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**TRANS-ONTARIO EXPRESS HIGHWAY
WILL EXTEND TO QUEBEC BORDER**

At total estimated cost of about \$30,000,000, plans are being prepared for construction of 79.4 miles of four lane controlled access highway to start about four and a half miles west of Brockville and proceed to the Ontario-Quebec border by way of Cornwall. In making the announcement today, Hon. George H. Doucet, Ontario Minister of Highways, said that the project will be rushed through initial planning stages in order that adequate and, in fact, greatly improved highway facilities may be provided for eastern Ontario communities which will be affected, directly or otherwise, by construction of the St. Lawrence River seaway and hydro power developments.

Classed as "urgent" by highway engineers, the new four-lane highway, terminal portion of the Trans-Ontario Expressway, Highway 401, start of work now awaits completion of final plans. Selection of definite route for the seaway and sites for the power plants, recently determined, will expedite the huge highway development.

How the announced highway development will serve communities to be relocated due to widening of the St. Lawrence as result of international power dams' construction, as well as many others which will not be involved required changes, is shown by list of transportation route distances from the widened St. Lawrence river's new shoreline. The new Highway 2 will be about one-half mile northward, railway right of way about one and three quarters of a mile north, and the new four-lane highway will be two miles from the new shoreline. These distances are merely approximate

averages since the shoreline, following flooding, will vary continuously throughout its length.

With the Brockville - Cornwall section of Highway 401 started, there will be some 243.55 miles of Trans-Ontario Expressway under-way, building or completed.

The new highway will be completely controlled access with two 23-foot traffic lanes separated by a medium strip 30 feet wide. Entire width of the right of way will be a minimum of 300 feet.

As on other sections of Highway 401 built or building, the Brockville-Cornwall section will have no entrances except at controlled intersections. That is to say, modern traffic interchanges (clover leaves) will be built to serve adjacent urban communities. Important intersection of the new highway will be decided on application to the Ontario Municipal Board.

Announcement of the Brockville-Cornwall four-lane highway construction makes it possible to chart course of the entire Trans-Ontario Expressway from Windsor eastward to the Ontario-Quebec Border. The various sections, status of work and mileages are listed as follows:

Windsor-Tilbury, 285 miles, graded and ready for paving, London-Woodstock section, 38 miles, grading and structures nearing completion, the connection of the Queen Elizabeth Way, just west of Toronto to Highway 401 by way of Highway 2, four lanes, is being rapidly pushed ahead for link's entire distance, 4 1/2 miles, Toronto bypass portion of Highway 401 from Weston Road to Highway 27, will be paved this year, Toronto Bypass from Weston Road to Highway 11, 2 1/2 miles is completed and in service, from Highway 11 to Bayview Avenue will be paved this year, and grading and structures between Bayview Avenue to the Rouge River will be completed this year to the distance from Highway 11 to the Rouge River, West Hill to a point just west of Newcastle, 20 1/2 miles is completed and in service, Toronto-Bellefleur bypass, 10 1/2 miles, work underway, Kingston bypass, six miles, grading and structures nearing completion, Gahagan to Highway No. Two, 25 1/2 miles, grading and structures completed and one traffic lane paved.

All the above mileages added to the now Brockville-Cornwall project makes a total of 243 1/2 miles, which is some 45 per cent of the projected Trans-Ontario Expressway's total estimated length, Windsor to the Ontario-Quebec border, of about 550 miles.

Hon. Mr. Doucet is particularly gratified that plans for relocation of communities in area to be flooded will, through agreement with the Hydro Electric Power Commission of Ontario, result in part rebuilding of Highway No. 2 and permit reconstruction in other areas. While all possible has been done, full program has been delayed in the interests of provincial economy until such time as there might be final word about route of the great international seaway and St. Lawrence power dam sites.

Incidentally, Highway No. 2 will continue to serve the public throughout Eastern Ontario, as hitherto. At Lancaster, east of Cornwall and some 10 miles from Quebec, Highway No. 2 will be merged with Highway 401, which at the border, will link up with provinces of Quebec Highway leading into Montreal.

Major highway construction in Eastern Ontario will add much to the prosperity-building potential of seaway and power dams' construction for all Ontario. Agriculture in all its phases will benefit tremendously, a new era in industrial development will begin for many Eastern Ontario urban centres; and merchandizing and shipping throughout Ontario soon will be taking the highest ground for expansion that has been known in Canada since Confederation.

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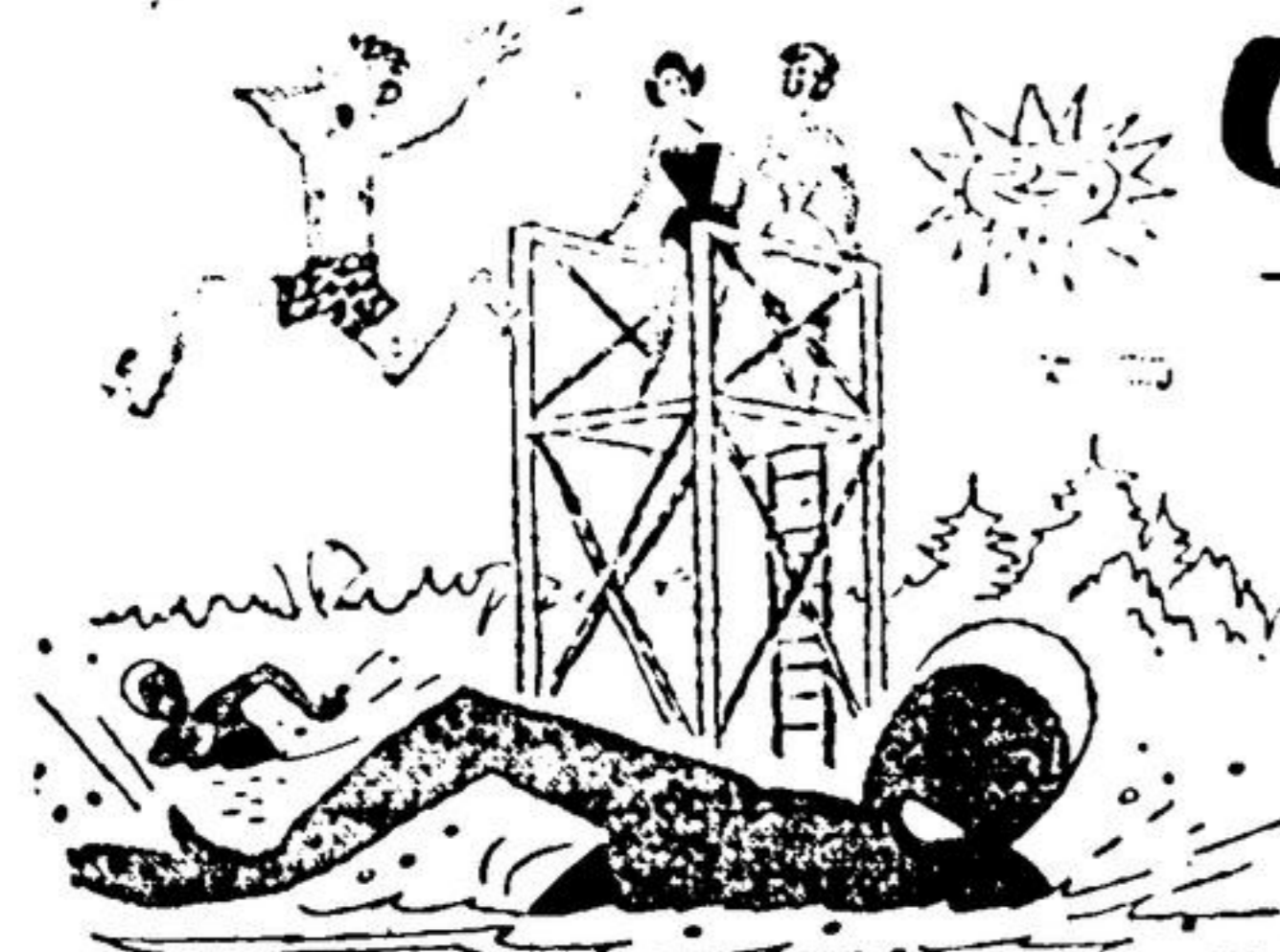
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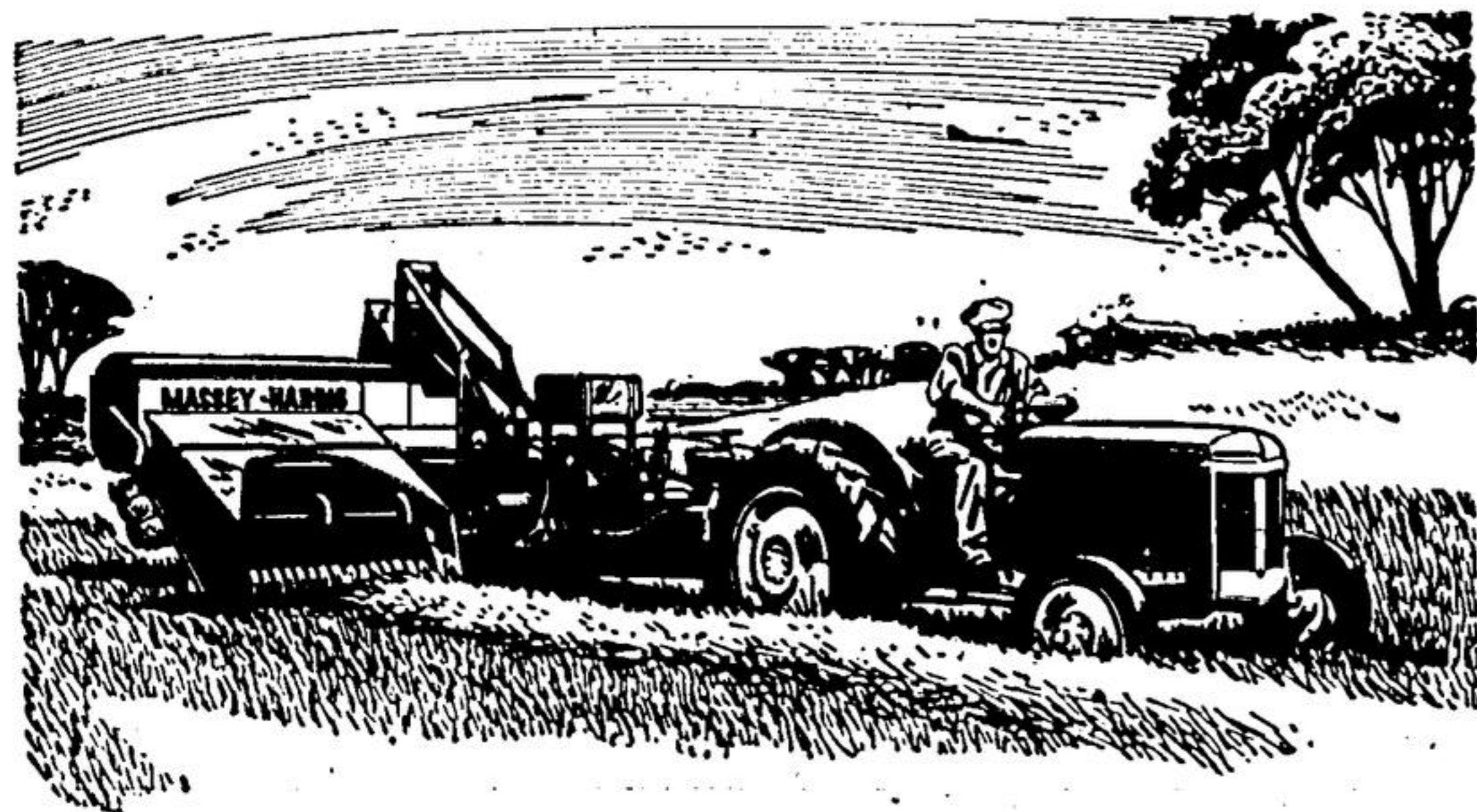
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**First Ladies' Field Day
North Halton Golf Club**

The ladies of North Halton Golf and Country Club had their first Field Day on Tuesday evening. The winners were:

First Flight, Total Aggregate drives, 1st Mrs. John Bell; 2nd, Joy Laird; Approaching and Putting, 1st, Mrs. John Bell; 2nd Joy Laird; Putting, 1st Margery Mackenzie, 2nd Isabel Thompson; Jean Mackenzie, (tied).

Second Flight — Total Aggregate drives, 1st Helen McGill, 2. Mrs. Ted Arnold; Approaching and Putting, 1st Marilyn Bell, 2nd Mrs. Ted Arnold; Putting, 1st Mrs. Don Band, Mrs. J. H. Chamberlain (tied); 2nd Shirley Muckart.

Third Flight — Total Aggregate drives, 1st Mrs. John Patterson, 2nd Mrs. Ross Duncan; Approaching and Putting, 1st Mrs. Jack Gunning, Mrs. Cyril Brandford, tied; 2nd Mrs. Ted Fenning; Putting, 1st Mrs. Ted Fenning, 2nd Mrs. Jack Malcolm.

Longest single drive, Joy Laird; Most consistent drives, Mrs. Bert Gilmer.