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Should be Considered Plan for Colonization

Count Nicholas Igratieff Shows the Need for Colonization in Canada, the Inadequate Way in Which it has been Handled Hitherto, and the Absolute Necessity for a Proper Plan.

Reference has already been made in these columns to articles on colonization and settlement as appearing in The Toronto Saturday Night. These articles by Count Nicholas Igratieff would be well worth while if they did no more than rouse interest in a question of vital importance to Canada. One of the series deals with the need for a colonization plan for Canada. This is of special importance to the North, where plans up to the present have been so signal in their failure. The Advance would like to see every citizen of the North read this article:—

The Future of Colonization in Canada

Colonization work in Canada is only in its infancy. An immense amount of work is yet to be done. Those already on the land must be taken off the dole. New colonization and new immigration will probably soon follow. There is an increasing agitation for Empire migration. But it is ridiculous to talk of bringing in new settlers while thousands of them throughout Canada are on relief and there is absolute lack of any efficient colonization system or service.

The reasons why ultimately colonization must become so important should be apparent. Canada still possesses vast areas of undeveloped agricultural lands. In the period from 1905 to 1929 the country underwent a phase of rapid development. During much of that time very special circumstances contributing to its prosperity existed. As a result the growth was inclined to be extravagantly haphazard. The country became unorganized rapidly, built up a huge superstructure of services, and developed a surprisingly high standard of living. Much of this prosperity and development was due to the inflow of outside capital which was released for use in Canada after development slowed up in the U.S.A. and for building up the productive equipment of this country during the war. In the modern world of increasing nationalism and militarism there is no reason to believe that as much surplus capital will be available for investment in Canadian development, at least for some years to come. It is probable that this country will have increased difficulty in supporting its tremendous overhead of services and standards of living above the world average. Increasingly the burden of its economic superstructure will fall on the comparatively few pri-

mary producers, and an adjustment is bound to take place. The country will have to establish a wider base upon which to rest this superstructure of government services, huge railway system and urban civilization all designed for a much larger population than the present one.

Moreover one has to consider the danger of a growing number of nations being infected with the ambitious and militaristic virus of Fascism, leading them to demand those parts of the world which they consider suitable for colonization and development, and there can be little doubt that the British Empire will sooner or later become the butt of their attacks.

All this leads one to the conclusion that Canada will need to undergo a period of considerable colonization and land development. Many of her people will be forced out of urban employment back on to the land by weight of circumstances, and immigration, in conjunction with Empire settlement or from other suitable sources, will probably take place.

To those who might say: "What is the use of putting more people on the land when our farmers are finding it hard enough to make a living as it is?" it should be pointed out that if it were not for the burden of debt which most farmers are carrying they could make a good living at the prevailing prices, and much of the debt and excessive costs of production are due to artificial over-expansion in land prices, extravagant equipment before the depression, and heavy taxation. New colonization could avoid much of this and gradually come to share in carrying the burden of overhead.

Besides the two aspects of colonization which are presented by a back-to-the-land movement and new immigration there is yet another and more pressing one still in connection with the rehabilitation of the drought areas in the West. It appears fairly certain that some sections of Southern Saskatchewan and Alberta, which even in normal periods provided only an occasional crop but which at the prevailing high grain prices could allow of a fair standard of living, can no longer support a farming population. It is beyond the means of Government to keep whole communities in large areas on relief year after year and the problem will be to decide whether it is more economic

to undertake vast irrigation projects or provide new homes for these farmers. Because of the wealth Canada still has in undeveloped land, a considerable amount of re-colonization will probably take place.

For all this work of colonization and land development which is becoming urgent there has been very little preparation or forethought.

In the past one could colonize with little organization or system. When there was prosperity and abundant work it did not matter whether the new settlers stayed on the land or drifted away into the cities. When there was abundant capital for railway and road development it did not matter whether a community settled here or there leaving large intervening unsettled areas. But these times have past. Today it does matter very much whether colonists, and especially new immigrants, will stay on the land or drift into the cities to compete for jobs that are not available, and there are no excessive funds for road building. Yet conditions of recent colonization in the North indicate that no real thought has been given to organized modern colonization and no agency capable of handling it is in existence.

In recent years the two main agencies for handling immigration and colonization have been the railway systems and the several provincial governments. The Soldier Settlement Board presents a rather particular case.

The public is suspiciously critical of the immigration and colonization activities of the railways. There is a general feeling that in order to raise their revenues out of fares the railways by means of unscrupulously attractive propaganda enticed every conceivable type of immigrant into this country and dumped them on the land to fend for themselves as best they could, with the result that many undesirable types were brought in and a vast number did not stay on the land and cluttered up the labour market. This is past history; new regulations and policies make this type of immigration impossible, and as an estimate of the colonization work of the railways this is probably too harsh a view. People do not sufficiently realize that the basis of prosperity for either of the railway systems is, after all, a successful and prosperous population; unsuccessful colonists are as much of a loss to the railways as they are to the country as a whole. However, there is no doubt that with the exception of a few officers who took particular care of their colonization work, the policy of the railways was to do as little as possible for the colonist once he was placed on the land. Any form of organized settlement was considered objectionable and unremunerative paternalism.

There does not seem to be a sufficient realization even yet that the only and final test of successful colonization is: Are the settlers happy in their new environment or not? If not, your colonization has failed, and eventually the most ambitious will move away, while the shiftless will clutter up the land and make nothing of it. And today, with the given morale of the people and with prevailing conditions, a considerable amount of leadership and organization must be undertaken to make people happy under pioneer conditions.

It is ridiculous to assume, for instance, that you can take city unemployed in Canada (even more so if you are going to bring them from England), and plant them in isolated homesteads in the West or in the bush up North and expect them to be happy. Ninety per cent. of them will crave sociability; the Englishman will crave his "pub"; they will need advice and encourage-

ment, and leadership or any colonization project is bound to fail. There is yet not sufficient realization of this among the authorities connected with colonization, and there is too much glib talk about bringing in thousands of British families and dumping them in the West. Unless a very different form of colonization organization is adopted this may lead to disaster and strained relations with the mother country.

None of the provincial governments, with the exception of Quebec, have a well co-ordinated and organized colonization department and even Quebec is having its troubles.

What seems to be needed badly is a central agency which would co-ordinate the vast work of colonization throughout Canada, for it is a problem that transcends provincial boundaries. Obviously, because of provincial rights in land and natural resources, the actual organizations handling colonization must be separate in each province, but there should be a central agency which would undertake a thorough study of the whole problem throughout the Dominion and would be capable of advising on suitable lands, conditions of settlement, necessary organization in any district and as to what type of settler would fit in best in the particular area. It should be an agency which could provide expert service and direction and could prepare for and handle new colonization projects and immigration.

One of the reasons why the establishment of an expert directing agency for colonization is most important is that colonization in the hands of the governments has suffered tremendously from party politics. Continuity of policy is a vital factor in successful colonization. Necessarily it is a slow business, the fruits of which take years to mature. It is most detrimental to any land development project to have continual reversals of policy with changes of administration, and especially if on top of this party patronage enters into the appointment of officials handling colonization. It would therefore be essential to have this central colonization agency of a non-partisan and non-political complexion.

There are several different possibilities in this connection. The Land Settlement Association Ltd., of England, might serve as a valuable example. The Land Settlement Association was formed in July, 1934, at the instance of the Minister of Agriculture, who defined its objects as being "to carry out an experimental scheme for the provision of small holdings for unemployed persons, with financial assistance from the government."

The association was organized and registered as a limited company under the Industrial and Provincial Societies Acts 1893-1928. Its membership is open to all interested persons duly elected on payment of a share subscription amounting to only 75c. At present it has a membership of about 170 persons. It is managed by an executive committee of 17 persons of which the chairman is Sir Percy Jackson. Other members of the committee are the Earl of Elgin, Lord Phillimore, Rt. Hon. Christopher Addison and Prof. Scott Watson.

The original terms of the agreement with the Government were that half the money for the project would be raised by public subscription and half by government grants up to £75,000 for each of three years.

The money raised by public subscription includes donations and non-interest bearing loans. Several large organizations such as the Carnegie Trust subscribed large sums of money.

It was provided that at least 2,000 holdings should be established to make a fair test in different parts of the country, on different kinds of land, with different types of men, producing different kinds of foodstuffs.

The organization of the land settlement work runs along the following lines.

Applications are considered and the unemployed are interviewed by officers of the association. They are then given fifteen months' training made up of three months' preliminary reconditioning and twelve months' intensive instruction on the holdings. By arrangement with the Unemployment Assistance Board full allowances are paid to the trainees during the whole of this period.

The average settlement is composed of about forty holdings, ranging in size from four to ten acres each. Each settlement is under the charge of an experienced Warden who is responsible for the general well-being and training of the men, the accumulation of the necessary stock and equipment for each holding, and the supervision of an efficient co-operative marketing service.

Each settlement is built around a central farm on which the Warden resides. Here are established the grading and packing and storage plants.

The importance which the association places on the work of the Warden is summarized in this sentence: "Clearly the success of the new form of land settlement upon which the association has embarked depends largely upon the personality, ability and power of leadership of the Warden in charge of each settlement. Upon him rests the immediate responsibility of training the men in the use of land and care of stock and inspiring them and their families with the desire to become independent and contented countrymen."

The importance of gaining local sympathy and support was early recognized and each settlement is now managed by a local Advisory Committee drawn from prominent persons in the district, including land owners, farmers, representatives of local authorities, county council officials, agricultural officers and others. These local committees have proved a marked success.

Each holding is supplied with a good house, equipment and stock. The capital outlay is very high, amounting to almost £1,000 per holding. But the intention is not to suffer any loss of capital under the scheme as the settlers, as soon as they are placed on their feet



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Five Tons Wild Fowl Shipped from Moosonee

This Year Better One for Business at James Bay Than Last Year, Says Nap. Servais, Manager of James Inn at Moosonee. Voyageurs' Club Had Good Beginning This Year.

Five tons of wild ducks and geese were shipped south from Moosonee this Fall. Nap Servais, manager of the James Bay Inn, told The Advance this week when he was in Timmins. With the end of shooting season, James Bay Inn has been closed, not to re-open until next summer.

It was a better year than last for business at Moosonee, Mr. Servais said. As many as forty were accommodated in a week at the hotel. One week not long ago, 26 of the guests were "out in the bush" shooting geese.

The T. & N. O. timetable for trains between Cochrane and Moosonee will be changed for the winter this week, it is expected.

The Hudson Bay Voyageurs' Club, under the management of R. R. Cockburn, had a good beginning this year, Mr. Servais said. Next year they will

have more accommodation for the club members and guests and several great improvements are expected. Trips up to Hudson Bay for big game hunting are planned during next summer.

Mr. Servais is remaining in the North for a few days before returning to his home in Niagara Falls.

NOT BANISHED YET

Northern News, Kirkland Lake:—They had a reception for debutantes at Chorley Park Tuesday afternoon. We thought Mr. Hepburn was going to banish the lieutenant-governor and make it a welfare station, or something.

Blairmore Enterprise:—We were addressed as "Ma" about two thousand times on Sunday last. There were twenty-five hundred sheep in the flock.

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Thursday, November 12th

Tickets to U.S. Destinations sold subject to Passengers meeting Immigration Requirements of U.S.A.

ATTRACTION

Toronto—Professional Hockey

Chicago Black Hawks vs. Toronto Maple Leafs

Tickets valid for travel Train 2 from Timmins Thursday, November 12th connecting at North Bay with C.P. Train 857 and at Sudbury with C.P. Train 28 arriving Toronto 8:00 a.m. Friday, November 13th. Tickets are also valid for travel on Train 46 from Timmins 2:25 p.m. Thursday, November 12th on the understanding that passengers will arrange their own transfer at North Bay to C.P. Depot where coach equipment will be parked for their accommodation and which will be handled on C.P. Train 7 to Sudbury thence C.P. Train 26 arriving Toronto 3:50 p.m. Friday, November 13th.

All tickets valid to return so as to leave Toronto not later than C.P. Train 27, 11:15 p.m. Sunday, November 15th, arriving North Bay and connecting with T. & N. O. Train 1, 12:50 p.m. November 16th.

Tickets on Sale from Regular Stations Only

Tickets good in Coaches Only. No Baggage Checked Children 5 years of age and under 12 when accompanied by guardian Half Fare

For Fares, Departure Time and Further Information apply to Local Agent.

Temiskaming and Northern Ontario Railway The Nipissing Central Railway Company

Sixty-year-old Merchant Chases Would-be Thug

Slugged over the head by an unknown man who walked into his confectionery store at Sudbury shortly before midnight, Friday night, and ordered two cones of ice cream Frank Stevens, 404 Nelson St., who is 60 years of age, grappled with his assailant and succeeded in taking away the improvised "black-jack". The man was able to make good his escape and a city-wide search conducted by the police failed to reveal any trace of a man answering to the description given by Stevens.

According to the story told by Stevens the unknown man walked into the store and ordered two cones of ice cream. While he was filling the order Stevens was slugged over the head with a length of rubber hose which was weighted at one end. In the scuffle which followed the man was able to make a successful getaway.

Toronto Telegram:—The book with a happy ending is the well-filled pocket-book.

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MONDAY & TUESDAY, NOV. 9—10
"The Green Pasture"
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WEDNES. & THURS., NOV. 11—12
 Jean Harlow and Franchot Tone in
"Suzy"

FRIDAY & SATURDAY, NOV. 13—14
 Randolph Scott, Binnie Barnes and Henry Wilcoxon in
"The Last of the Mohicans"

Goldfields
 MIDNIGHT SHOW Every Sunday at 12.01 (midnight)

THURSDAY, NOVEMBER 5TH
 Robert Allen and Florence Rice in
"Guard That Girl"

FRIDAY & SATURDAY, NOV. 6—7
 Margaret Sullivan and R. Scott in
"So Red the Rose"

MONDAY & TUESDAY, NOV. 9—10
 Ken Maynard in
"Western Courage"

WEDNES. & THURS., NOV. 11—12
 Chas. Chan and Rosina Lawrence in
"Charlie Chan's Secret"

FRIDAY & SATURDAY, NOV. 13—14
 Virginia Weidler and H. Grosman in
"Girl of the Ozarks"