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Prospectors Rush to New Gold Find

Opepeesway Lake Area,
North of Sudbury, is Attracting Many.

Sudbury, Aug. 6.—Staking activity around the new find in the Opepeesway Lake area, in Osway township, north of Sudbury, is reported continuing at a high pitch, and further claims have been recorded at the mining recorder's office in Sudbury, with more to come.

Several Sudbury and district prospectors who were early in the field, some of them on the ground before Bert Jerome made his promising gold discovery, have tied on to the original find, and are preparing to undertake assessment work immediately.

Registers 20 Claims

Thursday, Stan Gifford, well-known prospector, of Cobalt, who knows the Three Duck Lake and surrounding country well, came to Sudbury and registered a group of 20 claims for himself and associates. The property adjoins the Jerome holdings to the east, and is on the line of strike. Gifford is to return north today and commence surface exploration of the claims.

Tom Jessup, according to reports, has staked ground on the west side of the Jerome discovery, and the activity is steadily extending eastward into Hoffman township.

Experienced prospectors who have seen the Jerome find are agreed that the occurrence is one of the best they have encountered, based upon the same stage of development. They state that additional disclosures similar to those on the Jerome holdings owned by the Mining Corporation of Canada will ensure a big stage of development for the area.

With the discovery of what is termed by prospectors as the key to the gold-bearing sedimentary deposits of the Swayze-Three Duck area, is being ushered in Ontario's latest and most enthusiastic gold rush.

Prospectors coming out in the plane-staking stages of the new rush to record their claims, say they have never seen anything like the stuff they have been sampling on the shores of Opepeesway Lake in Osway Township.

Strike of Lifetime

"In my 16 years of prospecting I have never struck it so promising," asserted Bert Jerome, field man for Mining Corporation, who arrived in Sudbury last week-end by plane from the new gold field. "I think I'm sitting on something pretty potential, for I'm getting it as high as \$206. I got \$10.65 across 18 feet in conservative grab samples of clean rock taken at intervals of two feet."

In the unburied quiet way that prospectors have Bert Jerome, 32-year-old discoverer of a number of outstanding gold fields in Northern Ontario, explained how he made his latest and richest find—told how he had visited the east bay of Opepeesway twice before and had thought highly of the district which up until the middle of July had only one claim staked of any account. Today there are close to 200, all because Bert made his momentous find.

Mixed by Prospectors

"I was travelling west from the narrows between the east bay and the west arm of Opepeesway Lake, looking for the extension of the Jack Shannon property," related Jerome. "I was panning everything as I went. Once I found along the south shore a four-inch stringer which I panned but passed up. On the shore of the big peninsula jutting from the south shore I saw from my canoe a lot of rusty carbonates which I guess prospectors had been hacking at for the past 40 years. I went ashore and found gold. I found old holes within six inches of the gold veins where someone had just missed a find.

"This was on July 7, after four days of 'scratching,' and I discovered the main vein or the key, which I found to be 350 feet long by 18 to 25 feet wide. It runs from the northwest to the southeast. The vein zone lies in an arkose formation which is the same as found in mines such as Little Long Lac. The strike is the axis of the sinecline and is dipped slightly to the south.

"There is a subsidiary zone 20 feet to the north of the strike which shows gold. I would advise any other prospectors going in to watch for the carbonate zone which is the marker for the strike. Assays in the country rock are as high as \$14.

Widely Staked

"The country is now staked three miles to the northwest along the lode and two miles to the southeast towards Three Duck Lake. If things prove to be as good as they appear, a few weeks will see the country staked along the 30-mile stretch from Swayze in the northwest to Three Duck Lake in the southeast.

"This sweetheart of the district," continued the prospector, "is midway between Swayze and Chester Township. The sedimentary deposits are favourable throughout the Townships of Garnet, Benton, Mallard, Eric, Huffman, Potter and Yeo.

"Considering the width of the deposits at Opepeesway, which is about four and a half miles, the depth should be very great. The only thing peculiar about the deposit is the lack of gorphyry in any amount, although there are several outcroppings which would suggest underlying masses of the porphyry. The area is broken up and fractured, and altered so that it is hard to differentiate one rock from the other on the major folding which runs four and a half miles north and south across the lake. This fold is unusual as the average widths for such folds are about one and one-half miles.

Tepee On Claim

An old Indian tepee sits on the rich deposit which Jerome will work. It has been there for 20 years. Close to it is an old rusty trap which is held in place by chunks of gold-bearing quartz. Judging from the description which the prospector gave of the country it will match anything Northern Ontario can offer in the way of scenic beauty. Stands of red and Jack pine come down to the water's edge, except for a marsh to the north of the lake which is said to cover about 30 per cent. of Osway Township. The lake has one peculiarity which is explained by the Indian name Opepeesway, which means "continuous bubbling." This phenomenon is explained by Jerome as the action of the water on the carbonate formation.

First Lone Venture

"This is the first time I have prospected alone, and maybe that's why I made the find," smiled the prospector. "I had met a partner when I discovered the Horwood Lake in 1933, which was also located on a peninsula. In the summer of 1932, Joe Burke and I made a find for George Thorne in Rainy Township, in the Swayze district. When I found the Roche vein in Connaught Township I figured I had the best thing in the country, but this Opepeesway find is the best for consistent occurrence for panning and for width that I have ever found. Both the Rainy find and this one occur on the same plane.

Jerome found gold July 7. On July 11 he found the main vein. Bert's comment on this is "Seven come eleven—there must be something to it." The prospector came out a week after finding the main vein and recorded nine claims. He returned and staked 15 and came out last week-end with two partners. As soon as he hears the recording results he will return by canoe, either over the water route from Groundhog River, or get off at mileage 129.3 on the C.N.R. and paddle the one mile into the new field.

Rush Reported into the Noisy River District

The discovery of high-grade gold veins in Township 30, Range 22, south of Michipicoten river, in the vicinity of Noisy River, Sault Ste. Marie mining division, has resulted in a more than average staking rush in that area. Prospectors have been taking up ground rapidly and a report from the Sault states all ground along both sides of the line of strike, as projected from the original find, will soon be taken up. Many mining scouts have visited the area and favourable reports are in circulation.

Baltimore Enterprise.—Girls used to be knocked senseless by cave men, but Jimmy now claims that in some cases this is no longer necessary.

How the Aeroplane Has Helped Mining

Review of What Has Been Accomplished in New Guinea.

(From Globe and Mail)

Charles A. Banks, M.E., known throughout Canada as a pioneer in aviation as applied to mining operations, director of the efficient staff that equipped Bulolo Dredging in New Guinea by transportation of all machinery, building equipment and supplies by air over a mountain range rising to an elevation of 6,000 feet, has been awarded the gold medal of the Mining and Metallurgical Society of America for "distinguished service in the application of aerial transportation to the development of remote mining operations." The presentation took place at the thirtieth anniversary celebration of the society at the Hotel Plaza, New York, on May 10.

The occasion brings back to memory the remarkable achievement which, so far as we know, was the first undertaking of such magnitude ever attempted. That it was a complete success is proved by the figures of production which have since been published to the world.

Banks is a New Zealander by birth, but has been in Canada many years, identified with several mining projects in British Columbia, including what subsequently became Dentonia Mines at Greenwood, B.C. Silver Co., Selukwe and Sebakwe, and other companies operating in the Portland Canal district. Associated with him in the New Guinea venture, first of its kind in the world, were W. A. Freeman of Australia and F. W. Griffin and P. R. Short, dredging experts of San Francisco.

The project involved development of an immense dredging area on the Bulolo and Watut Rivers and a start was made in 1929. The initial steps presenting difficulties never before tackled in the history of the mining industry.

Among the Cannibals

The ground was covered with dense tropical jungle, there was no possibility of a road from the coast, a direct distance of fifty miles, over mountains rising to heights of 6,000 feet in a country infested with cannibals, one of the few on the face of the earth where such practices survived. Details of this phase of the project are not dwelt upon by Mr. Banks or his associates, but it may be imagined that many unpleasant episodes occurred in the early part of the conquest of the jungle.

First, the jungle had to be cleared and an airport provided, with domestic accommodations for a large crew of white men and natives. There are 300 white engineers and 1,000 natives on the company's payroll, housed in two model towns, equipped with most of the comforts of civilization.

Special Planes Built

To transport the heavy machinery and supplies over the mountains from the coast, special airplanes had to be provided. None of sufficient capacity were obtainable either in the United States or England, but were eventually constructed in Germany, under the direction of Professor Junkers.

At the time these ships went into commission they were the largest in the world. Two dredges were purchased, went into commission in April, 1931, and a total of four or five are now in operation, all flown in without serious accident to personnel or freight.

The airships are of the low-wing type, so built that heavy loads can be crane-loaded through a hatch directly on to the cabin floor, rendered particularly strong by the fact that the wing section runs underneath and forms part of the floor.

For Heavy Freight

The cargo compartment is 24 feet long, 77 inches wide and 69 inches high, with hatchway of 142 inches in length and 60 inches wide.

The hatches are provided with concave covers, giving an additional 12 inches of head room below the hatchway and directly over the centre of gravity. The interiors of the compartments are free of obstructions, except two seats of stays, placed approximately 12 and 18 feet from the front.

The G31 Junker, which is the type used, has a payload of 5,800 pounds, allowing for a crew of two and sufficient gasoline for a 3½ hours flight. Average flying time from coast to Bulolo and return is about 75 minutes. By the reduction of gasoline supply, up to 7,000 pounds of cargo can be carried.

Airports Whittled From Jungle

The airports at either end, a distance of 50 miles, are over 1,000 yards long, by about 500 yards wide, and it must be remembered that every foot of the ground had to be reclaimed from primitive jungle.

The coast port is Lae, where a wharf and broad-gauge railroad, three-quarters of a mile in length, have been constructed. The latter connects the wharf with the Government airfield.

The area is at an elevation of 2,500 feet above sea level, and the climate surprisingly good. Rainfall is from 60 to 70 inches annually, most of it falling in the late afternoon and night. Maximum daily temperature is a little below 90 degrees Fahrenheit.

January, February and March are the hottest months, with average of perhaps four or five degrees higher temperature than during the remainder of the year. Rainfall at the coast averages between 250 and 300 inches per annum.

Exchange.—An Irish sheriff court usher, being ordered to clear court, did so by this announcement: "Now, then, all ye blackguards that isn't lawyers must have the court."

To-day's Stocks

Stock	Price
Ashley	10
Base Metals	35
Big Missouri	32
Beattie	1.25
Bidgood	33½
Bebjo	11
Eralorne	9.40
Buffalo Ankerite	16.50
Canadian Malartic	1.07
Castle Tretheway	1.00
Central Porcupine	10½
Central Patricia	2.69
Coniagas	1.35
Coniaurum	1.48
Con. Chibougamau	35
Darkwater	9
Dome	33.75
Eldorado	2.26
Falconbridge	6.00
Glenora	3
Goidale	31
Granada	8½
Gunnar	70
Hardrock	2.54
Hollinger	15.00
Howey	28
Hudson Bay	31
International Nickel	51.00
Jackson Manion	11
Kerr Addison	2.30
Kirkland Lake	1.35
Lebel Oro	6
Letch	85
Lake Shore	52.50
Little Long Lac	3.45
Macassa	4.80
McLeod Cockshutt	4.00
Manitoba and Eastern	1½
McIntyre	46.25
McKenzie Red Lake	1.24
McWatters	7.7
Mining Corporation	2.10
Moneta	1.89
McVittie Graham	15
Naybob	65
Noranda	74.00
Nipissing	1.67
O'Brien	3.90
Omega	60
Famour	4.30
Paymaster	49
Pickle Crow	5.29
Pioneer	3.00
Preston East Dome	1.69
Premier	2.25
Read Authier	2.75
Reno	44
San Antonio	1.28
Red Lake Goldshore	11
Sherritt Gordon	1.43
St. Anthony	12½
Sullivan Consolidated	1.06
Sudbury Basin	2.65
Stadacona	5.57
Sylvanite	3.35
Siscoe	2.20
Teck Hughes	4.60
Toburn	2.00
Ventures	6.05
Wright Hargreaves	7.90

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Paymaster's Annual Report Pleasing One

Increase in Profits and Production Shown.

Toronto, Aug. 6.—Production at Paymaster Consolidated Mines for the year ended June 30, 1938 showed an increase of nearly 20 per cent over the previous year, according to an annual statement issued to shareholders.

The net profit for the 12 month period was \$94,576 or one cent a share. The net profit last year was \$39,859. Gross production was \$1,352,639 from 180,092 tons of ore at an average recovery of \$7.51 a ton, comparing with \$1,139,432 last year.

Reserves Increased

Operating costs were \$893,754 or \$4.96 a ton, compared with \$930,867 or \$5.97 a ton last year. Ore reserves increased from 413,513 tons grading 248 to 569,891 tons grading 227 ounces a ton.

The report said construction and expansion work last year entailed expenditure of \$131,333. The balance sheet showed current assets of \$586,359 against current liabilities of \$74,658, including \$3,513 reserve for taxes, leaving working capital of \$511,01, against \$387,585. Cash was \$213,728, against \$148,015, while bonds were \$250,815 (market value \$255,172) against \$215,944 (market value \$206,082).

Ore reserves increased to 569,891 tons grading 227 ounces per ton from 413,513 tons grading 248 ounces. Of this, 342,202 tons were positive, 140,028 probable and 105,661 broken.

The mine development program consisted of deepening main No. 5 shaft from \$1,050 to 2,575 feet. No. 3 winze from 1,575 to 2,075 feet. Drifting and cross-cutting is now under way on the new levels below the 1,575 in the winze and also development of extensions of No. 3 vein between surface and 1,050 level. With the exception of development on No. 5 shaft area, all ore mined at No. 3 winze was from levels above the 1,050 horizon.

A total of 1,507 feet of ore was developed on the Nos. 7, 10 and 21 veins in No. 6 shaft area.

Known ore resources in Nos. 2 and 3 shaft areas are being developed down to and including the 600 level. Tonnage of ore delivered to the mill from this area has been increased gradually to approximately 100 tons daily and the management intends to increase this to 150 tons daily in the near future.

Discussing the Resources in Area North of Cochrane

(From North Bay Nugget)
The item in The Nugget of Wednesday telling of a scientific party being established on the Belcher Islands, James' Bay, for the purpose of studying animal and bird life of that Far

North region, recalls early day hopes of that region contributing to the industrial growth of Northern Ontario, through business developed for the T. & N. O. Railway.

Investigations made by the railway to determine potential sources of business included enquiries regarding the resources of the Belcher Islands and other sections of the James' Bay. It was said that the Belchers held enormous deposits of iron ore which might be profitably mined and transported for processing in Ontario. It was also reported that coal and minerals had been discovered along James' Bay shores but no authoritative report was ever made public.

It is believed that the Dominion mines and resources department hold authentic information on the wealth of James' Bay, including the Belcher Islands. J. H. Bernier, explorer, made a close study of that region, and it was said his reports induced a large United States concern to send an exploration party to the islands. One of the explorers was interviewed by The Nugget some years ago, on his return from the Far North, but he declined to reveal anything about his travels or work.

Hopes of the past are recalled by the threat of Premier Heppburn to abandon the T. & N. O. Railway line north of Coral Rapids or Fraserdale, to return Mooseonee and James' Bay to isolation. No doubt the government has arranged to review reports of explorers who travelled the Far North to learn whether there is any possibility of development that might bring business to the railroad at Mooseonee.

As recent as last year prospectors were flown north from Mooseonee to study rock formations on the east coast of James' Bay for big mining firms, but their finds have been kept secret. Whether or not iron in abundance, coal in good quantity, gold and silver exist in the Far North may be recorded in government records, but the fact that explorers and prospectors persist in looking over the country, despite inactivity by those who preceded them, indicates that there is some reason to believe that the Far North will yet show in the industrial picture.

Mr. D. Mackie Treats His Friends to "Small Scotch"

An interesting and amusing postcard was received last week from Mr. D. Mackie, who is spending a well-earned holiday in his native Scotland. Of course, Mr. Mackie has taken the opportunity to visit the now-famous World's Exhibition at Glasgow, and the card pictures scenes and features of that notable show. Among the pictures on the card is one of a Scottish lady, bare but for a bonnet and a wee bit of the kilt. The picture bears the title "A Small Scotch."

Net Profits \$710,588 Half Year at Pamour

Grade Treated is Above Reserve Estimate.

Net profits of \$710,588, equal to 14.21 cents per share, are reported by Pamour Porcupine Mines, Ltd., for the first half of 1938. Production during the period was worth \$1,621,987. Approximately 99,000 tons of \$7.73 grade were treated during the second quarter. The mill is currently producing at approximately 1500 tons per day at a lower grade than for the first two quarters but still above the average ore reserve figure of \$6.15 indicated in the fourth annual report.

The financial statement shows operating expenditures, including development, mining, milling, administration and general expense, at \$753,610.95; reserve for taxes, \$25,000; miscellaneous income, \$4,112.23; estimated reserve for depreciation, \$78,000; pre-operating expenditure written off, \$58,900.50, leaving net profit as shown.

The shaft has been sunk from the 1000-foot to the 1600-foot level and will reach a depth of 1900 feet before the end of the year. The ore pass system is being extended to a crusher station on the 1000-foot level. A new loading pocket will be set up below this point by the end of the year. Development work still continues on the 200, 400, 600 and 800-foot levels. Approximately \$270,000 has been spent on development during the period. A new dry house is under construction, also a new office building and two staff houses.

Kirkland Couple Spend Honeymoon at Timmins

(From Northern News, Kirkland Lake)
Holy Name Church was the scene of a pretty wedding on the evening of August 1, when Mona Francis, daughter of Mr. and Mrs. John Sullivan, Pembroke, Ontario, became the bride of John Francis, son of Mr. and Mrs. J. F. O'Leary, also of Pembroke, Ontario. Rev. Fr. McMahon officiated.

The bride, dressed in a navy lace over a navy taffeta dress, and carrying a bouquet of sweetheart roses, lily of the valley and baby's breath, was assisted by Miss Gertrude Cannon, in a pale blue suit of sharkskin. The bridesmaid carried a bouquet of tea roses, baby's breath and fern. Arthur Olive played the wedding march.

Mr. Wellard St. James was the best man. Following the ceremonies a wedding breakfast was held at the Princess Hotel and Mr. and Mrs. O'Leary left for a short honeymoon trip to Timmins. When they return they will take up residence at 101 Pollock avenue.

BOXING

MIDDLEWEIGHT CHAMPIONSHIP FIGHT

WITH

Tommy Farr

as Referee

Ray McIntyre

Middleweight Champion
New Brunswick

Mel Cowie

Undefeated Featherweight Champion
of Western Canada.

VS.

Len Wadsworth

Former Middleweight Champion
Timmins, Ont.

"Tops" Tellino

Timmins' Favorite

VS.

10 Rounds Title Bout

8 Rounds

O. A. C.
Sanctioned
TITLE
BOU

THURS., AUG. 11

8.30 p.m.

Reservations
and Advance
Sale at
BURKE'S
DRUG
STORE

TIMMINS ARENA

SEATS—Ringside, \$3.00

Reserved \$2.00

Rush, \$1.00