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Lovejoy Shock Absorbers  
Luxurious Fisher Bodies**

PONTIAC provides not only big car performance, but a riding comfort formerly obtainable only in cars at far above Pontiac price.

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Big SIX**

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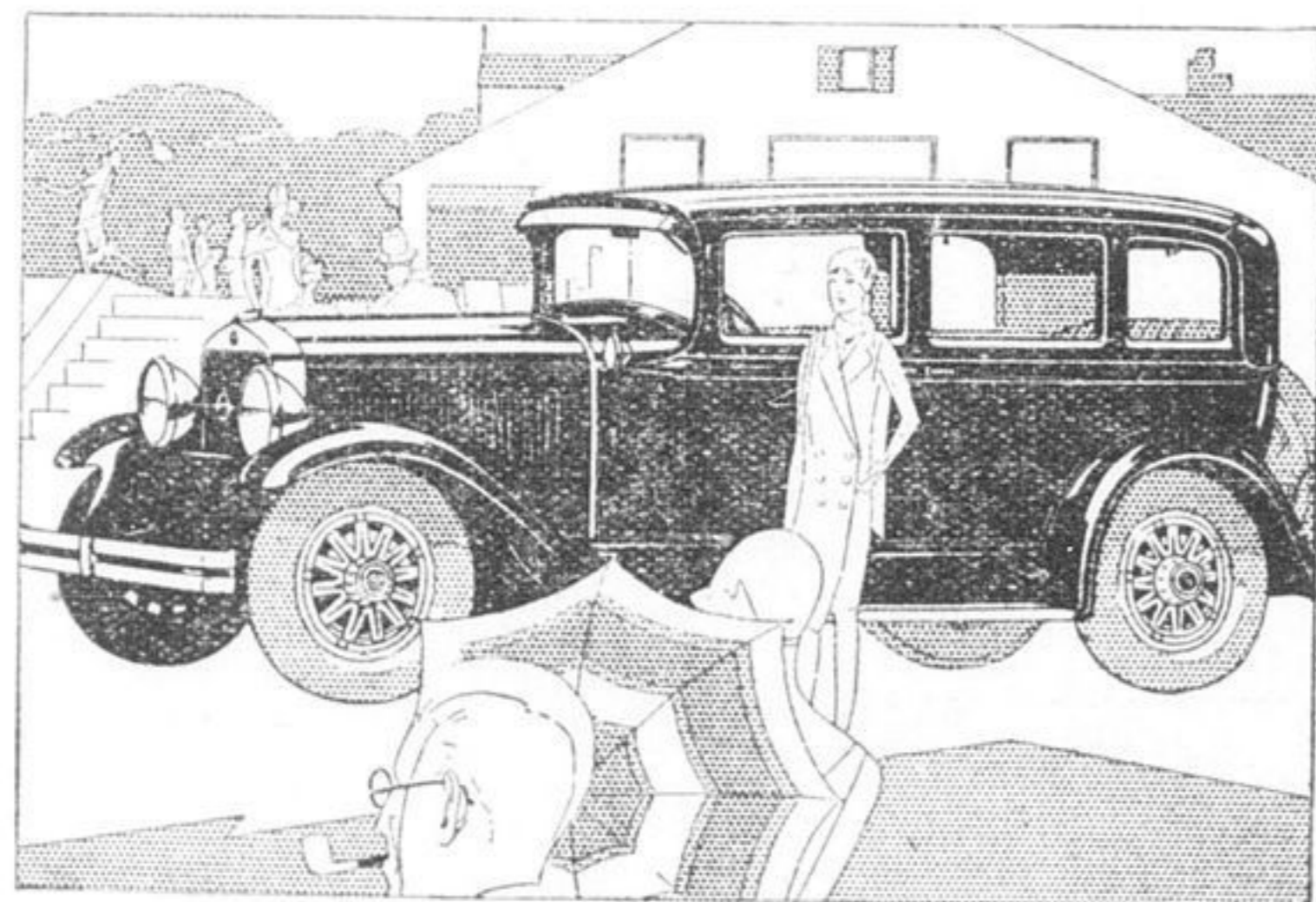
Marshall-Ecclestone, Limited  
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*This larger, finer*  
**Studebaker  
COMMANDER SIX**

reduced to  
**\$1595**

**4-DOOR  
SEDAN**  
(Illustrated)  
f. o. b. Walkerville  
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**THIS** new Studebaker Commander Six 4-door sedan is now reduced to \$1595. Now at savings up to \$200 you can own a larger, finer Commander than the one which officially proved its champion ability and endurance by running 25,000 miles in less than 23,000 minutes.

Ball bearing spring shackles and hydraulic shock absorbers add to your comfort in this Commander—as do the wider rear seat and adjustable front seat. Its windshield is non-shatterable safety glass.

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Studebaker's new Dictator Six 4-door sedan is now only \$1395—  
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REPRESENT CANADA AT EMPIRE LAW PARLEY

Dr. O. D. Skelton, Under Secretary of State for External Affairs (left), and Hon. Ernest Lapointe, Minister of Justice for the Dominion (right), who will represent the Government of Canada at the meeting in London on October 8 of a committee which will consider and make recommendations regarding legal points raised at the Imperial Conference of 1926.

**Roads for Settlers Now One  
of the District's Big Needs**

**Whatever May be the Case in Temiskaming, This Area is Not Properly Served by Roads for Settlers. Give the Settlers a Chance! There Should be Better Conditions for Settlers in Common with Improved Standards of Living in Other Walks of Life.**

When the daily editors visited Timmins and asked about the needs of the North Land, very special emphasis was given to the fact that the one great need of this country to-day is for roads for settlers. No one who knows this part of the North or the area along the Transcontinental will question this fact. Settlers packing in on their backs all their supplies, and bringing out all their produce by the same method, is proof enough of the fact of the need for roads. Every time there is anything said about helping the settlers—and there seems to be a growing opinion that the settlers should be helped—some settler rises to say with emphasis, and often with justifiable bitterness, "If the Government would give us roads, we would ask nothing else." Without roads the settlers have a task so difficult as to approach the impossible.

The Advance has found The New Liskeard Speaker usually so well informed and fair-minded upon all topics relating to this North that this paper was astounded at an article in The

Speaker last week. A couple of weeks ago The Advance had an editorial note referring to the suggestion that the Government build homes for settlers. The Advance said:—"A better plan would be to build roads for the settlers. If the Government will only supply the roads, the settlers will soon provide their own homes." Commenting on this The New Liskeard Speaker says:—

"In so far as the paragraph above applies to Ontario we think we are within the mark when we say that this province does supply the roads for new-comers on bush land. At least there are roads to all parts of Temiskaming where there are settlements. But sometimes a new-comer sees good timber land back from the settlement, and he jumps good unsettled land and settles on this timber land, and then wants a road built to his place. As before stated by us, Ministers of Crown Lands have complained about settlers going back from the settlements and then putting up a pitiful cry for roads. This has cost the province an immense amount of money in the past. Former Ministers, Hon. E. J. Davis and Hon. Mr. Rheame, each publicly spoke of this before Liskeard audiences. It is a policy of the present Minister of Lands to have new-comers take their land as near the settlements as may be; and we believe the Minister would see that all settlers who take up land next adjoining settled land would have roads built for them as quickly as practicable, and this is more than the pioneers had done for them. But settlers were not so hard to please twenty or thirty years ago. And what about our pioneers of Upper Canada who not only had to buy their bush land, but build their roads and all their buildings and make their clearings and at the same time earn the food and clothing required?"

From what The Advance has been able to learn, it may be true that Temiskaming, especially in the area around New Liskeard, is well supplied with roads. Mr. A. J. Kennedy, M. P. P., some time ago made the statement that there are now roads available for all settlers in the Central Temiskaming area. It is very sincerely to be hoped that because that particular section of the North is well supplied with roads for settlers there will be no tendency to take the attitude that other sections of the North may do without. Certainly in the Porcupine area and all along the Transcontinental, settlers are crying for needed roads. Within a few miles of the town of Timmins there are settlers who have struggled along on their homesteads for years without roads. A petition was in circulation a few weeks ago praying for a road for a group of some sixteen or more settlers in the Night Hawk area. The settlers have been from five to fifteen years on their homesteads and are still without the benefit of a road, though only a short strip of roadway is needed to put them in touch with markets, stores, churches and schools. Less than three miles of road would give the settlers near Connaught the advantage of a roadway. Within four miles of Timmins there are settlers nine years without roads, though only a mile of roadway would need to be built in this case. These are concrete examples. More could be given. Anyone acquainted with this section of the North must know that the settlers are not supplied with proper road facilities. The same applies to settlement in various sections along the Transcontinental. The Advance does not suggest that roads should be built to permit men to get out timber under the guise of being settlers. That may have happened in the past, but the onus for such impropriety must rest on the authorities whose negligence or worse permitted such action. The Government should be able to tell the difference between settlers and timber sharks. If the Government officials can not differentiate between true and bogus settlers, the blame certainly attaches to officialdom, not to the settlers.

Quoting the words of The Speaker's paragraph, The Advance would say very emphatically that the Government has NOT supplied the roads for old-timers on bush lands, let alone for new-comers. The proof of this fact is that settlers for five to fifteen years have struggled along on their farms without the benefit of roads.

As for the complaint about "settlers going back from the settlements and then putting up a cry for roads," the question may well be asked: "Why does the Government allow this?" Surely, it is the province of the Government to prevent such desperate tactics! At the same time, it must be remembered that the settlers have to have some choice of land if they are to succeed. Regulations in regard to mining lands and grants to veterans complicate the issue and make it impossible to settle the country in blocks in the way Hon. E. C. Drury suggested but could not implement. If the settler is to have any chance at all for success, he must have some timber or pulp on this land to enable him to finance his holdings until he can get some clearing done. However, The Advance would endorse the idea of settlement in blocks so as to provide for schools, churches, communities and roads on the most economical plan. But The Advance is not referring to present or future settlement in regard to the present need for roads. The reference is to the great need in this area for roads for the settlers who have struggled along for five to fifteen years. There is practically no new settlement going on now in this district. Some, here for years, have been forced to abandon the struggle. It would indeed, be well to consider why. The true answer would largely be embraced by the words "the need for roads for settlers."

The Advance confesses to being particularly irritated by the suggestion that settlers years ago were not so hard to please as those of to-day. Col. McCulloch, a visitor here with the daily newspaper editors, talked along the same line. He referred to the struggles of the men and women who pioneered old Ontario, and suggested that settlers of to-day had a very easy time in comparison. Such talk must be very soothing to the gallant pioneers of this country who have faced loneliness, privation, hardship, discomfort, semi-starvation, harsh weather, blackflies, snow, cold, ice, to build homes and farms in the wilderness. As a matter of fact, there was nothing faced by the earliest pioneers of Ontario, apart from the danger of attack from Indians, that is not the lot of the isolated settler to-day in this North. It is for this reason that the line of talk given by Col. McCulloch rouses the anger of The Advance. Surely, with all the progress in town and city life in the past hundred years in the way of comforts and better standards of living, no one seriously suggests that modern life should not show some advancement also for settlers. If the people of Toronto are willing to go back to candles and coal oil lamps and the streets of muddy York, then the settlers no doubt will be ready to accept the conditions of 1829 and say little about it.

In fairness, it may be added that to-day there are no settlers in the New Liskeard district. They are all farmers thereabouts now. But in the Porcupine area and along the Transcontinental, there are few farmers, but many settlers. The Speaker evidently does not understand the situation here, or it would be as earnest as The Advance is urging the need for roads for the settlers. If The Speaker would like some information about the settlers along the Transcontinental it should get in touch with Rev. Father Lajoie at Kapuskasing. As to the hardships of the settlers and their great need for roads, to use a colloquialism, he would "give them an earful!"

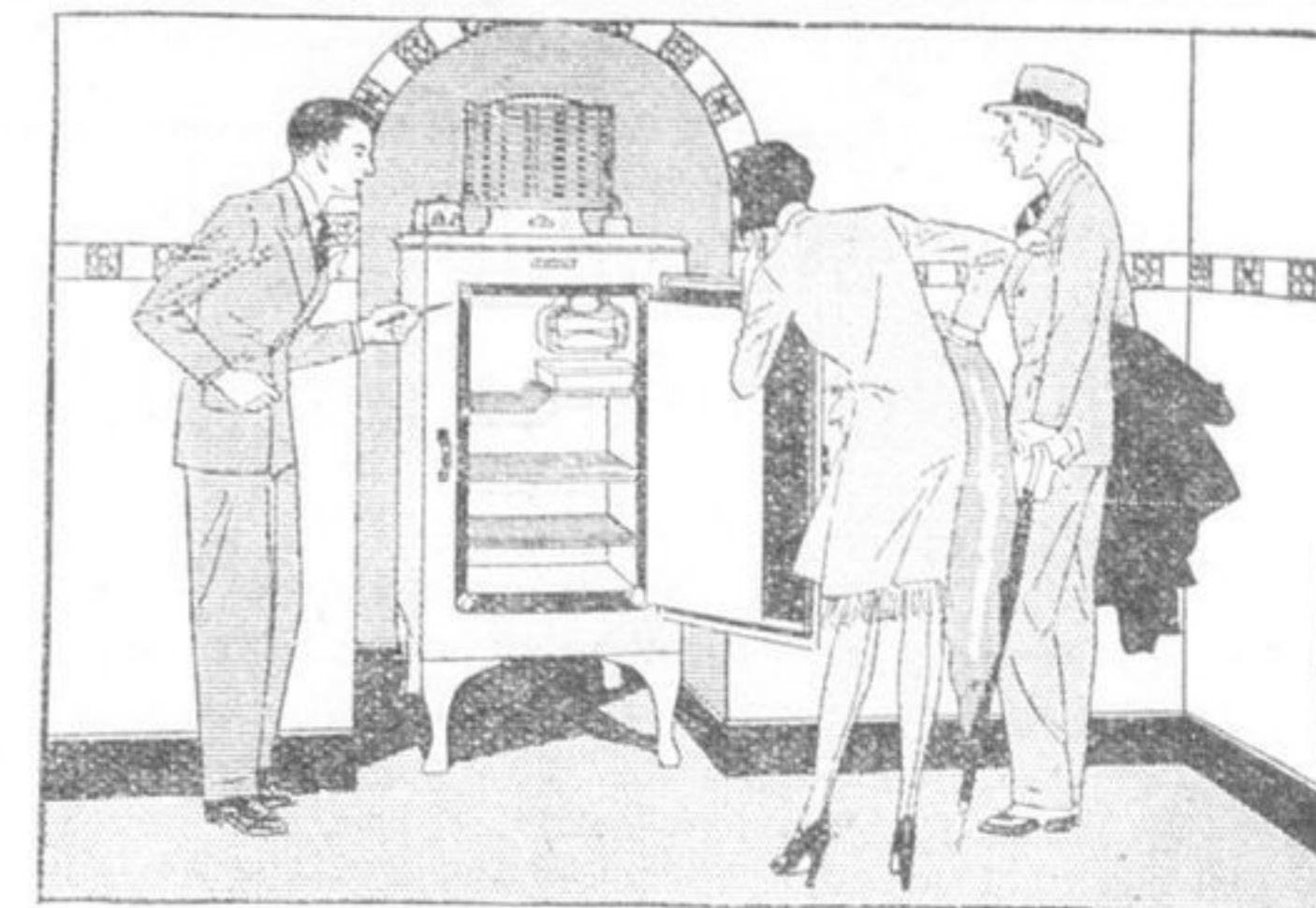
It should be said here and now that the present Government of Ontario had done more for the progress and development of the North than all previous administrations combined. This should be acknowledged freely and frankly, but at the same time the urgent need of the day—the need for roads for settlers—should be unceasingly advocated. Because the New Liskeard district is well supplied with roads for farmers is all the more reason why the rest of the North should have roads for settlers so that prosperity, progress and good conditions should be made general throughout this great North.

**V.O.N. CONFERENCE TO BE HELD AT COBALT NEXT WEEK**

Arrangements have been practically completed now in connection with the holding of what is known as a "Regional Conference" of the Victorian Order of Nurses branches in the North Land. The branches which are expected to be represented at the conference include: Timmins, New Liskeard, Cobalt, Kirkland Lake, North Bay and Sudbury. The conference is to be held at Cobalt on Tuesday and Wednesday of next week, Sept. 24th and 25th.

New Liskeard Speaker:—"Considering the amount of trouble a certain type of Doukhobor has been to the Government of Canada, the various Provincial Governments, and in many instances to the people of the section in which these foreigners have lived, it is often a matter of surprise that their antics are tolerated. Undesirable Doukhobors, Communist Russians and any other foreigners who are inclined to be a nuisance or a disturbing factor in the life of Canada, should be hoisted out of the Dominion as quickly as possible. Efforts to make "good" Canadians out of that class of foreigners is both expensive and usually wasted energy."

**Buy out of Income**



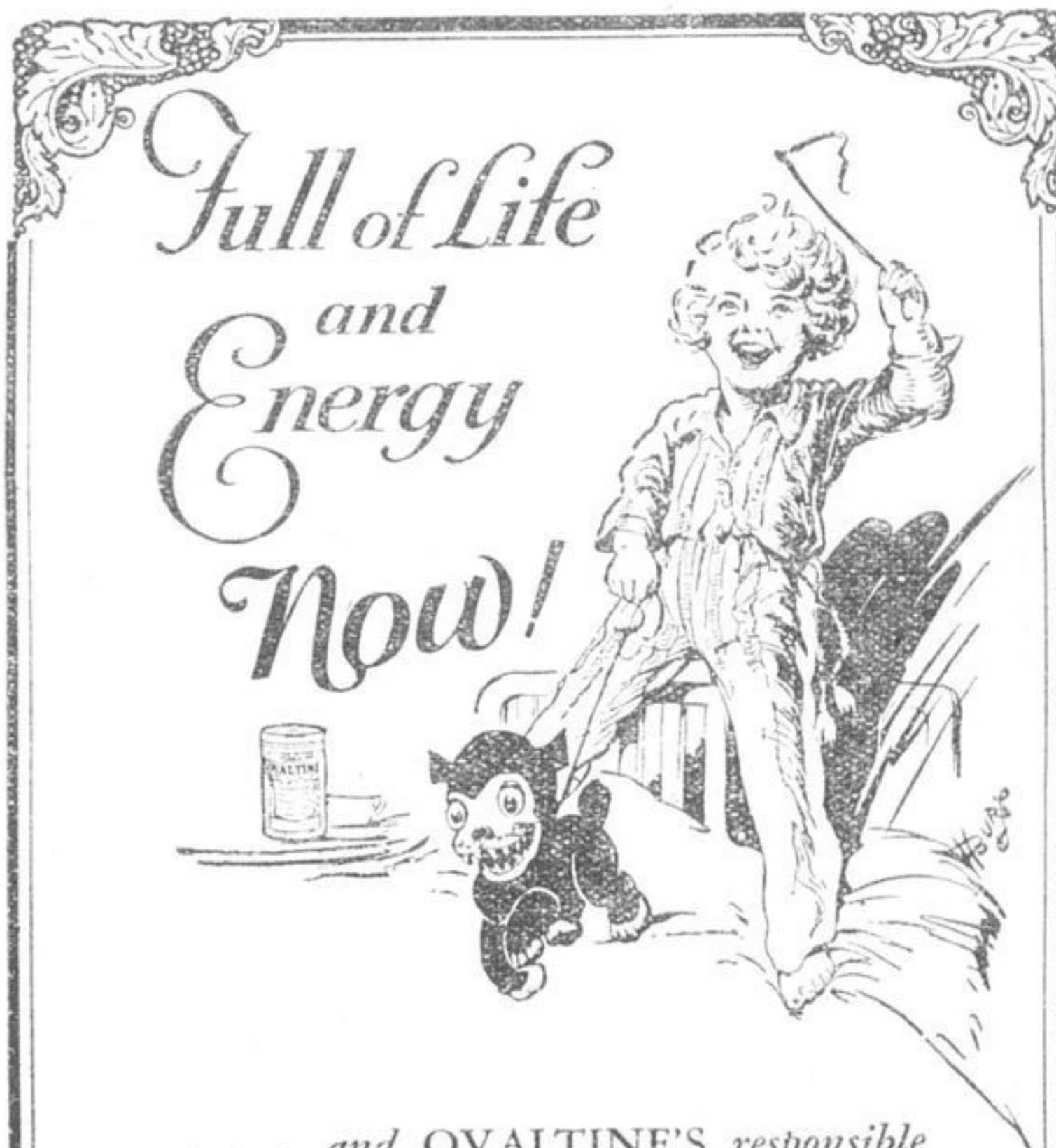
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