

# Close Minor Roads East of Toronto, But Only if George Henry Consents

Former Premier George S. Henry was paid a most unusual compliment in the Legislature yesterday, when Highways Minister T. B. McQuesten gave the assurance that no county, township, or other roads along the front of Ontario County would be closed under new enabling legislation of this session unless Mr. Henry gave his approval and consent.

The legislation in question provides for the closing—subject to the endorsement of the municipal board—of all minor roads which intersect or run into a divided highway. It has been designed primarily to take care of traffic conditions of the future and to keep pace with the four-lane development upon which the province has already embarked. Through traffic on these main arteries, Mr. McQuesten implied, had to take priority over traffic on the county and township roads, and to serve this purpose a lot of little-travelled roads might have to be closed from time to time as circum-

stances demanded. There was no occasion, he said, to apply any such closing on the new Hamilton-Toronto highway at the present time.

Mr. Henry, speaking out of his lengthy experience as highways minister in days of Conservative Party rule at Queen's Park, argued that this policy would make it more difficult for people of a rural community to travel from place to place, and would encourage speed on the divided roads. Increased speed, he warned, was something which had to be taken into consideration, because very few accidents occurred where speed didn't enter into the picture. He accepted Mr. McQuesten's assurance with regard to the Hamilton-Toronto highway, but expressed some misgivings as to the situation that might develop in Ontario county. A lot of agitation over the possibility of having smaller roads closed in Pickering and Whitby townships had already arisen there, he said.

"I don't think my honorable

friend need have any apprehension," Mr. McQuesten replied, "and I want to tell him here and now that I am so impressed with his judgment in such matters and his knowledge of affairs and conditions that no roads will be closed in the section to which he refers without his approval.

The debate occurred at second reading of Mr. McQuesten's bill amending the Highways Improvement Act. One section to which there was apparent heavy Opposition objection, was withdrawn by highway minister before the House could debate it. It would have amended regulatory control over the erection of signs and signboards upon or within a quarter of a mile of the King's Highways, so that such control could be applied to the operation of markets and stalls where fruits, vegetables and other goods are offered for sale.

"And dropping that clause is a good thing," some of the Tory benches gibed.

## Start \$4,250,000 Bridge At Niagara in Summer

The Ontario Government intends to start construction this summer on the new \$4,250,000 Niagara River bridge in co-operation with the United States Niagara authority, Hon. T. B. McQuesten, Minister of Highways, revealed yesterday in the Legislature.

The House approved a Highway Improvement Act section which gave to the Niagara Parks Commission authority to expropriate lands for approaches and connecting highways to the structure which is intended to replace the International



T. B. McQuesten.

Railway Company Falls View Bridge, which collapsed in an ice jam a year ago last January.

"We hope to reach a settlement with the railway company," said the Minister. He admitted that he had no estimate when the new bridge would become a free bridge, after tolls had paid the capital cost.

"If you don't build it any cheaper than the one at Windsor," said Leopold Macaulay (Cons., South York) "our grandchildren won't go free over this new Honeymoon bridge."

## May Tear Down Yonge Arcade

If Deputy Treasurer Chester Walters has his way, the Yonge Street Arcade—one of Toronto's landmarks—will be torn down to make way for a parking place.

Mr. Walters, as one of the members of the Management Committee for the Suitors Fund of the Supreme Court of Ontario expressed this view before the Public Accounts Committee of the Legislature yesterday.

This fund held a mortgage on the Arcade, said he—a mortgage on which inevitably it would have to take "quite a heavy loss." Far better, he intimated, to raze the setup—provided the municipality would co-operate—and devote the property to a parking lot.