

Date.	Vehicles.	Pedestrians.	Trains.
May 24 . . . .	402	60	5
May 18 . . . .	651	131	3
May 14 . . . .	826	223	1
May 15 . . . .	476	96	5
May 16 . . . .	497	97	4
May 17 . . . .	512	113	5
May 18 . . . .	486	91	7
May 19 . . . .	565	98	3
May 20 . . . .	650	123	6
May 21 . . . .	695	111	1
May 2 . . . .	491	90	7
May 23 . . . .	788	120	4

The above counts commenced at 7 a.m. and were continued until 8 p.m. on dates mentioned. County officials claimed that it was the worst time in the season to take these figures, the rainy weather which prevailed tending to keep down the traffic, which, according to Wardea John Moffat, of Ancaster, is usually much in excess of these figures.

### DANGER POINT

Part of this traffic is to and from a big school located a short distance away. The tracks are not visible to the eye until the driver of a vehicle or the pedestrian is within a few feet of the railway line. The most practical, the most permanent and the safest solution is the subway. Our application to the railway board had the hearty support of the officials of those municipalities interested.

The roadway, a short distance from the T. H. & B. tracks, begins to climb up the steep side of the mountain to the village of Ancaster, where it stretches across the table land to Brantford. This is a heavily traveled road and the steep hill has made it an exceedingly dangerous one, especially as the roadway, in many spots, was almost suspended over sheer declines of fifty and sixty feet, as the hill falls away from the roadway. The road is also a very winding one. Our plans called for the straightening out of this road to a reasonable extent. We cut down those rocky shoulders around which the roadway wound and in this way made possible a straight thoroughfare, a safe distance from the edge of the hill, thus doing away with the excessive danger spots which confronted the driver of a vehicle every thirty or forty feet in his climb up the mountain or in his descent. The roadway will be of regulation width and in some places it has not been necessary to

change the course of the old road in any way. The cost of this work has been \$44,506.71. The cost of paving that stretch of highway from the T. H. & B. tracks to the foot of the hill has been \$30,838, and it is impossible to ascertain just how Mr. Wilson arrives at the estimate of \$100,000 per mile for the pavement from Hamilton to Ancaster. The cost of the subway cannot be included in the charges against the highway, for the subway is an urgent necessity, even if the highway was not being constructed. The cost of the subway is chargeable to the highway as a whole—from Hamilton to Brantford—and cannot be fairly assessed against the stretch immediately joining the railway tracks.

### BUILDINGS ARE SAFE

Mr. Wilson is responsible for another misleading statement:

"To revert to this Hamilton-Brantford highway, I might say that buildings, including part of a school and a church may have to be moved, although this is out in the county in the townships of Barton and Ancaster."

There is not a school building nor a church in the county that will have to be removed because of any plans of the department of public highways. The school Mr. Wilson refers to is over 80 feet from the roadway. The church will not be interfered with in any way, other than at some future date there will be a paved walk running in front of the church building instead of the present dirt walk or path.

Mr. Wilson: Last year, on what is known as the Dundas-Waterloo road, which is now covered by the Hamilton-Kitchener highway, the minister of public works of Ontario built a portion of road in the adjoining township of Ancaster, and also a section in the town of Dundas. If my hon. friends will look up the act, they will find that the Ontario Highways act gave him no authority to go into the town of Dundas and build any pavement in that incorporated town. He built this road in 1920. The minister of public works of Ontario declared that he would do more for the town of Dundas than for any other portion of the country, and I think he did. He built this section of road in the town of Dundas without any authority. He built that portion of the road, I say, and the understanding was that the government would pay their share of it. They then got the council to call for tenders for the paving of the remaining portion through the town of