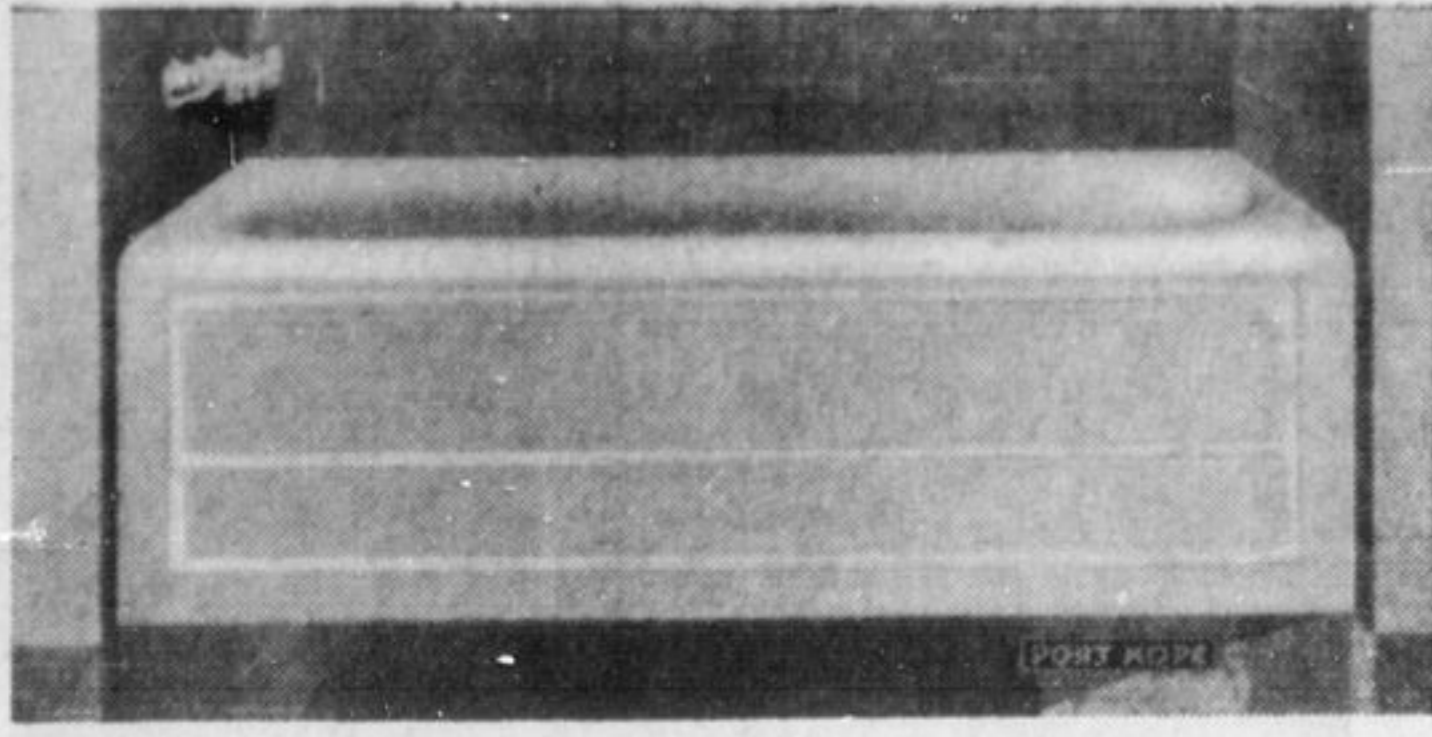


### It Costs So Little to Have a Really Modern Bathroom



Visit our showroom and see this built-in bath set in beautiful tile. We are equipped not only to handle all plumbing jobs, but also tile work.

Enquire about the new tile board. It comes in a number of pleasing colours, white, black, green, blue and yellow. See it today and have us quote you on a really modern bathroom. Our prices are the lowest possible.

## Smith & Elston

71 Third Ave. Timmins Phone 327

### Suggest Shipping Fish from Moosonee

Proposal Made to the Ontario Government by New York Interests. Would Give Guarantee of \$50,000

Promising prospects are again suggested for Moosonee with an offer reported at Toronto as being received from a prominent fish company in New York. These important New York interests are said to be studying a plan to commence shipment of whitefish from James Bay to New York on an important scale. The New York company apparently was under the impression that the Temiskaming and Northern Ontario Railway was operated directly by the Ontario Government and so the New York proposal was submitted first to the government. A request for information was first sent to Hon. Peter Heenan, it is understood. It is also understood that Hon. Mr. Heenan turned the New York communication over to the Fish and Game Dept. At Toronto last week it was said that the Dept. of Game and Fisheries considered the T. & N. O. Railway could best negotiate with the New York interests. If the matter is in the hands of Col. Mac Lang, all in the North may rest satisfied that the whole matter will be dealt with very promptly, and appropriate action taken for the advantage of the North.

According to the reports from Toronto, the New York concern wishes to operate a daily refrigerator service between Moosonee and New York for whitefish. It is planned to have a daily shipment of 250,000 pounds of whitefish. There are no "strings" to the proposal. The sponsors are said to have promised from their own investigations to be able to guarantee that the fish could be got out of James Bay at a cheap enough price to warrant the moderate investment required. All that was asked was, if the government was prepared to guarantee the same cost over its own lines in approximately the same charges as the concern would have to pay other lines from North Bay south. The request is said to have pointed out that the line from Moosonee had been closed and this was the obstacle that concerned them.

It is further understood that the Ontario authorities have checked up on the matter and find the company an important and reliable one and their proposal a genuine one. A guarantee of \$50,000 is said to have been promised by the New York concern for the carrying out of any proposition they may make in the matter.

The offer from New York indicates the possibilities of the James Bay area, and also the absurdity of such talk as "giving the country back to the Indians." The Henry government also had propositions from outside interests in regard to fishing at James Bay. These things always take time to arrange satisfactorily. The government in such a case has to guard the people's

### BUILDINGS IN CANADA SHOW INCREASE FOR MAY

Construction contracts awarded for May in Canada were the highest in 2 1/2 years, with the exception of May, 1934. The figures as compiled by MacLean Building Reports, Limited, are \$16,302,400 as compared with \$17,383,100 for May, 1934.

For the first five months of this year total awards were \$57,073,100 against \$48,707,800 for the same period of 1934, an increase of 17.1 p.c.

### United States Opinion on Improving the Radio

(New York Sun) Radio is to go non-repellent. One of the big networks has decided that the medical lecture is not the apex of polite fireside entertainment.

Decorous, deplimentary and laxative programmes are to be silent or rigidly restricted, and even those bad breath talks are to be sweetened.

As a step further in the job of making the radio more endurable, the non-medical commercials will also be pre-shrunk, a limit of 10 per cent. of the programming time being placed on advertising and ballyhoo.

All of which comes as grand news to the Great Unipitted Audience.

Those commercials had become so long that a great many people had sold their radios and taken to reading the billboards instead.

After June 30 all advertising talks on the Columbia network will be brief, the theory being that a radio audience can be made conscious of an advertised product without being put to sleep.

Things had reached a stage where tuning in on the radio had all the charm of attending a salesmen's convention. To listen to the air programmes had come to mean a jolly evening of implicit instructions in how to pen essays on cigar wrappers and solve puzzles on the tops of cough-drop boxes.

The music usually came too late on the program to go the customer any good.

Columbia also announces that it will do something about the children's hour. Thanks to the programme developed during the past two years, the kiddies have been going around with their hair on end most of the time.

Giving Junior his Bedtime Murder has been quite the caper over our national networks. The gangster movies gave the children a crime course two or three times a year, but the radio gave it to the little darlings every afternoon and evening.

It now looks as if the radio people had begun to realize they had children of their own.

On with the good work! Maybe the radio audience will come back and forgive everything.

Mail and Empire:—Dr. Morris Fishbein says that the first year of life is as dangerous as any except the last. The mortality of the last year is exactly 100 p.c.

Interests and even when they do that they have to hesitate in making a contract of any kind for fear they will be accused of giving away the resources of the country.

## Cent-A-Mile

COACH EXCURSION FROM

T. & N. O. and N. C. R. Regular Stations

via North Bay and Canadian National Railways

TO TORONTO

Brantford, Brockville, Buffalo, N.Y., Chatham, Cobourg, Cornwall, Detroit, Mich., Foley, Geraldton, Goderich, Guelph, Hamilton, Hardwick, Huntsville, Kingston, Kitchener, Lindsay, London, Meaford, Owen Sound, Oshawa, Peterboro, Sarnia, Stratford, Woodstock, Morrisburg.

And Other Points in Southern Ontario

Friday, June 21st 1935

Final Return limit to leave destination point not later than Monday, June 24, with exception of Geraldton, Longlac, Hornepayne and Hardwick, when tickets will be valid to return Tuesday, June 25th.

For Fares and Further Particulars Apply Local Agent

Temiskaming and Northern Ontario Railway The Nipissing Central Railway Company

### New High Records for the McIntyre

(Continued from Page One)

are detailed for the year as follows:—

Ore treated, 862,100 tons.

Value per ton (at \$34.87, average open market price), \$10.23.

Gross value, \$8,819,660.27.

Bullion recovered, gold 242,235 ounces at \$31.34 (market less bullion levy) \$7,590,632.35; silver, 64,746 ounces, \$32,038.75.

Total value, \$7,622,671.10.

Recovered per ton, \$9.79, less bullion levy, 94c; \$8.85 per ton.

Bullion marketing costs, \$29,105.52.

Total net production, \$7,593,565.58.

Production Since 1912

Mr. Ennis in his report gives a summary of production from 1912 to date. In 1912 the total value of production was \$76,166.38; for 1913 it was \$225,752.25; from then on it has shown notable growth, the figures for 1927, for instance, being nearly four million dollars; in 1928, it was \$4,212,624.82; for 1931 it was \$5,305,475.29; for 1933, it was \$7,957,252.54; and for last year it was \$7,593,565.58, after deducting for taxes to mint, \$807,999.16.

Continuing, Mr. Ennis reviews the development results as follows:—

Development Results Detailed

Development work for the year amounted to 28,240 ft. This included 15,803 ft. of drifts of which 2,063 ft. was on line and 13,740 ft. in vein material; of this, 6,980 ft. was in ore averaging 300 ozs. over drift width. Veins Nos. 3, 7, 10, 13 and 14 were the chief sources of ore during the year. The results of development operations, by veins, follows:—

No. 3 vein—Stopes produced 95,636 tons of an average of 333 ounce per ton. On the 1,250, 1,375, 1,625, 1,875, 2,375 and 2,500 levels, 2,655 feet of drifting was done, of which 1,427 feet was in ore averaging .190 ounce per ton over drift width.

No. 5 vein—Stopes produced 26,693 tons of an average of 300 ounces per ton. On the 300 and 600 levels, 359 feet of drifting was done, of which 206 feet was in ore averaging .280 ounce over drift width.

No. 7 vein—Stopes produced 90,573 tons of an average of 325 ounce per ton. On the 1,500 and 2,625 levels, 202 feet of drifting was done, of which 87 feet was in ore averaging .190 ounce per ton over drift width.

No. 9 vein—Stopes produced 39,920 tons of an average of 367 ounces per ton. On the 2,750 and 3,375 levels, 394 feet of drifting was done, of which 345 feet was in ore averaging .673 ounce per ton over drift width.

No. 10 vein—Stopes produced 114,004 tons of an average of 272 ounce per ton. On the 2,250, 2,625, 2,750, 2,875 and 3,375 levels, 2,174 feet of drifting was done, of which 543 feet was in ore averaging .200 ounce per ton over drift width.

No. 12 vein—Stopes produced 57,150 tons of an average of 350 ounce per ton. On the 300, 2,250 and 2,500 levels, 1,163 feet of drifting was done, of which 846 feet was in ore averaging .320 ounce per ton over drift width.

No. 13 vein—Stopes produced 118,507 tons of an average of 325 ounce per ton. On the 300, 1,875, 2,375, 2,500, 2,625, 3,125, 3,500 and 3,625 levels, 1,346 feet of drifting was done, of which 675 feet was in ore averaging .251 ounce per ton over drift width.

No. 14 vein—Stopes produced 92,241 tons of an average of 314 ounce per ton. On the 2,125, 2,375, 2,625, 2,750 and 3,250 levels, 734 feet of drifting was done, of which 385 feet was in ore averaging .312 ounce per ton over drift width.

No. 15 vein—Stopes produced 31,055 tons of an average of 200 ounces per ton. On the 200, 300, 1,125 and 1,375 levels, 730 feet of drifting was done, of which 523 feet was in ore averaging .210 ounce per ton over drift width.

No. 16 vein—Stopes produced 26,087 tons of an average of 304 ounce per ton. On the 200, 2,000 and 2,650 levels, 587 feet of drifting was done, of which 222 feet was in ore averaging .251 ounces per ton over drift width.

No. 17 vein—Stopes produced 10,891 tons of an average of .146 ounce per ton. On the 1,750 and 2,125 levels, 651

feet of drifting was done of which 340 feet was in ore averaging .190 ounce per ton over drift width.

No. 18 vein—Stopes produced 27,199 tons of an average of 218 ounce per ton. On the 500, 600, 800, 1,000 and 1,125 levels, 2,213 feet of drifting was done of which 1,068 feet was in ore averaging .300 ounce per ton over drift width.

No. 22 vein—Stopes produced 12,812 tons of an average of 338 ounce per ton. On the 4,175 and 4,925 levels, 1,022 feet of drifting was done, of which 313 feet was in ore averaging .480 ounce per ton over drift width.

### Ore Reserves

A table of the ore reserves is given in the general manager's report, the value per ton being based at \$20.67. There are 3,219,460 tons estimated with a value of \$21,625,486; broken, 211,021 tons, valued at \$1,190,320; total of 3,430,481, valued at \$22,815,806; being an average of \$6.65 per ton.

### General

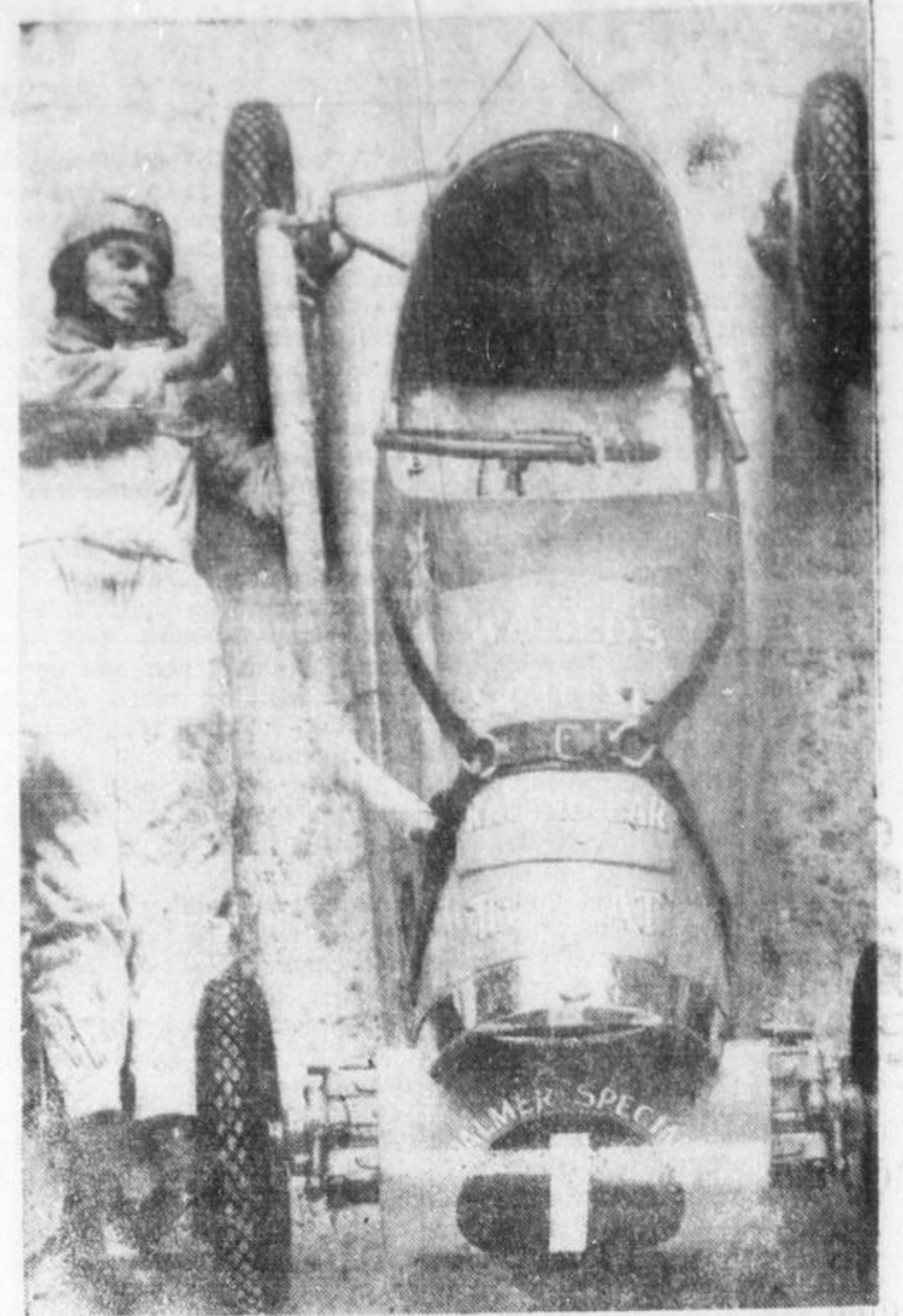
After tables showing development and expenditures, operating costs, mining and milling costs, additions to plant buildings and equipment (\$211,257.31), the general manager's report concludes:—

"In accord with the policy projected or outlined in last year's report, our development work and stoping operations were further extended into what was previously considered marginal ground. While this had the effect of decreasing the grade of ore treated, we increased the mill capacity to an extent sufficient to compensate, and the gross value of our production closely approximates the total of a year ago.

"The results obtained in the process of extending old drives on the upper levels were as favorable as they were unexpected. A great deal of work must still be done to prove the actual extent of the orebodies indicated or found. More extensive work in the upper levels necessitated some changes in our underground program and curtailed the amount of development originally planned for the No. 12 shaft.

"On this lower horizon crosscuts have been advanced south through the quartz porphyry into the basic schists on the 4,175, 4,475, 4,925 and 5,375 levels. On the 4,175 the No. 22 vein was intersected with results as previously described. On the other levels rock formation and structural conditions were as anticipated but as yet no orebodies of economic importance have been intersected. Drifting on the more promis-

### Racing Driver Grooms Smallest Speed Car



Motor car racing has long ago taken England by storm and this thrilling sport shows no sign of losing popularity. Jen Reville ABOVE is one of England's best-known small car drivers. He recently introduced this midget car to the White City tracks in a meeting for the miniature racers. Photo shows the small dimensions of the little speedwagon in comparison to its driver. It is the smallest racing car in the world.

### Winner of the Beautiful Cushion at Glee Club Event

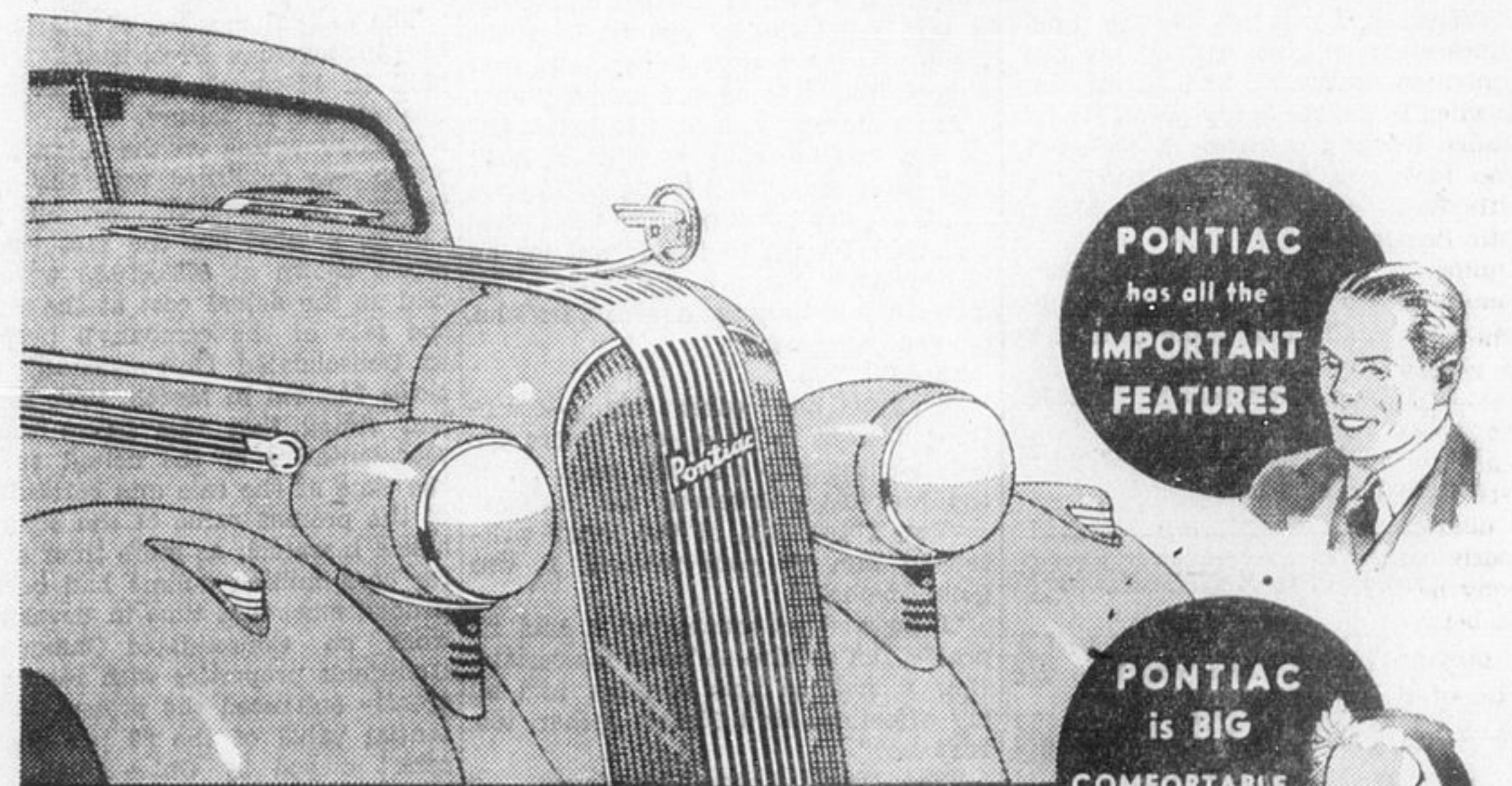
At the recent whist drive and social held under the auspices of the Timmins Glee Club in the Hollinger Recreation hall there was a draw for a beautiful silk cushion. There was special interest in this draw as the cushion was a particularly handsome one. The lucky winner was Tommy Bird.

ing veins crosscut to date is now under way.

"Again it is my privilege to formally record the continued and loyal cooperation of the staff."

Albany Knickerbocker Press:—Lots of men have a hard time locating their wives, but George Palmer Putnam can find Amelia Earhart any time by just reading the papers.

## There's more to choosing your next car than Big Allowance on your present car.



PONTIAC has all the IMPORTANT FEATURES

PONTIAC is BIG COMFORTABLE ROOMY

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AND IMPROVED STRAIGHT EIGHT

Of course you want as much as you can get for your present car. But don't let this fact cloud the main issue... you may have to live with your new car for a long time. Be sure you choose wisely!

You can't go wrong with a 1935 Pontiac. That's certain! See what you get... at definitely low price: the year's smartest streamline design; solid steel "Turret Top" Body by Fisher; Knee-Action (in all but a few Standard models); Hydraulic Brakes; Silent Syncro-Mesh Transmission; and many others. These, in addition to proved reliability and rugged General Motors construction.

Why not call in at our showrooms? We will welcome an opportunity of valuating your present car and believe we can make as liberal an allowance on it as anyone. Moreover, we offer the low financing rates of G.M.A.C.

PRICED FROM \$936 (for the Standard Six 2-Door Coupe) Delivered, fully equipped at factory, Oshawa, Ont. Freight and Government Registration Fee only extra. Prices of 8-cylinder models at factory begin at \$1149.

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## MARSHALL-ECCLESTONE Ltd.

Phone 670

Timmins

## Would You Go To a Quack....

if you were sick? Of course not! You'd see a qualified doctor—a man trained in medicine—a man of competence—of ability—of reputation. When your car needs attention take it to fully qualified mechanics—men of competence—of ability—men who really know cars and how to repair them.

Such men are found at Marshall-Ecclestone's together with all the most modern equipment required to do repair work accurately and without loss of valuable time. Marshall-Ecclestone with their time tested reputation, guarantee every job.

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