

ROADS THAT BIGGS BUILT ARE WARMLY CRITICIZED BY WENTWORTH MEMBER

Alleged Reckless Expenditure of Drury's Minister of Public Works Is Under Fire in House—Serious Allegations Levelled At Hon. Frank Biggs.

[Special to The Advertiser.]
OTTAWA, June 1.—The obvious intention of Gordon Wilson of Wentworth tonight was to attack the Drury Government and Hon. Frank Biggs, its minister of public works, in particular, for "reckless extravagance" and "self-interest" in connection with the good roads policy being carried out by the province in conjunction with the Dominion under the Canada highways act.

In this connection it cannot be denied that the criticism of the member for Wentworth was of a highly effective nature, for he demonstrated, among other things, that the Toronto-Hamilton highway was costing at the rate of \$82,000 per mile, and that a single cutting in the vicinity of Dundas had been made at a total cost of \$130,000.

He further pointed out that many of the road improvements launched upon the Ontario minister of public works ran past, ground, or to his own home, and that of his father, and that a blind concession of road allowance running between two portions of his land had been taken over and macadamized. At the rate at which money had been expended in the county of Wentworth alone, one-sixth of the total federal appropriation for the Province of Ontario would be absorbed there, said Mr. Wilson.

Attack Undenied.

Nobody in the House attempted to defend Mr. Biggs. In all the history of Canadian railroad building few stretches of road have cost \$84,000 a mile—and this is not a railroad. On the other hand, the speech of Mr. Wilson gave opportunity for a general criticism of an act the soundness of which was questioned ever since its inception. It was not so much an abuse of the act which Mr. Wilson demonstrated, it was its own inherent weaknesses. The Canada highway act was first introduced into Parliament by Hon. Frank Cochrane, minister of railways in 1912, in its original form it gave the Federal Government control of expenditures.

As a consequence it was opposed by the Liberals, and killed in the Senate. On two more sessions it again appeared, but was again shelved. In 1919 it passed in its present form. The provinces under present condition have charge of expenditures and the Federal Government undertakes to pay forty per cent.

Even in its present form it did not pass without very considerable opposition. That opposition would appear to have been simply justified by the disclosures which Mr. Wilson made tonight in the House. The moral of Mr. Wilson's address was that it is highly dangerous to override the principle that local needs should be met by local taxation.

Are Not Economical.

The charges (if charges they can be called) further demonstrated the simple fact that the knowledge that the other fellow is paying part of the cost is not conducive to economy, especially when the other fellow is the Federal Government. Knowledge of this fact, says, in the present case, have encouraged Mr. Biggs to construct 60-foot highways with boulevards, when 20 feet, without boulevards would have sufficed, to construct speedways when roads were all that was needed, to cut through hills when he could have gone around or over them, and to parallel other highways a few miles distant. If he did improve his own standing—well, that was another of the incidental temptations using over the road question. (Laughter.) The man explained that just recently the Ontario Department of Public Works had moved his fence back fifteen feet and offered him a check at the rate of \$1,285 per acre. It seemed that Mr. Biggs proposed to use the fifteen feet for the purpose of a boulevard from Hamilton to Windsor.

Mr. Wilson then gave particulars of wages which had been paid last year on the road. Laborers received \$6 a day; teams, \$10 per diem; foremen, \$6.50 per diem; and board, roller engineers, \$7.50 and board; five-ton trucks, \$50 a day, with driver.

Accuses Biggs.
Further to illustrate the "generous manner" in which Mr. Biggs expended public money, Mr. Wilson said that a contract for trucks at \$117,500 had been awarded, on which the agent admitted he made a commission of \$13,000. No competition tenders had been called for, and Mr. Biggs had explained as a reason for his action that he wished to help a young friend just starting out in business.

The Hamilton-Kitchener highway was being completed in front of Mr. Biggs' own gate, and at points where the Ontario minister and his father owned property. John Best (Dufferin) declared that the county of Wentworth had 64 miles of roads, which were being constructed at a cost of \$2,654,640. This single county was getting one-sixth of all the money which was to be expended in Ontario on roads under the Canada highways act.

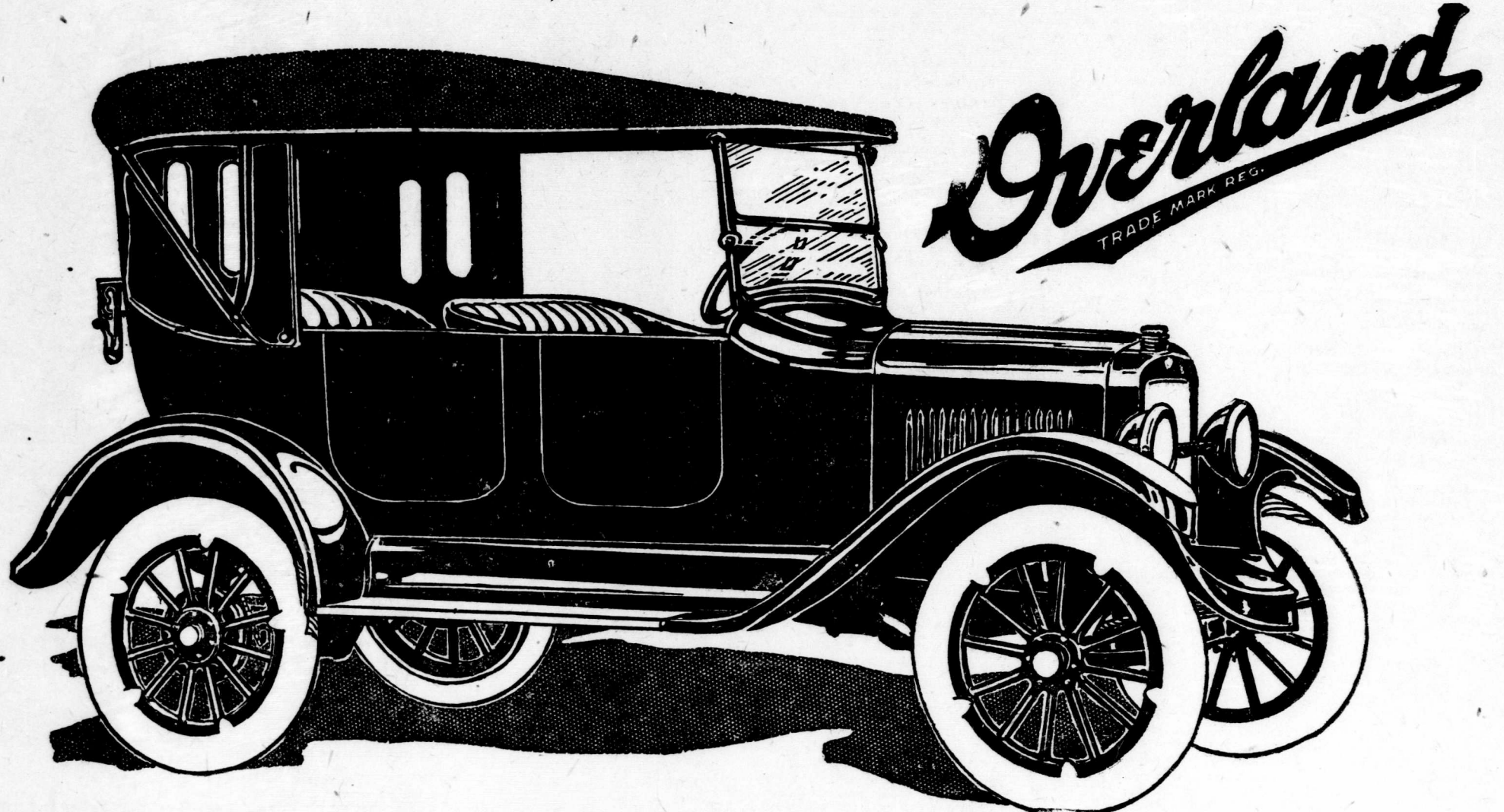
Wants the Facts.
Deputy Speaker Bolvin asked the minister of railways to state definitely whether the highways under discussion had been approved by the department of railways and canals.

Dr. Reid replied that the Ontario Government submitted a program of the roads it wished to construct for his consideration. The estimated cost was also supplied, and if the Government agreed, it was bound to pay 40 per cent of this amount. So far he had approved the Hamilton-Brantford highway, the Dundas street highway and the Hamilton-Queensway highway. Three others, the Hamilton-Kitchener, the Hamilton-Jarvis and the Hamilton-Chatham highways had not yet been approved. The estimated cost of the Hamilton-Brantford road was \$658,907, or \$34,400 a mile.

Mr. Creer said that if the Dominion Government did not suffer through extravagant expenditures on these roads the House was not required to discuss them.

COLONEL PEACOCK
SHOT BY FEINERS
BELFAST, June 1.—Two armed men today entered the garage of Col. W. J. Peacock of Innishannon, near Brandon, Cork, and shot him in the stomach when he tried to protect his property. The wireless telegraph school at Cahircree, County Kerry, was entered Tuesday evening, and twelve of the accumulators were stolen.

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REV. DR. GORDON NEW MODERATOR

Rev. W. J. Clark, Former
Londoner, Nominated,
But Withdraws.

TORONTO, June 1.—By Canadian Press.—Rev. Dr. C. W. Gordon, better known, perhaps, as Ralph Connor, the novelist, was elected moderator of the Presbyterian Church in Canada at the opening of the 47th General Assembly tonight in St. James Square, Presbyterian Church here. Only two other names were placed before the assembly for a vote, those of Rev. Dr.

Ephraim Scott of Montreal, editor of the Presbyterian Record, and Rev. Dr. McLaren of Vancouver. Two others were also nominated, Rev. Dr. W. L. Clay of Victoria, B. C., and Dr. W. J. Clark of Montreal, but these two withdrew before the vote was taken. When the nominations were called for Dr. Gordon's name was the first presented, his nominator being Principal John McKay of Winnipeg and seconded by Sir Robert Falconer. Dr. McKay urged the choice of Dr. Gordon as a fitting honor and reward for the service he had rendered to the Presbyterian Church in Western Canada, for his work as chairman of the joint council of industry, for his services in the great war, and finally, as a tribute to his distinction as a Canadian writer.

FIRE LOSSES LIGHT.
STRATFORD, June 1.—Fire losses for May were larger than for some months, \$3,000. This was accounted for in a series of small fires.

SERIOUSLY HURT, BUT SAVED BOY

Lt. Hyslop Falls Thirty Feet
When Rope Snapped.

WINDSOR, June 1.—Lieut. James Hyslop, of the Windsor Fire Department, and his 10-year-old son were badly bruised in a 30-foot fall to the pavement in front of the central fire hall this afternoon. Hyslop was practicing with a life line rope swung from an aerial ladder. He had descended about 20 feet, holding his son, when the rope snapped. At Hotel Dieu two X-ray examinations revealed a fracture of a small bone in one foot, while the lower part of his

AUTOS BLAMED FOR INSPECTION DELAYS

WINDSOR, June 1.—Following an investigation into the feasibility of having customs and immigration inspections made on the ferry boats in order to save time, E. D. Lennie, special officer of the department of customs, Ottawa, stated to Mayor Wilson, who accompanied him on his inspection, that time was not wasted in passing the officers, but through the number of autos which had to be loaded and unloaded on the boats. Mr. Lennie informed the mayor that the arrangements for handling autos were clumsy, and that the tardiness of the service was directly attributable to this feature.

FALL AND SHOCK MAY BE FATAL

Albert Holmes of Ingersoll Is
in Critical Condition.

[Special to The Advertiser.]
INGERSOLL, June 1.—From the effects of being shocked and falling from a pole more than twenty feet Albert Holmes, son of Chief of Police Holmes, an employee of the local hydro commission, is in a critical condition in Alexandra Hospital. While working on a pole at the corner of Carroll and Cherry streets he came in contact with a 2,300 volt off a hydro line. He was alone at the time, and it is not known definitely when he was injured. He was

found shortly before noon. Apart from being shocked he received serious internal injuries by the fall. Holmes is a well-known young man, and married.

MARINE NEWS

SARNIA.
SARNIA, June 1.—The vessel passengers at this port today were:
Up—Peter Reiss, 7:50 a.m.; Elmore, 10:30 a.m.; 11: Porter, 1:50 a.m.; Grand Island, 2; Carl Bradley, 3:40; Steel Fitzgerald, 4:50; Shenango, 7:20; Hemlock, 7:30.
Down—Phillips, 10:20 a.m.; Ounising, 10:50; Wm. Roberts, 12:30 p.m.; Good-year, 2:40; Cornelius, 3:20; Sarvey, 4:30; Townsend, 4:30; Garretton, 4:40; Corey, 5:40; Cleatus Schneider, 6; Tomlinson, 7; McDougall, 11:30 p.m.; Wickwire Jr., 12:10 a.m.; Taplin, 12:20; Robinson, 1; Manistiquie Smith, Sheada, 5 p.m.; International Waterway, No. 101, 5:50; Angeline, 5:50.

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