

The News Record

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PROPOSED PROVINCIAL COUNTY-ROAD

Credit will go to Warden Panabaker for having crystallized public opinion on a Provincial County road and taken steps to have it become an accomplished fact.

The resolution passed at Monday's conference attests that the time is ripe for having a permanent roadway constructed from the Wentworth County boundary, through the leading centers, to Elmira.

Agreement is generally given to this. The crux of the matter will be reached when the municipalities interested attempt to reach a decision on the class of roadway.

Sentences taken from the speeches made show that a deal of education remains to be done before the municipalities will adopt a standard roadway.

A member of the government's roadway staff is reported as having said:

The kind of construction depended upon local conditions. Sometimes it was found that a gravel road was the cheaper method, including reconstruction and resurfacing from year to year.

If gravel were not available under comparatively favorable conditions, crushed stone or some more permanent bituminous bound material could be used.

The government bears 60 per cent. of the cost of construction and maintenance of a provincial county road.

The Reeve of the Township averred that "this country was not populated enough for general heavy road expenditures."

It is conceivable that the Ontario Department of Highways should deem it right to leave to the municipalities the decision as to the class of roadway to be constructed. Yet having all the data before it, making a specialty of road making, and fully aware of the growth of motor traffic, no public body is in as good a position to suggest or recommend that counties, like thickly populated, industrially and agriculturally prosperous Waterloo County, should, at least in the matter of a provincial county road, buy the best.

Municipal representatives cannot close their eyes to the fact that motor traffic has become the preponderating factor in the road equation. Yearly the number of cars increases. The commercial truck and motor express lines are being introduced elsewhere and will appear in Waterloo County. Cheaper automobiles, which will be within the reach of even the moderate purse are coming.

Already the farmers of Ontario are the largest class of motor car owners. Their number will grow. Along with the city owner of a car, they are expected to become advocates of good roads. When any of these in Waterloo County require to go to Toronto, why do they travel via Hamilton instead of via Guelph? Guelph roads abound on the latter route. Yet they go out of their way to utilize the concrete highway between Hamilton and Toronto. They thus acknowledge that travelling over permanent roadways saves time and wear and tear. Were there a concrete highway from the Wentworth line to Hamilton it would be still more popular and generally used.

It is probable that the farmers living along the Toronto-Hamilton highway appreciate the concrete highway and would not willingly revert to gravel or macadam. But it required a practical test to woo them away from the gravel and macadam roadways of their forebears.

Cities and towns have long since become convinced that cheap roads are the dearest in the end. These would yet be using gravel or macadam on their principal streets had more permanent roadways not been put to the test of use. Similarly, the rural sections will demand the best, once it has been demonstrated that they are better and cheaper than gravel and macadam. They need only be shown.

A former county road superintendent said that the roadway between this city and Preston is one of the most travelled in Ontario. He also declares and the wreck is there to prove it, that gravel or macadam between these two points will not withstand its load one year. Maintenance costs then came in. The taxpayers cannot be expected to build new gravel or macadam roads yearly nor be expected to bear heavy annual costs of repair. Good sense will lead them to perceive that a permanent roadway is necessary for use and economy's sake.

There are many points in favor of concrete. It is not a patented road. It is probably the most permanent. It can be laid by any reasonably experienced road foreman; can be made narrow enough to allow two vehicles to pass or made the full width, according to the amount of traffic; for at least fifteen years it requires no repairs; it is possible twelve months of the year, while other ordinary roads are not; and its use is not confined to any kind of wheeled vehicle.

Everybody prefers a permanent road but not everyone presently likes to help pay for them. The Reeve of the Township was, when he objected to a first-class, provincial county road, only voicing a general rural opinion. The cities and towns, aided by the provincial authorities, may find it necessary to build a sample road in order to convince all concerned.

What better place to give a practical demonstration than on the stretch between this city and Preston? The urban municipalities at either end are, since their adoption of the Suburban Good Roads Act, shareholders. Given say a concrete road between these points, it would find such favor with its users, rural and urban residents alike, that a general conversion to concrete would likely follow.

The provincial government pays 60 per cent. of the cost and maintenance of provincial county roads. At bottom, it will be found that the fees levied on motorists provide the money to pay this sixty per cent. Motorists everywhere in the county have a clear right to press for a standard road. These may be found to be a unit against further, wasteful expenditures on gravel and macadam county roads.

As the leading municipality, this city ought to lead and advocate concrete between here and Freeport. It would be within its rights to decline to contribute toward the expense of anything less durable.

The Motor League of the county can also exert a deciding influence in this matter. They may have both hands up for a provincial county road but it is, if anything, more important that it should, when constructed, be a first-class roadway.

THE GRAND VALLEY'S CITY SERVICE

The question has been put, Whether the Grand Valley Railway Company intends to build a passenger depot on South Queen or other street?

It is recognized that its doing so would end the course of operating its passenger cars on King Street, making it inconvenient for incoming and outgoing passengers to the city. Also it would necessitate the company running its coaches on the back line, to and from Waterloo.

In case of a steam road it would be necessary for it to have a passenger depot, since its cars could not properly be operated on the main street of a city. Electric lines, on the other hand, are non-objectable and derive much of their popularity by bringing its cars to its patrons instead of patrons to the cars.

Having enjoyed having a G.P.H. car traverse King Street, our citizens would make objections were it proposed to build a depot and transfer the cars to one side of the city.

An inquiry has elicited the statement that it is not the intention of the Grand Valley Company immediately to erect a passenger station in the city. They are said to have acquired a property on South Queen Street. But the assurance is given that there will not be any change in the immediate future.

The city and railway company will, this year, require to negotiate and renew the franchise. The city's guardians might well then stipulate for the continued use of passenger coaches on King Street.

LEADING NATIONS CONSIDERING HIGHER PROTECTION

The international trade movement is towards protection. Great Britain has accepted Imperial preference. It is protecting key industries, restricting foreign imports, and is pledged to adequate measures to prevent dumping of foreign goods on British markets. Australia is to increase its protective duties and promote industrial development. According to an announcement by Acting Premier Watt, revision of the tariff laws of the Commonwealth will be directed largely by the following considerations: 1. The necessity of preserving those industries brought into existence through the war. 2. The encouragement of contemplated new industries and extension and diversification of existing enterprises.

South Africa is increasing its tariff. New Zealand, Newfoundland, Japan, Brazil, and Portugal are rigidly maintaining theirs. A higher tariff for the United States is forecast by Chairman Fordney of the Ways and Means Committee of the next United States Congress, who will be the author of the new tariff bill. Congressman Gillett, of Massachusetts, who will be the Speaker of the House of Representatives in the new Congress, says, "at the earliest opportunity there should be passed by the Republicans of the House a protective tariff measure, which will provide more abundant revenue and prevent an inundation of foreign goods produced by cheaper labor." France is exercising Government control of imports to build up home manufactures and home markets. Italy's aftermath program calls for a higher protective tariff. Representatives of German industries are not only urging continuation of the protective policy, which gave the country its great commercial position before the war, but they are advocating State organization, State control, and gigantic monopolies to sell products to other nations.

BY THE WAY

Stratford ratepayers will this year be called upon to shoulder 39.9 mills of municipal taxation. More than 10 mills more than our taxpayers will.

Seeing that the wage-earners of the city are principally interested in the housing question, ought they not to request that the Provincial Director of Housing be invited to come and address a public meeting, explaining the new Act and answering any questions that may be put?

Some of our readers believe it is up to the manufacturers to provide homes for their employees; while others object to this, on the ground that the employee for whom a home was thus built would feel himself tied to one employer. Few manufacturers could spare or raise the sums needed. They would require to borrow from the province or insurance companies. By having the city borrow, the objection of an employee being tied to one firm is removed. The shortage is so general that it is no longer an individual puzzle. It has become a city problem.

Extracts of Exchange

ANTAGONISM TO CITY?

The Woodstock Sentinel-Review which has a large circulation amongst the farmers of Mid-West Ontario, expresses its inability to understand the farmers' opposition to daylight saving. The Sentinel-Review says:

"It may be easy enough to understand this opposition, but it is not so easy to define the motives behind it. It may be said that the change will bring no benefit to the farmer; but surely that would not be a reason for opposing a change that brought benefit to others! If the farmers derive neither benefit nor injury from the change why should they show so much activity in opposing it? The theory is advanced in some quarters that the farmers are opposing daylight saving partly out of a feeling of an antagonism towards the city people, and partly to show their own strength. According to this theory, the farmer is represented as arguing that daylight saving is advocated by the city people, therefore it is the duty of the country people to oppose it, partly for the sake of opposition and partly to compel the Government to respect rural sentiment even when rural interests are not affected. It is difficult to accept such an explanation. It is to be hoped there is a better one. It would be an unfortunate thing for the country if there were not a better one. Much more important than even daylight saving is the question of good relations between the various classes of people of which our population is made up."

Edmonton Bulletin.—The staff of the Canada Food Board is being demoralized. There is a glimmer of hope in this that the cost of living may begin to come down.

Halifax Chronicle.—The opportunity that offers of sending the transatlantic mails on a five-day boat is quite lost on the Post Office Department. Apparently it is afraid of speed and quick despatch.

Galt Reporter.—Canada's problems are piling up. And because they are problems is no reason why they should become the footstool for the press agent of the Man in Office who Hungers for Publicity.

Calgary Herald.—A Didsbury farmer concealed a wad of five hundred dollars under a mattress in his house and it disappeared. Say what they will of our Canadian banking system, it is a deal safer than a Didsbury mattress as the custodian of a man's hard-earned savings.

Bess—Is he all-right?
June—He uses wretchedly good grammar for a college man. I don't believe he knows a goalpost from a noseguard.

IF STRENGTH DECLINES AS AGE ADVANCES FOLLOW SUGGESTION

So many women grow old before their time, perhaps you will or sister. A little while ago, buoyant, full of vigor and activity—she enjoyed life and imparted pleasure to the whole family; but now in a few short years she has faded and lost color and strength. She is just ready to develop some disease that will further weaken and debilitate. You remember how it began, failure of appetite, tired in the morning, found housework burdensome, always nervous and a little irritable. It's a shame to let her go down hill further when you can build her up so quickly with Ferrozone. The change this nourishing tonic makes in a weak woman is surprising. It gives great zest for food, increases appetite and digestion enormously. The blood gets richer and stronger, and adds new life to every organ in the body. A rebuilding process works through the entire system. The first week will show an improvement, and a month or two will fashion up the thinnest most run-down woman you can think of. Take Ferrozone for loss of color, for nervousness, for weakness,—use it when run-down and feeling poorly. It will do you more lasting food, keep you in better health than anything else. Just as good for men and children, too, because Ferrozone is harmless and safe, one per box or six for \$2.50 at all dealers, or direct by mail from the Cataractone Co., Kingston.

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Just try it! Get three ounces of orchard white, at any pharmacy and two lemons from the grocer and make up a quart of this sweetly fragrant lemon lotion and massage it daily, into the face, neck, arms and hands. It naturally should help to soften, freshen, bleach and bring out the roses and beauty of any skin.

Provide For Vote For Sale of Beer

NO DECISION YET REACHED BY ONTARIO GOVERNMENT.

TORONTO, April 2.—The Ontario Government's temperance proposals are apparently still in a formative state. For three hours to-night the Conservative members of the Legislature were in caucus with the members of the Cabinet thrashing out the whole question, and, although no authoritative statement regarding results was given out, it is understood that the long discussion produced nothing in the nature of a clear, definite and final proposition. It is stated that the prime minister intimated to the rank and file that the Government was open to suggestion, and that it was anxious to have the members reach something approaching an agreement. Members were not backward in expressing their views, and though they were many and varied, the Government carried away a pretty fair idea of the opinions

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of its supporters. Another caucus will, however, likely be necessary on the subject.

Settled in General Way. The second, if not the third discussion of the temperance question in caucus has settled several questions in a general way. There is no longer any doubt, for instance, that the Government in submitting the referendum will provide for a vote on the sale of beer, and possibly wine as well. The discussion also indicated that the Government was giving the people a vote on the question of the sale of beer will define beer, not as the pre-war beverage, but a beer of 4 per cent. proof spirits, or a little stronger, such beer, in fact, as is asked for by the labor organizations. A good deal was said last night in caucus about the advisability of meeting in a reasonable way the demands of the workers.

Method of Sale. The real difficulty confronting the Government appears to be the method of selling beer in the event of a favorable vote on the matter. The Government and a large element of its support, it is stated, favors sale in sealed packages, but some member tonight objected that this would not give a fair show to the workman, who would have to pay a good deal more for package liquor.

Little Girl's Logic. "My mamma is a twin."
"Ooo! You got two mammas then!"

"I understand this is a case of light assault."
"So it is. This complainant was knocked down with a lamp"—Baltimore American



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