a new company with many interesting and original features. A group of prospectors and mining men and others interested in the development of the country's mineral resources studied out the plan from a careful consideration of the usual situation as it appears at present. Each year the public invests large sums in mining claims, but the best results are not always obtained. Effort seems to be scattered in a large number of small groups of inconsiderable capital. The multiplicity of companies and organizations increases the difficulty of interesting, or even approaching, the right people. In too many cases results are unsatisfactory because of the lack of capital for sufficient development to make the properties attractive to mining companies. Mining men know well that a certain amount of prospecting and development is necessary on even the most promising property before a mining company has much to interest it. Lack of sufficient exploration and development has prevented many a property from receiving the backing of mining interests that are not in the business of prospecting and doing preliminary work. Mining men who were interested in The Pas district, for instance, agree that the Murray claims and other properties were given a set-back because they were turned over to mining companies before they had received sufficient prospecting work to indicate their value. In other words, mining companies should not be expected to complete prospecting. Preliminary work should be completed before calling in the mining company. So long as hundreds of properties are attempting to get by on small capital, however, the exploration work is likely to be shirked more or less. This will hold back the development of the country. To cover the important and necessary requirements suggested, the United Explorers' Corporation of Canada was formed. Under this plan scattered capital is to be united into one big corporation, and economy in development should be attained. Unlike most companies of this kind the United Explorers' Corporation starts out with an exceptionally large acreage of very valuable mineral lands. The corporation owns 7 claims in the Night Hawk Lake district, 13 claims in McArthur Township, 30 claims in McNeil, 16 claims in Matatchewan (one claim of 60 acres being a Township), 10 claims in North Matatchewan, 7 claims in Kirkland Lake, a total of 83 claims, approximately 3,320 acres. In addition options are held on 7 claims in Matatchewan and 5 South Lorrain claims. The South Lorrain claims are silver properties; all the others are gold claims. The Company is thus starting with the remarkable holding of 95 claims, approximately 3,800 acres, owned and optioned. The properties are all high-class prospects, acquired by experienced prospectors during many years of careful and energetic work. These properties, without exception, have been purchased for stock in the company only. Not a dollar in cash has been or will be paid by the company for the properties. The prospectors concerned are to be employed to do further prospecting, exploring and scouting, and the company requires all these employees to show their faith in their properties by taking part of their salaries in stock. Before the principals in the company can receive any cash returns success must be achieved.

The objectives of the United Explorers' Corporation as set forth in a preliminary statement of their prospectus, are summarized as follows:—

To keep prospectors and scouts constantly in all camps and new fields.

To obtain more properties by staking or purchase.

To perform preliminary development on the Company's properties or properties under option to the Company.

To buy, sell, stake or develop mining claims, lands, timber and pulp, and timber limits, water powers, etc., and to manufacture and produce or undertake the development of any and all natural resources, generally, and to organize limited companies to carry out the above undertakings.

Mr. J. J. St. Paul, of South Porcupine, an old-timer of the North Land, and well-known in Porcupine mining circles, is one of the promoters of the United Explorers' Corporation. The company is capitalized for one million dollars, which is a low capitalization in view of the fact that any one of the five groups of claims

owned is estimated to be worth around three times the total capitalization.

"The cook's leaving us to get married."

"Good, now she'll find someone who isn't afraid to tell her how punk her cooking really is."

The universe pays the man in his own coin; if you smile it smiles upon you in return; if you sing, you will be invited into gay company; if you think, you will be entertained by thinkers, and if you love the world and earnestly seek the good that is therein, it will pour into your lap the treasures of the earth.

At the wedding reception the young man remarked: "Wasn't it annoying the way that baby cried during the ceremony?"

"It was simply dreadful," replied the prim little maid of honor. "When I get married I'm going to have engraved right in the corner of the invitation: 'No babies expected.'"

**BUCKLEY'S BRONCHITIS MIXTURE**

At all Druggists **40¢ to 75¢** Results Guaranteed

*The Lightning Remedy*

**for COUGHS, COLDS, BRONCHITIS**

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Sold in Schumacher by TODD'S DRUG STORES, LTD.

Sold in South Porcupine by BRUCE L. PILSWORTH

Sold in Ansonville by S. & K. DRUG CO., LTD.

Sold in Iroquois Falls by IROQUOIS FALLS DRUG CO., LTD.

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Square Timbers  
Flooring  
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Rough and Dressed Lumber of all Kinds.

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AN APPETISING AND WHOLESOME MEAL you can make from our canned goods alone. May we suggest a can of our delicious baked beans with a dash of pork, a can of our dainty green peas, a can of our high grade salmon, and some of our pickles.

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Corner Third Avenue and Birch Street

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Timmins, Ont.

**FOR SURE RESULTS**

YOU SHOULD TRY

The **Porcupine Advance** Want Ads

One insertion costing you 50 cents in advance will bring you what you require

Insert One Next Week

**TIMMINS RINK HOCKEY**

Mines League Hockey Match  
Thursday, January 31st

**McIntyre vs. Hollinger**

Doors open at 7.30 Puck faced at 8 p.m.

Admission - 50c.

N. O. H. A. SCHEDULE, JUNIOR MATCH

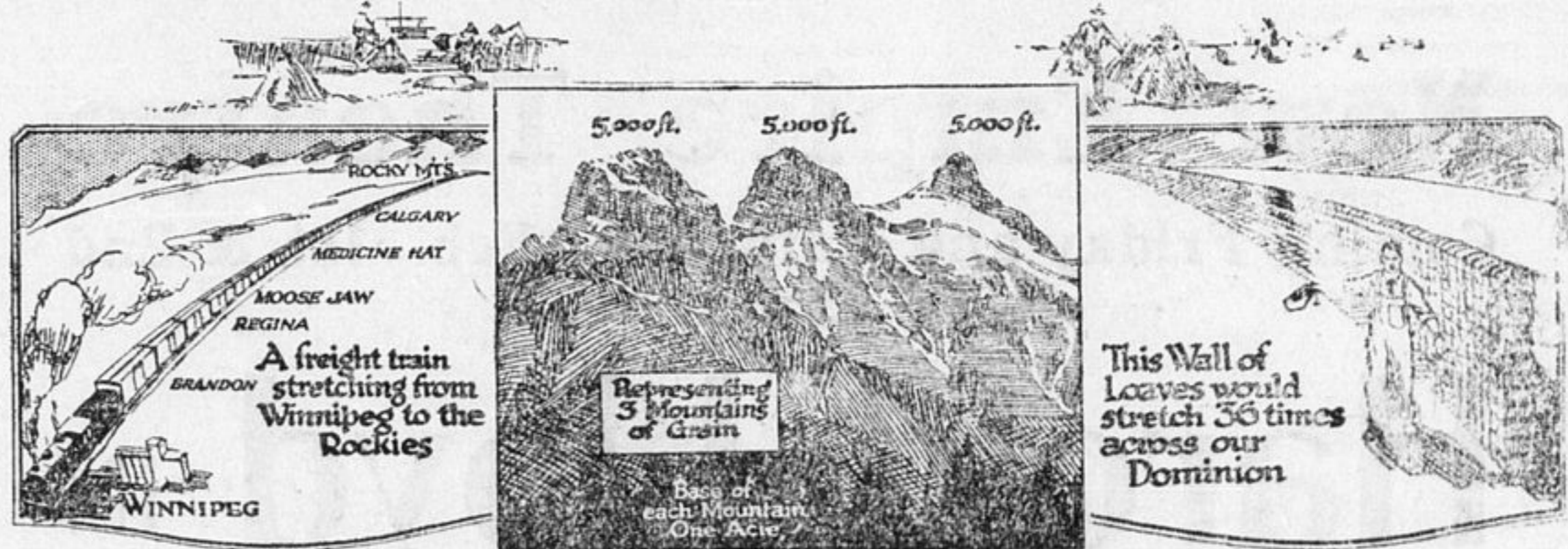
**WEDNESDAY, FEBRUARY 6**

**Iroquois Falls vs. Timmins**

Doors Open at 7.30 p.m. Puck Faced at 8 p.m.

ADMISSION - 50c.

**Band Night every Monday**



**Grain Movement Over The Canadian Pacific Railway**

Sept. 1 - Dec. 12, 1923

Clickety-click, clickety-click... It is the sound of car wheels passing over the railroad tracks, and you could stand and listen to the same clickety-click for 44 hours on end, if you were to watch that part of the magnificent crop of Canada grown in districts served by the Canadian Pacific railway and moved from the harvest fields by that company. Imagine, if you can, a train 881 miles long, or as far as from Winnipeg to the upper reaches of the Rocky Mountains. That is how many freight cars there would be. But cars alone cannot make a train. There are the engines, as well, and the road has kept in the neighborhood of 670 freight engines tugging grain trains east and west day and night throughout the season and in addition to these there are 171 switch engines employed at terminals. The season, be it understood, is taken as the period from the opening of the Canadian crop year, Sept. 1 to the official close of navigation with regard to shipping insurance on the Great Lakes, which falls Dec. 12.

So much for computation trains. In point of fact however, the longest train which was made up during the season consisted of 125 cars and was approximately 1 mile in length. It was operated from Stoughton to Arcola, Saskatchewan, on October 5th. The weight of the train not including the engine totalled 7,946 tons, of this 5,556 tons being freight. The train handled 185,000 bushels of wheat.

Now during the season, there were 88 days on which cars could be loaded, for Sundays are excluded. During those 88 days there were trains operated on an average every 50 minutes day and night, trains carrying nothing but grain mind you, for passenger traffic and other freight business were conducted at the same time, and on uninterrupted schedules too, be it noted. These trains were on an average 45 cars long.

In all, from Sept. 1 to Dec. 12, 1923, there were marketed in districts served by the Canadian Pacific Railway more than 200,000,000 bushels of all grains the largest quantity ever reported since the inception of the road. Taking the cars loaded as more truly representative of the activities of the company in the matter of grain movement, these have been reported at 116,232 for the period, representing 169,931,184 bushels. Suppose for a moment that all that grain were to be dumped into a river bed 100 feet wide and five feet deep, and that the

new 'river' were able to flow at an average rate for water, say a mile an hour, then he who stood on the bank and had the patience to watch, might pitch his tent and picnic for three and one half days before this stream would be dried up.

A second trip into the land of imagination and one might put mountains in the background, and might make those mountains up of all the grains kernels which had been taken from the freight cars engaged in their transportation. If the grain were heaped up on acre lots of ground, there might well be three mountains, and each one of them would tower 5,000 feet into the heavens. The Canadian Pacific railway station at Lake Louise, one of the highest in the Rocky Mountains, is 5,044 feet above sea level. In the three mountains would be included oats, rye, barley, flax—all the coarse grains commonly grown in the Dominion as well as wheat, but if the latter were to be sorted out and put into mountains by itself, supposing there were still to be three mountains, then each of these would rise 4,200 feet from the ground. Banff itself is only 4,500 feet above the sea.

But after all, wheat is of little use in imaginary rivers or even mountains, however high or picturesque they may be. Let us consider what would happen if all the wheat were made into flour (leaving coarse grains aside) and kneaded up and baked into bread. If this were done there would be approximately 104,700 miles of regulation size, 16 ounce loaves, if they were placed end to end. This tremendous string of loaves would stretch back and forth across Canada, from Montreal to Vancouver 36 times. If the loaves were laid side by side and end to end, they would form a solid belt across the Dominion wider than the height of a city wall post. Again if they were piled in a trans-Canada wall one loaf deep, the height of the wall would be 12 feet.

A particularly interesting feature of the grain movement of the present season according to company officials is the increase which had been reported in the amount of grain sent by Canadian Pacific to Vancouver for export. In all there were 5,532 cars received representing 8,087,784 bushels, or a very large percentage of the total exports from Vancouver which aggregated 8,910,966 bushels to the United Kingdom, and 80,300 mostly to South America. Last season for the corresponding period there were 3,548 cars received at Vancouver and 4,897,019 bushels exported.