

Liquor Board Attack By Tories Indicated; Patronage Criticized

**"Not Doing Right" by
Faithful Conservative
Workers in Matter of
Handing Out Jobs, and
Action Threatens**

QUESTION IN HOUSE BY CONSERVATIVE

Tory workers, disgruntled over the way they have been treated in the matter of jobs by the Liquor Control Board, are preparing an assault against the ramparts of Sir Henry Drayton's fortress on University Avenue.

Wilfrid Heighington, young Conservative member for Toronto-St. David's, is leading the attack. Yesterday, just after the adjournment of the House, he drew a sword from the sheath of Parliamentary procedure and took a thrust at the Liquor Control Board.

What a Question!

The sword was in the form of a question which Mr. Heighington placed on the order papers of the House. It is just a question—but what a question, coming from the Government's own ranks!

Here it is: "1. How many people are employed by the Liquor Control Board of Ontario? (a) Men? (b) Women? 2. How many men are over the age of 60 years? 3. How many employees served overseas in the Canadian Expeditionary Force? 4. How many employees had members of their families who served overseas? 5. How many employees had members of their families killed overseas?"

The purpose of the questions, The Globe learns from well-authenticated sources, is to bring the Liquor Control Board to a realization that it is "not doing right" by good Conservatives in Toronto and elsewhere in the matter of handing out jobs.

"The board is not treating the boys right," said one local political authority, discussing the questions and the matter of distributing employment by the board.

Percentage of Veterans?

Married women on the staffs of Toronto vendors stores are said to be a big factor in the considerations prompting Mr. Heighington's questions. The percentage of veterans employed and the number of employees over sixty years of age will also figure in the discussions on the questions when, and if, they are answered from the Government benches.

Seldom have questions been put on the order paper by members of the House supporting the Government, unless they were questions that could be answered in terms most flattering to the Administration. Yesterday's series of queries, however they might reflect dissatisfaction with the Liquor Control Board, cannot reasonably be interpreted as a chafing against party discipline by Mr. Heighington. Only a few days ago in the House the member for Toronto-St. David's disclaimed in emphatic terms any intention of causing dissension in the Government ranks and

affirmed his loyalty to his leader. Mr. Heighington himself yesterday would make no public statement as to what significance might lie behind his questions.

But then the Liquor Control Board is not the Government. And reports are insistent in good Tory circles that this question presages a well-considered movement to see that the Liquor Control Board "does right by" the faithful workers in the party who are just trying to get along.

Who'll Pay for Roads If Nobody Wants to? Is Premier's Complaint

**Rural Communities Seek
Less Taxation, Urban
Centres Ask Exemption;
and Where Is Money to
Come From? Is Question
Put to Motor League**

HIGHWAY PROJECTS TO BE CONTINUED

**Must Keep Developing
Good Roads, Says Mr.
Henry — League Does
Not Like Law Making
Motorists Stop at Rail-
way Crossings**

"With regard to road development generally," said Premier Henry, speaking at the annual banquet of the Ontario Motor League last night, "I feel proud that it is still under way. While there is very serious doubt in the minds of some with regard to a progressive and aggressive program of road development during the unsettled conditions that we have been suffering from for the past 18 months, nevertheless I feel that we will not be able to change very much in our program, but largely go on—because I feel that it is the duty of the Government to keep the machinery of development more or less in motion, and be an encouragement to private interests that might be inclined to hang back because of the conditions and their doubts as to the business temperatures of the immediate future. Consequently, we will go forward with a reasonable amount of pavement and road development in 1931."

Taxation Problems.

Premier Henry went back over the

history of Ontario's road development of the past decade. He expressed the belief that "a great deal of that progress has been due to the spirit of this league, and its development of the idea that modern highways are an economic base upon which our general progress can be built." The speaker then proceeded to indicate that "you cannot however, make bricks without straw. I said a moment ago that there was some misgiving in the minds of some as to what was in store in the immediate future. The rural parts of Ontario are carrying on a more or less quiet campaign to be relieved of some of their responsibilities in the financing of roads—particularly with reference to the King's Highway.

"At the same time the city dwellers are also making an onslaught on us. In fact, tomorrow, if my memory serves me aright, there is a delegation coming to the Government to place before it the need of relief for the urban centres in relation to the development of roads in their immediate suburban areas. Now it must be quite apparent to every thinking citizen that you cannot build roads without money. We have no method, as a Government, of coining gold ad lib. and going on indefinitely. We can raise a certain amount of money from the various taxes. That, however, does not meet the need, or, at least, it will not meet the demand; so we have to go on borrowing on the future.

Lower Taxes.

"The rural man says to us: 'Don't charge us any more; you may charge a little less.' The city man says: 'We ought to have returned a proportion of the moneys collected, and we should not be asked to pay anything on suburban

road development' Now, perhaps, I may leave that thought and that situation with you, as representatives from both areas involved. If you expect us to go on—as I think the league does expect—I leave the query with you: Where are we going to get the money, if every last one of our citizens seeks to be relieved as being the source of those funds?"

Premier Henry outlined the gradual growth of the traffic laws since promulgated in 1923 by a committee on which