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J. C. 2-10-21

Canada's Mining Industry

Increase in Ontario Mining Output

A strong financial corporation of London, England, is reported to have made an offer of 95 cents on the dollar for \$1,250,000 bonds of the Ontario Light Railway Co. The company has lately received a charter from the Ontario Government, and it is now surveying a line from Elk Lake to Gowganda. It is understood that other lines are projected to most of the mining districts in the north. The sale of the bonds will not be completed until the solicitors for both sides have approved of their form and settled all details as to titles.

Of the ten cars of ore shipped during the past week from Cobalt, valued at close to \$100,000, Nipissing was the leading shipper, with six cars containing 529,672 pounds, and the Mining Corporation of Canada next in line with three cars of 240,215 pounds. The total output for the week was 829,921 pounds, or over 377 tons. No bullion was reported shipped during the week and it looks like the accumulation of the precious white metal until a market change in the price is recorded. Hudson Bay shipped a car of 60,034 pounds.

For the first quarter of the present year, the mines smelters and refining works of the province show an increase of nearly \$1,000,000 over the corresponding period of last year, according to a report just issued by the Ontario Department of Lands, Forests and Mines. Owing to Ontario's contribution Canada was the only country able to report an increased output of gold over 1919, the production for the quarter showing an increase of nearly 46 per cent. over the first three months of 1919. Of the total output of \$2,953,036, Porcupine contributed \$2,694,665; Kirkland Lake, \$247,339, with the balance from the Gauthier district. The mineral production for the first three months of 1919 was \$10,186,613, compared with \$11,021,654 for the corresponding period of 1920. The quantity of silver marketed showed a falling off. Of the total of 2,280,665 ounces, Cobalt and Gowganda contributed 2,244,809 ounces. Shipments of 10-169 tons of nickel-copper matte were made to the refineries in Canada, United States and Great Britain. The steel product of 179,244 tons was valued at \$6,035,308.

The Lafayette Silver Mines, Limited, has been incorporated for the purpose of purchasing and operating two mining claims situated in the Gowganda silver area. The company is composed of business men in Buffalo who have just made announcement of the purchase, as well as their intention to have work commenced on the property this month.

At the 100-ft. level the vein on which the Bidgood shaft has been sunk, is shown by a crosscut to be fifteen feet, with two feet of mineralized porphyry in the walls. On surface the vein was eight feet wide. The Moffat-Hall claims, which are near the Bidgood, are being systematically explored on the surface. Known veins are being stripped and trenching done to locate others.

A despatch from Cobalt says that the new find on the Provincial property promises to be an important one. It is located west of the mill and though only made a few weeks ago, already some eleven thousand ounces of high grade ore have been extracted. The vein runs about ten inches in width and a stope is being opened up.

A siding is being built from the Kerr Lake branch of the Nipissing Central to the Bailey Mines and this must be done before cars of ore can be shipped to the Northern Customs mill. In the meantime several machines are at work on the property, developing ore for shipment as soon as the facilities are available.

The Kennedy-Boston shaft is now down 140 feet and it is proposed to run a crosscut each way and drift some 250 feet on the vein. The vein is now in the north part of the shaft and is some three feet wide. Some free gold showings are reported.

A crosscut running from one thousand to fifteen hundred feet in length is to be driven into the Thompson-Krist property by the North Crown Company for exploration purposes. It will be at the 500 foot level and will pass through what is considered a most promising area.

It is stated from Cobalt that two claims situated between the Manley holdings and the Winconsin Skead have been purchased by A. C. Thorburn and associates of Niagara Falls and that work will soon be commenced on the property.

On the K. Ayoub group of six claims situated in the township of Barnhardt, adjacent to the north boundary of the township of Teck, visible gold has been found in a strong vein which occurs in greenstone formation, the formation is composed largely of keewatin greenstone and porphyry, pillow lava being noted on the sketch map. The vein in which the gold occurs has been stripped for about 150 feet in length.

Hamilton B. Wills is advised that the McIntyre Mines at the end this month, which marks the end of their year, will show net profits of about 30 per cent. of the company's capitalization, or upwards of \$1,250,000.

Canadian National Railways

Canadian Northern Quebec Railway.

Tenders for Railway Construction.

Sealed Tenders endorsed "TENDER FOR CONSTRUCTION" will be received at the office of the undersigned until twelve o'clock noon on the 10 July, 1920, for the work of clearing, fencing, grading and building trestles, culverts and bridge structures on the following deviations of main line on the St. Lawrence Subdivision of the Canadian Northern Quebec Railway,—

- 1—Burril Deviation, between Mile 87 and Mile 92 (between Glenada and St. Boniface).
- 2—East Yamachiche Deviation, between Mile 94.5 and Mile 96.5 (between St. Boniface and Charette).
- 3—St. Paulin Deviation, between Mile 100 and Mile 106 (between Charette and St. Paulin).
- 4—St. Ursule Deviation, between Mile 109 and Mile 116 (between Premont and St. Justin).

Separate tenders will be required for each deviation and each tender must show in its heading the deviation to which it applies.

Plans, Profiles, Specifications and form of Contract and Information for Bidders may be seen and forms of Tender obtained on and after Monday the 14th June, 1920, at the offices of the General Superintendent, C. N. R. Champlain Market, Quebec; the Resident Engineer, 411 Dorchester St. West, Montreal; the Superintendent, C. N. R. G. N. W. Building, Ottawa; and the Engineer's office, Canadian Northern Railway, Eastern Lines, 27 and 29 Wellington St., East, Toronto; or, one copy of Plan, Profile, Specifications, etc. may be obtained by mail from the office of the Chief Engineer, 27-29 Wellington St. East, Toronto, on payment of ten dollars made by a certified cheque on a Chartered Bank of Canada payable to the Treasurer, Canadian National Railways.

Tenders must be submitted on the printed forms supplied by the Company and in accordance with the information for bidders. Each tender must be accompanied by an undertaking from a Surety Company licensed to do business in Canada that, if the tender is accepted, it will enter into an Indemnity Bond to the Company, of a form and containing the provisions required by the Company, indemnifying the Company against non performance by the Contractor of any of the requirements and terms of the Contract.

The amount of Indemnity Bond required for each deviation will be as follows:—

- Burril Deviation, Sixty-Five Thousand Dollars (\$65,000.00).
- East Yamachiche Deviation, Eight Thousand Dollars (\$8,000.00).
- St. Paulin Deviation, Twenty-Four Thousand Five Hundred Dollars (\$24,500.00).
- St. Ursule Deviation, Fifty-Two Thousand Dollars (\$52,000.00).

The Company reserves the right to reject any or all tenders.

F. P. BRADY,
General Manager,
Canadian National Railways,
Bank of Toronto Building,
Montreal, Quebec.