

well," said Mr. McCrea, "say they are not satisfied with these purchases, that something is terribly wrong, that there is a nigger in the woodpile somewhere."

Referring to the effort of the Siftons in 1927 to secure from the then Mackenzie King Government a renewal of the Georgian Bay Canal charter, Mr. McCrea recalled that the Ontario Legislature had vigorously protested against the renewal, and had passed a resolution of condemnation of the Sifton move—a resolution which was subsequently taken up at Ottawa by Hon. Hugh Guthrie, the then Leader of the Conservative Opposition, and incorporated in an amendment to the Sifton bill.

"Voted Against It."

"Mr. Hepburn was a Liberal member at Ottawa at that time," glibbed the Minister of Mines. "Did Mr. Hepburn vote for Ontario's declaration of policy as contained in the amendment or did he vote against it? He wanted to help his friends, the Siftons, and so he voted against it."

At this juncture Mr. McCrea took the Legislature on a jaunt through the attitude of the Siftons with regard to public ownership, claiming that at the last Liberal convention at London, Mr. Sifton, seconded by Mr. Drury, had moved a resolution which has had the effect of committing the Liberal Party in Ontario to the stand that the canalization of the St. Lawrence should be paid for by the power and light consumers of the Province—a principle in direct opposition to the stand taken by the Ontario Legislature in 1927, and one which, if ever adopted, would end forever Hydro's hopes, he submitted, of getting cheap power from the Ottawa and the St. Lawrence Rivers.

"Do you think these men are friends of Hydro?" he asked, while the Conservative benchers thundered applause. "Do you think Hydro would be safe in their hands? What chance has Hydro against buccaneers of this sort? They call themselves the friends of Hydro. They go about the country talking about smoke screens. Is it any wonder there is a division now in the Liberal Party? No wonder you find Mr. Sifton and Mr. Drury hand in hand. No wonder you find Mr. Hepburn and my Progressive friend from Brant (Mr. Nixon) arm in arm. While I feel some sympathy for my honorable friend from South Ontario (Mr. Sinclair), we must not overlook the fact that they are all in the same boat."

Was it any wonder, he asked, that the Liberal press had now got "panicky" and were trying to divert attention from themselves in order that they might escape, if possible, from their valley of humiliation?

For weeks the Opposition had, he said, been playing the Sifton-called tune of "against \$15 horsepower." As yet, the Sifton tune of "no export of power to the United States" had not been sounded in the Legislature, but he predicted that it would be much in evidence next Tuesday when Dr. George A. McQuibban, Liberal member for Northeast Wellington, was slated to speak. In this connection he took occasion to explain that the only off-peak power exported to the States was that involved in an old contract which the Hydro had taken over from a private company at

Niagara Falls and which still had years to run.

Harry Sifton was one of the group of Siftons who tried to sell the Hydro-Commission power at \$19 a horsepower which it eventually bought at \$15, he continued. If his contract had been accepted it would have meant that the people of Ontario who use Hydro would have had to pay \$3,200,000 more.

"Is it any wonder," Mr. McCrea asked, "that when Mr. Ferguson showed up the Sifton interests, that Harry Sifton attacked him. Sifton had hoped to make a lot of money out of the people of Ontario." Mr. McCrea wondered if that type of man gave no credit to the people for any horse sense whatever, realizing that such a man was linked with the power barons of St. James Street, Montreal.

Only a short time before Harry Sifton denounced Mr. Ferguson, he wrote a letter to Samuel Insull of Chicago, one of the great private utility owners of the United States," said Mr. McCrea. He told him of the Georgian Bay Canal proposed development, and said "that there was a good opportunity of doing North America real service and at the same time making a good deal of money for ourselves."

"This is the man," declared Mr. McCrea amid cheers, "who was received with open arms by the Liberal Convention of 1930, the man who dictates the power policy of the Liberal Party. Yet these men (the Liberals) pose as friends of Hydro. They want an investigation into everything that Hydro has done and is doing. Don't you think that such an investigation would please Harry Sifton, Samuel Insull and the power barons of Montreal and the United States? Of course it would. To conceal his motive, we find Hepburn parading around the country with a fuse in one hand and a match in the other trying to blow Hydro to pieces if he can. Why Sifton was one of the men who helped to elect Hepburn leader of the Liberal Party."

The Liberal and Conservative policies with regard to Hydro were as different as day is from night, he said. The Conservative policy is always to protect Hydro.

"As schoolboys say, 'they go in a huddle,'" the speaker declared. "The Globe, the Star, ask 'What will we do?' There is only one thing they can do, and that is—attack. And so they attack Hydro; they would like the spotlight turned away from them."

"It aggravates even Mr. Sifton," he went on, citing the statement given to the press by Harry Sifton at London following the speech made there by ex-Premier W. L. Mackenzie King.

Mr. McCrea accused the Liberal Party and some of its followers in this country of attempting to fasten on the Conservative Party the responsibility for some of the \$125,000 received by John Aird Jr. from R. O. Sweezey.

Want to Satisfy People.

"They want an investigation into everything," Mr. McCrea said of the Liberal Party. "It is hinted that because they ask for all and we gave only two subjects for investigation, we only gave those two because we were afraid. I don't know what these gentlemen will be satisfied with." He pointed out that the two matters to be investigated were being probed because they were matters in which the Government of the Province of Ontario had pledged the credit of its people to the tune of millions of dollars. "We want," he said, "to satisfy the people that that was good business for the Province of Ontario."

"Out of the Beauharnois inquiry," he said, "came bad news for my Liberal friends across the way, terrible news for the Liberal Party throughout the country." Mr. McCrea went on to cite the findings of the Beauharnois Inquiry Commission.

"Some of that \$600,000 to \$700,000 came up here to the Liberal headquarters," he stated. "So, when John Aird Jr., an engineer, and a very bright young man, as the evidence indicates, was able, as the Chairman says, to step in and pull a fast one on R. O. Sweezey, he got \$125,000. People say: 'I wonder if there is something in this? Sweezey can't be such a fool as to hand over \$125,000 for nothing.'"

Continuing to cite the evidence in the Beauharnois probe, Mr. McCrea stated that there was no evidence at all of this sum of \$125,000 ever reaching any political party.

"There isn't," Mr. McCrea averred, "a jot or tittle of evidence in this book (the report of the Beauharnois probe) that there is anything the matter with Hydro."

At this stage, when the hands of the clock pointed to 6, Mr. McCrea apologized for bringing his address to a close, on the ground that many of the members had to attend the dinner to the Good Roads Convention.

The House then adjourned.

DESPITE ECONOMY, HIGHWAY PROGRAM WILL BE CONTINUED

Macaulay Assures Good
Roads Delegates of
"No Quitting"

BEAUTIFICATION P L E A

Assurance that, despite the necessity of economy, the Ontario Department of Highways is "not quitting," but will carry on a program this year which will "continue vital links and maintain others at a high standard," was given by Hon. Leopold Macaulay, Minister of Highways, when speaking at the thirtieth annual banquet of the Ontario Good Roads Association, in the Royal York Hotel last night.

Speaking on "Idealism as a Practical Creed," Rev. W. A. Cameron, the speaker of the evening, stated that they often said to beware of the visionary or the idealist, but he was sure that the most practical man in any community in the Province was an idealist. Premier George S. Henry assured his large audience that he would "always have a soft place in my heart for the problems of the Highways Department."

Future Work in North.

Hon. William Finlayson, Minister of Northern Development, reviewed the progress which had been made in road development during the last thirty years, and smilingly remarked that in a few years the highway development in Southern Ontario would be completed, and it would then only be a matter of maintenance. "This enormous expenditure will have to be carried on in Northern Ontario," he said, and, at the same time, referred to the work on the trans-Canada highway, and stressed the future value of this national artery.

Asks Cost Adjustment.

Presenting facts and figures which showed that the City of Toronto was at present contributing 25 per cent. of the cost for the upkeep of roads over "an unlimited distance" outside the city, Controller James Simpson, addressing the delegates, called for "some new adjustment on a basis of justice."

So far as the city was concerned, the Controller maintained, a definite line should be fixed to which the city would be held responsible. "King's Highways running through the city," he reminded the delegates, "cover more than 60 per cent. of the total street mileage," while, he also said, "It is just as practical for rural communities to pay for urban King's Highways as for cities to pay a share of suburban King's Highways."

In pointing out that it was expected that road materials would cost less this year than last year, Hon. Leopold Macaulay, Minister of Highways for Ontario, urged those counties which were not financially embarrassed to complete their road work this year.

During the morning session the delegates approved of a motion that it would be advantageous if the Government increased the tax on gas, and it was suggested in the course of an address delivered by H. J. Moore in the afternoon that a portion of that tax be set aside for the beautification of roads. Mr. Moore, who is Secretary of the International Peace Garden, stressed the necessity and far-reaching benefits which would be derived from beautifying the highways.

George Pearson of Essex County, in replying to an argument advanced by Controller Simpson, stated that counties had to "keep up township streets."

Others who spoke included W. P. Near, City Engineer of London, and M. G. H. Hooton, ex-Warden of Northumberland and Durham County.