

NEW POWER PLAN URGED BY MIEVOY

Outlines the Aims of the Confederation Canal and Power Scheme.

IMMENSE WASTE

Speaking of the need of hydro development and the Confederation canal and power scheme, J. M. McEvoy, when interviewed on the subject, spoke as follows:

"Those who are behind the proposal have reason to be pleased with the reception which the American people have given to the project. Even the great shepherd of the power sheep in Ontario has said much that is helpful to us, both in his own public utterances and through his personal official organ in Toronto. With much of what he has said or inspired we agree. We agree that:

"It becomes evident that the project of water power development cannot wait joint action by the governments of the United States and Canada or the larger project of deepening the St. Lawrence waterways to permit of the penetration of ocean shipping to the great lakes—Ontario cannot wait for power until all conflicting interests are reconciled to the deepening of the St. Lawrence waterways, and within three years famine will be upon us."

"The people of Eastern Ontario cannot wait for water produced by power until, by the slow process of international conferences and negotiations, the governments of Canada and the United States decide whether the deepening of the St. Lawrence (or damming of it) shall be carried out jointly and what form the plans for navigation shall take."

"The Confederation canal and power plan is conceived upon lines intended to meet these very conditions. All plans and modes of Canadians using the waters of the great lakes and international rivers, whether for power purposes or navigation purposes or for both, are under existing conditions of necessity built upon the fundamental principle laid down in one section of the Confederation bill, namely:

Must Go Hand in Hand.

"That all works authorized shall be made and constructed as to be wholly in Canadian territory and in such manner as not to materially affect the level or flow of any boundary waters between the Dominion of Canada and the United States of America." To do this and to observe our international navigation obligations, power development and navigation must go hand in hand. If the Ontario Power Commission can create a power plant at Morrisburg or elsewhere in the stretch of the St. Lawrence River bordering upon the Province of Ontario in such manner as not to materially affect the flow or level of the international boundary waters and so as not to impede navigation, which the American people are conceded the right, it is very desirable that it be done—but if that cannot be done then we are face to face with the very delays and ruinous famine that has been mentioned.

"The Confederation Canal and Power Company has no idea of trying to supply power to the Ontario Power Commission's customers with power, except by selling to that commission itself power cheaper than that commission can make it by any piecemeal scheme of creating power from the waters of the St. Lawrence. The timorous sheep of the great power shepherd should not only know his voice to follow him but also know his voice to understand how absolutely safe his fold is under the provisions of the statute of Ontario that makes it impossible for anyone except by his leave to transport power in the Province of Ontario across any single highway."

"It is conceded in all well-informed circles that there is rolling down the St. Lawrence River and wasted, every year, at least fifty millions of dollars' worth of power, over and above what would pay for the capital required to develop and make available that value of power. That enormous waste if it consisted of 50,000,000 bushels of wheat a year thrown into the sea or 500,000 tons of coal a year thrown into the sea, if not stopped by some authority, would cause a rebellion. Because it is invisible power, some Canadians would prefer to let this waste go on rather than that it should be prevented and the power be made available and used in the way it is saved by some pet plan of their devising."

Quotes Sir Adam.

"With an appearance of announcing a discovery, Sir Adam Beck exclaims at Prescott that the Hon. George P. Graham, minister of railways and canals, and the Hon. Charles Stewart, minister of the interior, conceded 'without litigation to Ontario the ownership of the water power in its navigable rivers. It is many years since any well-informed person disputed the proposition announced. It will be many more years before any well-informed person, in authority, announces that Ontario owns the waters of Lake Superior, Lake Michigan, Lake Huron, the St. Clair River, Lake Erie, the Niagara River, Lake Ontario, and the accom-

panied waters of them all as they flow to the sea through the St. Lawrence and that all these are the waters of the navigable rivers of Ontario. If Ontario owns these waters of the St. Lawrence because they flow along her territory, why does not Michigan or the United States own the waters diverted by the Chicago drainage scheme because those waters flow along and are indeed inclosed within the United States territory? Let us not blink at the facts. The waters of the St. Lawrence are a part of the great water system and are, in no way and in no sense waters within the navigable 'rivers' of Ontario or Quebec either."

"The promoters of the confederation bill have nothing but good wishes for the Ontario power commission and its distinguished chief commissioner. It would be a profound satisfaction if the greatest difficulties in the way of the Canadian people securing the benefits of this stupendous undertaking were the imaginary injuries that are feared by some friends of the Ontario power commission."

"At the present moment the one momentous question to all Canadians is how to provide a means of cheaply moving from the east to the west the production of eastern labor and commerce and a means of cheaply moving from the west to the east the production of western labor and commerce. If Canada can get her commerce to Western Canada cheaply, then Canada can become immune to the periodic attacks of acute tariff differences—differences that occasionally have an underground rumble that does not always promise strength to our Canadian Confederation."

Harness Two Rivers.

"Why should not the Ottawa and the St. Lawrence be harnessed and the nation to the plateaus at their head waters? Why should they not provide power for the electrification of our great national railways? Why should we allow millions to roll into the sea every year to be forever lost while we quarrel about how it should be prevented? Why should we, by piecemeal plans, the final possibility of making our great water system provide for a cheap waterborne commerce and electrified national railways when a comprehensive plan is at hand?"

"We again agree with Sir Adam that any 'paltry tax' that might be levied is not comparable to the national benefits to be derived from a comprehensive scheme of navigation and of water power development. We do not, however, agree that 'shouting monstrosities' and 'screaming octopi' and 'screaming monstrosities' will bring about the work in the territory of our province. Every annual loss of \$50,000,000 is irretrievably lost."

Bill Furnishes a Plan.

"If the Dominion government is ready to undertake it, let it be done. The Confederation bill furnishes a plan all in Canadian territory, that can be accomplished without international entanglements of any kind. True, under this plan power must be sold to the United States—there is no sufficient market elsewhere. But why not sell to the United States so long as we have sufficient and to spare for our own use? In this plan the difficulty is not the difficulty of getting enough power, it is the difficulty of getting enough money to pay for it. Ontario Power Commission would have plenty and there would be no famine."

"Let us not quarrel about the means, but let us get the thing accomplished. Stop the waste and get the benefits. They would be nationwide and practically fairly distributed over the whole of Canada—not confined to any one tax-paying area. Lift the yoke from the neck of the farmer and the producer in our basic industries by reducing the freight on the things they have for market and the resulting general prosperity will soon overwhelm the capacity of our railroads with de-

livered to the higher classes of freight."

SCHOOL TEAMS TO PLAY FINAL GAMES TOMORROW

Finals in the girls and boys softball leagues of the public schools will be played tomorrow afternoon. Riverview and Lord Roberts schools girls' teams will meet in one final at Alexandra School grounds. Corbin Brown will likely umpire. In the boys' final, Empress and Ealing schools crews will meet at Rectory street grounds. O. H. Banks has been named as referee.

WILL ENTERTAIN.

On Wednesday afternoon, after school hours, members of the ball teams of girls and boys at Aberdeen Public School will be entertained at a luncheon by the Mothers' Club of the institution.

The two teams were in the public school softball leagues this year and played some good games, though neither was successful in getting into the finals.

ENGINEER URGES GRANTS REVISION

County Engineer Talbot Tells Special Committee of Legislature.

PROHIBIT FENCES

The speech delivered by County Engineer Charles Talbot of Middlesex before the highway advisory committee of the Ontario government and the representatives of Middlesex, Elgin and Lambton counties on Saturday at the county buildings, provided all present with much food for thought, and it may be that the government will adopt a number of Mr. Talbot's suggestions.

There was considerable discussion and some variance of opinion at the session which lasted all Saturday morning and part of the afternoon under the chairmanship of Finlay McDougall, M.L.A., West Elgin. Mr. Talbot declared provincial highways should be revised to include trunk lines only and that grants on all county and township roads should be adjusted in proportion to the traffic carried on them.

"At the present time there are provincial highways 85 feet wide with a little traffic as on minor township roads," he said. There are provincial county roads with much less traffic than county roads, and county roads with less traffic than township roads.

The county engineer considered that there should be a further adjustment of loads carried by motor vehicles in March and April. At present it is 3,000 pounds for 21-2 inch tire during these months, and 5,000 pounds for the balance of the year. In his opinion it should be 325 pounds to an inch and 650 pounds per inch the balance of the year.

Control Trees. Farm entrances should be constructed and maintained by the farmer, to allow the free passage of water, the municipality to pay one half the cost in excess of the 10-inch rule on all culverts larger than 10 inches, Mr. Talbot maintained, and he also advocated that trees on the highways should be vested in the municipalities and power vested in them to control the density of plantations adjacent to the highways.

The erection or maintenance of a hedge or fence that causes snow to obstruct the highway should be prohibited, the engineer declared. Trucks operated by municipalities for road maintenance should be free from license, Mr. Talbot declared.

J. L. McDougall, reeve of Carleton Place, stated that everyone was agreed that those who used the roads should pay for them. Tourists, American tourists especially, were not paying anything and they should, Mr. McDougall stated. The only fair way was to have a tax on gasoline.

He asked the committee to be easy with motor bus taxes. S. L. Squires, deputy minister of highways, said the structure that less than 3 per cent of gasoline sold was used for other purposes than motor cars.

Mr. Hodgins, reeve of London township, thought there were too many provincial highways in competition with government railways. He deemed quite necessary the 30 per cent government grant on township roads.

Dave Calvert, reeve of Dorchester and chairman of Middlesex County highway improvement committee, wanted to know if an American tourist could stay six months, to which Hon. Mr. McDougall replied 30 days was the limit, but a 60-day stay was being arranged for.

Questioned as to statute labor, Mr. Squires stated it was not the intention of the government to put a stop to statute labor, but township under that system at present were not receiving any grants and if they like the method they could continue also without grants.

J. D. Drummond, M.P. for West Middlesex, didn't think a tax on gasoline was the proper thing. If it was deemed necessary to obtain more money, tax the motor vehicles more. Warden McKay of Elgin declared equalization by county councils had never been satisfactory. He suggested the appointment of a provincial assessment inspector to look into the matter. Warden McKay deemed the reclassification of roads as absolutely necessary. He declared that the best gravel road in the province was the stretch from St. Thomas to Port Stanley.

Frank Pineo, Elgin county road superintendent, thought there were plenty of county roads in Elgin, and that the county could do with less. The cost of maintaining the road from St. Thomas to Port Stanley last year was \$1,000 per mile. It was an eight-mile stretch, he said.

Ann Moore, reeve of South Dorchester and chairman of the good roads committee of Elgin, was strong for the abolition of statute labor. He paid tribute to the ability of his township superintendents, declaring more advancement had been made in the last four years than in the previous fourteen.

Douglas Andrew thought cream carrying trucks should be taxed extra, while A. B. Drodie of Carleton Place, stating they were a great help to the farmer and should be encouraged.

City Objection.

Mr. Cox of Sarnia said the people of Sarnia thought the Ontario government was going a little too fast with road expenditures and that the city of Sarnia was not getting a fair deal. He didn't see why the city should pay 20 per cent of the maintenance on a road 2-1/2 miles out of Sarnia.

Mr. Todd, road superintendent of Elgin, thought 18 or 20 feet was the proper width for township roads. He stated that since abolishing statute labor in 1917, his township had been getting a subsidy from the department. The mill rate had been lowered 1/2 a mill for three years, and \$2,000 of road machinery had been purchased. The roads were in 100 per cent better condition as well, he concluded.

A number of the other councillors and delegates from the three counties took part in the discussion of reclassification of roads and the equalization of assessment in counties for road purposes.

The committee presiding here on Saturday were: Finlay McDougall (chairman), T. Mahoney of Westworth; A. Rankin, Frontenac; S. L. Squires, deputy minister of highways; J. A. Marshall, district engineer, and R. C. Muir, chief engineer.



ALONG THE FAIRWAY DRIVE THE 600.

Knight of the public referred when the London Cuts Utilities Commission held out in one on Saturday afternoon. The official opening of the new municipally-promoted Thames Valley Golf Course, amid charming environs, was a delightful treat to the scores of golfing enthusiasts who took part. A handful of the crowd shortly before the first foursome teed off is seen at the top of the layout. Members of the commission, members of the club and many out-of-town notables are noticed. With the ladies in the second row are seen Cummings and Collins of Toronto, Ralph H. Reville of the Canadian Golfer and Ralph Cennable, father of municipal golf in Canada. At the left, below, is Andrew Watson, Scotsman, who will have charge of the course. A recent arrival from Edinburgh, Andrew made a good impression with his play in the feature foursome of Saturday. Wheel! At the right is shown the finish of a slashing out by Jared Vining in completing the first drive of the day. His follow-through is ample evidence of the success of the attack.

WEALTH OF INFORMATION FOR TOURISTS IN NEW BOOK

"Motor Highways of Ontario" is the title of a little book containing a wealth of information for motorists. It is issued by the Ontario Motor League and gives last-minute news on everything pertaining to tourist trips in the province.

The book contains over a hundred pages of information on golf courses, hotels, roads, distances, and camping sites in Ontario.

There is a chapter on the game laws of Ontario, containing information about the open season for hunting and fishing. Another chapter on summer resorts, including Algonquin Park and the Lake of Bays, deals with the advantages to be found in motoring in the lake districts.

HIGH ACCOMMODATION WILL BE DISCUSSED

No. 3 Committee of Education Board To Meet On Monday.

On Monday next No. 3 committee of the board of education will hold its postponed meeting on collegiate matters. Chairman Dr. A. J. Grant is in Ottawa and Trustee S. F. Lawson is in Denver for a few days.

It is considered likely that the matter of collegiate accommodation will be brought up. Principal E. A. Miller of the Central Collegiate Institute recommended at the last board meeting that two rooms of Victoria School in South London be used as secondary school classes.

No action was taken in the matter except to refer it to the buildings and grounds committee and the collegiate committee. Principal Graham of the South Collegiate expects to have some 80 more students enrolled for the autumn term.

A REAL CAMP HOLIDAY.

Algonquin Park offers a diversity of interest that is not frequently found in summer resort districts. Besides the Highland Inn, headquarters for tourists in the park, Nominating Camp and Camp Minessing, consisting of a series of log cabins located seven miles and ten miles respectively from headquarters, offer comfortably-furnished quarters with bathroom, hot and cold water, and other modern conveniences. These cabins will accommodate parties up to eight in number, and afford that splendid seclusion so desired by many city dwellers.

For information address, Manager, Highland Inn, Algonquin Park Station, Ont., or any agent of the Canadian National Railways.—Adv. 416

ORIENTAL PROBLEM.

Ingersoll, June 13.—The speaker at the weekly luncheon today of the Kiwanis Club was Professor R. E. Freeman of the University of Western Ontario. His subject was "Canada's Oriental Problem," and the address was one of much interest.

PASTOR OUTLINES PIDGEON'S STAND

Rev. D. C. MacGregor Tells of Review of Church Union at Assembly.

ST. ANDREW'S.

"Of greatest interest in the assembly was the report of Dr. Pidgeon, convener of the church union committee," said Rev. D. C. MacGregor, R.A., D.D., in citing his impressions of the Presbyterian General Assembly at Owen Sound, before his congregation at St. Andrew's Church Sunday morning.

"He reviewed the progress of the movement toward union since last year's assembly. He pointed out that a church union bill had been passed in six provinces, withdrawn in Ontario because of the action of the private bills committee, and was now before the parliament at Ottawa."

Dr. Pidgeon had also referred to the movement and statement of claim filed in Osgoode Hall in which those opposing union took the position that the church was barred by the Confession of Faith in 1847.

Freedom of Church.

The church had not power to alter, modify or change that confession without ceasing to be the church and forfeiting all her property. This had raised the whole matter of freedom of the church in matters spiritual.

Dr. Fraser, leader of those opposed to union, moved an amendment asking parliament to call on the courts

to decide as to the question at issue. The unionists had answered that the courts or any civil authority had no jurisdiction in matters spiritual and ecclesiastical. The matter had been debated for a day and a half, and when the vote was taken it stood 441 to 82 against the amendment, the most decisive vote in the whole history of the union movement. It had been a complete refutation of the claim that there was a rising tide opposed to union.

Determination Evident.

"The church of 1824 will not tolerate state interference in matters of faith and duty any more than the church of 1847," he said.

"Discussions, though keen and clear cut, were carried on in a splendid spirit. All through the determination of the church to carry through her decisions was most evident."

The minister covered the great events of the assembly, including the outstanding addresses, the celebration of the 50th anniversary of the church in Canada, foreign missions and home missions, at some length.

THE GROVE W. M. S.

The Women's Missionary Society of The Grove Methodist Church met at the home of Miss L. Ardiel, with the president, Miss Dean, in the chair. Mrs. W. T. Kernohan gave a paper on "Christian Stewardship."

The main feature of the meeting was the excellent report which Miss Ardiel brought back from the W. M. S. convention held in St. Thomas.

The program consisted of a duet by Miss Stella and Gladys Harding, and music by Mrs. and Miss Yake.

WATERWAY SURE HOOVER DECLARS

U. S. Secretary of Commerce Believes Project Will Indorsed.

GATEWAY NEEDD

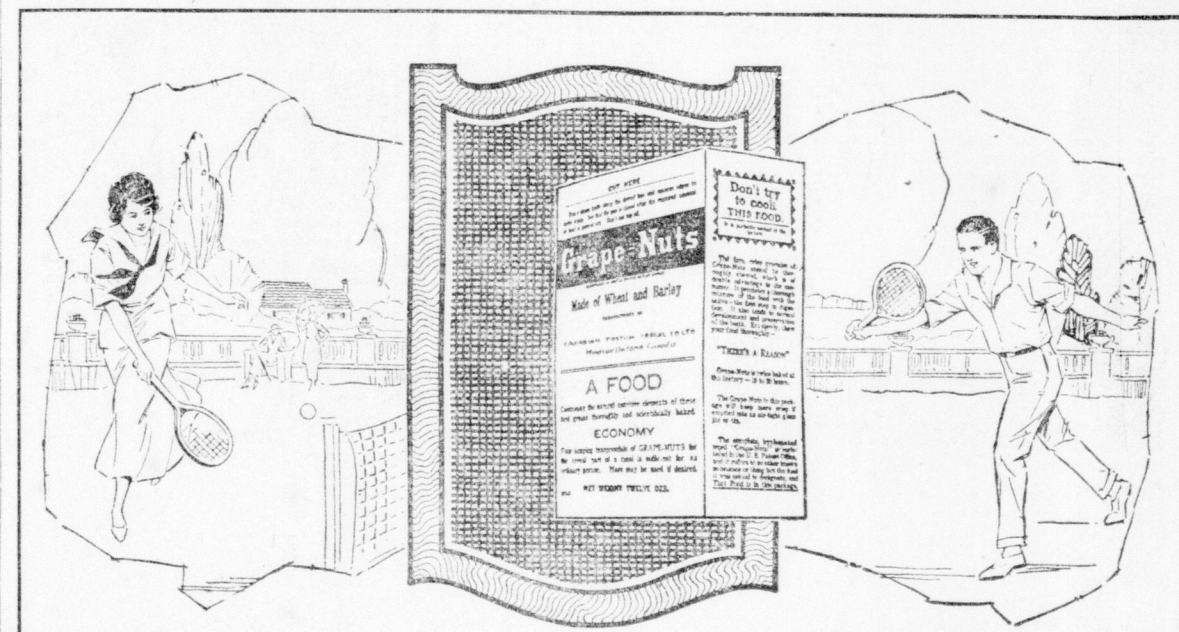
Canadian Press Despatch Toronto, June 15.—That now self-interest and provincialism must not be permitted to interfere with the St. Lawrence River project providing for the creation of a gateway linking up the Great Lakes with the Atlantic seaboard, was the ringing

sounded at a dinner given in honor of Herbert Hoover, secretary of commerce in the United States and his colleagues of the United States section of the St. Lawrence River waterways commission, at the Royal Canadian Yacht Club Saturday evening.

Mr. Hoover and Governor Goodrich unhesitatingly ventur the opinion that the St. Lawrence project must come sooner or later. The consideration of their duty as a result of what they had seen at Niagara Falls and Toronto, to give the people of the province of the Dominion a rest, a slight inkling of the reality towards the soundness of the project. There were some technical difficulties coming to the surface, but by believing after the time was opportune, the project would in all probability be indorsed by the American commission.

Mr. Hoover said the commission had been authorized to report upon the soundness and possibility of the St. Lawrence project and to determine whether the time was opportune to lay the foundation of a undertaking of such magnitude. He stressed the importance of the project as a gateway for the transportation of food supplies and other staples as a preliminary step towards providing for the steadily growing populations in both countries.

"It is a great mistake to suppose that to say that his presence was merely a matter of chance for him, at perhaps, a mischance for those present. Hon. of Mr. Hoover's presence was a matter of chance for him, at perhaps, a mischance for those present. Hoover as man among men, has not only to the people of his country, but to the world at large in times of trouble."



Alert in every way!

NEVER a day—never an hour of the day passes but the average person calls upon stored-up energy, mental or physical. There is a constant wearing out of body tissue and brain cells, of muscles, of blood, of energy and strength. These need replenishment that you may be alert in every way.

Grape-Nuts!

GRAPE-NUTS SURPRISE SALAD

Grape-Nuts is a food which contributes in heaping measure to the general up-keep of the body. Its phosphorus and iron build and repair tissues and muscles; its sugar and starches store up and supply energy—and these starches are largely pre-digested in the process by which Grape-Nuts is made.

It is a perfect food in every way. Perfectly balanced; easily digested; quickly assimilated; soundly nourishing and economical because each package contains so many helpings. Ready to serve—right from the package, with cream or milk. Order from your grocer.

"There's a Reason"

Grape-Nuts

Made in Canada

CANADIAN POSTUM CEREAL CO., LIMITED

Head Office: Toronto Factory: Windsor

BIRD'S HEAVY PAROID ROOFING

The only PAROID roofing made in the world is made by Bird & Son.

Make sure of getting it by asking your dealer for BIRD'S PAROID—the Roll Roofing that has never failed to give satisfaction for the past 25 years.

Write us for name of your Bird dealer and Free Booklet—"The right way to buy Roofing".

BIRD & SON, LIMITED

Head Office—Hamilton, Ont.

Factories at Hamilton and Port Rouge.

WE RECOMMEND AND SELL BIRD'S ROOFING.

COWAN HARDWARE LIMITED

125-127 DUNDAS STREET. PHONES 3461-3462.