

## Member for Cochrane on Land Settlement Plans

**Jos. A. Bradette, M.P., Thinks Present Settlers Should be Looked After Before Others Induced to go on Land. Many of Present Settlers Anxious to Return to Cities.**

The Dominion House in committee of supply at Ottawa last week heard an able discussion of the land settlement plans in force by Jos. A. Bradette, M.P., for this riding of Cochrane. Mr. Bradette made it plain that he did not think it wise to induce others to go on the land under any settlement plan until those already on the roll as settlers were properly assisted and given opportunity for contentment. The discussion in the committee arose over an item of \$500,000 for "agricultural settlement and re-settlement. The discussion as reported in Hansard, the official report of debates, is given here with so far as Mr. Bradette's part in the matter is concerned.

Mr. Bradette: I understand from the minister that the back to the land movement would not come under this vote.

Mr. Rogers: It would be confined to those who are on relief in the municipalities.

Mr. Bradette: It has nothing to do with the back to the land movement inaugurated four years ago?

Mr. Rogers: Yes, but it is confined to those who are relief recipients.

Mr. Bradette: I believe I have more of this type of settler in my constituency than will be found in any other section of the country. I agree entirely with what certain aldermen of the city of Ottawa said the other day when they advised the recipients of relief to stay in the city and not go on the land. I do not want the government to enlarge this scheme, although it should look after the people who went back to the land three or four years ago. The present leader of the opposition (Mr. Bennett) told me two years ago that after the \$600 given to these people had been expended, it might be found necessary to give further aid. I am glad help has been given to some of these settlers, but I do not want to see any more people coming from the industrial centres of Ontario to settle on the land when we have many sons of farmers, men who are experienced, who cannot get settled on the land. The government should be very careful before going further with these schemes.

Next session I should like to see this back to the land and settlement question brought before the agriculture committee in order that it may be thoroughly discussed. I believe I have about 600 of these settlers in by constituency, and before and during the last election campaign I visited nearly every one of them. I found them to be splendid men and women, industrious and courageous, but in most cases they had come from the industrial sections of Southern Ontario. They were ready and willing to take up their new life, but the odds against them were very heavy and in many cases insurmountable. Many of them have followed their way back to their previous homes, some of them even walking back. Many of the women to whom I spoke told me that they were dreaming of the day when they would be back again in Toronto, Ottawa, Windsor or some other urban centre of population, although they were willing to make all the necessary sacrifices to succeed.

I do not want to enlarge upon this matter as I realize the minister is eager to have the item passed. But I do not want the government to bring one more man from the older centres of population into the newer sections until it has been found possible to give the necessary aid to farmers' sons, who want to settle on the land and those under the \$600 scheme. These young men are thoroughly experienced and would be following their natural lives.

The minister is a student of human nature, and if he looks into this question I know he will realize the impossibility of placing craftsmen from the cities on farms in the newer sections of the country. These men are used to life in the urban centres and the odds against them are too great when they are suddenly transplanted to newer sections. Perhaps next session the government may find it possible to set up a special committee to consider this question. If we can make things more comfortable for the rural population we will be making a long stride towards bringing prosperity and comfort to Canada.

Mr. MacInnis: I have great pleasure in associating myself with the hon. member for Cochrane (Mr. Bradette) in the sentiments he expressed a little while ago. I think that the money now being spent could be used to better advantage in creating a good community life for the people who are already on the land and who, unless conditions get much worse than they are, are going to stay there. The minister points out that his department is not selecting the people who go on the land, neither has it selected the farms or the districts in which they are settled. I am pleased to hear him say it is intended to look into this matter before the next session of parliament, because if the Dominion Government is to give financial assistance in this way it must provide the organization that is necessary to put these people back on the land.

Mr. Bradette: The hon. member who has just spoken (Mr. Stewart) says he still remembers how those who were then in opposition, now supporting the present government never criticized the principles of the back to the land scheme. I happen to be a neighbour of the then minister of labour, and I know he put all his heart into that scheme. I criticized the scheme in 1931 because the minister at that time made the statement in the House of Commons that the back to the land movement had been a success without any expenditures of public money. I rose on the opposition side at that time and said it could never be a success unless both the provincial and the federal governments found it possible to spend large sums of money out of the public treasury. That is the only criticism of the scheme I ever offered. When, later on, the so-called \$600 movement was inaugurated, I do not recall that there was any criticism from any member of the then House of Commons. But I repeat that I do not believe we can enlarge that scheme at the present time without consolidating the condition of those who are now on the land and assisting farmers' sons and others who are working their holdings to stay on the farm, because you will not get a majority of these fine people to remain in their present occupation if ever the industrial situation rectifies itself; you may be positive of that. I have been told by some of these people that in a year or two they are going to walk back to Toronto if they are unable to get a lift on the way. Apparently many of them are not satisfied with their present occupation; I think that is the case with the majority. I know some good came from that scheme, and to that extent credit must be given the previous government, but the responsibility rests with the present government to maintain those who were placed on the land a few years ago so that at least they will be comfortable, and substantial help should be continued in the majority of these cases.

## GLAMOROUS GRETA GREETS GOTHAM WITH A SMILE



Not only does she no longer "want to be alone," but she doesn't even "tank about going home." In fact she just came from home and is glad to be back in the United States. In case you don't know whom we are talking about, just take a look at this picture. The one and only glamorous Greta Garbo sheds her radiant smile upon the startled ship news reporters as they gather about to greet her as she arrives in New York on board the S.S. Gripsholm, returning from a vacation at her home in Sweden, bound for Hollywood and more picture assignments. She even posed for the cameramen.

## Plans Nearly Ready to Develop Lignite

**Toronto Interests Said to be Ready to Operate in Extensive Way.**

According to despatches from Cochrane this week a deal to develop the lignite beds north of Cochrane is now almost completed with the Ontario Government, and Cochrane people would not be surprised if there was decided action this summer in regard to the lignite development. Capitalists and engineers are said to have been in the Onakawanna area, some 120 miles north of Cochrane, and some 60 miles south of Moosonee. According to the word from Cochrane the carrying out of the present plans would establish a big industry in the North, and incidentally mean notable traffic increase for the T. & N. O. In case the development of the lignite beds is proceeded with it would mean the making of the extension of the T. & N. O. from Cochrane to Moosonee a paying venture from now on.

According to the Cochrane story this week an agreement to permit the production of lignite from the Onakawanna fields is on the verge of consummation between the Ontario Government and certain influential Toronto interests. Cochrane people do not know the identity of the interests behind the venture but the opinion prevails that the group is the same as that discussing the question with the government for the past year or so.

There have been a number of articles in The Advance in regard to the proposed development of the lignite deposits, the chances for a big new industry and the general new business to be created. One of the despatches from Cochrane after referring to the discussion with the Ontario Government in the matter, says:—

"This group at the time were reported to control certain German patents which experiments had shown could make the lignite of the Abitibi region of tremendous commercial value. The formation is similar to that in a section of the Ruhr district of Germany, where coal, considered valueless for hundreds of years, by a special process suddenly attained great commercial value."

"From information available here it is anticipated that a town of several thousand inhabitants may grow up on

the lignite fields at present next to deserted. An agreement to provide employment for up to 4,000 people during the next two years is said to be one of the terms which the Ontario Government imposes before granting the lease to the Toronto interests, it was stated here by a man in touch with the situation.

"Col. Malcolm Lang, chairman of the T. & N. O., has been actively interested in facilitating the reaching of an agreement between the Ontario Government and the interests prepared to invest several hundred thousand dollars in developing the lignite fields of Ontario.

"With the expected signing of an agreement within the next week it is said that the T. & N. O. will transport thousands of cars of lignite annually for distribution in Southern Ontario."

## North Members to Confer with Premier Hepburn

According to despatches from Toronto members of the Legislature from the North are to confer this week with Premier Hepburn, the chief matter to discuss being the recent surprise action of abolishing the Northern Development Dept. Road work also will, of course, be a subject for special discussion.

In regard to the abolition of the Northern Development Dept., there is difference of opinion. Some think it will work out to the advantage of the North, while others fear the contrary. One objection to the move was made without general consultation of the private members from the North. One despatch from the North says that the private members feel that Conservatives will have a strong talking point throughout Northern Ontario, particularly in view of the failure of the government to provide any general employment programme in the North for several months preceding last week's decision. The political effect would not be noticeable if the amalgamation of the Departments of Northern Development and Highways had taken place during a period of widespread employment and construction work in the North. Members of the cabinet feel, however, that if an imposing programme is mapped out within the next few weeks, to commence about the time seeding is completed in the North, and plenty of work is provided by the new Department of Highways that the political effect upon the government's move will be vastly minimized.

## Two More Engineers at Mineral Estates

**New Company with 15,000 Acres to Develop Adds to Engineering Staff. Government May Make Survey.**

Two more engineers have been added to the staff of Mineral Estates Ltd., who are developing nearly 15,000 acres immediately to the west of Timmins. R. Franklin Stibbard, resident manager, told The Advance yesterday.

Surface work in Carscallen and diamond drilling in Mountjoy is continuing, although plans for exploration are being held up somewhat by bad weather and wet ground.

It is also reported that the Department of Mines intends sending into the area this summer a party who will make detailed topographical surveys of the area near Mineral Estates.

## Promise Full Enquiry into Moose River Case

After the rescue of Dr. Robertson and Alfred Scadding from the Moose River Mine where they had been trapped by a cave-in, there was a general demand for a complete investigation of the matter. The Advance at the time pointed out that the daily newspapers could do much to redeem themselves for sensational treatment of the case, by leading the demand for a thorough enquiry. Such a complete investigation will be held from the promises given last week. A despatch from Halifax at the week-end says that a complete investigation will be made under the Metalliferous Mines and Quarries Act, according to an announcement Saturday in the Speech from the Throne that brought prorogation to the Nova Scotia Legislature.

Lieutenant-Governor Covert prorogued the session at noon after giving royal assent to a number of measures passed since the opening of the House March 10.

The drama at Moose River occupied much attention in the Legislature during the past two weeks and brought on heated debate. Opposition Leader Gordon S. Harrington charged the mine was operated without license. He also charged there was no inspection of the mine.

## Jos. A. Bradette M. P. Asks re Trans-Canada Road

**Member for This Riding Protests Against the North Being Left Off Trans-Canada Route. Not Fair to 300,000 People He Told Committee of Parliament.**

When the House of Commons was in committee of supply last week and the item of \$3,527,125 for the Trans-Canada highway came up, Jos. A. Bradette, M.P. for Cochrane riding, took occasion to ask some pointed questions, regarding the routing of the Trans-Canada highway. The following extracts from Hansard, the official report of parliament give the story in full:—

MR. BRADETTE:—"Has a definite understanding been reached with regard to the routing of the Trans-Canada highway through Northern Ontario? The acting leader of the opposition smiles, but I recall that the minister of labour in the former administration during the 1930 campaign made the definite statement in my section that the routing of the Trans-Canada highway would be through the northern section of Northern Ontario. I must confess that after five years of waiting we do not yet know how the road will be routed. We have tried to get information from Toronto but have never succeeded. The answer has always been evasive. If I understand the situation aright it is this: that until the province has decided on the proper routing of the Trans-Canada highway within its borders, no money will be contributed out of the federal treasury. We have been told in our section in the riding of Temiskaming and Cochrane that the routing will be through our section. There is an alternative route. One route is via Sudbury and Port William, and an alternative route would branch off from North Bay to Halleybury, Cochrane, Hearst, and go away down to Hornepayne. Very little work has been done in my section although we had the promises of the late government and of the then minister of labour in the closing days of the 1930 campaign, and subsequent to that campaign, that the routing would be through the northern section of Northern Ontario, but we have been left entirely in the dark as to where the road will be routed. I am going to protest against depriving nearly 300,000 people of direct communication with the Trans-Canada highway if the routing is not through Northern Ontario. I have no quarrel with tens of millions of dollars being spent in the southern section of Northern Ontario, but I do not want to see my fine section of the country in the North left out of the picture by being cut off from the Trans-Canada highway. The province of Quebec has been certainly left out in the cold so far as this is concerned, but the onus must rest on that province. The most direct route would have been from Montreal to Mont Laurier, Amos, Cochrane and Hearst and on to Winnipeg, but that is now out of the question because Quebec is going to build its own part of the road. Is the minister in a position to state whether the government of Ontario has decided on the exact routing of the Trans-Canada highway so far as Northern Ontario is concerned, and if so, where will the road be located?"

HON. NORMAN ROGERS:—"It has been the practice in the past for a province to make its own designation of the route to be followed by the Trans-Canada highway. The dominion government merely exercises a discretion as to approval, which in the past I think has been in the main wholly formal. Ontario has designated the route of the Trans-Canada highway as from

Sault Ste. Marie to White River, and from White River to Schreiber. There have been suggestions of an alternate route, but of course it is not for me to suggest anything as to the feasibility of alternate routes. I do know that there have been proposals of alternate routes which would serve other sections of Northern Ontario, but the provincial government by order in council has made the designation I have indicated.

MR. BRADETTE:—"I thank the minister for the information. Apparently we are out of the picture, although we had the promises of Premier Ferguson and of the Hon. Mr. Gordon and several others of the Conservative faith, and also members of the Liberal faith, as to the routing of the Trans-Canada highway through the northern part of Northern Ontario.

MR. ROWE (Dufferin):—"Page Mr. Heenan.

MR. BRADETTE:—"But I am not losing faith, because I gathered from what the minister said that the alternate route would likely receive some contribution from the federal treasury. Is my understanding correct?"

MR. MACINNIS:—"You will find out about 1940."

MR. ROGERS:—"Frankly I am not in a position to answer that question at the present time."

MR. BRADETTE:—"Would it be within the federal regulations to grant moneys for the alternate route?"

MR. ROGERS:—"We are not bound in any way so far as our contributions for highway construction are concerned, to confine them to the Trans-Canada highway."

MR. ROWE (Dufferin):—"Is the minister implying that we are going to build two Trans-Canada highways in that district?"

MR. ROGERS:—"I assume my hon. friend's question is whether or not assistance from the dominion government might be expected for some alternate route. I pointed out to him that so far as contributions from the dominion government were concerned, we were not limited to the Trans-Canada highway. In the past contributions have been made in certain areas solely in connection with the Trans-Canada highway, but in other areas contributions have been made in connection with subsidiary highways."

MR. BRADETTE:—"I was surprised at the question asked by the hon. member for Dufferin-Simcoe (Mr. Rowe), who aspires to the leadership of the Conservative party in Ontario."

MR. ROWE (Dufferin):—"Who told you that?"

MR. BRADETTE:—"I heard that and I say quite sincerely that I hope the hon. member will get it. We do not want the construction of a new road to connect with the Trans-Canada highway. The hon. member is familiar with the Ferguson highway which is almost completed from North Bay to Cochrane. There is a continuation westward of that highway from Cochrane to Hearst, a distance of nearly 150 miles, and what we want is a connecting link south from Hearst on the Algoma Central about eighty miles in length to give us access to the other sections of Southern and Northern Ontario. We do not want the construction of an entirely new Trans-Canada highway; but the fulfilment of promises made to our section."

MR. ROWE (Dufferin):—"That is why I suggested the hon. member should page Peter Heenan."

## Spark from Welder the Cause of \$7,000 Damage

**Car in Garage Takes Fire from Spark and Only the Notable Work of the Timmins Fire Brigade Averted the Destruction of Fine Garage Building.**

A spark from an electric welding outfit was the cause of a fire at McDowell's Balsam street garage on Tuesday afternoon that did about \$7,000 damage, it is believed. Welding was being done on the frame of one car. Another which had no cap on its gasoline tank stood by.

Just a few seconds after the spark struck the open tank fire and smoke seemed to fill the whole rear part of the building. Employees had to move quickly in order to escape the heat.

Within three minutes of a telephone call being turned in at the fire department, three lines of hose were playing into the building. Even then it looked as if the place would be a total loss. Extra pumps were called into service at the pump station and plenty of pressure was available within a few moments of the firemen's arrival.

One big truck, one half-ton truck, and a car were complete losses, to bring the damage to contents to about \$5500. Loss on the building will be at least \$1500. Fireproof tile walls stopped the spread of the flames to nearby buildings, and although the roof of the building was supported by wooden beams, the fire was stopped before the supports were seriously weakened.

Many of those who saw the blaze were heard to comment on the speed and smoothness with which the fire-

men ran out their 1300 feet of hose and on their businesslike method of attacking a fire that seemed almost certain to leave the building a total loss. Great clouds of black smoke were rolling out the doors and skylight of the place when the trucks arrived and flames were flicking out the rear part. No explosions followed, since the only gasoline kept in the shop was in the tanks of the three vehicles being repaired.

Tuesday night at nine o'clock, Box 37 was rung in for a chimney fire at 70 1/2 Tamarack street. On Monday afternoon a phone call for a chimney fire took the department to 162 Balsam street north, and the same afternoon a similar fire occurred at 50 Sixth avenue.

## Seriously Injured When Frightened Horses Bolt

While Joseph Haquard, of Harris township, was unloading oats from his wagon at the Windsor hotel sales stables at New Liskeard on Saturday, the team of horses he was driving became frightened and bolted. Haquard was thrown from the wagon and pinned between the hind wheel of the vehicle and a post. He had his chest crushed and several ribs broken, and is in the New Liskeard hospital in a serious condition.

## To-morrow at Noon the Limit for Nomination

**Those in Contest for the Queen of Lions Carnival at Schumacher All to be Named and in the Race This Week. Rules of the Contest, and Some Details.**

To-morrow noon is the final hour at which nominations may be handed in for the competition through which a Queen of the Lions summer carnival in Schumacher will be elected. All the young women of the Porcupine are eligible for entry in the contest but they must first be properly nominated for the position of Queen.

The young lady who is chosen as Queen will not only have the honour but will be given something tangible—a diamond ring—by which she can remember the King's birthday, June 23rd. Those who come second and third in the contest will be named as ladies-in-waiting and they too will receive recognition of the choice, in the form of wrist watches.

Following are the rules:

1. Any young lady is eligible—regardless of the town in which she lives.
2. Nominations must be made on an official blank appearing in to-day's Porcupine Advance.
3. All nominations must have the personal signature of the contestant.
4. Nominations closes on May 8th at noon, and must be in the hands of J. A. Hawkins, Box 93, Schumacher, by that time.

5. Votes may be secured in three ways: (a) The nomination blank entitles the contestant to 2500 votes.
- (b) For every ticket to the Schumacher Lions Carnival and Street Dance sold a contestant is entitled to 500 votes.
- (c) When a book of six tickets is sold, the contestant is entitled to an additional 500 votes provided the receipts are accompanied by the special coupon printed in to-day's Advance. This coupon will be published in every issue of The Advance until June 17th.
6. Contest closes at noon on June 22nd.

Nominate your candidate now!

## E. PEARLMAN AND M. G. HUNT ENTER NEW PARTNERSHIP

E. E. Pearلمان, for some time acting crown attorney for Temiskaming district, and more recently practising law in Kirkland Lake, has entered a partnership with Mel G. Hunt, well-known lawyer of Kirkland Lake since 1924.

## TORNADO SWEEPS THROUGH IOWA KILLING THREE



Three persons were killed and close to \$1,000,000 damage was done near West Okoboji, Lake Iowa by a tornado that swept through the region. Above is one of the many summer homes wrecked by the storm.

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