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Proceedings of So-Called Conference at North Bay

Text of the Resolutions Submitted to the Meeting Called by North Bay and Organized by Sault Ste. Marie and Sudbury. Two Routes Suggested by Conference. Two Other Routes Still Strongly Held. North Still as it Was Before.

Last week The Advance had reference to the so-called conference at North Bay in regard to the route to be selected for the Trans-Canada Highway through the northern part of Ontario. The conference went on record as approving the building of two routes. This decision means nothing, because the conference was dominated by Sault Ste Marie and Sudbury, as expected. This part of Northern Ontario was represented by a delegation from the Northern Ontario Associated Boards of Trade and by a few representatives of municipalities. The general feeling of this part of the North was that the Northern Ontario Associated Boards of Trade in resolutions passed at three different meetings of that body expressed the considered opinion of the people here. The Advance understood that the committee from the Associated Boards was to emphasize the resolutions in question as the opinion of this part of the North. The reports of the conference seen by The Advance does not make it clear that this was done. It is a fact at any rate that some of the members of the committee from the Associated Boards were not notified that they were to act and so were not present at North Bay.

In the absence of any official report of the proceedings at the conference dependence must be placed on the newspaper reports. Here is one report appearing in several of the daily newspapers:

Double Route for Highway Gets Support

North Bay, Ont., July 8.—As a result of the Trans-Canada Highway conference held here this afternoon, the following amendment to a resolution given by C. W. Wright, was unanimously carried: "That this conference make a recommendation to the Government of Ontario that they build the road from Sault Ste. Marie on to White River and through to Nipigon, and that the road be connected up from Hearst to Hornepayne and White River; and for every mile built between the Soo and White River, that one mile be built between Hearst and White River. And that we leave it to the Government as to which line they want to call the Trans-Canada Highway into Chapleau."

During a discussion, which at several times became very heated, four different routes were advocated, the northern route, as suggested by Mr. Wright, president of the Northern Ontario Associated Boards of Trade, and Dr. Armstrong, Cobalt; the southern or shore route supported by Hon. James Lyons Sault Ste Marie, and J. E. Crawford, Fort William; the compromise route, offered by G. B. Nicholson, M.P., Chapleau; and another route to go east and west of a road to be constructed between Hearst and the Soo. This latter was offered by F. Wood, Iroquois Falls, as a means of making a start in the near future.

Is Well Attended.

The conference was well attended. About 150 delegates were present representing the organized municipalities of Northern and Western Ontario. Mayor R. Rowe, of North Bay, occupied the chair. After welcoming the delegates on behalf of the city, the North Bay Board of Trade and the Motor League, he expressed the hope that some unanimous decision would be reached so that the construction of the road would be speeded up. J. E. Crawford, Fort William, was the first speaker. He urged the lake shore route and was definitely opposed to the northern.

"The road is not intended as a colonization road," he stated. "The lake shore route would be unsurpassed on the continent for its scenic beauty," he claimed. In that, it would be one of the principal attractions of Ontario to attract tourists, he believed.

Speaking for the Northern Ontario Associated Boards of Trade, Mr. Wright, president, thought that the question should be approached from a national outlook.

"This is a national question, he stated, and the work will have to be paid by taxes derived from residents from coast to coast."

"The people in Nova Scotia and in British Columbia are going to be benefited and must be considered. The \$21,000,000 of new wealth has been derived from the route advocated by the association. The gold production this year will be second only to that of South Africa."

Mr. Wright was strongly convinced that eventually the road will be run in line from Quebec to Cochrane west to Hearst; and from there to Winnipeg. "The Ferguson Highway would be just a feeder," he claimed. He then submitted the following resolution:

Text of Resolution.

"Whereas there is a divergence of opinion as to the proper location of the proposed trans-Canada highway through Northern Ontario.

"And whereas the proper location of the said road would require amongst other factors:

"A—A full knowledge of construction problems, costs, grades, etc.

"B—Consideration of the present potential wealth and value of the area to be served, to the entire Dominion.

"C—Consideration of and provision for communities adjacent thereto, to be connected to said road.

"And whereas the Provincial Government have repeatedly asserted that they do not possess this essential information, but have promised to obtain it by aerial surveys and other methods;

"Now, therefore, be it resolved, that this conference held in North Bay on July 8, 1931, representing the organized communities of Northern Ontario, do hereby request the Provincial Government to immediately implement their promise and make the necessary aerial surveys and by all other means obtain the indispensable technical knowledge requisite to the proper selection of the route.

"And, further, that the Government be asked to base its decision upon the data thus obtained, and then to proceed at the earliest possible moment with the work of construction;

"And further, that a committee from this conference be empowered to place this resolution before the Government; immediately."

When put to a vote, the resolution was lost. The amendment to it, moved by Hon. James Lyons and seconded by Mr. King, Port Arthur, given in full above, carried unanimously.

Urge Both Routes.

"No one could expect one route to be near to cities as far apart as the Soo and Cochrane," Mr. Lyons stated. "We should urge both routes. There are thousands of men out of work. It is better for them to be engaged in cutting forest, building ditches and working on roads than have to give them a handout. Don't let us theorize about building through unpopulated sections. As far as I have been able to follow, there are three or four projected routes. The road around by Nakina is about 25 years ahead of the times. We say bring a road from Hearst to Hornepayne and then along to White River. If you build that road you serve 95 percent of the people of Northern Ontario. There are no engineering difficulties in this road. There are already 175 miles of the road built.

"All that is needed is 190 miles to complete it." Fred Labarge, president of the Sudbury Board of Trade, strongly advocated the formation of a small committee, the conference to support any route to be decided upon by them.

E. G. Murphy, Fort William, supported the stand taken by Mr. Lyons.

Chapleau Difficulty.

Mayor Grigg, of Bruce Mines, was the first to pave the way in the arriving at any decision. "I am sorry that some have spoken of the muskeg some of the rocks and wastes and others of the clay belts," he said. "Gentlemen, that is no way to advertise the country. The grandeur of Canada is the variety of these physical features. There must be two roads. The day will come when these roads will be built. The nature of the country demands it.

"I feel that Chapleau is our difficulty. I don't think that there is a man in the hall who doesn't want to give Chapleau a road, but for the present I feel that they will have to be satisfied with an outlet.

"You northern men came here with the route already decided upon. I feel that it is unfortunate, but I think the speaker representing the Associated Boards of Trade came here with his hands tied."

Representing a neutral town, Mr. Grigg urged them to come to some agreement.

Others who spoke were: G. B. Nicholson, M.P., Chapleau; Frank Wood, Iroquois Falls; Dr. Armstrong, Cobalt; Mr. Simpson, Chapleau; Mayor Mageau, Sturgeon Falls; Mr. King, Port Arthur; Mr. Anderson, Kapuskasing; John Clark, Englehart; Mr. Drew, Timmins; and Mr. Claremont, Cochrane.

Kirkland Lake Resolution

The North Bay Nugget publishes the following as the resolution submitted to the conference by Kirkland Lake:

Whereas: One of the greatest, if not the greatest, problems facing Canada at the moment is the problem of absorbing the large number of citizens who find themselves without employment.

Whereas: During the last twelve months much employment has been furnished which could not have been vouchsafed but for the help, financial, given by the Provincial and Federal Governments.

Whereas: The present and the future outlook for additional employment is by no means bright.

Whereas: The financial position of the municipalities is such that they are not in a position to undertake any large works of such magnitude as will have any considerable effect upon the unemployment question.

Whereas: The position being as it is set out above there is no other means available of combating the serious unemployment condition than by pressing upon the Governments, both Provincial and Federal, the necessity of proceeding with such a work as the building of the missing links of a Trans-Canada highway.

Be it therefore resolved: That this meeting of representatives from all the

municipalities of that part of the province of Ontario known as Northern Ontario, ask and respectfully request the Provincial Government to complete the survey, now under way, at the earliest possible moment and with the assistance of the Federal Government inaugurate the work with the least possible delay, and further in view of the undoubted fact that ultimately there will be at least two, if not more, highways traversing the Province of Ontario from east to west, this meeting does not specify any particular route for the first of such highways, but puts itself on record that the decision shall be left to the Government as to which of such highways shall be built in the first place as the result of their consideration of the results of the surveys and reports now being made for them. In addition to the above municipalities, Boards of Trade and other organizations here represented undertake as far as possible to refuse countenance to any propaganda for any particular route for the first Trans-Canada highway, but they also pledge their wholehearted assistance to the building of the second highway as soon as the first is completed.

The Nugget in its report of the conference last week at North Bay has the following:—

Advocates North Route

President Wright, of the Northern Ontario Associated Boards of Trade, made an excellent address, advocating the Northern route. He told of the promises made by Hon. R. B. Bennett during the Dominion election campaign, with the conference to the construction of this highway. Now he has passed on to the province of Ontario the work of locating such a road. "This is a national question and the work will be paid for from taxes derived from residents from coast to coast. It should be approached from a national outlook. In advocating the Northern route he drew attention to the \$21,000,000 of new wealth that was produced along this route. He believed that eventually the real Trans-Canada route would be almost a straight line from Quebec through Cochrane to Winnipeg. He then presented his resolution given below.

Dr. Armstrong, Cobalt, as a resident for 25 years, asked that some unanimity be evidenced in the conclusions arrived at. He would like to have a loop via the Soo. He would support a route via Chapleau and Oba, but he preferred the route via Hearst and Hydro and north of Long Lac. He said he believed it would be the shortest route. It would be in striking distance of railways to Hearst, to Hydro and on to Fort William. These railways would benefit the nationally owned and provincially owned railways. It would cost about \$3,000,000 from Hearst to Hydro. It could be built quicker, easier and at less money than any other road.

The road would serve many now prosperous farmers who have not a road, he said. From Nakina to Hydro is a wonderful scenic country. "Canada first, the road to serve the greatest number," he said, "should be the motto, and I hope to see one or two roads started as soon as possible." He advised an aerial survey of the routes and get to work. He seconded the motion moved by Mr. Wright. The Trans-Canada highway has a map he said showing profiles, and other features of the route from Hearst to Hydro.

Frank Wood, Iroquois Falls, referred to Mr. Nicholson's remarks about the length of time a survey could be made in. With present airplane equipment a survey could be made in five weeks, not five years. On July 2, Premier Henry stated that aerial surveys were to be started at once. "Let us do something to relieve unemployment." He moved "that the Provincial Government be urged to immediately construct from Soo to Hearst to aid unemployment and as soon as aerial surveys, now in progress, are completed that the government immediately commence the westerly extension of the Trans-Canada highway from the best point on this road."

Toronto Mail and Empire:—A Milwaukee policeman fired at a dog and wounded four children, which probably is a record of some kind.

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PREACHER'S CAR ROBBED ON FIRST NIGHT IN HALLEYBURY

The Halleyburian last week says:—"It would appear that Rev. W. A. Beecroft, the new minister of the United Church here, got a rather bad impression of Halleybury on his first night in the town. He had left his car standing downtown and someone took the motor meter off the radiator cap. Nothing else on or in the car was disturbed, but the loss is to be regretted. It is seldom that cars left standing on the streets here are interfered with and it seems unfortunate that the new minister was the victim in this instance. No clue to the guilty person has been discovered."

"Why do you weep over the sorrow of people in whom you have no interest when you go to the theatre?" asked the man.

"I don't know," replied the woman. "Why do you cheer wildly when a man with whom you are not acquainted slides into second base?"

—Exchange

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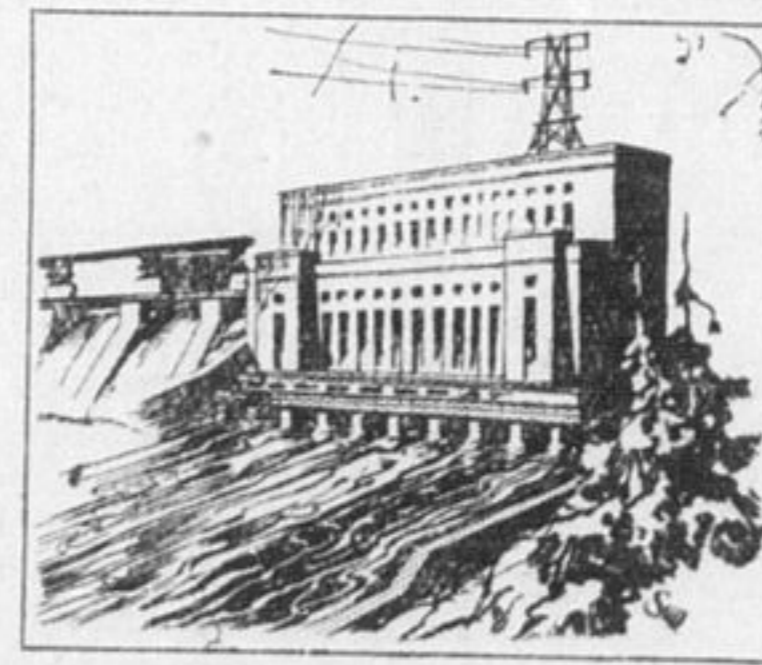
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