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Edmonton, Alberta.—Mica Mountain, near Tete Jaune Cache, containing large deposits of mica upon which some development work was done as far back as thirty years ago, will be further developed by a Calgary syndicate who have staked again a number of old claims on the mountain and are making substantial expenditures towards this end. The mines are about five miles from the railway station at an elevation of 5,000 feet, and men have been engaged during the winter building a road and erecting cabins.

Calgary, Alberta.—Thousands of automobile mechanics from the automobile factories at Detroit have come to the Canadian west on the harvest excursions. All trains arriving at Winnipeg from Detroit have been filled with these young men bound for the golden grain fields and the life of the open. Many of them have considerable capital with them and express the intention of purchasing farms for themselves when harvesting is completed.

**Canada's Mining Industry****Resurvey of Cobalt Area**

**Work of surveying the Cobalt silver area for the Ontario Government will not be completed before next summer.**

**550,715 ozs. silver shipped in week of Sept-10**

FROM OUR TORONTO CORRESPONDENT.

It is understood that a number of eastern firms are receiving orders from the McIntyre mine for coal mining machinery to be taken to the coal mine purchased in the west. An aggressive coal mining policy is to be launched as soon as possible. The Temiskaming shareholders are to pass on the proposal that they purchase half the mine when they meet on September 15.

The re-survey of the Cobalt silver area by the Ontario Government geologists is being carried ahead briskly. Mr. Knight, who is in charge of the work, has just concluded the Beaver and Temiskaming area and part of the S. E. Coleman area as well as S. E. Bucke. It would seem as if it would take until some time next summer before the work can be concluded.

Samples taken from the crosscut of the Oxford-Cobalt reveal leaf silver. The vein is strong and well defined, though so far the values are low. A shoot of Cobalt ore showed the leaf silver. The drifting on the 160-foot level has been carried 125 feet, and there has also been 35 feet of the cross-cutting done. When the workings on this level have been cleaned up it is the intention of the Oxford people to place a new contract for carrying the shaft down to the 350-foot level. It is expected that the contact will be struck at that depth.

The annual statement of the Clifton Porcupine Mines, Limited, is being forwarded to the shareholders preparatory to the annual meeting this month. During the period under review an electrically-driven mining plant of adequate capacity for the complete development of the property has been installed. The main shaft has been sunk to a depth of 225 feet and several hundred feet of lateral work has been carried out on two levels with promising results. Diamond-drilling is also in progress. The balance sheet of the company gives current assets at \$14,369. The capital assets include property valued at \$1,180,200. For the development schedule there was allotted \$60,950.

During the week ended September 10 five Cobalt companies shipped an aggregate of 11 cars, containing not far under 1,000,000 pounds of ore. The Nipissing alone sent out six cars, containing over half a million pounds, which is shown in the following summary:

Nipissing, 6 cars, 581,311 pounds; Coniagas, 2 cars, 151,000 pounds; La Rose, 1 car, 83,902 pounds; Hudson's Bay, 1 car, 62,640 pounds; Beaver, 1 car, 60,000 pounds; total, 11 cars, 948,853 pounds.

During the corresponding period the Nipissing made two large bullion shipments the combined consignments amounting to 225 bars, containing 299,352.44 fine ounces. In addition to this a large shipment is reported from the Mining Corporation which was not recorded in last week's statement. This shipment amounted to 158 bars, containing 162,246.84 ounces, and, added to the Nipissing shipments, makes a total of 383 bars, containing 461,599.28 for this week's report. The Nipissing also reports a shipment of 66 bars, containing 89,116 ounces, and which was also

apparently omitted from former bullion reports. In adding this to the above statement, the total report for this week amounts to 449 bars, containing the enormous total of 550,715.28 ounces.

According to officials who have just concluded a visit to the property, the result of the work done on the North Davidson Mine, in the north-eastern part of Tisdale township, in the Porcupine field, is very satisfactory, high gold values having been determined to exist. A vein on which a shaft is being sunk, is stated to carry rich ore over a width of between four and five feet, and this condition has prevailed to the present point of work at a depth of over fifty feet. The installation of a steam-driven mining plant has just been completed and the work will be carried to a depth of about 150 feet. The North Davidson has been financed chiefly by Toronto men who have evinced great confidence in their property.

Acting Manager Cooper, of the Temiskaming, is reported to be getting some excellent ore out of the old workings of the Timiskaming, and it is believed that as a result there will be a considerable increase in the mines' monthly output for some time to come. There are indications that the oil flotation plant which is being installed will not be ready to treat tailings before a couple of months. The Timiskaming has a large accumulation of tailings and it is believed that the tonnage of tailings handled will be around 150 tons daily.

**A Railway Building Feat.**

In view of the keen international competition for forthcoming important contracts for the electrification of railways, it is satisfactory to report the acceptance by the New Zealand Government of the tender of the English Electric Company for the Arthur's Pass electrical section of main line railway. This is the first new scheme of railway electrification in Empire territory since the war, and as it presents points of unusual technical difficulty, its progress will be watched with interest by engineers concerned with similar problems elsewhere. The section includes a tunnel of 5 1-4 miles in length through the mountains, and the steepest gradient is one in thirty.

**Electric Haulage on British Canals.**

Plans have been drawn up for the application of electric haulage to an important section of the canal which connects Birmingham with the Severn. The speed of the barges will be raised to double the limit with horse haulage, but no damage to the banks from the wash is anticipated. Current will be supplied from an overhead trolley to the electric haulage gear. Investigations are also being made into the use of electric battery haulage for canal barges. The whole question of the future of British canals is now being considered by a special committee formed by the Ministry of Transport.