At the recent meeting of the North-

FERGUSON ROUTE HAS ALL THE LOGICAL ADVANTAGES

The advocates of the routing of the Trans-Canada highway through the Black and White Pierrots is announclonely rocks of the north shore of Lake ed as to be held on Wednesday, Oct Superior have the temerity to suggest 8th, in the McIntyre hall, commencthat their route is a scenic one and ing at 9.30 p.m. The Club Royal orthat the journey along the Ferguson chestra will furnish the happiest highway would be monotonous. It music for the occasion and like all preanything more monotonous could be vious events under the same auspices conceived than a trip through hundreds the dance on next Wednesday evening of miles of dirty grey rock, without a will be a very enjoyable one. The redeeming feature, it would be hard to Black and White Pierrots had a sucpicture it. On the other hand the Fer- cessful season last year and intend to guson highway has true scenic advan- have the present season still more suctages. There is variety and interest to cessful and pleasing. They are planits scenery. In referring to this phase ning to extend the popularity of the of the matter The New Liskeard Speak- club and to this end intend to have all

er last week said:-"We admired the spirit with which previous years. the Temiskaming press entered into the campaign to try to convince the STROLLERS NOVELTY DANCE Dominion and Ontario Governments that the main line of the Trans-Canada highway should be as direct a line as years ago the Parliament of Canada said the Transcontinental Railway should be. In the advocacy of this wish to deprive the people of Northwould pass through many miles of al- distributed. An announcement We thought our arguments were sound, for the blues. and that they would appeal to all the country.

region of the claybelt."

"Unless we have made a mistake tical for the 'scenic.' "

FIRST OF SEASON DANCE BY BLACK AND WHITE PIERROTS

The first dance this season by the the coming events even better than in

PROVED A HAPPY SUCCESS

The Strollers novelty dance held on Sept. 24th proved a wonderful success. The hall was a maze of colours with the festoons of balloons which lowered after lunch. The orchestra was at its best with its latest selections. western Ontario of having connecting A dainty lunch was served at 12.30 commending the northern route via During the evening there was a new Cochrane we pointed out that the road and attractive selection of novelties most level timbered land, and that this made that the next dance will be a Hearst (Hearst connecting with

thoughtful citizens who are familiar there have been eight Premiers of Onwith the history of the settlement of tario since Confederation, but not one of them had the nerve to undertake to through a monotonous claybelt," and only would the road have been built, Saturday Night draws a glowing pic- but the land would have been settled.

ture of the "scenic beauty" of the Lake "Has Canada become so rich that Superior route, and refers to the more there is no longer need for the practice direct Northern route as a "dusty road of economy in the selection of routes through the flat and less picturesque for our highways; so rich that she can afford to spurn the economic and prac-

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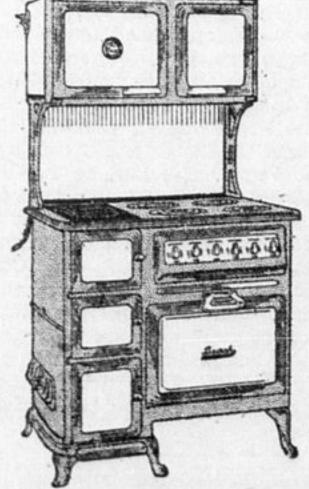
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ALTERNATE HIGHWAY PLAN URGED UPON GOVERNMENT

Deputation Asks Government to Route Trans-Canada Highway by Chapleau and to the Nipigon Country and with Conecting Link from Hearst.

At the meeting of the Northern Ontario Associated Boards of Trade a Cochrane some weeks ago much was heard about what was ineptly termed a "compromise" route for the Trans-Canada highway. According to the theory of the exponents of this "compromise" route, it would satisfy all parts of the north and would utilize the Ferguson highway as well as giving Sudbury, Sault Ste. Marie, Chapleau and other towns a place on the proposed roadway across Canada. As a matter of fact, it was nothing in the way of a compromise, but simply was an effort on the part of those interested to induce this part of the North to sponsor and support the idea of having the Trans-Canada highway route go roads with this main road; but in re- which was a credit to the lady helpers. by way of Sudbury, Chapleau, etc., and north to the Nipigon country. only connection with the Ferguson highway offered was that the road from road would open for settlement large "Hallowe'en Special" on Oct. 29th, Ferguson highway at Cochrane) should tracks of land which would be cleared. When the Strollers promise a real tonic be joined up with the proposed compromise route at Oba or near there. The building of this proposed "compromise" road would not mean the utilizing of the Ferguson highway as part of the Trans-Canada road but "But to our amazement, the enemy build the road the Soo is now trying to rather would require the building of a press has trained our guns against us get the Governments to build, and yet, | road north from Sudbury to paralle: and used the strong arguments-or the as we pointed out last week, had the more or less the Ferguson highway arguments we thought were strong-to country from the Soo north been such | The delegates at the Northern Ontario our disadvantage. "Why," says the a country as the Transcontinental Associated Boards of Trade meeting Sudbury Star, "If the main line passes Railway passes through, the road would | were not fooled in the slightest by the along the northern route it will pass have been built fifty years ago, and not "compromise" artists. The meeting went on record as unanimously against this proposal, being unanimously in favour of the use of the Ferguson highway as already built and then using the highway already constructed from Cochrane to Hearst, and from Hearst proceeding westward to the Nipigon country and so on to join up with the road systems already built. The delegates at the Northern Ontario Associated Boards of Trade meeting recognized the need for a road north from Sudbury to Chapleau and farther north, but felt that such a road should be built by the province for the local purpose of affording road facilities and communication for the towns served. It was felt very strongly that it had nothing to do with the immediate connecting up of roads to form the present Trans-Canada highway. Representatives present at the meeting from Chapleau and other places interested were not able to make the delegates see the matter in any other light than

the one mentioned. There was a general disposition to support the idea of feeders to tap the proposed Trans-Canada highway. Some of the delegates even went so far as to suggest that the heartiest support would be given to Sudbury, Chapleau, etc., in pressing on the Ontario Government the need for the local road proposed, but it was felt that this had nothing to do with the present plans for the Trans-Canada highway. Even when it was suggested that politics would play a great part in the selection of the route, the delegates were little moved. It was insinuated that Sault Ste. Marie, Sudbury and other important centres were liable to back the idea of the route going along the north shore of Lake Superior, unless the "compromise" route were accepted. To this the answer was, in effect, that veiled threats would not alter the belief that for the present logical and economical way to complete the Trans-Canada highway in the shortest possible time was to follow the Ferguson highway to Cochrane, and to proceed from Cochrane to Hearst on the road already built, and then build west from Hearst to the Nipigon country to connect up with existing roads to Kenora and Port Arthur.

ronto say that what was termed a acting Minister of National Revenue. 'new alternate" route for the Trans-Cochrane, Hearst, Sault Ste. Marie Forests that by constructing a 20-mile son, M.P., introduced the party. link southwest of Hearst, the Ferguson Marie with the centre, making that city a tornado or the earthquake.

There was a strong feeling that the

route along the north shore of Lake

Superior was an impossible one because

it was through a virtually barren coun-

try where there could be no settlement,

and where the cost of road-building

would be practically prohibitive. The

fact that there were veiled threats to

support this impossible route suggested

that the advocates of the compromise

route were more concerned with local

for the Trans-Canada highway.

Canning Factories May be of Service to North

ern Ontario Associated Boards of Trade reference was made on several occasions by different speakers to the value of canning factories to the North. One of the subjects that drew forth this comment was the question of the blueberry industry in the North. It was suggested that in the development of the blueberry industry all thought should not be centred about the shipping away of the fresh fruit. Homer Sutcliffe told of the amount of blueberries used at the New Liskeard canning factory. A fair price was paid for the fruit so the settlers Marie, and it is expected that all and others concerned benefitted. addition it was also a case of support- in bringing the matter before the proing a good home industry. There were per authorities. The Haileybury branch other references to the New Liskeard is heartily in favour of the movement canning factory and its work, so the having had plenty of cause to see the following paragraph from the last is- need there is for some organization sue of The New Liskeard Speaker, giv- closer than Toronto with which proing some details about Liskeard's can- blems affecting veterans may be taken ning industry should prove of more up. There are several good reasons

than passing interest: people adjacent may be formed when mated that there is a branch for every we say that during the five weeks the 6,000 population, while in New Ontario Associated Quality Canners were oper- there is one for about every 26,000. ating they canned 272,000 lbs. of blue- There are now, or will be very shortly. berries for which they paid the pickers four service bureaus for the purpose of the sum of \$27,000. Ville Marie was the taking up pension matters, while Norfarthest distant point where the com- thern Ontario has none. In all cases, pany bought berries. Although the the local branch has to procure all evipea-canning branch was rather disap- dence and details and present them to pointing this year owing to unusually wet | the headquarters in Toronto. In more weather, yet 12,000 cans were packed than one local case, this has entailed and it was not a failure by any means, considerable expenditure which the However, every previous year the pea- branch could ill afford, besides uncanning was quite successful, and there necessary delay which resulted in inis no part of Canada where the pea- justice. At the last Legion convention crop as a rule, is so good as in Temis- in Hamilton, held in August, only three kaming. We believe that Mr. H. Allen, branches in Northern Ontario were rethe manager, is quite hopeful that they presented. The simple reason was that made no mistake in doubling the capa- few could afford to pay delegates' excity of the plant and that the future penses considering the distance. What has a bright outlook. The Associated is required is, first, a service bureau Quality Canners with headquarters in that will take all of New Ontario, an Toronto is the second largest fruit can- organization through which local proning organization in Canada. We are blems may be handled without the time hopeful that the pea canning industry and expense required now, and second a will extend to many other Temiskaming | per capita tax on all members of the centres. Shipments of canned stock Legion in Ontario to provide a fund for are now being made, and Mr. Allen travelling expenses alone. The Sault hopes to have the season's business branch is endeavouring to assist and wound up in the course of two weeks."

Judge Reduces Value on Dog Killed by Motor Car

A four-months'-old dog which its owner valued at \$50, and which was the victim of an automobile accident at Temagami on June 22nd last, was the subject of an action in Division Court at Cobalt some days ago ,when Judge Hayward allowed plaintiff in the case half of his claim, \$25 and costs. The animal, a thoroughbred deerhound pup. was run over by a car driven by James Derouin, Goward who was sued by Frank Goddard, whose dog it was. Goddard alleged negligence against Derouin

Although plaintiff said he could not recall having offered the animal for sale for less than the amount he claimed before the court, Frank Sampson swore that when the pup was three weeks old, Goddard had declared witness could have it for ten dollars. It developed during the hearing of the case that, after the pup had been hurt Goddard and Derouin had some words, the upshot of the argument being that plaintiff admitted having slapped defendent with his open hand. This phase of the matter was not pressed.

According to Goddard, his two deerhound pups had been on the opposite side of the Ferguson Highway from his place at Temagami, and he had whistled to them to come back. As they approached, he said, an automobile came over the knoll 7' yards distant to the north, slowed down momentarily and then picked up speed again. One dog got clear of the car, but the right hand wheels ran over the other, which died later. The car was travelling not more than 20 miles an hour at the time. Derouin and three companions in the car said they saw only one dog and did not know it was under the car until they heard it squeal, when the driver released the brake he had applied—Haiileyburian.

HON. W. A. GORDON APPOINTED ACTING MINISTER OF JUSTICE

Hon. W. A. Gordon, K.C., Temiskaming representative in the House of considerations than with the best route Commons, and Minister of Immigration and Colonization and Mines, has It appears now that the advocates of | been appointed Acting Minister of Justhe compromise route so called have tice for the period during which Hon. for the moment dropped the idea of Hugh Guthrie will be absent from Canbacking the north shore route, but are ada attending the Imperial Conference attempting to put over the Govern- in London. Sir George Perley is the ment what they failed to put over on acting Prime Minister, Hon. R. J. Manthe Northern Associated Boards of ion is acting Minister of Trade and Trade. Despatches last week from To- Commerce and Hon. E. B. Ryckman is

Canada highway which would serve and North Bay the southerly gateways. The delegates claimed the road would and Chapleau, was proposed by a dele- serve the clay and mining belts of the gation representing Sudbury, Chapleau, North and could be constructed for 25 Blind River and Sturgeon Falls, which per cent. of the cost of the proposed interviewed Hon. William Finlayson lake shore route, which they said would Thursday. The proposal will be pre- make no contribution to the developsented again at a conference which will, ment of Northern Ontario, because it probably be held in Sudbury or North lay through rocky and sparsely populat-Bay, at which time the route favoured ed territory, inaccessible from the cenby the delegation will be discussed. tre and eastern parts of New Ontario. This route would follow the present The deputation was composed of J. A. North Bay-Sault Ste Marie highway as Labarge, president of the Board of far as Dean lake, then northerly into Trade; T. E. Edwards, president of the the Mississauga reserve, through Chap- Rotary Club; F. J. Dennie and D. M. leau and Oba, westerly to Nipigon, and Morin, of Sudbury; Mayor William thence to Port Arthur, where it would Rowman, Blind River; Albert Aubin, join the section of the Trans-Canada M.P.P., and Mayor A. A. Aubin, Sturhighway already designed. The dele- | geon Falls, and T. H. Wolfe and A. M. gation told the Minister of Lands and Austin, of Chapleau. George Nichol-

highway would be connected with the London Advertiser:-Nature may be centre route, and the building of a six- grim sometimes in Northern Canada, but mile road would connect Sault Ste. she seldom punishes this country with

Legion at Haileybury Urges Bureau for North

The Haileyburian last week had the following paragraph that will be of interest to members of the Canadian Legion and others in this North:-

"The Canadian Legion is bening its

efforts towards obtaining for Northern

Ontario a service bureau to deal with

pension matters and other problems that are constantly cropping up in connection with returned men. The movement has been started by the branch of the Legion at Sault Ste. In branches in the North will join them why such a service is a perfectly rea-"An idea of the importance of the sonable demand on the part of the Lecanning plant to New Liskeard and the gion In Old Ontario it is roughly estiencourage the returned men in the forming of branches and all the branches in Northern Ontario will join with them in urging that a service bureau be established."

> Stratford Beacon-Herald: - The Woodstock Sentinel-Review tells about two tomatoes that weighed three pounds. Why, man, William Casey of Mitchell sent us one that weighed three pounds on its own hook. After handling and feeling it we can't help hoping that some time there may be an election on when the big tomato

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