cobalt----Values Are Continuing at Depth in Gowganda Camp---COBALT

PUBLIC OWNERSHIP NOT A THING TO BE ASHAMED OF.

Continued from Page 1.

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Make the Most of Public Ownership.

Next I want to refer to the broad question of public ownership. If the government believes in public ownership and has a government-owned line on its hands that line ought to be governed by men who believe in public ownership as well and the railway commission ought to be made up of that class of men, and the sole administration from the top men down should be inspired with a belief in public ownership and each one determined to make that principle good as far as he is individually concerned.

Now as to a railway commission: While I have every confi-

dence in the present commission I believe that the chief executive of a great and growing railway should be a live man who is on the job all the time, and who knows the railway business down to his finger tips and whose powers are sufficient to permit him to act on his own judgment without either the delay of a reference to a commission and still worse, of a reference of the decision of the commission to the cabinet except on very important matters of high policy. The chief executive of the Ontario system of railways should have complete control of the running of the service, should have the right to order engines and cars when he thinks fit, should be given just as much freedom as any president of any of the big railway systems. I would be willing to see Mr. Black with the powers of the president of a great railway.

I am a great believer in public ownership. I believe Ontario's best asset to-day is the Temiskaming and Northern Ontario Railway, and I think that that railway should be run, not so much to make money, but, being publicly owned, run so as to give the public a better service for its money than any other road. Public ownership means service rather than profit, and accommodation to the public instead of inconvenience, and it is up to a publicly-

owned road to make good in this respect I am also not afraid to say that if the government undertook to handle the telegraphs it must do it in a complete way and make it part of the telephone system, and give the public a better telegraph and telephone service than they get where private cor-

The Ontario Government have a splendid opportunity to show all the world that they are equal to the possibilities and opportunities of administering a publicly-owned road and its accompani-ments in that new country where at the present they have a monopoly and where the best possible opportunity of making good is

have heard a good deal at different times about the Grand Trunk hoping to get control of that road, and that they knew where they had cabinet sympathy in that direction, altho I must confess I don't hear so much of it now. But I do know, as a matter of fact, that both the Grand Trunk and Canadian Pacific would give their right hand if they could kill public ownership in the north country, and at any point, and that they sit up day and night scheming how to queer the Intercolonial, owned by the Dominion, and this provincial road, owned by the Province of

I would even go further in my criticism and say that if the Ontario Government wishes to make good in public ownership they must forthwith run a branch line from Charlton to Sudbury. via Elk Lake and Gowganda, where they would get connection with the Canadian Pacific and Canadian Northern, and that they ought to build or buy out the Grand Trunk from North Bay to Toronto and extend their own line on to the Niagara River. Why should anyone, and especially a rich province like this, be afraid of public ownership if it can be successfully carried out, and why should people look askance at the idea of the provincially-owned road in the north being extended into a great people's railway all over the province? Some people have a nightmare when this idea is suggested to them, but there is nothing discouraging in it to me and I believe nothing discouraging to a great many people

Government Must Accept Responsibility. Sir James Whitney and his government must accept all the responsibility that comes with public ownership, and all the opportunities that come with public ownership, and while I wish to commend them for all they have done, I wish to tell them that they have got to go forward valiantly and at a fast pace if they wish to hold control of that wonderful country in the north. Government ownership is not going to stop at a single railway if

L can read the Ontario public aright. Why should not Sir James Whitney in the forthcoming trip of the legislature to the north declare in no uncertain way that his government accepts to the full the principles of public ownership, both in the matter of the Temiskaming and Northern Ontario Railway and in regard to power? Public ownership has no friends in the Grand Trunk or in the Canadian Pacific Railway, or in any railway corporation or any friends in the allies of these corporations. tions, in the shape of the telegraph, telephone and express companies. The Grand Trunk would like to grab the Temiskaming road to-morrow and their whole attitude toward it is based on such a desire, and representative men of that road have more than once intimated that they were counting on cabinet support in making the government road a part of the Grand Trunk system. For this reason alone the Grand Trunk is keeping its line between here and North Bay in poor shape, and runs such a poor service that its time is worse than that of the government road; and it doesn't desire in any way to help the government out in giving a first-class service. Perhaps that is the reason also why the sleeping cars between here and Cobalt are Pullman cast-offs more or less.

Another thing that Sir James Whitney's government must realize these days is that public ownership, as exemplified in the Ontario Government and supported by the Ontario people, is objectionable to its enemies in every quarter of the world, and that the London market is "scared" by certain brokers and newspapers who seem to be in the pay of the enemies of public ownership and that some of these men who have been attacking the principles of public ownership, whether in connection with power or the railway, have been actually saying that if they put up a strong enough fight they will be able to affect certain members of the Whitney cabinet, and that more than half of the demonstration now being made is for this very purpose. Nor has public ownership any friends in the nickel trust in this country, nor in the Standard Oil trust, nor has it any friends among the timber limit owners of this country, who do not relat the country, who do not wish the terms under which they hold limits to be revised in any shape or form, as some of the so-called socialists might some day demand.

Great store is being laid by the enemies of public ownership on the fact that the Provincial Mine so far has failed to make good, and there are men in the north and men in the south who say that Sir James Whitney has quite a number of supporters who are delighted that public ownership in this respect has not made good. The Great Political Principle.

Public ownership to-day is a great political principle that must be accepted in the most loyal way in whatever direction it is exercised by those who profess to uphold it. If it is a government proposition the government that is carrying it out must be loyal to the principle, and such a government must be made up of men who are not afraid to get up on the platform and frankly say so, and who are sufficiently enthusiastic in support of the principle, to have the imagination to see its possibilities and not be afraid to follow the principle to its ultimate results; and the men who administer a public ownership proposition, whether they be commissioners, cabinet ministers, or officials in charge, should all be friendly to the principle, and if not friendly should be asked to step aside and let those who are take their place. There may be men who profess in a way to be friendly to public ownership, but who in council, in commission or as head of a department will manage to delay progress, to question the efficacy of the principle, and to balk seriously at the "enormous expense" that

As has been pointed out in these columns often, Ontario is in many respects sovereign and certainly she possesses sovereign powers sufficient to compel the Grand Trunk and Canadian Pacific to keep off the grass in regard to the people's railway in this province, and to compel them to act fairly toward this road and to co-operate in the direction of giving a good service. And the same thing is true of the telegraphs and telephones. If the government of Ontario choose to set apart a portion of the country to be a public service proposition these rivals of the government should not interfere either by competition or by conspiracy, and if they do it is an easy matter to discipline them in the way of taxation and by the enforcement of the law which governs them in their conduct toward the public. The attorney-general of this province could make it very busy for the corporations that set out to destroy the public railway or a public telephone service or telegraph

service owned by the province. A thing to be regretted in connection with public ownership in this province is that the leader of the opposition in the Ontario Legislature is an absolute nonentity on so important a matter. One might have expected that Mr. MacKay, leader of the opposition, and The Globe newspaper would have been anxious to head the fight in favor of public utilities becoming public propositions, but nothing of the kind has been realized. Mr. MacKay has had his chance several times. He will have a chance in a few days when the legislature visits the north. What will he say to the people of Cobalt about the Temiskaming road when he goes

Properties and Tell of What is Being Accomplished.

"Out of nine properties I visited in

launch. There are 18 portages, but most of them are short. A launch covers 12 miles of the journey on Oboshkong, and the longest unbroken stretch by canoe is six miles; Long Portage is 1 1-2 miles across; another is half a mile and two others 35 to 40 chains each. We had to walk across these, but the trip is made easily in one day. We were not troubled by black files. They seem to have disappeared and the mosquitoes were not at all troublesome."

At Gowganda the party visited, the

derstood will result in the accession of disappeared and the mosquitoes were not at all troublesome."

At Gowganda the party visited the properties of the Gowganda Mines, Limited, and Gowganda Queen, the Hedges, Lebrick, Mann-Ryan, Boyd-Gordon and several others in that section of the camp.

"All these properties are being actively worked," said Mr. Kemerer. "At Gowganda Mines 15 men are employed and probably 40 each at the Mann and Boyd-Gordon.

"The Boyd-Gordon people have their shaft down 75 feet with a 10 foot sump, or drainage pit. They have got some shaft down 75 feet with a 10 foot sump, or drainage pit. They have got some shaft down 75 feet with a 10 foot sump, or drainage pit. They have got some shaft down 75 feet with a 20 foot sump, or drainage pit. They have got some took on this property carries good silvery values and will make a good milling proposition.

Gowganda Mines, Lamited, and Gowganda Queen, the hedges, Lebrick, Mann-Ryan, Boyd-Gordon and several others in that section of the camp.

"All these properties are being actively worked," said Mr. Kemerer. "At figure. Silver Queen was strong and closed at 49.

Temiskaming reached 94 to-day, as against 92, last week's close; Beaver was firm at 33 and sold higher; City of Cobalt advanced five points to 56 and closed around the best figure reached. The other issues were generally firm around 92; Silver Leaf was up a point at 13 5-8; while Silver Bar advanced to 38 1-2, a gain of over-three points, and closed at 49.

Temiskaming reached 94 to-day, as against 92, last week's close; Beaver was firm at 33 and sold higher; City of Cobalt advanced five points to 56 and closed five points to 56 and closed around the best figure reached. The other issues were generally firm around 92; Silver Leaf was 13, 1000 at 13%, 1000 at 1 Following a New Vein.

"The Mann people have taken up the new Boyd-Gordon vein and have traced it 400 feet on their property. In doing this they crossed two other veins running at right angles, both of which

show nice silver values. "The Hedges have a good silver discovery, the not enough work has been done to say much about it. It shows

one considers that the camp is less than believe, in Ontario." year old, the showing is, to say the

least, satisfactory. Supplies Are Costly. "Gowganda is at present handicap-ped by the heavy expense for supplies. Groceries are 125 per cent, higher than Beaver Consolidated cost by winter road was 2 7-10 cents a

formed outside. They are in no way in-fluenced by this however, as the actual results of their work have been sufficiently encouraging to cause active minng operations to proceed energetical-

Succeeds Late Mr. Barber. William Marshall has been appointgraphs, Ontario division, succeeding A.

W. Barber, lately deceased. graphs, Ontario division, succeeding A.

Mr. Marshall has been connected with Mr. Marshall has been connected with the C. P. R. Co.'s telegraphs for the past 23 or 24 years, and up to the time of this appointment has been filling the office of superintendent of construction of Ontario division. He is a practical all-round telegraph man, and proceed ways for the position of the will make a good man for the position.

Fern Avenue Choir Leader. Mr. MacHenry of Chicago has been appointed choir leader of Fern-avenue Presbyterian Church, to succeed Mrs. William Arnold of Parkdale, who held the position for several years, but resigned owing to ill-health.

WANTED 200 Western Oil & Coal, building common. 20 National Portland Cement, 50 Goderich Elevator, 10 Trusts & Guarantee, 10 United Empire Bank, 10 Home Bank, 5 Farmers' Bank, 10 International Portland Cement, 200 Haiteybury Silver, 5000 Cobalt Development, 50 Belleville Portland Cement. FOR SALE 5000 Cobalt Development, 17 National Portland Cement, 5000 Airgold, 150 Western OH & Coal, 1000 Lucky Boys, 720 Paymaster Cobalt, 500 Bartlett, 2000 Cobalt Majestic, 2000 B. C. Amalg. Coal, 5000 Titan, 1000 Boyd-Gordon, 1000 Badger, 1000 Am. Silver King, 1000 Kerr Lake Majestic.

Majestic.
HERON & CO., 16 KING W.,
TORONTO.

A VISIT TO GOWGANDA Cobalt Market is Stronger Advances Thruout the List

Toronto Men inspect a Number of LaRose the Feature of the Day's Trading Ore Shipments For the Past Week 639 Tons.

PRICE OF SILVER.

Bar silver in London, 231/2d oz. Bar silver in New York, 50%c oz. Mexican dollars, 44c.

-Afternoon Sales-City of Cobalt-100 at 55½, 200 at 54¾, 500

Beaver Con.-500 at 33, 500 at 33,

at 13%. La Rose-50 at 8.45, 200 at 8.45, 25

New York Curb.

New York Curb.

Chas. Head & Co. reported the following fluctuations on the New York curb:
Nipissing closed 10½ to 10¾. 200 sold 10½; Bailey, 11 to 13, 1000 sold 12; Buffalo, 2¾ to 3½; Bay State Gas, 1¼ to 1¾; Colonial Silver, ½ to ¾; Cobalt Central, 40 to 40½, high 40½, low 40, 5000; Canadian Marconi, 1¼ to 1½; Crown Reserve, 3.90 to 4.00; Foster, 63 to 65, high 65, low 55, 2000; Hargraves, 50 to 55; Kerr Lake, 7% to 7%, high 7%, low 7%, 1200; King

Great Northern-500 at 14%.

Monday Evening, Aug. 9. Taken altogether the local mining market was a bullish affair to-day. Cobalt stocks, with few exceptions, Gowganda, five will work out at a profit as soon as they get their shafts to the first level and begin taking out ore and Silver Queen, while several of the other listed issues made smaller ad-vances. The uplift to prices was due vances. The uplift to prices was due to prices

other listed issues made smaller advances. The uplift to prices was due to the general good undertone of the market, than to any special demand in one section of the list, but transactions were on the active side transactions transactions were on the active side transactions transactions were on the active side transactions transactions transactions were on the active side transactions transactions transactions transactions transactions were on the active side transactions tr

sues having evidently been exhausted to a certain extent. Foster lost eight points during the day, but regained most of this later and closed only fractionally below last Friday's figures. Ophir was inactive around 130.

The market closed very strong and with sentiment inclined to higher levels.

To at 8.44, 25 at 8.45.

Green-Mechan—2000 at 14½, 50 at 14, 2500 at 14½, 500 at 92½, 500 at 92½, 500 at 92½, 500 at 93½.

Cobalt Lake—500 at 14½, 1000 at 14, 500 at 14.

Nipissing—20 at 10.50, 110 at 10.45, 20 at 10.50, 100 at 10.45, 20 at 10.50, 100 at 10.45.

has been It shows much is most suitable town of the north for a late of the no done to say much about it, It shows the real goods, however, and much is expected of it.

"On the Lebrick is a very nice vein. They started work just three weeks ago stripping on the surface. The vein is of calcite with silver values.

"Gowganda Mines have extensively mineralized properties. Over a distance of 500 feet there are nine fissure veins and many other small veins, some of which may only prove to be cracks in the rock. On these properties are three working shafts, 42, 30 and 20 feet deep respectively. The vein in No. 3, shaft is two inches on the surface and now runs 3 to 4 inches in width in the shaft and shows improved vaules.

"Gowganda Queen is driving a tunnel on four veins at a depth of 80 feet. Their principal property adjoins the one owned by the Buffalo people."

The Matheson Gold Fields.

J. E. Carter of Guelph writes that the swa agreeably surprised at what he saw, tho previously he had formed no pronounced opinion on the value of the

he was agreeably surprised at what he saw, tho previously he had formed no pronounced or her on the manner of the pronounced opinion on the value of the feet showing a field, is sunk to 40 feet, showing a 34-inch vein of blue quartz of the kind that made Colorado "On all the properties which I visited, whose values had been reported as lost at depth, I found that values not lot of money in showing up the claims; only held, but were better than when I visited the camp last winter. When

Standard Stock and Mining Exchange cost by winter road was 2 7-10 cents a pound.

"No doubt rates will be lower next winter, for the C.N.R. has its rails 30 miles nearer and the government wagon road will improve conditions in this re-"The mines that have ore to ship figure on getting it to the railroad next winter at \$40 per ton.
"The people up there are well aware of disparaging opinions that have been formed outside. They are in no way in-241/2 Trethewey 1.25

56, 2000; Hargraves, 50 to 56; Kerr Lake, 75% to 75%, high 75%, low 75%, 1200; King Edward, % to 1½; McKinley, 92 to 95, high 93, low 88, 2000; Otisse, 32 to 38, 1000 sold 35; Silver Queen, 45 to 53; Silver Leaf, 13 to 14, 1000 sold 13; Trethewey, 1½ to 1½; Yukon Gold, 55% to 55%; La Rose, 83% to 8 7-16, low 83%, 500; Green-Mechan, 10 to Toronto Stock Exchange Unlisted Securities.

Sellers. Buyers.

Sellers. Buyers. Sellers. Buyers. Beaver Consolidated Mines.. 331/2 Buffalo Mines
Canadian Gold Fields.
Chambers - Ferland. 49
City of Cobalt 54
Cobalt Control Cobalt Central 411/2 Cobalt Lake Min. Co...... 14 Cobalt Silver Queen 50

COBALT ORE SHIPMENTS.

Following are the shipments from the obalt Camp, for the wee kending Aug.

i, and those from san. i, ious, to date.	
Aug. 7. Since Jan. 1.	Aug. 7. Since Jan. 1.
Ore in lbs. Ore in lbs.	Ore in lbs. Ore in lbs.
Buffalo 42,250 748,678 Chambers-Ferland 60,940 961,010 City of Cobalt 338,522 Cobalt Central 477,804 Cobalt Lake 79,960 Conlagas 91,799 1,043,315 Crown Reserve 181,700 3,688,079 Drummond 920,000 Foster 1,298,146	Ore in lbs. Ore in lbs. Nancy Helen 480,8 Peterson Lake 241,1 O'Brien 83,200 1,665,7 Right of Way 2,032,6 Provincial 511ver Leaf 431,0 Silver Queen 175,710 431,0 Silver Cliff 63,000 123,6 Temiskaming 1,446,1 Trethewey 128,860 1,296,1
1 To Dose 258.400 1,716,423	T. & H. B 64,000 1,106,
McKinley-Dar 1,115,206	Muggley Cons 172,
Niplesing 128,690 8,065,083	

Ore shipments to Aug. 7, 1909, from Jan. 1, are 36,116,502 pounds, or 18,558 tons. Total shipments for week ending Aug. 7, 1909, are 1,278,500 pounds, of 639 tons. The total shipments for 1908 were 25,463 tons, valued at \$10,000,000. The total shipments for 1908 were 25,463 tons, valued at \$10,000,000.

The total shipments for the year 1907 were 14,040 tons, valued at \$6,000,000, in 1906 the camp produced 5129 tons, valued at \$3,900,000, in 1905, 2144 tons, valued at \$1,000,000, in 1905, in 1904, 158 tons valued at \$130,217.

On Oct. 1 next, a direct parcel posterior bequest Babington Smith, secretary of the British postoffice, has accepted the position of president of the bank.

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1000 to 5000 Minnehaha Rainy River. 1000 to 5000 Boyd-Gordon—snap. The low-priced stocks are the ones to buy for large profits, and the above are good for a nice rise.

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can all, we consider, be purchased R. L. COWAN & COMPLY with safety. All stocks handled. Cor- 36 King Street East, - TORONTO respondence invited.

at 33½, 1500 at 33½, 1000 at 33½, 500 at 33½, 1000 at 33½, 1500 at 33½, 1000 at 33½, 1500 at 33½, 1500 at 13½, 1500 at 13½, 1500 at 93½, 500 at 93½, 5 Smiley, Stanley & McCausland 6 KING ST. W., TOBONTO. Phones Main 3595, 3596. 246

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WANTED—In Township of Coleman, Ontario, a good mining claim. Would lease, with an option to purchase the property of scme Mining Company no longer operating.

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Silver Leaf Mining Co..... 131/2

Scotia Cobalt—500 at 72, 500 at 72, at 72½, 1000 at 72½.

Chambers—300 at 48.
Foster—200 at 58, 500 at 55, 500 at 1000 at 54, 500 at 54, 500 at 53½, 1000 at 55, 100 at 53½.

Peterson Lake—500 at 28½.

—Afternoon Sales—

Chambers—4500 at 48.
Rochester—300 at 17.

Cobalt Lake—200 at 14, 200 at 14.

Rochester—300 at 17.
Cobalt Lake—200 at 14. 200 at 14.
City of Cobalt—1000 at 55.
Nancy Helen—500 at 24.
Silver Bar—4000 at 38, 1000 at 38.
Temiskaming—50 at 91.
Foster—1000 at 65, 400 at 65, 100 at 65, at 65, 500 at 65, 1000 at 65, 94 at 60.

BIG NEW ASSAYING PLANT.

COBALT, Aug. 9.-(Special.)-Mr. Deysner, representing European capitalists, has purchased 20 acres on the lake shore, near Port Cobalt, and will establish an assaying plant, which will embody radical ideas in the business of separating metals from ore. His engineer is now on the way from Seattle, Wash. The plant, it is claimed, will revolutionize mining in the camp.

British Gold in Turkish Bank. LONDON, Aug. 9.—The influence in Turkish financial affairs which Great Turkish financial affairs which Great Britain lost in the late years of Abdul Hamid's reign is being recovered under the new regime. A new National Bank of Turkey is now in the course of formation, with the aid of British capital, the prime movers in it being Sir Ernest Cassel, Lord Reveloing Sir Ernest Cassel, 900 of formation, with the aid of Briand at the British Government's re-

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