

Display of 1929 Pontiac at Showrooms

Fulfilling Advance Promises of Big Car Performance, Big Car Appearance and Big Car Value, the Pontiac Six, Essentially a Brand New Car from Radiator to Tail Lamp, Went on Display Monday at the Showrooms of Durham Pontiac Sales, Lambton Street.

Chassis improvements that give the car flexible performance comparable with cars in a higher price range with bodies styled along entirely different lines, distinguish every model in this newest General Motors line.

While only rounding out its third anniversary, the Pontiac Six enters upon its fourth year a definitely established volume leader, in which position officials of the Company are confident it will more firmly entrench itself by the extraordinary value evident in this new car.

All bodies are entirely new, the line including a 2-door sedan, coupe, sport roadster with folding rumble seat, sport phaeton, convertible cabriolet with folding rumble seat and a convertible landau sedan. The last two types are innovations in the Pontiac line, having the appearance of custom built bodies.

Outstanding features contributing to the extraordinary performance of the new car are a larger and more powerful engine; new counter-weight crankshaft; new internal self-energizing brakes; new rear axle; new transmission; larger carburetor, intake manifold and valves; wider springs with new shackles self-adjusting for wear; increased valve lift, and new Hotchkiss drive, and new

Striking new body creations by Fisher impart to the entire line individuality and custom-like features entirely new in the Pontiac class. From the gleaming high radiator panel, harmonious lines and brilliant chrome finished exterior hardware radiate smartness, distinction and individuality.

The shell of the radiator, narrow and built up to 25 inches in height, gives to the front the appearance of power and bigness borne out by the performance of the car. No emblem or name plate marks the front of the radiator shell, but the familiar "Chief Pontiac" radiator cap ornament is retained. A chrome plate bottom of the radiator core.

Larger fenders, full crowned and with a beaded edge, flare out in a graceful sweep over the smart new wheels. A forged fender tie rod places the pressed steel rod and lamp support formerly used. Headlamps on four body types come in full chrome plate with the remaining models the rims are chrome plated.

A full side view shows the head design, the slightly arched window bezel, with new paneling effect between the windows; a high waist line and unique new concave moulding distinguish the Fisher bodies. This new belt moulding at the cowl and completely encircles the cowl.

It is not confined down the hood, but a new curved pillar line runs from the centre panel on the cowl down to the rear of the hood.

A small new wheel grouping sets the car instantly apart in the manner, instead of in the conventional manner, all are grouped in one panel and extend horizontally across the hood.

A slender and brilliantly finished cowling with parking lamps added to the exterior body of appearance.

All closed bodies are adjustable drivers seats, smart new visor, slender ebony finish instrument panel illuminated by two hooded bulbs, Delco-Remy combination transmission and ignition lock on dash, depressible beam headlamps operated by foot control, stop light, and motor driven horn, automatic windshield cleaner, rear view mirror, turning locks and exclusively designed running board mats.

Upholstery of mohair, in the closed models is of velour in solid colors matching the smart new exterior Duco combinations. Open types are upholstered in Spanish leather trimmed in Fabrikoid, with tops of grey cloth.

Massive ten-spoke artillery wheels with large hubs and flanges and 29 by 5.00 straight balloon tires are standard on all models. Special equipment consisting of six wire wheels with an extra wheel mounted on each front fender, may be had with all models at slight extra cost.

The proven cross-flow radiator, introduced to the industry for the first time at the 1928 Automobile Show on the Pontiac Six, is retained, but in larger size. The frontal core area now totals 238 square inches. Automatic water temperature control is built into the water outlet on the M-R cylinder head, which is retained in two sections.

The new and larger three-port intake manifold, the larger vertical carburetor with accelerating pump and fuel economizer for normal driving speeds, and enlarged intake valves, all are major factors in the better performance of the new car.

The intake valves now are 1 1/4 inches in diameter, thus reducing restriction, while an improved camshaft increases the valve life 5-6 of an inch. Dampeners prevent "chattering" of valve springs at the higher engine speeds and assure uniformly efficient valve operation at every speed range. A new quaternary curve worked out for the camshaft also makes for silent valve action.

The oil pump circulates 175 gal. an hour at 25 m. h. p., while a safety drive feature incorporated in the oil pump and distributor prevents damage to the engine should the oil pump cease to function properly.

Lubrication of the main and connecting rod bearings is by pressure feed known as the regulated constant flow type. A stream of oil under pressure also lubricates the timing chain, while other parts are splash lubricated.

Fuel pump, gas filter and air deflector continue as standard engine equipment as does the pressure suction pipe crank case ventilator, which drains water vapor from the crankcase, delivers fumes beneath the car and prevents unnecessary a change of oil every 500 miles.

Improvements in the transmission include a ten spline main driving shaft, which decreases wear, because of the larger friction and driving surfaces between the shaft and sliding gears. More accurate gear alignment and consequent reduction of gear noise is another advantage.

A new gear tooth form gives an increased length of sliding contact, resulting in quieter gear operation at all speeds and decreased wear, because the load is distributed over a greater tooth area.

A sturdy new rear axle marks an important feature of the new Pontiac. It is semi-floating, with spiral bevel drive gears, and heat-treated chrome nickel steel shaft. Along with the better and stronger rear axle a change was made from the torque tube-drive formerly used to the Hotchkiss drive principle. Access to the new Pontiac has two universal joints and a tubular drive shaft.

Brakes denote decided advantages over those formerly used. They are the new mechanical type, internal expanding on all four wheels and self-energizing. Operating on 10 5/8 inch drums, they provide an effective braking area of 194 square inches. The new parking brake operating on the transmission main drive shaft provides 27.7 square inches of additional area.

Advantages claimed for the new brakes are permanent silence under all operating conditions; complete enclosure of all working parts; not affected by mud, dust or water or changes of temperature; ease and simplicity of judgment; 20,000 to 30,000 miles on each set of linings; no drag or overheating; simplicity of working parts; and only one or two springs on each set of linings.

Advantages of the new spring shackles include the fact that they are two inches wide this year and are fitted with grease-packed covers at a slight increase over the price list. Four Lvejoy hydraulic shock absorbers are also fitted at the factory at a small additional charge.

The new spring shackle is a marked improvement over the conventional type heretofore used, because it prevents side slip in the springs and eliminates wear in the spring bolts, thus doing away with the spring source of rattles during the life of the car. The spring-bolts in the frame and in the spring-eyes are of the tubular pins, the ends of which project slightly beyond the frame brackets and spring eyes and are conical in shape. The shackles themselves are formed with conical pins and are held together by a bolt pressure.

Any wear which takes place in the cone-shaped bearings is taken up by the spring tension between the two shackles. The hollow pins carry sufficient oil to lubricate the shackles over a period of 1000 miles.

The frame has four rigid cross members, with the rear engine support integral bumper mounting while bumpers of new design are regular equipment at slight extra cost.

Other features characteristic of the entire line include: Larger headlamps of modified bullet type with chrome plated door and narrow rims; wider, deeper crowned fenders, the rear tips extending below the centre of the wheel; Head roll into the outer edge of fenders and carried along the running board moulding of polished aluminum; cowl band of polished chrome and hood catches of chrome plated; new tire carrier supported on sturdy brackets; gasoline tank covered by a shield of ribbed design; distinctive oval shaped rear window; body wider at front, increasing width of front seat one inch and windshield one and one-half inch new and larger wheel hubs with shield on closed body types - except down regulators with convenient door lock controls on closed body doors, and specially designed body hardware

Those marked * present every day IV—Laura Ellis*, Myra Alfes*. Sr III—Wilbert Schenk, Laverne Bilton*. George Horaburgh, Harold Bilton*. Sr III—Bertram Ross*, Marion Horaburgh. Sr II—Fred Mather, Harry Mather. Sr II—Wallace Bilton*. I—Laura Mather: (a)—Ada Ellis. Sr Pr—Florence Reid*. Sr Pr—Florence Reid*. Sr A—Mary Reid. Alice Edmonston, teacher

HOLSTEIN SCHOOL REPORT

Sr IV—George Stevenson, Walter Aitken, Marjorie Neison Beverly Gibson, Morris Fidler, Wilma Bilton, J. Heaney, Irene Ellis, Milton Aitken. Jr IV—Elsie Pinkerton, Alma Leith Vincent, Elsie Doris Troup, Eva Gadd, Helen Smith, Irma Rife. Sr III—Ivan Christie, Lloyd Tyn dall, Willard Stevenson, Alene Brown Frank Gadd, Alice Pinkerton, David Aitken, Murray Aitken.

Jr III—Elmer Love, Bill Fidler, R. Fidler, Esther Gadd, Charlie Bulker, Aura McGuire, Eileen Smith, Wallace Lewis, Jim McCall, Marjory Johnson Elsie Davidson, principal Junior Room

Sr II—Fred Mather, Harry Mather Helen Buller, Vera Leith, Kenneth Carmount, George Dyer, Mabel Pinkerton, Allan Pinkerton, Elma McGuire, Dorothy Dyer, Mary Stevenson (abs.)

* Sr I—Hazel Leith, Laura Mather, Gordon Carmount, Marjory Moore, E. Aitken, Lloyd Gibson. Sr Pr—Herbie Fidler, Bert Gadd, Howard Tyndall, Lloyd Seaman. Jr Pr—Ross Eccles, Norma Smith, Blanche Reid, Lyla Smith, Walter Pinkerton.

Laura Bailey, teacher

S. S. NO. 12, EGREMONT

IV—Willie Patterson, John Matthews, Clara Watson, Lewis Wells, Dave Dalry, George Wilson. Sr III—Wallace Matthews, Clara Falkingham Fanny Hargrave. Jr III—Goldwin Nelson, Jean Brown and Ray Adams equal, Lloyd Brown. Sr II—Reggie Wilson, Robert Hunter, Edgar Patterson, Annie Andrews, Frances Dalg Verduin Watson. Jr II—Gladys Young Howard Watson, Hazel Watson. I—Alice Dalry, Kenneth Nelson, Norman Wells, Roy Andrews, Jas Hargrave. Pr—Orville Lee, Harold Hunter, Raymond Brown, Keith Hunter, Robert Nelson. A—Dorothy Andrews, Bobbie Lee, Thomas Hargrave, Goldie Hargrave.

V. M. Mervyn, teacher

S. S. NO. 1, NORMANBY

V—Jack Smallman. IV—Susie Marshall and Irene Petty eq., Tommy Watson, Elgin Petty, Wallace Marshall equal. III—Wilfrid Marshall, Phyllis, Walter Alceon 88, Susie Marshall, Melville Robins (equal), Bernice Koenig, Milford Robins (equal). Pr—Florence Petty, Norman Robins, Mabel Marshall, Clarence Caldwell.

Percentage attendance 90.

A. McAllister, teacher

S. S. NO. 10, EGREMONT

Sr IV—Edith Drimie, Jr IV—W. Nelson. Jr III—Roger McEachern, Mary MacEachern, Laura Henderson Sr II—Viola Long, Mabel Love*, Gordon Love*. Jr II—Estelle Swanson*, Lorraine Henderson, Lloyd Long. Jr I—Marjorie Ross, Elva Bunston*, Peter MacEachern.

*Absent for one or more examinations.

D. P. Fisher, teacher

U.S.S. NO. 1, EGT & NORBY

Sr IV—Velma Blvth, Dorothy Bogie, Marjorie Kerr. Jr IV—Elsie Blvth Clements Patterson, William Caldwell (abs. for part of exam.). Sr III—Mollie Bryans, Sr II—Murray Morrice, Jr II—Vernon Noble, Caldwell Kerr, Playford Selwyn (equal), Florence Bryans. Sr I—Edith Bryans, Jr I—Cameron Kerr, James Wilton, Sr Pr (a)—Norman Eden, (b)—Ross Kellar. Jr Pr—Orville Bryan.

C. R. Morrison, teacher

S. S. NO. 11, EGREMONT

IV—Edith Hincks*, Ethna Watson*, Percy Bremont, Ruby Watson, Jim Dyer, Frank Dyer, Bob Switzer. Sr III—Lueve Dyer*, Fred Wagner, Gill McEachern. Jr III—Jean McEachern, Billie Switzer. Sr II—Emma Dyer, Shand Everet Watson*, Jr II—Tena Watson*, Emma Wagner, George Dyer (abs.), I—Della McMurdo, Primer—Charlie Dyer, Nora Watson, Mable Wheeler, (abs) Marjory Wheeler (abs), Earl Wells, (abs) Lloyd McMurdo (abs). Those marked * present every day.

C. E. Hincks, teacher

Mortgage Sale

IN THE TOWNSHIP OF EGREMONT, IN THE COUNTY OF GREY—Under and by virtue of the Power of Sale contained in a certain Mortgage which will be produced at the sale by public auction at the Empress Hotel, Mount Forest in the County of Wellington, on Saturday, 9th day March, 1929

at two o'clock in the afternoon, the following valuable farm, consisting of the First Division of Lot Sixteen, in the First Concession of said Township of Egremont, containing fifty acres more or less and the Easterly strip six acres of lot Sixteen in said First Concession of Egremont, as in said mortgage more particularly described. On said premises are said to be a good frame barn, well fenced, on the Provincial Highway and about 7 miles from Mount Forest and 4 miles from Holstein. Well situated as to mill, school, etc.

Property will be offered for sale subject to a reserved bid. Terms: The purchaser will pay a deposit equal to 25 per cent of the amount of his purchase at time of sale and balance within 20 days thereafter. Title good.

Further particulars made known on application to undersigned. Dated at Mount Forest, 27th Day of February, 1929.

R. O. KILGOUR, Mount Forest, Ont. Solicitor for Vendor

HOLSTEIN LEADER

LOCAL AND PERSONAL

Mrs W. Geddes of Mount Forest spent the week end with friends here. Miss Beatrice Smith is spending a few weeks with relatives in Toronto.

Mr and Mrs Archie Shaw of Fairbairn, visited her mother, Mrs James McDougall on Monday.

Master Brownie Irvin spent the week end with friends in Durham. Mrs Clarence Fenton spent last week with her parents at Arkwright.

Mrs Bell of Mount Forest spent the week end with her sister, Mrs W. T. Pinder.

Mr John Moore has been laid up recently. We are glad to report he is improving.

We are glad to see that Mr Robert Scarlett has returned from Toronto much improved in health.

Mrs Burnett of Toronto, is visiting her brother, Mr Ab. Tuck and Mrs. Tuck.

Mr George Fenton is spending this week with relatives at Alford.

Mr and Mrs George Armstrong on Proton visited last week with Mrs. Armstrong's parents, Mr and Mrs. Calder.

We hope when the weather gets fine that our sick people who have been shut in so long will all improve in health.

Mrs John Orchard of Mount Forest was a guest with friends in the village on Friday and Saturday.

Mr John Gordan of Proton, who is moving to Beamsville, shipped his household effects by C.N.R. from this station on Tuesday.

Mr and Mrs Carmount and family moved to Toronto this week. Mr. Carmount has secured a position in the city with the Massey-Harris Co.

The people of this community were shocked on Tuesday when word came that Mr Wm. Fairbairn had passed away on Monday evening.

Our deepest sympathy is extended to the bereaved wife and family.

The W.M.S. of the United Church met Tuesday afternoon. The president, Mrs Alfred Haas, was in the chair. Scripture reading was by Mrs Hostetter.

Mr and Mrs Wm Marshall of Traverson visited over Sunday at Mr. David Marshall's.

ALLAN'S CORNERS

Mr Thos Davis, Durham, with his nephew, W. J. Davis, of Manitoulin, were visitors of Mr and Mrs David Davis on Sunday.

Mrs Matthew Barber of Knox Corners spent the week end with her daughter, Mrs W. J. Allan.

Mr Wesley Pollock made a business trip to Toronto last week.

The friends and neighbors of Mrs. Robt Matthews sympathize with her in her bereavement, due to the death of her sister, Miss Minnie Schenk.

Mr Ritchie Campbell has gone to visit his sister, Mrs Graydon Berry, near Hamilton.

Mrs Frank Watkins is at present visiting her parents, Mr and Mrs Ben Woods.

Mr C. R. Lucas, manager Bank of Montreal, Holstein, with Mr Duff, Sunday, attended St Paul's service on Sunday last.

Mr and Mrs John Nelson and family, visited at the home of Mr James Johnston the first of week.

MISS MARY ANN McLAUGHLIN There passed away in Durham, on Sunday last, at the home of her sister-in-law, Mrs Jas McLaughlin, Miss Mary Ann McLaughlin, aged about 86 years. She had been a resident of Durham for the past seven years, but spent her best and earliest days at Allan's Corners. Death was caused by a paralytic stroke, being bedfast for the last six months.

The late Miss McLaughlin was a daughter of Mr and Mrs Daniel McLaughlin, living where Mr Walter Ferguson now resides. She had one sister, Mrs Jane McLean and one brother, James, who predeceased her some years ago. The funeral was held on Tuesday last and was conducted by Rev E. Hayes of Trinity Church.

Mr and Mrs Palmer Patterson were recent visitors at the Manse.

Mr Jas Dunston unloaded a car of fertilizer this week.

Mr C Small is buzzing wood in this neighborhood at present.

We omitted in our last budget in the write up of Women's Institute At Home, that Miss Fisher gave a demonstration on club swinging.

Messrs W Renwick and Sam Patterson are unloading a car of fertilizer this Monday. There should be good crops in these parts with the amount of fertilizer coming in.

Mr Guy Williamson has been cutting with his buzz saw on this line. It is fine weather for that work.

Mr Norman Dowling has rented a farm in Normanby and is moving his effects from here this week.

Mr and Mrs Crispin visited her father, Mr Mutch this week, who is still confined to his bed. We hope he will soon improve.

March to date, has been quite lamb like and we are enjoying the milder weather. The crows and the spring birds are back, the snow is disappearing fast. With all these favorable signs we are looking for an early spring.

We are glad to report all our sick folks well again. With the flu cleared up, we hope other epidemics will stay away this year.

One well-bred Hackney Pony, good driver, quiet, sound.

Also one small Welsh Pony, rising 2 years, broke to halter, color black, -just the thing for the children.

Cutter, A 1 condition.

Top Buggy, good as new

Set of driving harness, in first class shape. Apply to

'AMOS' MANSE, Dromore

CLEARING AUCTION SALE

Farm Stock, Implements, Furniture, also farm.—Mrs Bertha McDougall, lot 27, con 18, Egremont, on Tuesday, March 12. No reserve, giving up farming. See Posters.

Geo. E. Duncan, Auctioneer

CREDIT AUCTION SALE

Farm Stock & Implements, on TUESDAY, March 19, at 1 p. m. See posters. No reserve as farm is sold

Thos. McNiece, Prop.

DROMORE

About 50 people gathered in the basement of Amos Church Friday evening for social time. The folk on the 16th were responsible for the evening's entertainment. After a social chat, Rev. Mr Purnell, called the meeting to order by singing "The Maple Leaf for ever". The chairman's address followed, and was an interesting talk to the young folks. Miss Viola Long sang for us. Misses E. Drimmlie and L. Henderson sang swinging. -also their teacher Miss Fisher: recitations by Mrs J. Bunston and Mr Arch Clark: song by C. Bryant and also two month organ selections by Mrs Long. A guessing contest—a musical one—was won by Miss Agnes Renwick and Mr Norman Bunston. A progressive crokinole followed, in which Mrs Jack and Al ex Nicholson were the winners. Such a lunch—everything to appease the appetite, and then topped off with home made candy.

The 18th con. are to be the next entertainers on March 15th.

Rev. Mr Purnell gave a lecture and lantern slides with views across

Canada, which was interesting and instructive. It was in aid of the Well-sh Miners' Fund. He was assisted by Miss Doris Purnell and Mr Percy Renwick.

Mr and Mrs T. Brown, Mr and Mrs Robt. Keith, spent Friday night with their friends, Mr and Mrs Allan Brown.

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SHOES

During the next few weeks, you will have to shed the rubbers and purchase shoes, possibly 4 or 6 pairs. This is quite a large item of expense. But we can make that expense quite small, if you come and have an inspection of what we have put out on our counters.

Ladies' & Men's High Shoes for \$1 pr Boys', Girls' & Children's Shoes at prices to suit everyone

Frozen Fish We have Qualla Salmon..... 14c and Fresh Herring 40c doz. Finnan Haddie 15c lb

Head Lettuce Celery SPECIAL Cabbage Carrots Oranges Spanish Onions Domestic Onions 2 dozen for 42c

Taylor & Co. Dromore

COW FOR SALE Due to calve about middle of March - 8 years old. Apply to Robert Barbour, R. R. 1, Varney

BULLS FOR SALE Two Thoroughbred Durham bulls for sale, Shorthorn. One ten, other eleven months' old. Apply to Wm. Edge, R. R. 1, Durham

EVERYTHING IN Lumber and Millwork Timber Windows Stairwork Joisting Doors Frames Cabinets Studing Sheet Metal Bookcases Shingles Interior Trim Wardrobes

Combination Storm and Screen Doors Maple, Birch and Oak Flooring Know We Can Please You ASK FOR PRICES John Harrison & Sons Co., Limited Saw and Planing Mills, OWEN SOUND

Fall Term Opens Sept. 4 Increase your Earning Power by taking a Course in BUSINESS COLLEGE MOUNT FOREST ONT.

A Permanent Position and Good Opportunity for advancement await the young man or the young woman with Business Training. A Mere "Job" Gets You Nowhere. Call or Write for our Free Catalogue. Get started on the road that leads to SUCCESS. W. A. TRIMBLE, Principal

Bring your Poultry to us and get Highest Market Prices We have opened a Cream-Buying Station at TAYLOR'S STORE, DROMORE, for the convenience of our patrons in that vicinity.

HOLSTEIN CREAMERY Phone 28 Holstein

HOLSTEIN CHOPPING MILL "Quick and Reliable Service" is our Motto Full Line of all Feeds Including Screenings, Feed Wheat, Bran, Shorts, Mixed Chop, Middlings, Feed Molasses, Etc.

FIVE ROSES ROYAL HOUSEHOLD PURITY FLOUR BEN HUR FIVE JEWEL ONE JEWEL Also Poultry Feeds, Calf Meal, Salt, Oatmeal, Stock Tonics, Fertilizers, Tankage, Etc.

We are in the Market for all Kinds of GRAIN. N. E. McGUIRE

Not the city of the 1st St. Petersburg which city a paper was by Mrs R. M. was their first "The March 1, which was first day without snow there. The "Independent" says "It is given away to everybody, because not shone upon the hour of going to This is the ninth largest of been the "Independent" says for, although the continuously for years; 222 months through all seasons average of five and papers per year." Mrs MacFarlane a for the printers; on at 4 o'clock." In all 1928 St. Petersburg blizzard Durham they might have for a week!

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