

CASH GRANTS ASKED BY RED CANADIANS FOR RESERVE ROADS

Department Takes Steps Finally to Abolish Statute Labor

PAST PROGRESS REVIEWED

A strong appeal for a Provincial grant for the upkeep of the roads on the Indian reserves was made yesterday by a delegation of Indians to the Ontario Good Roads Association, and through this association to the Provincial Government. R. H. Abraham, spokesman for the delegation, presented the request of the Indians. The Indians, he said, felt they were contributing to the funds of the Government, and should receive the same grant for the upkeep of their roads that white municipalities received.

Seeking Their Rights.

Nicholas Plain, an Ojibway Indian, and Elliott Moses of the Six Nations Reserve, both made strong appeals for Government support of their roads. They were not begging, the former said; what they sought "was their rights."

Unanimous support was given by the association to a resolution presented at the close of the session urging the Provincial Government to grant the 30 per cent. subsidy now being made to white municipalities to the Indian reserves within the Province. The resolution was sent on to the Resolutions Committee, and will come up for formal adoption today.

Hon. George S. Henry, who presided at the afternoon session, in a short address stated that the Department of Highways had decided to give no assistance to municipalities where the old system of statute labor was continued. After a careful study by the department, it had been found that about 80 per cent. of the municipalities of the Province had abolished the system of statute labor. The men who established that system, Mr. Henry said, had been men of vision. For many, many municipalities this system had been of great assistance, but the time had come to discontinue it. After consideration, the Department of Highways, the Minister said, had decided to make the grant of 30 per cent. on the year's road expenditure to such municipalities as had abolished statute labor.

Reviews Recent Progress.

Ontario has good reason to be proud of her road system, Hon. F. G. Macdormid told the association at the afternoon session, when he spoke on the subject of the "Future of Ontario Roads." Reviewing Ontario modern highway development, which dated from the year 1910, the speaker said it was remarkable what had been accomplished in this short time.

Speaking of the financing of the road systems, he said there was only one safe method to pursue, and that was to "pay as you go." In order to stabilize the movement, the only safe, sane policy for each municipality to pursue was

to face its responsibilities each year and pay its way. Only thus would Ontario secure a sound, stable road system developed throughout the Province. To the laying down of roads in the newer parts of Ontario great care would have to be taken in the future.

In an address on "Traffic," Alan McPherson, Warden of Middlesex, stated that the speed limit in Ontario should be increased to 35 miles per hour. The sessions of the association will be concluded today.

RAILROAD TARIFFS MUST BE LOWERED WITH LITTLE DELAY

This Is Premier Ferguson's Dictum at "Good Roads" Banquet

HIGHWAYS NOT DISCUSSED

Direct and substantial reduction of railway rates is the primary remedy suggested by Premier Ferguson for such ills as beset this country. Better, he believes, that the Government should subsidize the railways and Canadian money be kept within Canada; better that the answer to deficits be found in traffic-volume rather than in excessive prices.

For railways, rather than roads presented the crux of the transportation problem to the Prime Minister last evening, despite the fact that he was addressing some 600 members of the Good Roads Association of Ontario at their annual banquet at the Prince George Hotel. Although the Premier shared the platform with W. E. N. Sinclair, Liberal Leader, not one item of Provincial politics intruded. Sir George Foster was the chief speaker of the evening, and the chair was occupied by Hon. George S. Henry, Minister of Highways.

Interested in Railways.

While the large gathering patently expected some indication as to forthcoming highways legislation, it appeared to find the Premier's vigorous attack on the railway rates a matter of deep interest. "The day is near at hand," declared Hon. Mr. Ferguson, amid continued applause, "when the Government must see to it that the basic products of this country are afforded better means of transportation."

After announcing that it was the policy of his Administration to extend better roads into the rural districts in order that the farmer might have better access to his markets, the Premier plunged at once into his discussion from a national point of view. "There is one thing more than anything else retarding our development," he said, "and that is the great distances between East and West. It is vital that we be provided with efficient means of exchanging our products at a fair profit.

"At the present time we are paying deficits on the railways owned

by the people. If we had reduced the railway rates, I believe these deficits would not have grown larger; that they would have been met by an increased volume of traffic. It is vital that commerce be kept moving.

"Here in Canada we send hundreds of millions of dollars annually to the United States for the purchase of coal. Would it not be better for

the country if the Government were to subsidize the railways and enable the development of our coal deposits in Nova Scotia and Alberta and make this coal available to our people? . . . The time has come to wake up. We must insist on better means of exchange within our own country."

Following the Premier, Mr. Sinclair contented himself with but one reference to the vital subject of taxation. "I would remind the Government," he said, "that we must be careful that we do not make our taxes so big that our people will be prevented from using these highways which are being built. We must look to it, as well, that those who pay the taxes receive the benefit." Much applause was accorded the Liberal Leader.

Introduced by Hon. Mr. Henry as the youthful veteran of public life, Sir George Foster ably demonstrated that he had lost none of his skill as an orator. Developing a national theme of patriotism into the wider one of world-co-operation, he led his hearers gradually along the paths of his eloquence, declaring that Canadians, having regard to the noble spirits of those who went before them, must develop constantly a greater spirit of national unity.

Pointing out the marvellous development of means of communication and transportation, as it had affected Canada and other countries, he did not hesitate to predict that the ultimate achievement would be the abolition of war. Already there existed the machinery of a world court, which was functioning, and the time would come when international law would apply just as did law inside the civilized nation of today.

BACKING OF PREMIER MAY BE RELUCTANT, BUT SEEMS CERTAIN

News From Tory Caucus Indicates Endorsement of Stronger Beer

BREWERY IMPOST LIKELY

Passage in the Legislature of the Government's proposed 4.4 per cent. beer sale was practically assured at yesterday's caucus of Conservative members at Queen's Park, it was stated following the meeting. While it was reported that some of the support that would be accorded the measure from within Conservative ranks would be reluctant, and some support promised with reservations as to the wording of the bill that is later to be presented, the Government, it is said, is assured of a majority which, if it does not equal last year's majority of 65 members on the adoption of the Speech, is estimated to closely approximate it.

Keen Eye on Revenue.

One of the outstanding matters discussed at the caucus was afterward admitted to be the possibilities of obtaining a fair amount of revenue from the new beverage, and it was stated that a round million dollars is about the amount that some of the Government members believe should come to Provincial coffers as a result of the sale of the 4.4 per cent. beer. As the Premier has already intimated that there will be no special license required by vendors of