

PROVINCIAL HIGHWAY POLICY IS OUTLINED BY HON. F. C. BIGGS

Tells Members of Automobile Association of Government's Intentions With Regard to Good Roads in Ontario—\$65,000,000 in Five Years.

So comprehensive, interesting and enlightening was the address of Hon. F. C. Biggs, minister of public works for Ontario, on his provincial highway policy, delivered at the annual meeting of the Automobile Association at the Tecumseh House on Friday night that he received a great ovation from the large gathering.

He believed that the people of the province as a body were in favor of good roads. Hon. Mr. Biggs and his colleagues did not look on matters from a politician's standpoint, but from that of a statesman.

There was not going to be class legislation of any kind. To determine the desires of the people it was necessary to make with them, and it was for this reason that he was speaking in various municipalities. No party in Queen's Park had the faculty of mind-reading, he thought.

The road construction policy which had been laid out by the present Government was greater than that of any other that had preceded it. It had to be well balanced between urban and rural centres.

Assurance was given that the Dominion Government would pay its share of the \$30,000,000 which had been set aside for trunk lines through the province. One and one-quarter millions of dollars had been spent in the province on this work last year, but the Provincial Government had not a working agreement with Ottawa, and so Ontario had not received any grant from the Dominion powers—that-be. Now there was a working agreement, and the Ottawa Government would pay 40 per cent of the cost of constructing 1,600 miles of highway in the province.

A Huge Program.

It had been said that within five years between sixty and seventy million dollars were to be spent on roads. Fifteen million dollars would cover the cost of construction. Of this sum, however, six million dollars would be paid by the Federal Government.

In the five years the counties would spend approximately \$25,000,000. The townships would spend about \$15,000,000 in that period, and the total about \$65,000,000. This sum would include the cost of maintenance of the roads.

During the war we had given vast sums to be sent overseas to help the allies; now we could help ourselves by building better roads and so help the solution of transportation problems.

Auto license revenue this year amounted to \$1,500,000. To the credit of auto license taxes collected there was \$100,000 in the treasury. As soon as better roads were built the tax would be increased slightly, but through the good roads the inevitable saving to the province of the province would be \$25,000,000. This would be saved in the upkeep of the car, representing a saving of 10 per cent on the upkeep.

Hon. Mr. Biggs was opposed to glaring headlights, and to the problem of the abolition of these was a big question, but it could be solved.

Wants to see that the province highway be designated, and wanted to play fairly with all the municipalities. He wanted to see the permanently constructed roads would serve all the counties. Sixteen hundred miles of roads would be provided by the Government.

The roads which gave the best effect, asphalt or oil surfaced, the Springfield on which would start near the larger centres, and the money would be developed as fast as labor would permit.

Of the five million dollars to be spent on provincial county roads, the Ontario Government would pay 60 per cent, and the counties 40 per cent. Provincial roads would be built by the Ontario Government, but the counties would be expected to take over the roads as provincial county roads taken over by the Government.

Miles and miles of county roads had been built and forgotten. There had not been a proper system of maintaining them. Sectionmen should be kept on the roads ready to fill up ruts as soon as they were seen.

The trunk systems to be complete had to have feeders, so that persons in the vicinity of them could bring their produce to market. "We must have reasonable good roads in Ontario," said Mr. Biggs.

Twenty per cent of the cost of permanent bridges and similar construction work in the counties would be paid by the Government.

Road Superintendents.

In each township the most suitable man available should be appointed as township road superintendent. He should be a man who was engaged in any other business would not be in any appointment. At present the Government paid 20 per cent of such officials' wages up to the sum of \$800. Forty per cent of the superintendent's salary would be paid under a new policy. This plan should be adopted in the villages as well as the townships.

There is not a township that has not one outstanding road enthusiast," he said. Under these men there could be standardization of the construction of bridges and culverts.

Referring to suburban roads, he said: "In London this seems to be somewhat of a question. He did not think it should be a question. If a committee would get together for a few hours an understanding could be reached."

Two members of the suburban roads committee have been appointed by the city by the bylaw, two by the county bylaw, and the fifth by the lieutenant-governor. He advised care be taken to pay the bill, and added: "Come down 'white' London, and I will treat you to a dinner."

At present the city did not have to spend more than one-half mill of the taxes for this city on roads, Chatham had asked that they be increased. He struck off the books, so that more could be spent. London was going to be put in it did not get in the game soon.

Get in the Game.

Present speed laws were not a hardship, Magistrate Graydon told the meeting. Education was all that was needed to have them observed. In automobiles there were powerful engines, and the drivers of cars were expected to use extraordinary care because of this fact. Special care should be taken at the intersections of streets, because of the point of view. The motorist should slow up instead of speeding up when approaching them.

Need Organized Effort.

G. A. Hodgson, president of the Ontario Motor League for 1920, declared that much could be accomplished by organized effort. In the province at present there were 7,000 members, and by the end of the year there should be 20,000 in the affiliated clubs. To prevent accidents every vehicle should be compelled to have lights, and the regulation of pedestrians to some degree should be considered.

Mayor E. S. Little was in favor of the enforcement of the law requiring an auto to have two lights. He said that the tax rate in London would be high this year, but that the people would get their money's worth in good roads.

W. G. Robertson, secretary of the Ontario Motor League, and Ald. W. A. Wilson also spoke.

At the meeting were four members of the Provincial Parliament. They were: Hon. F. C. Biggs; Dr. H. Stevenson, M.L.A., London; J. G. Freer, M.L.A., E. Middlesex, and J. Freer, M.L.A., Norfolk.

According to the report of the secretary, 100 road signs were placed on the road during the year, and \$100,000 had been expended on the Springfield road and toward oiling the Springfield road.

For Colds, Grip or Influenza, take LAXATIVE and GINGER Tablets. Look for W. GROVE'S signature on the box. 30c.

TALKS TO MOTOR CLUB

G. A. HODGSON, president of the Ontario Motor League for 1920, who spoke at the London Motor Club on Friday night.

WINDSOR, Feb. 6.—When their parents were carried off by influenza within three days of each other this week, two tiny tots the children of Mr. and Mrs. Robert Foster, who came to Windsor five years ago from San Jose, were left orphans.

With the other members of the family all confined to their beds with the dread scourge, the father, himself ill, left his children and his sick wife a few days later the wife and mother passed away, and the father came steadily worse.

The remains of the parents were taken to Belleville for burial, while the children, who are themselves confined to bed by the malady, shortly before Christmas the family lost its home through fire.

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At the present time there is only enough fuel on hand to last until Sunday night, but a sufficient supply has been promised to furnish power until the following Wednesday, when, unless a miracle develops, the border will be without car service.

Hayes tonight declared the Detroit United Railways across the river were facing the same situation, so that no assistance could be expected from that quarter. Subscribers of light and power of the company have been warned to conserve to the utmost degree.

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"WESTERN" GRADUATE THE DAILY MISERY GIVEN HIGH MEDICAL OF ILL-HEALTH HONOR IN THE U. S.

Dr. L. G. Rowntree to Teach Post-Graduate Course

IN FAMOUS U. S. CLINIC

Graduated From Medical School of Western University in 1909.

Dr. L. G. Rowntree, who is numbered among the most famous graduates of Western University Medical School, has just had conferred on him what is probably the highest honor which a doctor of medicine may gain in America. He is professor of medicine at the University of Minnesota in Minneapolis, and has now been appointed professor of medicine to the post-graduate school in connection with the Mayo Clinic in Rochester, Minn.

The clinic, which is part of the University of Minnesota, was endowed by Drs. W. G. and Charles Mayo. It is one of the most famous clinics in the United States, and the post-graduate school will be attended by graduates of the university from all parts of the country. Dr. Rowntree will retain his chair in the university, and will give six months of each year to the work in the post-graduate school, which is easily the best equipped on the continent.

Dr. Rowntree will have unexcelled opportunities in his new position for research work, as well as for teaching. He is a son of George Rowntree, Stanley street, this city, and graduated from the Western in 1909.

"My digestion and general health are splendid—all of which I owe to 'Fruit-a-tives'."

"GASPARD DUBORD."

Fifty cents a box, 6 for \$2.50; trial size, 25c. At all dealers or sent postpaid by Fruit-a-tives, Limited, Ottawa.

BOARD OF COMMERCE PLACES LIMITS ON QUEBEC PAPER FIRM

Illegal for Price Brothers to Charge Over \$80.

OTTAWA, Feb. 6.—(By Canadian Press).—Under order No. 2 of the Board of Commerce of Canada, issued today, it becomes illegal under the combined and fair price act for the firm of Price Bros. & Co. to sell newspaper paper from their mills in Quebec for shipment to any destination at a higher price than \$80 a ton, the price fixed for the sale of newspaper in Canada.

At the same time Price Bros. are ordered to ship newspaper at the rate of one carload a week to each of the following consumers: The Montreal Star Publishing Company, the Herald Publishing Company, and Poter, Bassett & Co., all of Montreal.

The order sets forth in its preamble that Price Bros. are under obligation to ship 1,125 tons of newspaper per annum to Canadian consumers, and that they actually are only shipping 2,500 tons of that quantity. The board also finds that said firm is withholding from sale and accumulating at its plant more than a "reasonable quantity" of newspaper, which commodity it has declared a necessary of life under the combined and fair price act, the board of commerce orders.

That "any price of sale of roll newspaper by the Price Bros. & Co. exceeding \$80 per ton, in cash, shall be deemed to include an unfair profit," and said company is hereby and until further order of the board, restrained from the making and taking of unfair profits for or upon the holding or disposition of said newspaper (newsprint); that is to say, any price which is deemed as aforesaid, to include unfair profit."

LIVE STOCK UNION TO PROTEST CONTINUANCE OF WARTIME RAIL RATES

TORONTO, Feb. 6.—The Eastern Canada Livestock Union at its annual meeting today protested against the continuance of the war-time transportation rates and a committee was appointed to confer with the Western Livestock Union, with a view to asking the Dominion Railway Commission to give some relief from the present high rates.

Two representatives of the Western Livestock Union, who are going before the railway commission on the matter of rates, G. H. Hutton and G. Hoard, M.P., president and vice-president respectively, of the Western Livestock Union, addressed the convention here today.

Because of the small attendance and apparent lack of interest in the Eastern Canada Livestock Union, the convention closed without electing officers. John Gardhouse of Weston, Ont., is the president.

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Three Years of Suffering Quickly Relieved by "Fruit-a-tives."

MR. GASPARD DUBORD.

"159 Avenue Plus IX, Montreal."

"For three years, I was a terrible sufferer from Dyspepsia, and my general health was very bad. I consulted a physician and took his medicine and faithfully carried out his instructions; but I did not improve and finally the doctor told me I could not be cured."

"At this time, a friend advised me to try 'Fruit-a-tives,' and I did so. After taking two boxes of 'Fruit-a-tives,' I was greatly relieved; and gradually this marvelous fruit medicine made me completely well."

"My digestion and general health are splendid—all of which I owe to 'Fruit-a-tives'."

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News of the Basement Store

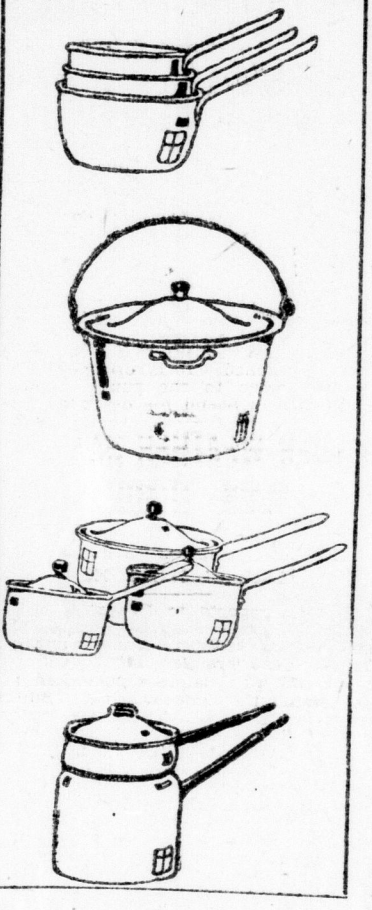
Sale of Enamelware 'Seconds' Monday "Made in Canada"

There will be a rattling of pots and pans when this sale of enamelware opens in the Basement at 9 o'clock Monday morning. We do not make use of comparative prices, which, no matter how truthful, always look exaggerations in such a sale as this, when, owing to some insignificant flaw or miss in the finish, the article is branded as a second and sold, in most cases, at less than half the original price of perfect-finished goods. WHITE AND SCOTCH GREY.



Over Five Thousand Pieces on Sale

There will be more than above quantity in this sale at 9 o'clock Monday, and the list below is only a partial summary of the many useful articles. There is scarcely anything you can think of in enamelware for kitchen or summer cottage that you won't find in this sale, and the prices, in most cases, are less than half.



'Seconds' -- Enamelware Sale -- 'Seconds' SEE WINDOW DISPLAY TODAY

Monday Morning at 9 a.m.

- | | |
|--|---|
| 150 Milk and Rice Boilers. Sale prices 59c, 69c, 89c and 98c | 200 Water Pails, in grey 59c, 79c, 98c and \$1.19 |
| 18 Foot Baths 98c | 75 Frying Pans 29c and 39c |
| 100 Wash Bowls 29c and 39c | 60 Dishpans 49c, 69c, 79c and 98c |
| 120 Chambers, in white and grey 29c, 39c, 49c, 59c and 69c | 200 Lipped Saucepots 10c, 15c, 19c, 23c, 29c, 33c and 39c |
| 200 Oblong Pudding Pans, in white 29c, 39c, 43c, 49c and 59c | 75 Tea and Coffee Pots 49c, 59c, 69c and 79c |
| 100 Water Pails, white enamel \$1.19, \$1.49 and \$1.69 | 100 Potato Pots, 79c, 89c, 98c, \$1.19 |
| 70 White Enamel Pitchers 98c and \$1.29 | 200 Straight Saucepots, with lids 29c, 33c, 39c, 49c, 59c and 69c |
| 150 Basting Spoons, 11c, 12c, 15c, 19c | 18 Sink Strainers 39c |
| 200 Covered Kettles 59c, 69c, 79c, 98c and \$1.19 | 70 Pitchers, grey, 49c, 59c, 79c, 89c |
| 100 Preserving Kettles 39c, 43c, 49c, 59c and 69c | 150 Pudding Pans 19c, 23c, 29c |
| 150 Tea Kettles 49c, 59c, 69c, 79c, 89c, 98c and \$1.19 | 35 Skimmers 19c |
| | 50 Dippers 29c |
| | 35 Tea Steepers 29c and 33c |
| | 48 Milk Pails 43c, 59c and 69c |
| | 24 Round Roasters 79c |
| | 60 Mixing Bowls, 15c, 19c, 29c, 98c |

FEBRUARY FURNITURE SALE 10 to 50 Per Cent Off.

Cortese Orchestra—Restaurant, at Noon Luncheon, 12 to 2.

EUCHRE DRIVE AND DANCE.

TEESWATER, Feb. 6.—A most successful progressive euchre drive and dance was held by the ladies of the Sacred Heart Church in the town hall, Teeswater, on Thursday, February 5. A large attendance helped to swell the funds which are being gathered to help pay for the alterations to the church.

The board of agriculture held its annual meeting in the town hall, Teeswater, on Thursday, February 5. Addresses were given by A. J. Palmer, Landon Thornton and his brother Charles.

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FEBRUARY VICTOR RECORDS NOW ON SALE.

Grill Service, Restaurant—Planked Steaks, etc.