

Mar. 9.

'GOOD MANY YEARS' BEFORE COMPLETION OF CANADA HIGHWAY

Northern Development Out-
lay Cut Down This
Year

KENORA CHARGE DENIED

Flat formal intimation that a trans-Canada highway in Ontario is, as a completed project, a good many years distant was furnished the Legislature yesterday by Hon. William Finlayson, in speaking to and securing second reading of his annual \$5,000,000 spending bill under the Northern Development Act.

As forecast in The Globe of Monday, and confirmed yesterday by Mr. Finlayson, neither the Provincial nor the Federal Government will for some time to come be able to spend on the trans-Canada construction the amount of money that is being expended in this fiscal year ending Oct. 31 next. And any decision as to the complete routing of the highway would, in the Minister's opinion, be very unwise at the present time, particularly in view of the possibility that the findings of the Royal Commission on transportation problems might "change the whole aspect" of the proposition.

Notes Cost and Length.

"We had more money to spend on the road this year than we ever dreamed of," said Mr. Finlayson, "and we can't expect a windfall like that again very soon." Picturing a highway whose ultimate form would involve a cost of \$10,000 to \$20,000 a mile in building, and which would course for 1,386 miles, between Quebec and the Manitoba boundaries, Mr. Finlayson added: "You can readily understand that it isn't going to be completed for a good many years."

Coupled with the Minister's story of the trans-Canada construction to date came the definite pronouncement that only the minimum of work would be undertaken under the Northern Development Act this year. In conformity with the Government's general retrenchment policy, the appropriation for Northern development had been well whittled down. A new bridge at Englehart, work on the international highway in the north-west corner of the Province, and possible completion of the Nipigon road would represent, he said, the major items in this year's construction.

Under Northern development, last year, the Government spent \$6,549,393.19—made up of \$6,393,602.48 on roads and bridges; \$1,100 on creameries and grain elevators; \$10,434.28 on seed grains; \$12,901.72 on purchase of cattle; and \$131,355.19 on settlers' loans.

Clashes With Hutchison.

In his trans-Canada story, Mr. Finlayson locked horns vigorously with Earl Hutchison (Labor, Kenora) over the latter's House statements of last week that Crawley & McCracken, the big catering firm, which has the contract of supplying the labor camps in

the North, had bought Manitoba potatoes for Kenora camps when potatoes were going begging in the Kenora District. The Minister stated that the catering firm had assured him that only Ontario produce had been purchased, and when Mr. Hutchison challenged the defense with the production of three letters setting forth an opposite story, he (Mr. Finlayson) expressed himself as confident of the accuracy of the Crawley & McCracken stand, and took Mr. Hutchison severely to task for his "constant, petty, and ignorant criticism" of Government undertakings in Kenora.

Mr. Finlayson revealed that among the 40,000 men who from time to time during the past six months had been employed on the Northern road projects there hadn't been a single crime reported; that first-anticipated disease, disorder, and lack of co-operation had not materialized; that communism had been resented by 95 per cent. of the men and driven out of camps in which it had attempted to flourish; and that a great factor in this latter situation had been, in his belief, the raising of the Union Jack in the morning and its lowering at night—the only military ceremonies, as a matter of fact, in connection with the whole gigantic undertaking.

Until last week, when a laborer was blown up by dynamite and killed, not one major accident had been reported.

Mr. Finlayson paid tribute to the co-operation of engineers and the laborers themselves; also to the churches for the part they had taken in placing camp life on a high plane.

BILLS INTRODUCED ON HIGHWAY SAFETY

Trucks Must Not Trail
Within 100 Yards of
Each Other

LIGHTING FOR 200 FEET

Providing that motor trucks, although they may pass on the highway, shall not trail within 100 yards of each other, Hon. Leopold Macaulay's amendment to the Traffic Act, was introduced in the Legislature yesterday afternoon. Other measures, to ensure safety on the highways, which were included in the amendment, included the proviso that motor vehicles must be equipped with lights of a kind to make objects 200 feet away visible to the driver. The present legislation requires merely that the lights, such as cowl lights, shall be visible from a distance of 200 feet. A clause in the amendment also provides that the maximum overall length of trucks and trailers shall be reduced from 65 feet to 50 feet.

Replying to Mr. Nixon's statement of the previous day, in the matter of the Georgian Bay Canal Charter, Hon. Charles McCrea yesterday explained that he was not present on that occasion, "when the honorable member for South Brant took the opportunity to deliver this lecture."

"What is all this about?" Mr. McCrea queried, stating assertively that the original bill of 1894, granting the charter, did not give power to produce and sell power for commercial purposes in the Province of Ontario. He added that he would always be happy to accept Mr. Nixon's word at face value, except in such cases where great legal minds differed in opinion.

At the words "great legal minds," Mr. Nixon remarked, "That let's me out."

"I think it does," Mr. McCrea retorted.