FRIDAY, MAY 29,_ 1925

Strong Argument for Urban Centres

Made by Deputation Which Waited Upon Minister of Highways, Urging the Government's Consideration of the Interests of Towns and Villages in the Designation of the Route for Provincial Highway Between Sar-nis and London. nia and London.

Watford and all the other urban municipalities vitally interested in the matter of the routing of the Sarnia-London provincial highway, sent a strong deputation to Toronto to con-fer with the Minister of Highways, the Hon. G. S. Henry. The deputation comprised about seventy representthe Hon. G. S. Henry. The deputation comprised about seventy represent-ative citizens from Petrolia, Wyom-ing, Watford, Kerwood, Strathroy and Mt. Brydges, and was given a cordial reception and hearing at the Parliament Buildings. The Minister promised the visitors, who were in-troduced by Mr. George Elliott, M. L. A., for North Middlesex, that his department would give due consider-ation to the interests of the municip-alities represented, as clearly and alities represented, as clearly and comprehensively set forth in the fol-lowing argument, which was submitalities ted.

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t † † † Memoranda of submissions made by delegation from the Town of Strathroy, the Village of Watford, the Village of Wyoming, the Town of Petrolia, the Police Hamiet of Mt. Brydges, and the Police Village of Kerwood, to the Honorable the Min-ister of Highways, on Thursday, May 14th, 1925, at Parliament' Buildings, Queen's Park, Toronto, with refer-ence to the route of proposed paved road from Sarnia to London to am-plify the Provincial Road System. plify the Provincial Road System.

plify the Provincial Road System. 1. This delegation does not desire in any way to urge upon the Govern-ment the construction of more pave-ment in connection with the Provin-cial Road System at the present time, realizing that such construction is governed by financial considerations and traffic conditions throughout the province as a whole. This delegation, however, does believe that, ultimately if not in the near future traffic from if not in the near future, traffic from Sarnia to London will require a pav-ed road, and that the route such pave-ment shall take is of vital importance to the towns and villages represent-ed. It is desired to place before the covernment the views and interacts government the views and interests of these places in connection with the route of such pavement, at the present time, before the Government is committed to any such as the s is committed to any route, so that when the time comes that a definite route must be officially declared, the government will be cognizant of the special interest of the small towns along the route. It is presumed that the exist-

along the route.
2. It is presumed that the existence of the small town, which has made such a valuable contribution to our national life in the past, is still necessary in our social organization, and greatly to be desired. At the present time, and for the past few years, the small town in Ontario is having a real struggle to retain its existence. Most have a business and social organization built up on the needs of the rural market, which is now greater than is required. Any further dwindling of markets will cause untold hardship.
3. In the rise and progress of the small towns, transportation has always been a vital factor. The route of railway construction, in the past, determined the ultimate fate of the rural ways beer. If a centre of population was served by a railway, it progressed. If it was cut off from the trailway, it steadily dwindled.
With the motor car becoming an increasing factor in solving the everpresent problem of transportation, the past densing ago. Business prosperity has its growth and continued existence in the ebb and flow of traffic. It is true that business demands transportation facilities, but it is use state small town depends for mere existence.
4. For these reasons, whatever 2.

Route (a) does not touch a urban centre between Sarni London. It lies one and a half from Wyoming, and three miles hond Watford and Strathroy. It is too far away to give any local service, and would earry through traific past their doors, thus thoroughly isolating them from any direct benefit of a paved road. Route (b), however, would give a maximum of local service to every urban centre between the two cities. It is pointed out that the incraas-ing business traffic is that of trucks. There is at present an extensive truck business from London to Sarnia, practically all of which now takes route (b) to touch these towns. This traffic will always use route (b), even should the road to the north be pav-ed, and will thus leave a heavy main-tenance charge for that road on the conties of Middlesex and Lambton. In every town is considerable truck traffic, which is yearly growing in youme. Local mills, both lumber and gist, creameries, gasoline and oil services, commission firms, as well as volume. Local mills, both lumber and grist, creameries, gasoline and oil services, commission firms, as well as freight trucks, operate trucks local-ly. Route (a) would give no service to this traffic, while route (b) will always have to be maintained to take care of this business. (2) It would give a more afficient (2) It would give a more efficient through service than route (a). From Sarnia to London route (b)

is about two miles further than (a), an inconsiderable difference to through traffic. Route (a) is a sixtythree mile jump without any tourist accommodation save a few gasoline stations, three general stores, and one hotel of meagre accommodation The botel of meagre accommodation The (b) route places a town with good accommodation such as stores, re-freshment places, hotels, garages, at the convenience of through traffic every few miles. It is pointed out that such business places are already established and require increasing patronage to insure continued pros-

Much stress is being laid at the present time on the value to the pro-vice of tourist traffic. This revenue producing traffic is of little value un-less the business facilities to obtain the revenue are placed at the dis-posal of the tourist. This can only be done by putting tourist traffic in touch with the established business communities such as the small towns along the way, unless it is the inten-tion to give the larger cities a mon-only of such headed.

oply of such benefits. (3) It would be much more econ-omical and entail much less expense to the province and to the respective counties to construct. Route (a) requires construction of

pavement from nine miles out from Sarnia to within two of London, in all some fifty-two miles. Route (b) an some nity-two miles. Route (b) requires construction from the same point out of Sarnia to touch the pro-vincial highway near Delaware, an approximate distance of forty-four miles. Route (a) in all probability requires two large bridges, one at Melrose and one at Poplar Hill, which would not be required in other route would not be required in other route. In this connection, it is pointed out that the small town is a heavy contributor to county expenditure on roads, with little direct benefit. Their large benefit comes indirectly by way of improved business. Unless there is that improved business accruing, road

Watford High School TERM REPORT

THE WA

ADVOCATE

The following is the standing ob-tained by the pupils of the Watford High School at the recent term examinations.

C. 87

FORM I

FORM I Hollingsworth. C., 87 Woods, J., 76 Kersey, Ross., 74.7 Janes, Kersey, 72.5 Tanner, Isabel, 71.7 Leach, Marjorle, 68.7 Collins, M., 67.7 Reid, M., 66.7 Cran, J., 66.5 Ross, H., 66.1 Weight, E., 65.6 Class, C., 65.1 McKenzie, G., 62.3 Kersey, O., 61.4 Minielly, F., 61.2 Kidd, R., 61.1 Peaslee, I., 59.2 Fisher, M., 58 Stapleford, H., 56.1 McLeay, M., 55.7 Oakes, B., 55.2 Duncan, A., 55.1 McIntosh, L., 54.4 Parker, C., 53.6 McIntosh, M., 51.8 Reycraft, G., 49.3 Bayley, M., 48.8 Durstan, B., 47.6 Irwin, T., 45.7 Cowan, G., 44.2 Kersey, P., 40.7 Morgan, B., 34 hest in Each Subject: 68.7

Morgan, B., 34 Highest in Each Subject: Geography, C. Hollingsworth, 93 Can. History, C. Hollingsworth, 98 Art, C. Hollingsworth, 80 Agriculture, R. Kidd, 84 Composition, C. Hollingsworth, 75 Algebra, C. Hollingsworth, 88 Literature, C. Hollingsworth, 94 Latin, J. Woods, 87 French, J. Woods, 96

FORM II Reginae Stapleford, 76.7 Pearl Powell, 76.3 Jack Kelly, 74.9 Fred Piercey, 73.8 Mary McGillicuddy, 71.9 George Tait, 71.9 Alberta, Lovell, 71.5 Clayton, Kerton, 71.0 Alberta, Lovell, 71.5 Clayton, Kerton, 71.0 Ivan Parker, 69.8 Constance Kelly, 69.5 Clara Parker, 69.0 Margery, Callahan, 67.4 Mary Maher, 66.9 Philip Powell, 66.1 Mary Lucas, 65.3 Pearl Miller, 64.4 Mary Mitchell, 63.6 Thurlow Powell, 62.0 Fred Kidd, 61.6 Marguerite Fisher, 60.6 Ada Coristine, 59.7 Edna McIntosh, 59.1 Margaret McKenzie, 58.9 Robert Chambers, 57.9 Margaret Lucas, 56.9 Christina Ruth, 52.3 Mary Gilliland, 51.1 Stanley Edwards, 47.9 Stanley Edwards, 47.9 Melvin Hastings, 33.4 Absent for exams, J. Carroll. Highest in Each Subject: English Grammar, Reginae Staple-





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existence.

existence. 4. For these reasons, whatever route a paved road from Sarnia to London takes, will vitally affect the towns along the way, all of which are here represented. 5. There are several possible routes for such à road: (a) Along the Egremont Road, commonly known as the Sarnia Grav-el.

(b) Along the Sarnia Gravel from Sarnia as far as the Wyoming side-road, then south to the Fourth Line at Wyoming, then east along the Fourth Line past Wanstead, Watford, to Strathroy, then south-past along the Mt. Brydges road, through Mt. Brydges, to strike the paved Provin-cial Highway into London, west of Delaware Village.
(c) Route (b) as far as Strath-roy, but continuing east along the townline between the townships of Caradoc and Adelaide, to strike the Sarnia Gravel at Hickory Corners, then following the Sarnia Gravel east into London.
6. Taking as the maxim that the

east into London.
6. Taking as the maxim that the route shall be the one which will serve the most people in the best manner, the towns represented here-in are unanimously in favor of route (b), and desire to place before the Honorable the Minister of Highways the reasons controlling their decision.
7. These are as follows:
(1) It would give an efficient local service, as well as an efficient through service.

expense, and if turning business in another channel. a serious is in another channel, a serious drain. Through its business organization, under the present system of taxa-tion for provincial purposes, the town is a heavy contributor and should be carefully considered in the construction of payed reads

town is a heavy contributor and should be carefully considered in the construction of paved roads. (4) It would leave the present Samia Gravel one of the best gravel highways in the province, intact to give a local service. With the heavy Samia to London traffic taken off, it is believed that a gravel highway can be kept up without undue expense, and will serve the community as efficietly as a paved road. This is a direct gain to the district road sys-tem. With route (b) paved, the dis-trict is supplied by a paved road and a first-class gravel highway, ample for its needs for a generation to come. With route (a) paved, the dis-trict is served by a paved road, and a county road which will be expen-sive to maintain, and to which through county contributions the government will give assistance. 8. To these submissions this dele-gation from the small towns lying between Samia and London would respectfully ask the Honorable the Minister of Highways to give careful consideration, when the time comes for the government to decide upon a route for a paved highway between

for the government to decide upon a route for a paved highway between the border at Sarnia to connect with the provincial highway leading to Toronto

Mr. Joe LaMantia, Strathroy, fruit merchant, had an expensive accident last week. Late Saturday night he placed his cash, some \$280, in an en-velope and dropped the envelope in-to a wastepaper basket in his store for safe-keeping over the weekend. He never thought of the money at any time while he was in the store during the first part of the week. When he went to get it, he discovered to his horror, that the contents of the basket had been burned by his clerk in tidying up. About \$30 in silver was ealvaged from the ashes, but the bills were a total loss. Mr. Joe LaMantia, Strathroy, fruit



ford, 80 Arithmetic, Fred Piercey, 97 Physiography, Jack Kelly, 78 Art, Pearl Powell, 76 Art, Fearl Fowell, 76 Composition, Margaret McKenzie, Fred Piercey, 76 Geometry, Philip Powell, 99 Literature, Jack Kelly, 88 Latin, Pearl Miller, 94 French, Pearl Miller, 94

FORM III

FORM III Nixon, J., (9) 80.6 Styles, E., (1) 61 Rogers, R., (9) 58.4 Stephenson, M., (9) 58.1 Millar, D., (9) 57.9 Harper, S., (7) 56.4 Johnson, F., (9) 54.2 Howden, H., (9) 52.8 Healey, L., (7) 52 Rayner, DeC., (9) 51.9 Hume, W., (9) 51.8 Parker, M., (3) 51 Johnson, E., (9) 48.5 Lovell, O., (9) 48.5 Lovell, O., (9) 48.5 Lovell, O., (9) 48.5 McKenzie, M., (9) 47.4 Minielly, G., (9) 47.1 Smith, M., (9) 43.6 King, G. (9) 43 McKenzie, D., (7) 39.7 King, A., (8) 39.1 Sutton, A., (7) 38.9 Prentis, D., (5) 38.8 Zavitz, G., (7) 35.4 Hair, H., (8) 35.3 Shugg, O., (8) 31.1 Cooke, R., (7) 29.9 hest in Each Subject: mg Comp. Lagn Nixce, Def

Highest in Each Subject: Eng. Comp., Jean Nixon, DeCourcy Rayner, 69 Rayner, 69 Eng. Literature, Jean Nixon, 80 British History, Jean Nixon, 87 Ancient History, Jean Nixon, 84 Algebra, Dorothy Delmage, 79 Physics, Jean Nixon, 69 Chemistry, Jean Nixon, 83 Latin, Jean Nixon, 94 French, Jean Nixon, 87

FORM IV Mary Connolly, (10) 70.4 Dorothy Delmage, (9) 69.7 Maxine Rogers, (10) 68.8 Ruby Atchison, (12) 65.3 Theresa McManus (4) 63.3 Loretta Bryce, (7) 62 Doris Kelly, (12) 60.3 Charlie Miller, (10) 56.4 Margaret McLean, (10) 53.7 Gladys Kersey, (6) 52.5 Beulah Saunders, (8) 50.9

Elinor McIntosh, (12) 50.4 Gordon Kelly, (13) 50 Reta Stephenson, (7) 47.6 Allen Heaton, (10) 42.2 Highest in Each Subject:

Algebra, Dorothy Delmage, 79 Geometry, Chas. Miller, 90 Latin Authors, Mary Connolly, 77 Latin Comp., Maxine Rogers, 89 French Authors, Mary Connolly,79 Fr. Comp., Margaret McLean,, 64

Ρ.

FORM V Beatrice Cook, (9) 72.9 L. Atchison, (13) 72.3 Ethel Watson, (5) 65.4 Harold King, (3) 64 Evelyn Williamson, (7) 63.9 Wilson Howden, (8) 62.3 Verlie Williamson, (7) 62.3 Olive Leach, (5) 54.4 Florence Lovell, (8) 52.9 Dorothy Fowler, (3) 51.7 Kathleen Johnston, (5) 51 Jean Rapson, (9) 49.6 Jean McIntyre, (8) 49.4 Esther McKercher, (7) 49.3 Alex Gilroy, (10) 46.5 Nettie Alderman, (9) 42.4

Highest in Each Subject: Eng. Lit., Dorothy Delmage, 68 Eng. Comp., L. Atchison, 85 Algebra, Maxine Rogers, 90 Geometry, Beatrice Cook, 86 Trigonometry, Ethel Watson, 84 Modern History, Beatrice Cook. Trigonometry, Ethel Watson, 84 Modern History, Beatrice Cook, 83 Botany, L. Atchison, 74 Zoology, Gladys Kersey, 75 Physics, Wilson Howden, 72 Fr. Authors, Verlie Williamson, 72. Fr. Comp., Beatrice Cook, 72 Agriculture, 1st Course, L. Atchi-

Agriculture, 2nd Course, L. Atchi-son, 79.

SCHOOL FAIR DATES

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Wilkesport	.Sept.	4
Dawn	. Sept	2 8
Camlachie	Sept	2
Petrolia	Sept	10
Oil Springs	Sept.	11
Uttoxeter	Sept.	12
Sarnia	Sept.	14
Moore Centre	Sept.	15
Jericho	Sept :	18
Arkona	Sept.	23
Warwick Village	Sept: 1	29
Cairo	Sept.	30
Brooke Oct.	6 and	7

Breed to Walter2nd, 2.05

DODDS & SON

PAGE FIVE

The best bred pacing stallion in Canada sired by Walter Direct 2.05 %

The best bred pacing stallion in Canada sired by Walter Direct 2.05% The leading sire of the world of 2.05 pacers and stands second to Peter the Great for 2.10 production. Sire of Napoleon Direct 1.59% Grace Direct 2.00½ La Paloma 2.01% and 10 others in the 2.05 list. Grace Direct being the world's champion pacing mare over half mile track in 2.02. Walter 2nd 2.05%, is the only horse in Canada that is bred from blood lines of producement, that has produced better than two minutes speed on both his sire and dam's side in the first generation. As his sire, Walter Direct 2.05% pro-duced Napoleon Direct 1.59%; his dam Erma Hall being by Brown Hall 2.12% who produced Star Pointer 1.59%. The Direct-Hall cross is to-day the greatest strain of pacing bred in the world. Walter 2nd, 2.05% was bred by The W. M. Tully Stock Farm, Colum-bia, Tenn., foaled 1913, stands 16 hands and weighs 1175 lbs., dark brown in color and a perfect dispos-ition. Has a race record of 2.05%, trial of 2.03, half in 58% seconds. A free legged pacer, wears nothing but his harness, and a horse that Mr. E. T. Gurs gave his record and regarded him as being perfect in gait, had a

his harness, and a horse that Mr. E. T. Gurs gave his record and regarded him as being perfect in gait, had a world of speed, and was game, what more could a great man say about a horse. And as Walter 2nd 2.05 ¼ has already demonstrated himself as a kire with three year olds in the 2.10 list, only make it more certain that you cannot afford to let the oppor-tunity go by of breeding to Walter 2nd at the very reasonable service fee of \$25.00 payable by cash or note at time of service to insure a standing foal, with return privileges with same or other mare until stand-ing foal is obtained. For further particulars apply to JAMES O. BRUSH Owner and Manager Watford, Ontario

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