

GOOD ROADS PROVE OF GREAT BENEFIT

Hon. F. C. Biggs Emphasizes Need of Linking Up City and Country.

"One great question today is to try to get the rural and urban people closer together," said Hon. F. C. Biggs, minister of public works, in his address on the good roads system in Ontario, before the board of trade yesterday.

"Out of 1,850 miles marked for improvement," said Mr. Biggs, "there are 1,500 on which work has already commenced. The government should assume control and maintenance until a better class of road can be constructed, and we want to give the people immediate results."

"We will take advantage of previous mistakes," he continued, "and we must have proper foundations, grades and drainage. We don't want roads like those in the United States, but ones which will be roads as long as Ontario is Ontario."

He spoke of the fact that although 90 per cent. of the work was done before the top was put on the road, yet too many were eager to condemn the roads by complaints and editorial when they did not really understand the situation. Highways should be administered like business, on a safe and sure foundation, and proper drainage. The roads should be planned with foresight as to the development in the next twenty-five years.

The Dominion government, he said, had set aside twenty million dollars last year for provincial highways, of which Ontario, the most successful yet, hoped to get \$5,000,000. The fruit wastage in Niagara, too, could have been greatly reduced if good roads had been there. Transportation charges would have cut the cost of apples 50 per cent, and the million barrels lost as a result of the snow was a great incentive to a good roads system.

Outlook for Tourist Trade.
Regarding the tourist trade, Mr. Biggs thought that the money spent on good roads would be paid back in full when the tourist trade developed. Work for the people and a market would be found. The need for the production of three counties to satisfy the tourists' demands. Land values, as was instanced on the Hamilton highway, would increase. Only 13 per cent. of the produce could live on the highways under the present system, and the province, by relieving the counties of their expenditures, would make for less expenditure on the whole.

Mr. Biggs stated that over a million dollars had been spent in buying out-right properties, quarries and gravel pits by the hundred, which would facilitate transportation of material at a very low rate. There had been 1,500 miles resurfaced and the total expenditure up to November was \$16,728,000, of which the government had subsidized the counties to the extent of about six and a half millions. Petitions had been received from 40 per cent. of the townships in Ontario asking for a 20 per cent. grant, and about 80 per cent. would take advantage of the grant next year, showing the interest the rural population was taking in the tariff.

TARIFF COMMISSION TO MEET IN TORONTO

The tariff commission will sit in Toronto, beginning December 1, and the session will last about a week. Parties desiring to give evidence are asked to communicate with the city clerk.

The sessions will be held in the council chamber.

LIVE STOCK ARENA TENDERS.

Tenders for the construction of the live stock arena at the Exhibition grounds will be opened at the meeting of the board of control this morning.

MEN YOU HEAR OF Seen as Their Friends Know Them



MR. THOMAS CAIN, general manager of the Red Motor Sales Company, with which firm he has been for the past ten years. He is also a director of the Nut Krust Baking Co. He was born in Kent, England, and was educated in the public and high schools there. Motor boating is his favorite sport.

MAYOR CALLS FOR ACTION ON HOUSING

Controllers to Wrestle With Vexing Problem Once More Today.

The board of control went to the mat again yesterday with the housing question and, as usual, there was no decision, but there will be another round this morning.

In the old familiar way Mayor Church broke out with: "Now, how about this housing question. I object to council making a football of it any longer." Continuing, the mayor said he had two names to suggest in place of those recently appointed who declined to act. He wanted the question sent on to council so aldermen could show at the next session just where they stood.

Controller Cameron thought there was more anxiety to get council on record than to get new houses up. Council had not made a football of the housing question; they had quite properly sent it back because an impracticable scheme had been recommended. The board itself had caused the shortage of housing by fiddling and fooling and scaring private builders.

Controller Ramsden said he was in favor of civic house building early in the season when something could be done, but not now. Controller Gibbons favored going on with the commission idea, and Controller Maguire suggested leaving it over until today for a decision, which course was adopted.

No Lights on Wagons.

The board of control made a quick turn on Ald. F. M. Johnston's motion to pass a by-law calling for the carrying of lights at night by all vehicles. At the previous meeting, at which deputations from both sides were present, the board had endorsed the motion. Yesterday a deputation from the teaming firms opposed to the by-law appeared on the scene and, after hearing them, Mayor Church moved that the Johnston motion be taken down. The motion was carried with only Controller Cameron declining to vote.

Ald. Burgess' motion for an independent investigation into the finances of the Gas Company was referred to Commissioner Ross, who was instructed on Tuesday to have an audit made.

Asphalt Prices Up.

On the recommendation of the works' commissioner, a contract was authorized to the Warner-Quinn Co. of New York, for supplying Portuzuma asphalt to the city at \$13.80 per net ton, New York funds, or about \$38 in Canadian money. The price last year was about \$11 a ton. The board accepted the recommendation of the commissioner that no contracts be let for annual supplies such as iron and steel, paving blocks, gravel, rubber, valves, cement, sewer pipes, but that these be purchased in the open market instead. Controller Maguire said he believed a city planning agent should be appointed to act for all departments.

Echo of By-election.

Major Lewis, secretary of the Canadian Deep Waterways Association, wrote asking for a grant of \$2,000 to meet current expenses. Controller Ramsden said he wished to register his objection to the use of the association's office for political purposes. Campaign literature had been sent out in the recent campaign on stationery headed "Deep Waterways Association."

Controller Cameron said he was opposed to making any further grant this year, and, in any case, there should be a statement of the expenditure. The city should know how the money was being used. Mayor Church said the secretary's salary was \$6,000 and the rent about \$800. Outside of those two items, expenses were not heavy.

It was decided to let the application stand until the board meets today.

Railway Rates Case.

The board instructed Corporation Counsel Geary to appear before the railway commission at Ottawa on Monday and ask for a suspension of the railway rate increase and a rehearing of the case. This action was taken after Mr. Geary had reported that the commission would on Monday hear counsel for Manitoba, who were asking either for suspension or reduction of the increase in the west from 35 to 15 per cent.

The board again declined to make any settlement with John Berry, who claims the city has infringed his patent rights by using a water filtration appliance. He will go to court in an effort to collect \$250,000 damages.

New Isolation Hospital.

Representatives of the board of health, including Chairman Ald. Cowan, Dr. Hastings, M. O. H., and Ald. Maxwell, asked the board to provide more accommodation for communicable disease cases at the isolation hospital. Dr. Hastings urged that immediate steps be taken to erect a new isolation hospital and nurses' home. There were two sites in view, one on the Don bank, near Danforth avenue, and the other in the jail grounds.

Mayor Church said the necessity was apparent, and Controller Cameron agreed that nurses were living under deplorable conditions. Controller Maguire said the hospital should be erected as soon as possible. The board approved the application. A request from the Sick Children's Hospital for a grant towards the deficit of \$145,042.72 was referred to the finance commission and the medical officer of health.

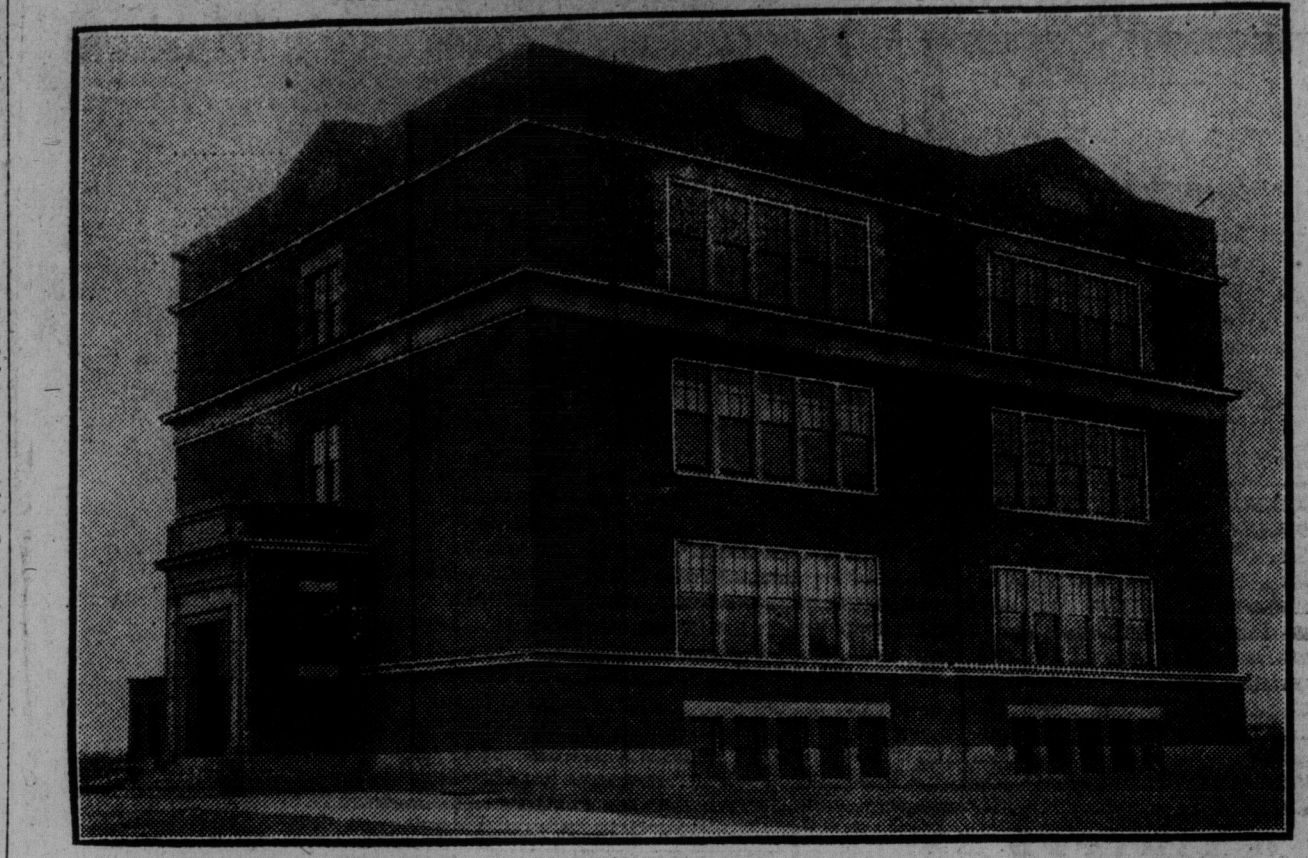
PREFERENCE FOR SOLDIERS.

A deputation, headed by Major Young, of the D.S.C.R.; J. McNamara, M.L.A.; Capt. Ramsden, M.L.A.; Capt. Thompson, M.L.A., and Major Lewis, M.L.A.-elect, waited on Premier Drury yesterday with the request that married soldiers be given preference when vacancies in the civil service occur. The premier promised that this would be done.

MASS FOR DEAD MEMBERS.

A regular mass for deceased members of the Alumnae Association was celebrated at 3:30 o'clock yesterday morning in the chapel of St. Joseph's College, Rev. E. Murray, C.S.B., was the celebrant, and the alumnae choir assisted with the music.

WHO IS TO BLAME FOR BAD CONDITIONS?



Kitchener School on Pape Avenue, about 250 yards north of the city limits, was built five years ago, and is a modern, twelve-roomed school, but is so lacking in sanitary conveniences that it is described as the worst managed school on the board of education.

BLUNDERS AND NEGLECT MAR PAPE AVE. SCHOOL

Modern Twelve-Roomed Institution Built Five Years Ago Is Sadly Lacking in Sanitary Conveniences—Long Controversy Has Involved Late Robert Davies, York Township Council and Toronto Board of Education.

"The worst managed school under the board of education," was the manner in which a member of the staff, when interviewed yesterday, described Kitchener School, which is situated on Pape Avenue, about 250 yards north of the city limits. When he spoke thus he referred in no manner to the quality of the teaching, but to the blunders and neglect upon the part of the board of education, which have left a modern twelve-roomed institution, erected in 1916, with only the sanitary conveniences of the crudest rural schoolhouse.

As a result of these conditions, the school is confronted with conditions that not only lack refinement, but are even frankly described by one of the teachers as "basement." The school is a most primitive out-house for their accommodation, and to reach them they must leave the quality of the teaching, but to the series of blunders upon the part of the board of education, which have left a modern twelve-roomed institution, erected in 1916, with only the sanitary conveniences of the crudest rural schoolhouse.

Provisions for the school at present consist of the two out-houses, the pits of which have been deepened while construction is being rushed on a temporary lavatory, in which frost-proof closets can be used. The school is a most primitive out-house for their accommodation, and to reach them they must leave the quality of the teaching, but to the series of blunders upon the part of the board of education, which have left a modern twelve-roomed institution, erected in 1916, with only the sanitary conveniences of the crudest rural schoolhouse.

The course of the controversy which has resulted in the above conditions, has involved at various times, the late Robert Davies, the York Township Council, and in all engagements the Toronto board of education has been at the mercy of its opponents.

The board of education purchased, about 11½ acres of land, six acres of land belonging to the late Mr. Davies, and situated at the head of Carlaw Avenue. The school board by a long agreement, Mr. Davies was to extend Carlaw Avenue a sufficient distance through the property to afford the proposed school an outlet, and plans were accordingly made to place the building on the south-west corner of the property, which is relatively high to the surrounding ground. Mr. Davies, however, subsequently, it is stated, refused to grant entrance and, with the exception of the sewer pipe necessary for the school, the building of the school on its present site, the southeast corner of the lot.

Those in touch with the situation point out that preferably less expensive alternatives, which faced the school board at this time were the purchase of the vacant lot to the immediate south of the school property and the making of the approach thru it, or the mere construction of a board sidewalk from the Pape Avenue side of the property.

A Modern School. Following the erection of the building, which is of the most modern type, the following disadvantages of the final site were revealed: First, Pape Avenue was in the county and township officials refused to permit the laying of the sewer pipe necessary for the school plumbing; secondly, the school was situated in a part of the property that was lower than Carlaw Avenue, and sewage disposal by means of a main connected with the one on that street was found impossible.

Before this second disadvantage became apparent, however, the board of education had several surveys made to determine the level. They then, towards Christmas of last year, commenced the construction of a main from Carlaw Avenue and had advanced the contractor \$1,000 before they decided to abandon the course selected. Following this they excavated on a different line and landed within 25 yards of the school basement before they discovered that they were four feet below the level required for the flow of the sewage. Rather than

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UPHOLD DECISION IN BABY IRENE CASE

Ontario Appellate Court Declares Girl Is Margaret Ryan's Child.

The appellate division of the Ontario Supreme Court yesterday upheld the decision of Mr. Justice Lennox of Dec. 9, 1919, that "Baby Irene" is not the heiress to a \$300,000 fortune, but the daughter of a working girl, Mrs. Maggie Ryan of Ottawa. In a brief oral judgment delivered by Sir William Mulock it is again decided that Maggie Ryan was the mother of the child, and not Mrs. Dolly Matters of Chicago, and as the mother had the right to the custody of the child.

The special grant two years ago was \$200,000. Last year it had increased to \$400,000, and this year \$800,000 will be required.

FOR ORGANIZATION OF HOUSING COMMISSION

Mayor Church said yesterday that very little could be done about housing this fall, but it would be well to get the commission organized so that a start could be made next spring. Nominations to complete the board of five commissioners will be made at the meeting of the board of control this morning, and will be sent on to council for action next Monday. The mayor will suggest the name of Charles J. Gibson, architect, as one of the commissioners.

NEWS TO GIBBONS.

There is a rumor at the city hall that Controller Gibbons is slated for appointment to the workmen's compensation board, but the controller says he has heard nothing about it. If the appointment goes thru he will not be a candidate for the board of control on January 1.

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REPORT WAS UNJUST TO MICHAEL DOWNS

He Was Not Arrested in Toronto and Did Not Break Jail in Ireland.

The World has received notification that Michael Downs, son of Mrs. Mary Downs, 125 Strachan Avenue, was not arrested by Detective Thompson, as stated in a report in the press of Nov. 5, and never broken jail, as mentioned in that report. He immediately surrendered himself to the city police when he ascertained that there was a dispute between the municipal corporation of Thorold and the county of Welland.

TWO MILLIONS ARE NEEDED BY VARSITY

Increased Problems of Finance Confront State Seat of Learning.

According to a statement prepared by T. A. Russell, chairman of the finance committee, Toronto University's requirements for the present year are about \$2,000,000. Rents, property and interest on investments, etc., reach approximately \$80,000 a year; fees from students from \$250,000 to \$400,000 a year; and government grants, \$900,000. "Today," asserts Mr. Russell, "the university is faced with increased problems of finance—better provision for women students, who now number nearly 50 per cent, of the attendance in arts; increased accommodation in nearly all faculties, due to increase in the number of students; increase in the scale of salaries, to prevent the loss of our best men to other universities and to industry and commerce; extension of post-graduate and research work."

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HOPE FOR OPENING SHIPBUILDING YARD

Minister of Marine Expects Soon to Conclude Necessary Arrangements.

A message from the minister of marine and fisheries received by the mayor yesterday inspired hope that the Dominion shipyards would shortly be reopened. The message read: "The matter of completing two ships in the Dominion Shipbuilding Company yard is now actively engaging the attention of my department. Expect to conclude arrangements shortly to carry on the work."