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FINANCIAL STATEMENT OF JUNIOR HOCKEY CLUB

Details of Receipts and Expenditures for the Present Season.

The following is the financial statement of the Porcupine Junior Hockey Club for the season 1925-1926.

Receipts	
Donation, Hollinger Cons.	
Gold Mines	\$ 100.00
Subscriptions	360.00
Gate Receipts	1998.22
Sale of Banquet Tickets	20.00
Miscellaneous	112.00
Deficit	150.00
	\$2740.22
Expenditures	
Hollinger Mine Rink Rental	\$ 999.61
Deficit, Special Train to Iroquois Falls	124.75
Travelling Expenses to Iroquois Falls	94.60
Referee Fees	55.00
Insurance—Players	70.00
Visiting Club Expenses	450.00
Expenses re Protest	40.00
Uniforms	106.69
Telegrams & Telephone	70.25
Hockey Sticks, Pads, Skates and Gloves	284.81
Entry Fee and Application Cards	15.15
Advertising and Printing	30.95
Sharpening Skates	37.80
Banquets and Suppers	89.40
Miscellaneous	271.21
	\$2740.22

Porcupine Junior Hockey Club. C. E. ROACH, President.

It may be noted that the committee handling the above closed their activities and connection with the hockey club some weeks ago, and hockey is now not under the same jurisdiction.

REPORT NEW GOLD STRIKE IN PORT ARTHUR DISTRICT

A new gold strike has been reported from a previously unknown section of the North Country. It is from Sapawie Lake, 125 miles west of Port Arthur, on the Canadian National Railway. The find is reported by Mr. K. C. Hill, of Toronto, who brought to Port Arthur last week samples of high grade. He recorded twelve claims, and says he has a 20-foot quartz vein assaying \$24.00 per ton, with the indications that there is a considerable body of this high-grade ore.

Canadian National Railways Imposing on Prospectors

Men Returning from Red Lake Complain About Attitude of Dominion Railway in Regard to Rates on Dogs and the Selling of Second-Class Tickets. The National Railways Again Appear to be Discriminating Against the Prospectors.

It is not so long ago that the T. & N. O. Railway was advised to pattern after the National Railways in the way of accommodation and assistance to the prospectors. But the tables are turned now with a vengeance. The T. & N. O. had only to be shown where they could assist the prospector for action to be taken. As one evidence of the genuine interest of the T. & N. O., it is only necessary to mention the action of the Commission in making a ruling that bona fide prospectors could take all their equipment and supplies (except canoes) on the same conditions as other baggage. In other words, the prospector's baggage was kindly held to include all his supplies and equipment, except his canoe. This was a very helpful concession to the prospector and it was appreciated as showing that the T. & N. O. thought as much of the prospector as of the commercial traveller, for instance. Everybody knows, or ought to know, the debt this country owes to the bona fide prospector. Without the prospector this North Land's railways would not be in position to give many concessions, and the future of the country is equally linked with the good work of the prospector now and in days to come. Certainly, it would look to be good business even to give the prospectors preferential treatment. But apparently the Canadian National Railways do not think so. Instead, they seem at present to be discriminating against the prospectors. Men returning from the Red Lake area make strenuous complaint against the usage given by the National Railways. There seem to be two chief complaints. One is that the railway absolutely refuses to sell the prospectors second-class tickets, and the other that the express rates on dogs are extortionate. One prospector says that the express on his dogs from Hearst to Hudson cost him only \$1.50, while \$17.00 was demanded for the return trip to Timmins. Others who shipped dogs and supplies from Timmins found the T. & N. O. used them very courteously and fairly but when they attempted to return the C. N. R. showed neither fairness nor anything else that was nice. Prospectors on trips prefer to travel second-class. Even when they buy first-class tickets they use the second-class or tourist cars usually. There does not seem to be any valid reason why the prospectors should be refused second-class tickets. On account of looking after their dogs and for other reasons they find the second-class and tourist cars the best. Why should they have to pay first-class rates? Is it not a direct imposition?

These are matters that the members of parliament for the North Land should take up at Ottawa at once and have remedied.

VISIT OF SHAREHOLDERS TO PAYMASTER PROPERTY

Party of Prominent Business and Financial Men in Camp Last Week

A party of thirteen of the prominent shareholders of the Porcupine Paymaster Mines visited the camp and inspected the property here last week. The party was in charge of Mr. A. S. Fuller, president and general manager, and arrived here by special car attached to the National from the south. Among the members in the party were leading business, professional and financial men from Boston and Worcester, Mass., including Messrs. Ben Orkin, John Jackson, C. W. Karle, C. H. Hart, A. S. Scott, John Ford, Frank J. Philbin, J. E. Hayes, Dr. J. Arthur Barnes, Dr. Leon Lavein and Charles L. Riley.

Some in the party were paying their first visit to the North Land and to these the trip was a revelation. To all the visit was a source of great satisfaction, the progress and promise of the Paymaster and the camp in general being so evident. In addition to a general inspection of the Paymaster, the party visited other mines in the camp and viewed the country generally. They were greatly impressed with what they saw, and return to the South confirmed boosters for the North Land and its resources.

The party had the fullest reason for satisfaction at the promising progress at the Paymaster. They found the physical condition and development of the property most encouraging and promising big things for the production at this big mine. Then the new 350-ton milling plant is practically ready to start on its work of production. The plant is the latest and best in the line of mining equipment, and indications are that it will mean a maximum of results with the minimum of costs. It is the intention to start the mill at a rate of 150 tons per day and increase this within the next two or three months to the full capacity of 350 tons per day. The Paymaster is entering its actual production stage under the most favourable auspices, and with the careful and efficient management that has brought it to its present satisfactory condition it is confidently expected to go steadily on to the big mine position.

CORNISH FOOTBALL CLUB DANCE WAS BIG SUCCESS.

The dance held in the Hollinger Hall on Saturday evening last, under the auspices of the Cornish Football Club was a pleasing success. The attendance was good, the music, refreshments, etc., all were attractive, and everybody enjoyed themselves well. Among the special features of the evening were solos by Messrs R. Smith and A. J. Downie. The Cornish Football Club is going to supply the urgent requests for more of these dances by holding further similar events the last Saturday evening of each month.

A post card received from Mr. S. R. Craft last week from Vancouver, B. C., said:—"Arrived here right side up. Found people in bathing. Some difference from Timmins! Leaving to-day for the North." Mr. Craft left here a couple of weeks ago for a local syndicate interested in the development of some placer claims in British Columbia.

RULES AND REGULATIONS OF FREIGHT RACE EVENT

Course Practically the Same as Last Year, but Slightly Changed at Schumacher. 100 lbs per Dog Flat

The route, rules and regulations, etc., in connection with the Freight Race event held in connection with the Dog Race and Carnival on Friday, March 12th, will be practically the same as in previous years.

There is a slight change made in the route, this change being made to avoid teams on the last lap at Schumacher meeting teams following them on the course. The route for this year is as follows:— Follow the back road to Schumacher, swinging into Third Avenue by the school, going by the main road to Timmins. The course has been marked out by arrows so that there should not be any confusion or mistake in following the correct route. Anyone in doubt about the course can learn the route from Mr. Bissonnette, or Mr. Trofford.

In previous years, the rules laid down provision for figuring the standing of the teams by a percentage plan, the weight and the number of dogs being figured in comparison with the time made. The drivers could carry what weight they wished, but in no case was the weight to exceed 100 lbs per dog. This year each dog must take 100 lbs in each case.

The other rules for the freight race include the general regulations named elsewhere for the main event.

There will be another meeting of the Dog Race Committee to perfect the final arrangements for the Dog Race on March 12th, this meeting to be held in the Council Chamber on Monday evening, March 8th, at 8 p.m.



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