

mate of any kind?"

Compared With 1902.

Mr. McGarry—Was an estimate given by the Liberal Government when they introduced their road scheme in 1902?

Mr. Rowell—That was a different thing. The plan proposed at that time was for a county highways system, and the Government did not know how many counties would participate in the scheme, so that an estimate could not be given. But the proposal now before the House is for a specific road, and I submit we should have an estimate of the cost.

After a painful silence Premier Hearst said: "This is the second reading of the bill, and we are merely approving the principle."

Some Details Given.

The Minister of Public Works hesitated, but on being pressed by Mr. Rowell he said conditions would vary greatly between Windsor and Montreal. "Each road has an individuality of its own—(laughter)—depending on the nature of the country and the nature of the traffic passing over the road. The traffic between Niagara Falls and Hamilton, as hon. members know, is fairly heavy, and would warrant the construction of a road costing from \$10,000 to \$12,000. Coming nearer to Hamilton the traffic was heavier still, and a few thousand dollars more per mile probably would have to be spent there. In many sections, however, where the traffic is comparatively light, a gravel road, well drained and well oiled in the summer, would be ample, and the cost would not be as great for that type of road. It is not altogether fair at this stage of the proceedings to ask for a detailed estimate of the cost of the road."

Mr. Rowell—I did not ask for a detailed estimate. Have the Government an estimate of any kind?

The Speaker at this point stopped the proceedings because it was dinner-time.

What of Market Roads?

Resuming at the evening session, Mr. Rowell submitted that an estimate should be given as to the cost, and that the Government should indicate what policy, if any, they had with reference to township roads leading to the market towns. Public expenditures at this time of a capital kind that would help to increase the agricultural production, that would help to develop the industrial system so as to increase the munition output, measures that would contribute to the health and well-being of the citizens so as to increase the national efficiency, are measures, said the Liberal leader, upon which they might justify public expenditures, but he submitted that with matters that could wait over they should not embark on large expenditures at the present time.

Only Urgent Expenditures.

Premier Hearst said there was no thought in connection with this bill or any other bill during the war to enter upon capital expenditure that was not of the greatest urgency. All that the Government were asking on this second reading of the bill was for the House to endorse the principle of the act providing for a Provincial highway. This was an undertaking that would extend for many years.

No Details Possible.

"I am advised by engineers," said Sir William Hearst, "that even if they had the information before them today, even if they had the routes mapped out and a survey of the field, even if they had before them a fair idea of the kind of road and the construction it would require, having regard to the present conditions, having regard to the uncertainty of the future, it would be impossible for any engineer to give even an approximate estimate of what the road would cost at the present time."

As regards township roads leading to market towns, Sir William said these roads were receiving the consideration and encouragement of the Government through grants. The report of the Highway Commission was being studied. A comprehensive scheme was being developed from

time to time, and would be as complete as was possible.

The bill was given its second reading.

A bill to amend the bread sales act was introduced. It provides a general standard of weights, and increases the minimum fine from \$5 to \$10 and up to \$100. For the second offence the fine is fixed at not less than \$50. It is also provided that the Provincial Police shall have the same right to enforce the act as the municipal officers.

MOVE TO EXPROPRIATE WITHIN THREE MONTHS

City Must Also Accept or Reject Award in Same Time

The expropriation of the part of the Metropolitan Railway within the city limits was taken up yesterday by the sub-committee of the Private Bills Committee of the Legislature. After a good deal of discussion, the motion moved by Sir Adam Beck and seconded by Mr. George S. Henry was carried by a substantial majority, that the city must take proceedings to expropriate in three months, and that any award made by the Ontario Railway and Municipal Board must be accepted or rejected by the city within three months from the making of the award.

Binding On Company.

Two other motions had been put forward. Mr. Dewart (Southwest Toronto), seconded by Mr. Marshall (Lincoln), moved that the city of Toronto shall have three months within which to negotiate and decide whether they shall exercise the right of expropriation and give notice to the company within a like period of its decision to exercise the right of expropriation, and after such a notice shall proceed with the expropriation and be bound by the award of the Ontario Railway and Municipal Board. The exercise of such notice of expropriation was to be binding upon the company.

Mr. Charles McCrea (Sudbury), seconded by S. Ducharme (North Essex), moved that in as much as the city has the right to accept or reject the amount as found by the Railway Board either party shall have the right of one appeal only, such an appeal to be taken within 60 days, and be as to the amount only found by the Railway Board.

In the final vote the Toronto members were unanimous in support of Sir Adam Beck's motion.

To Speed Up Expropriation.

The Executive of the North Toronto Ratepayers' Association met yesterday and passed a resolution requesting Mr. George S. Henry, M.P.P.,

to use his efforts with the special committee to permit the expropriation to be made without the delay of submitting the purchase to a vote of the people. No fear is felt regarding the vote of the people, but the request is made for the purpose of saving the delay which would be brought about if the purchase were passed upon by the people.

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