

Federal Member Advocates Northern Route for Highway

Cost of Lake Superior Route, Mr. Bradette Says Would be Prohibitive. Quotes Hon. W. Finlayson and Others in Support of his Proposal. In the House of Commons Mr. Bradette Asks the Premier to Give Assurance Regarding Route of Trans-Canada Highway.

In the House of Commons some days ago J. A. Bradette, member for North Temiskaming in the Dominion parliament, spoke on the question of the Trans-Canada highway. There are many interesting and helpful points in Mr. Bradette's address and accordingly it is published herewith in full, as it appeared in Hansard, the official reports of the House, pages 196, 197, 198.

Mr. Bradette: I hope those sitting on the government side of the house will not become too impatient with me if I take up a little time to-night. I have the same mandate that any other member has, and I represent a riding which is directly interested in this money which is being voted, so I am going to take a little time to deal with several matters affecting the constituency of North Timiskaming in particular.

I do not quite agree with some of the remarks which were made this afternoon by the hon. member for North Waterloo (Mr. Euler), who said that most of the money for highway construction should be spent in southern Ontario for the reason that any highway constructed in northern Ontario will be built through the wilderness. In southern Ontario naturally the agricultural people are more prosperous than the settlers of our section of the province, and no matter how distant the settlers in northern Ontario may be from their work they are always able to follow that work because they have very little land cleared and no stock to look after. Last evening I referred to the fact that in 1919 millions of dollars were voted for highway improvement throughout Canada, but that we in the northern section of Ontario did not receive one single dollar of that money because of the fact that there is no highway commission functioning in that part of the province, and all the

money spent in that section is spent under the direction of the northern development branch. I presume the same principle will apply in this instance, and I believe the government should see to it that any money for highway purposes is spent under the direction of that branch, if it is impossible to place it under the supervision of the highway commission.

I believe this is also the time and the place to discuss the route of the trans-Canada highway through northern Ontario, because I read with some astonishment—I should call it great delight—an article in the Mail and Empire this afternoon which is as follows:

Province to Aid Highway
As soon as the federal government makes a start on construction of the transcontinental highway, money for which is included in the \$20,000,000 asked for by Premier R. B. Bennett for unemployment relief, the Ontario government will offer every assistance towards constructing the Ontario section of the highway.

This was the statement made by Premier Ferguson last night when asked what steps should be taken by the province in the matter of route, cost and other phases.

"It is a federal matter and no doubt the question of route will be decided" said Premier Ferguson. "Ontario will offer every assistance to the Dominion authorities."

All during the discussion, for the last three days at least, I have been under the impression, and we were told by the Prime Minister himself, that the expenditures on the trans-Canada highway were purely and simply a provincial matter, but here we have the statement of the premier of the province of Ontario that the expenditure of that money is purely and simply a federal matter, so really we do not know where we stand on that impor-

tant question.

I was surprised to hear the criticisms voiced a few moments ago by the Prime Minister when we were denouncing some of the things that happened in the northern part of the province with regard to public expenditure. I believe that under the circumstances we are absolutely warranted in bringing up these matters. During the last election the Conservative party, now the government of the day, committed itself to the construction of the trans-Canada highway through northern Ontario, and really I cannot see how I could be blamed for bringing into the discussion, political activities that I feel positive are deeply resented by all thoughtful citizens regardless of their political affiliations.

I know that my hon. friend the Minister of Immigration (Mr. Gordon) will bear me out in the statement I have made as to the Conservative party committing itself to the trans-Canada highway through northern Ontario. My opponent in the last election made the same utterance, as did the present Minister of Railways and Canals (Mr. Manion). They all said that if the Conservative party were sent back to power the trans-Canada highway would be constructed. The newspapers of the country contain the same statement, as is borne out by the Kapuskasing Northern Tribune, an independent paper, which reports as follows:

"The national highway definitely promised by Mr. Bennett during his campaign, and early consideration of it will undoubtedly be given, in view of its close relation to the problem of unemployment, which loomed so large in the campaign."

There is also the fourth clause of the manifesto issued in northern Ontario, as follows:

"A policy that will build a national highway across Canada, instead of forcing motorists to use American roads to get past the great lakes, with the result that they now leave in the United States the money which they spend by the way instead of spending it for supplies in Canada, as they would do if Canada had a through road."

The Premier of Ontario has stated that the trans-Canada highway is purely a federal matter, and if such is the case then it should be the subject of discussion on the floor of this house. Three routes are suggested for this highway. One would cross the southern section of northern Ontario, passing through North Bay, Sudbury, Sault Ste. Marie, Fort William, and Port Arthur to the Manitoba border. An alternate route would pass through North Bay, Sudbury, and continue northward until it joined the northern section at Moba, a point on the Algoma Central about fifty miles south of Hearst. The northern route, which in my opinion is by far the best, would pass through North Bay, Haileybury, Cochrane, Kapuskasing and Hearst, and continue westward along the Canadian National railway up to Sioux Lookout where it would converge with the southern system of highways. I hope the Prime Minister will not think that we are trying to interfere with the business of the house. The Premier of Ontario has said that this matter has become almost wholly a federal matter, and this is the only place in which we can discuss it; the hon. Mr. Ferguson has put it before the House of Commons for discussion.

The hon. member for East Algoma (Mr. Nicholson) is to attend a meeting next Tuesday in my home town where the route of the trans-Canada highway will be discussed. There are many phases of this matter which should be taken up by the house. First, there is the question of cost, and in this connection the hon. Wm. Finlayson, speaking at Port Arthur during the last elections, is quoted as follows:—

"Hon. William Finlayson, Minister of Lands and Forests for Ontario, while in Sault Ste. Marie recently, said that he was confident work on the lake Superior highway would be prosecuted before long. This, however, depended to a large extent on the attitude of the Dominion government, he added, which had not yet accepted the proposal of the province that the work be undertaken on a 50-50 cost basis, as an unemployment measure."

"The trans-Canada highway, of which the lake Superior stretch is referred as part is a huge undertaking, and will cost Ontario \$50,000,000," the minister

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Roger Babson Looks for Business Revival Soon. Pick-up May be Expected This Fall. Four Suggestions to Industry.

Relief from the current business depression may be expected this fall, Roger W. Babson, famed statistician, predicts.

Though refusing to discuss the outlook for 1931, he told the 17th annual national business conference that "the tremendous drop registered by the Babson chart since last September must soon strike bottom, if it has not already done so," and he was confident there would be a definite business pick-up the coming autumn.

Babson declared that "with the haughty spirit prevailing a year ago, a decline was inevitable, but with the humble spirit existing today, a turn for the better is sure to come."

"At first glance," he continued, "statistics show up very poorly at the present time. The subjects which I gave you a year ago as our barometers of business, then showed for the first seven or eight months of 1929 as follows: 35 subjects showed improvement over the preceding year; 11 subjects showed declines."

"The predominance of optimistic statistics was very favourable. These naturally led the new generation to believe that they were living in a new world, under new conditions, and with new standards. Hence, their mistake is throwing the cycle theory into the scrap heap and of recommending common stocks as the most stable and profitable investment."

"To show the marked change which has taken place in 12 months, I will say that for a similar period for 1930, nine subjects show improvement; 37 subjects show a decline. To sum up the situation, although a year ago 76 per cent. of the subjects showed improvement, today only 20 per cent. show improvement; although a year ago only 4 per cent. showed decline, 80 per cent. show a decline today."

Thus, he points out, in the aggregate, there was a drop from 10 per cent. above normal for September 1, 1929, to 15 per cent. below normal for September 1, 1930.

"Yet these statistics, upon careful analysis, justify an optimistic outlook, at least for the coming fall," Babson said. "My reason for this statement is as follows: During the past year consumption has fallen off only about 10 per cent. taking all lines of indus-

tries and all sections of the country. Yet, while consumption has fallen off only 10 per cent., production has fallen off 20 per cent., and transportation of goods has fallen off 30 per cent."

"This means that the inventories of manufacturers, jobbers and retailers are becoming abnormally low. If consumption, production and transportation had fallen off about the same percentage, there might be no logical reason for improving business this fall."

"Under the existing circumstances, however, it is very possible that there may soon be a stampede of orders and congestion of freight in certain lines and sections."

"I am making no forecast as to 1931, which may average to be a quiet and uneventful year; but I certainly am optimistic regarding this fall. It is just as evident today that business is now bound to improve, as it was evident a year ago that the high pace of early 1929 could not be kept up."

Declaring talk about over-production was "largely hysterical," Babson said the real solution to the problem lay in the speeding up of the circulation of money. To accomplish this, he made the following four suggestions to industry:

1. Reduce overhead.
2. Give better measure.
3. Increase research work.
4. Advertise more.

Mr. Bennett: I have followed my hon. friend; he had just finished a quotation from a speech made by a distinguished statesman and now he is going on with the main theme.

Mr. Bradette: I would like the Prime Minister to corroborate a statement reported in the press of Toronto with regard to the construction of the highway.

Mr. Bennett: I am sorry but I can add nothing to the hon. gentleman's knowledge.

Mr. Bradette: The Premier of Ontario, who is one of the first lieutenants of the present Prime Minister, should be in the secret as to how this money is going to be spent. Mr. Ferguson being the first citizen of the province of Ontario, would not make any statements without having received a certain amount of information from the present government. He is quoted as saying:

"It is a federal matter and no doubt the question of route will be decided" said Premier Ferguson. "Ontario will offer every assistance to the Dominion authorities."

He had said previously that this was primarily and solely a federal matter, and I would like to have a definite answer from the Prime Minister on this important question.

Some hon. Members: Proceed, proceed.

Mr. Bradette: When I sat on the other side for four years I believe I was very patient, but it must be understood that I am vitally interested in this matter.

Mr. Bennett: I think the report of the discussion on this bill will show how patient I have been. Job has received honourable mention, but I think I will be ahead of him.

Yet This Part of North Was Asked to Compromise

At Cochrane on Monday appeals were made directly and indirectly to the meeting there of the Northern Ontario Associated Boards of Trade to "compromise" in regard to the Trans-Canada highway. The compromise asked was that the Northern Ontario Associated Boards of Trade should go on record as in favour of the highway running from Sudbury to or near Oba to join up there with the road being built past Hearst. There seemed to be an intention to leave the impression that all towns concerned with the exceptions, perhaps of the Sault, would be favourable to the proposed compromise. Yet at the time this was going on at Cochrane, just see what was in progress at Port Arthur, Ont. There prominent people of the city and district and some outside points gathered to discuss the very question before the Northern Ontario Associated Boards. However, the Port Arthur meeting was held on Monday evening, while the Cochrane meeting was held on Tuesday. Accordingly to the visitors at the Cochrane meeting everything was all right if the Northern Ontario Boards of Trade would support the compromise. Yet that morning a despatch covering the night before was in the papers this week:—

"At a meeting of representatives of the Port Arthur and Fort William city councils and Chambers of Commerce, held here to-day and addressed by John Lang and R. A. Gibson, delegates

tries and all sections of the country. Yet, while consumption has fallen off only 10 per cent., production has fallen off 20 per cent., and transportation of goods has fallen off 30 per cent."

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from Sault Ste. Marie, a resolution was adopted approving the Lake Superior route for the proposed trans-Canada highway through Northern Ontario. The meeting was unanimous and accepted the view that while the cost per mile of construction might be slightly higher, the aggregate cost, because of saving in distance, would be considerably less than for proposed alternative routes farther to the north. In order to get action on the matter, the Fort William Chamber of Commerce some time ago adopted a resolution approving a compromise route which would touch Chapleau and Oba, considerably to the north and adding 145 miles to the 275 miles between Port Arthur and the Soo. Representatives present at the meeting said the Fort William Chamber of Commerce would probably be willing to reconsider the matter and join Port Arthur and the Soo in urging the all-lake shore route."

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