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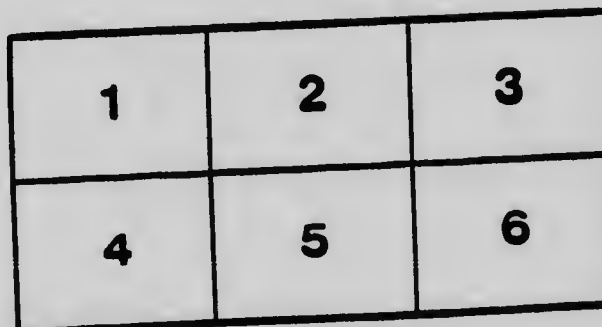
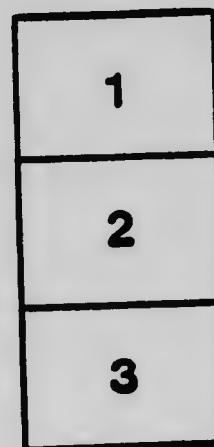
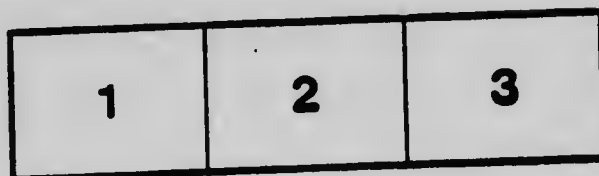
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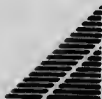
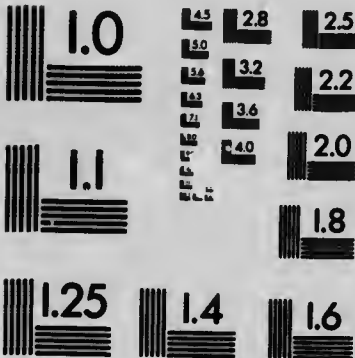
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Good Roads Essential to Ontario's Progress

***Statement by
HON. F. C. BIGGS
As to What
Government's Programme
Actually Is***



***Specific Reply by Minister of Public Works to
Allegations of Gordon C. Wilson***

1920

Good Roads Essential to Ontario's Progress



Statement by
HON. F. C. BIGGS
*As to What Government's Programme
Actually Is*

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Gordon C. Wilson, the county of Wentworth representative in the house of commons, has seen fit to make a series of statements, or charges, on the floor of the house, against the department of public highways and against me, as the minister responsible for the building program now being put through. His method of attack was to make charges in the house of commons just before the federal parliament prorogued, thus preventing a proper reply being made to his insinuations and inferences. He also caused the publication in a Toronto paper, which has been bitterly antagonistic to the government in power in this province, of a tirade against myself and the policy of the department of highways. Not only were many of the statements credited to Mr. Wilson untrue, but the photos, with which the attack was augmented, were used in a misleading manner. The publication of the charges against the department was made in the Toronto paper the day before Mr. Wilson's speech in the house of commons, the two incidents being inspired evidently by the same people with the same motive. It is my desire to deal with these misstatements, as they affect the department and myself as briefly as possible, but at the same time in complete detail, the wide publication of the charges demanding a reply, if for no other reason than to bring to the attention of the public just what is being aimed at and just what is being accomplished by the department of public highways. The attack by Mr. Wilson is made up of a number of untruths and misstatements, some of them uttered deliberately, and some of them perhaps through ignorance of the road-building policy of the government and of the council of Wentworth county. In this connection it is only fair to point out that ill-feeling toward myself and the present government has much to do with this sort of petty politics.

THE CHARGES

Mr. Wilson charges the department of public highways with extravagance; he alleges that I have favored the county of Wentworth, and particularly my own constituency, North Wentworth, in the matter of new roads or highways; that I have spent government money in constructing these thoroughfares around my own home for my own convenience and benefit; that I have used provincial funds in opening a "blind concession" though one of my needs; that excessive wages have been paid to the workmen on these highways; that the road-building program of the province is suffering because of the alleged preference

shown the county of Wentworth; that tenders have been juggled and secret conferences held with the council of Dundas. To all of these charges I give an unqualified denial and at the same time brand every allegation as spurious and misleading. Proof of the falseness of Mr. Wilson's many statements will be found in the facts which are recited as each particular charge is dealt with in detail.

Those who are familiar with the department of provincial highways will realize that the present road-building policy is but an elaboration to a large extent of the one laid down by the late government. Now that it is being pursued with vigor, it appears fated to meet with opposition from a few individuals who are ever ready to place personalities and cheap political tricks ahead of the common welfare. The department of highways at the present time has 71 contractors busily engaged with large gangs of road builders on road work stretching from Sarnia in the west to Ottawa in the east. Proof of this is to be found in the accompanying map, which shows the work now under way in that part of the province from Oshawa to Windsor and the western border. The section embracing the eastern part of the province is not given, simply because space does not permit. The road-building policy is a broad, comprehensive one, embracing the entire province, our aim being a series of much-needed main highways connecting the principal cities and towns and linking them up with the fertile farm lands surrounding these communities. Those who have followed the trend of events readily realize that our greatest need at present is good roads, the development of motor transportation alone making this imperative. Our work has the approval of the various municipal bodies of the province, and we are repeatedly urged to pursue our policy with even more vigor and dispatch, instead of delaying it on the ground that the "costs are excessive."

DEPARTMENT PLANS

Our plan calls for the initial construction in the vicinity of main cities and towns. This year many miles of highway approaching Toronto, Hamilton, Ottawa, London, Sarnia, Windsor, Stratford, Galt, Waterloo, Kitchener, Brantford, Guelph, Peterboro, Kingston and other cities will be constructed. Next year the extension of these roads will be undertaken, until eventually they are hooked up, and a network of perfect highways completed. The prin-

ciple involved is to provide the roads at one for these sections containing the largest population and thus providing the heaviest traffic.

NO FAVORS SHOWN

This policy does not call for any one county being privileged above the other. The heaviest work naturally is being done around the principal centers, and, as the figures given below will show, Wentworth county is not receiving special consideration. At present, 64.28 miles of roadway are under provincial control in Wentworth county, with the result that this district stands eighth in the mileage list for fifty-two counties. The county of Leeds and Grenville, in eastern Ontario, many miles from Wentworth, stands first, with 116.44 miles, nearly double that of the latter county. The official figures are as follows:

MILEAGE BY COUNTY

County	Mileage
Leeds and Grenville	116.44
Middlesex	101.60
Carleton	90.15
Kent	89.05
Wellington	87.83
Durham and Northumbria	80.68
Grey	71.41
Wentworth	64.28
Prescott and Russell	63.18
Dundas, Stormont and Glengarry	61.62
Essex	59.71
Renfrew	59.30
Elgin	58.39
Simcoe	55.19
Haldimand	54.13
Peel	48.75
Parth	44.45
Ontario	42.81
Frontenac	41.88
Bruce	39.88
Lambton	39.48
Lanark	36.66
York	36.01
Hastings	33.01
Welland	31.57
Waterloo	30.77
Norfolk	30.01
Halton	29.35
Lincoln	27.88
Oxford	26.07
Dufferin	25.82
Huron	25.02
Lennox and Addington	20.84
Brant	21.12
Victoria	16.30
Peterboro	8.0

Total1,791.52

SITUATION DIFFICULT

To thoroughly appreciate the situation as it applies to the county of Wentworth, it is necessary to understand the geographical situation of

the county and city of Hamilton and the resulting problems. Hamilton is located in a valley on the extreme west of Lake Ontario, guarded on the north by Lake Ontario, Burlington bay and its many marshlands and the stretch of hills known as Dundas mountain and Flamboro heights. South of the city is found Hamilton mountain and the vast table land running back from the mountain brow. These hills, along with the water and the stretches of marsh, create roadway engineering problems which are not to be found in any other part of the province. At the same time Hamilton is the second city of Ontario and one of the greatest industrial centers in Canada. It is a natural hub in the network of provincial highways. All traffic from Niagara Falls and the rich fruit valley must pass through this city, just as it receives all the traffic from the fertile fields of Haldimand county, to the south. From the west traffic from Brantford, Galt, Kitchener, Guelph, London, Windsor, Sarnia, Owen Sound, and many other important towns flows down into the Ambitious city, while the great highway from Hamilton to Toronto, along the shores of Lake Ontario, the first ever constructed in Canada, is the scene of the heaviest traffic found in this country. The main roads leading into Hamilton are among the richest in Ontario, possibly in the Dominion. These roads, like the spokes of a giant wheel, are wide apart at the start of the traffic flow, gradually converging until they meet in one big hub—Hamilton. Looking at the roadway map we find six of them: Hamilton-Niagara Falls; Hamilton-Port Dover; Hamilton-Brantford; Hamilton-Galt; Hamilton-Guelph; and Hamilton-Toronto; the latter being under the control of a highway commission, and not of the department of public highways.

PROBLEMS ENCOUNTERED

Even the Hamilton approach of the Hamilton-Niagara Falls highway, although the only one of the lot to come in on a level approach, presented a problem, which was overcome by the filling in of a wide ravine and the opening of an old road, in reality the extension of Main street. But it was the only highway of the six in which the problem of high hills was not encountered, while in the case of the Hamilton-Galt road and the Hamilton-Toronto highway there was much marshland, considerable water and steep hills to overcome. Without the difficulties involved being met in such a way as to eliminate excessive costs



A view of the "cut and fill" being constructed from the brow of the mountain, on the town line road down Flamboro heights, to bridge No. 3 of the Toronto-Hamilton approach into the city of Hamilton. The stone is blasted from the mountain side and carried out on dump cars, and deposited at the end of the fill. This road will never drop below 80 feet above the level of the marsh, and will have a 7 per cent. grade, running straight out from the crest of the hill to bridge No. 3. It is one of the most commendable undertakings attempted by the department of public highways, in the view of the officials of the county of Wentworth.

and at the same time build from the standpoint of permanency, much of the value of these highways would be lost. For years the late government, the Toronto-Hamilton highway commission, and the city and county officials discussed and contemplated the problems presented by these necessary approaches. The Toronto-Hamilton highway approach is only now being constructed, and let me say that it was as a result of the activities of my department that the present plans for this approach were drawn up and adopted by all parties concerned, this plan providing for a common entrance for the Toronto-Hamilton highway and the thoroughfare leading into the city from Guelph and Owen Sound. The plan which was only discarded a short time ago in favor of our suggestion would have provided for an immense bridge over the west end of Burlington bay at an excessive cost of nearly \$1,500,000, and would only have served the Toronto-Hamilton highway traffic. We have now secured a common entrance and the cost will not run more than \$750,000, a saving of \$750,000. For years the people of Hamilton and Toronto and the districts in between have repeatedly urged the tackling of this problem and the speed with which the present government and the department of public highways moved, in this regard, has had the general commendation of everybody concerned.

Let me stress right here that it is to the credit of Wentworth county, when I say that no municipality in Ontario, in spite of the difficulties faced, has been so insistent upon an extensive good roads program. For some years I served on the county council and it was there that I learned and appreciated the value of good roads to any community. We have been encouraged in our efforts by the attitude of the Wentworth officials and, even now, we are repeatedly asked to hasten our program of construction. I have had two deputations, from districts adjoining Hamilton, before me in the past week seeking a hastening of our efforts, all this in marked contrast to the attitude adopted by the federal member for Wentworth.

TWO IMPORTANT POINTS

In this general consideration of the question there is just one more point. The cost of road building in Wentworth county is higher than in any other county for two simple reasons:

1. The county is absolutely without gravel deposits of any kind. This necessitates long hauls and naturally increased costs.

2. The mountainous regions around Hamilton, coupled with the waterways, entail much bridge building and a great deal of grading, while a number of large "cuts and fills" have to be constructed.

It is for this reason and for no other that a comparison of cost sheets enables a prejudiced critic to dwell on the cost figures to the apparent disadvantage of Wentworth county. Even the town of Dundas, where Mr. Wilson resides, nestles at the foot of a series of hills and presents one of the greatest problems our roadway engineers have to face. Mr. Wilson should be thoroughly familiar with this fact, with Dundas mountain almost at his front door.

MAINTENANCE COSTS

It has been the experience of Wentworth county officials—in fact, of all citizens—that the cost of maintenance of the old roadways has been excessive. Wentworth county has poured thousands of dollars into holes in the principal roads of their highway system. They realize fully the fact that while capital costs for paved roadways are somewhat higher than the capital charges for the ordinary roads, the maintenance costs are practically nil. An instance of this is to be found in the Eaton highway, running out of Toronto, where in five years but 46 hours' repair work was necessary. Contrast this with what would have been the experience had road construction not advanced as it has under the policy of the department of public highways.

For the benefit of those who appreciate illuminating statistics of a truthful nature, let me present some data presented by the county council of Wentworth county. To do this we take the five thoroughfares recently taken over by the provincial government and designated as part of the provincial highways:

Dundas-Waterloo road; town line road, leading up to Clappison's corners and Guelph; Caledonia road; Hamilton and Ancaster, now part of the Brantford highway; and the Dundas-Binkley hill stretch.

In 1917 and 1918 these roads were under the supervision of the county. In 1919 and 1920 they were designated as provincial highways and the construction of paved roads undertaken. These are the very illuminating figures secured from the county clerk:

Maintenance—1917	
Dundas and Waterloo	\$3,622.58
Town Line	6,937.00
Hamilton and Ancaster	2,841.86
Hamilton and Ancaster	7,693.58
Dundas and Binkley Hill ..	1,117.76

Total\$26,312.63

Maintenance—1918	
Dundas and Waterloo	\$8,074.85
Town Line	7,609.00
Caledonia	2,987.71
Hamilton and Ancaster	2,178.22
Dundas and Binkley Hill ..	9,401.46

1919

Annual payment on 20 year debentures on construction charges of paved roads—\$23,434.85, at 6 per cent.	\$ 2,043.16
Maintenance of unconstructed portions	12,174.42

Total\$14,177.58

1920

Annual payment on 20 year debentures on construction charges of paved roads—\$80,071.16, at 6 per cent.	\$ 6,263.70
Maintenance of unconstructed portions	5,034.15

Total\$11,297.85

ALL ENTHUSIASTIC

Is it any wonder that everybody in Wentworth county, with the evident exception of Mr. Wilson, is enthusiastic over the government's road-building policy? For less money the county secures permanent paved roads with all the attendant advantages. As the pavement is extended, the maintenance costs decrease. At the end of twenty years the roads are paid for. The annual costs then evolve themselves simply into a question of maintenance. The comparison is obvious. The figures, as applied to Wentworth county, are supported by the experience of other municipalities.

In his charges, Mr. Wilson attempts to infer that I have used the road-building policy of the province for my own personal gain. In his speech, he said:

"We we come to another road, which is known as Dundas street, and for fear that anybody will rise to a point of order again, I will state that Dundas street has been commenced and has been approved to a certain extent. The construction of Dundas street, between To-

ronto and Hamilton, has been approved as far as Clappison's corners. Then the road proceeds farther, and it goes up to the county of Wentworth until it strikes the concession line between the township of East Flamboro and the township of Beverly, and upon which concession line the minister of public works lives. They open up a blind concession, or road allowance, and they continue that road through the blind concession or road allowance, and what is the fact? Upon one side, the minister of public works has 165 rods frontage, and on the other side he owns 65 rods, and he has had a bridge built so that his cattle can pass from one to the other through the blind concession. We are asked: 'Where did he get his authority?' Why, he inserted the provision in a bill and had it passed this year.

"Reference to the act shows it practically means that the minister of public works for Ontario provided for the payment of a street that went through his own property, although it was a road allowance—a blind concession it is sometimes called. That is to say, the minister of public works took his own land for a provincial highway."

NOT A HIGHWAY

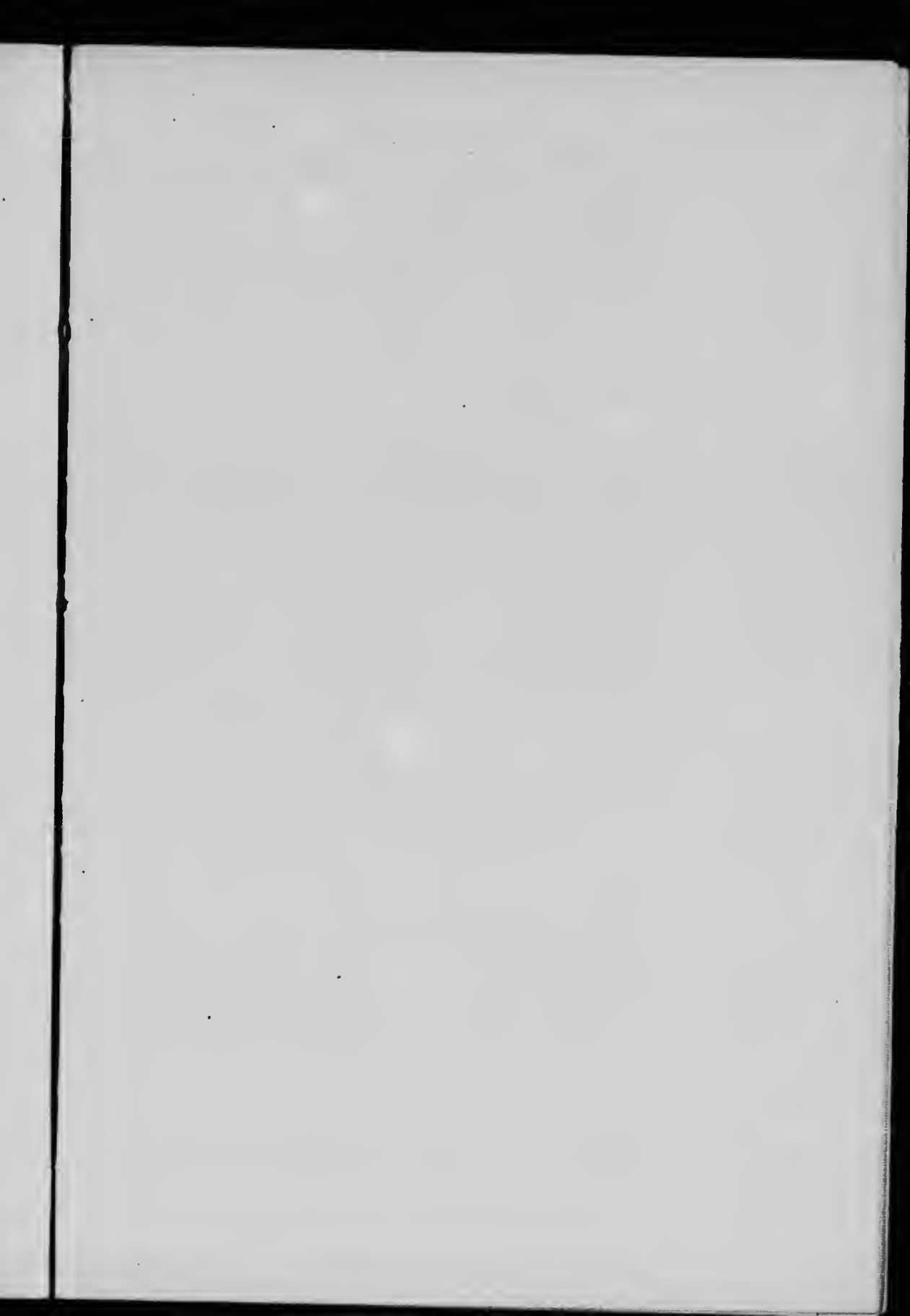
Mr. Wilson errs when he states that this "road allowance" is a provincial roadway. It is a county roadway, under the jurisdiction of the officials of Wentworth county, as the court house, Hamilton, will show. This "blind concession" was first designated as a roadway in the year 1792, when the Toronto-London military road was laid out. It was never opened because of a mill stream (Spencer creek), which crossed the thoroughfare. This road allowance links up the Hamilton-Dundas-Galt-Waterloo provincial highway with the county road from Clappison's Corners, where Dundas street and the Hamilton-Guelph road meet, and is really a continuation of Dundas street.

The first effort to open this "blind concession" was made in 1917 by the Wentworth county council. The late government turned down the application, but in 1918 a deputation from Brant county joined in a renewal of the request, with the result that the roadway was opened by the county. This was before I was elected to the provincial legislature and before I had any idea that I would be the next member for North Wentworth, let alone the next minister of public works. In 1920 the



A view showing a section of the fifteen-foot roadway up the side of Flamboro heights from the city limits at the Desjardins canal bridge.

The county spent \$10,000 in 1919 in an effort to patch up this particular piece of roadway, and the earth and gravel deposited then has practically slipped away into the ravine. On the right side of the road there is a sheer drop of 50 feet, the old timbers supporting the narrow roadway being, ready to break out into the depths below. It is to overcome the costly road construction presented by just such pieces of roadway that the cut and fill from the brow of Flamboro heights to bridge No. 3 on the Toronto-Hamilton highway is being constructed.





A view of the bridge which Mr. Wilson accused the Hon. Big-
he claims is a "cattle pass." Inset in the top left-hand corner
one of the posts of the bridge, bearing the inscription: "Built
County records show that this bridge was first decided upon in
legislature. The same record shows that the roadway is a
constructed by the county, with Thomas R. Allison, county road



Hon. Biggs of building at the expense of the province, and which
corner the photo is a reproduction of the bronze tablet to be found on
Built the county of Wentworth, 1920, John E. Peart, warden.
on in two years before Mr. Biggs was elected to the provincial
a road, and not a provincial highway, and that the road was
roadintendent, in charge.

county constructed a bridge across Spencer creek. A bronze tablet is to be found on the bridge at the present time, bearing the inscription, "Built by the county of Wentworth, 1920. John E. Peart, warden." The work was done under the supervision of Thomas R. Allison, road superintendent for the county of Wentworth.

This road allowance, or county road, runs through pasture lands owned by myself and other farmers. My field was an ideal one for the purpose, served by a stream and surrounded on all sides by the fields and fences of nine neighbors. This made it foolproof. When the county, in 1918, decided to open the road allowance I pointed out that I would be the loser. Where I had one big field I now have two fields, with a public thoroughfare running through the center of the property. The field has had to be fenced on each side of this road, and when I desire to pass my cattle through from field to field they must go through two gates and across a county road.

NO VALUE TO BIGGS

The bridge, which Mr. Wilson alleges is a "cattle run," built by the province for my convenience, is absolutely without value to me. It is built over Spencer creek, at the extreme end of my property, and simply carries Dundas street across the creek. There is water from abutment to abutment, and it is truly a bridge for Spencer creek. It is utterly impossible for my cattle to gain access to this bridge unless they break out of the fields and seek their freedom down the road toward the Galt highway.

I would remind Mr. Wilson that the county records prove that the county council first approached the Ontario government with reference to this "blind concession," and the bridge, or "cattle pass," as far back as 1917, when Mr. McDiarmid was minister of public works. I was not elected to the legislature until the fall of 1919.

IGNORANCE DISPLAYED

Not only has Mr. Wilson made a gross misstatement of facts, but he has displayed a lamentable ignorance of the road policy of the Wentworth county council. What he terms a provincial highway is a county road. The bridge was built by the county, not the province. It was first mooted in 1917, two years before I was elected to the legislature. The opening of the road was

at the request of the Brant county and Wentworth county officials and, from the standpoint of personal convenience, I was opposed, and stated so several times. I consider that I suffered a direct loss of several thousands of dollars by the opening of this road, to say nothing of the inconvenience caused myself and neighboring farmers. It entails, for all time to come, the maintenance of one mile and a half of road fence on my part.

From the standpoint of linking up an important stretch of roadway and improving the county road system, the work was imperative, and, in spite of the objections of Mr. Wilson, the county council is now busy grading and preparing this "blind concession" for a macadam top.

Still attacking me, the member for Wentworth county continued: "The Hamilton-Kitchener highway passes through the town of Dundas and in front of the property of the minister of public works for Ontario. I might say that the minister of public works of Ontario commenced the laying of the bitulithic pavement from his own gate, and down to another property that his father owns three miles down the road. After my asking the questions in this house, apparently he thought the facts looked too glaring, so he has now started—and he has only made it worse—to build a mile of road to the west of his property, and on the south side of the road, no one owns any land but Hon. F. C. Biggs, minister of public works for Ontario. On the other side, Mr. Biggs' father owns a farm. There are one or two places in between, and then comes again the property of the Hon. F. C. Biggs, minister of public works for Ontario."

REASONS FOR IT

Replying to this charge, I would point out that the government road-building policy calls for the construction of a number of main thoroughfares from one length of the province to the other. Work on these main roads or highways has been under way for some time; in fact, the policy was originally laid down by the late government. This policy calls for the initial work being done on the main arteries of traffic leading out of the principal cities and towns of Ontario. Gradually these highways will be extended until they link up and form through thoroughfares serving the most thickly populated districts with a system of first-class roads.

From Hamilton five provincial highways are being constructed, as follows:

Hamilton-Dundas-Galt-Waterloo.
Hamilton-Caledonia-Port Dover.
Hamilton-Ancaster-Brantford.
Hamilton-Guelph-Owen Sound.
Hamilton-Grimsby-Niagara Falls.

In addition to which, Hamilton is also served by the Toronto-Hamilton highway.

My farm and home are located at Christie's Corners, on the Hamilton-Dundas-Galt highway. I have lived there all my life, and my father for forty years.

The plans of the provincial highway engineers called for the construction of the Hamilton-Dundas-Galt highway in divisions. The first section completed was the stretch from Hamilton to Dundas, over which the traffic from the Brantford highway also travels, striking the Dundas road at Binkley's corner, east of Dundas. The second division is from Christie's Corners to Dundas; the third section from Rockton to Christie's Corners, and the fourth stretch from Rockton to Sheffield.

Work on the second section was commenced at Christie's Corners, the contractors working toward their base of supplies—Dundas. The reason for this was one which is always observed by roadway engineers, who invariably build toward their base of supplies, and not away from it. This is to prevent the hauling of heavy loads of stone and gravel over freshly constructed pavement.

On the third section the work also commences at Christie's Corners, directly in front of my home, because the base of supplies is located at Rockton, where the government owns a splendid quarry, the builders working toward the village as they build the road. On the fourth division the rock is hauled from Rockton and Sheffield, the government having an excellent stone quarry at Sheffield. The work on this section will be commenced midway between Rockton and Sheffield, working toward each quarry. On the fifth stretch, from Sheffield to Galt, the stone is being hauled from the Sheffield quarry, the work commencing at the Galt end, the road being along toward Sheffield.

DUNDAS ROAD BAD

If it was a case of having my personal comfort provided for, I would be more interested in the construction of a paved road through

the town of Dundas than in having the pavement laid on the highway serving my own home. The main street of Dundas, Mr. Wilson's home town, is the worst bit of roadway in the county, and for some time past Mr. Wilson has been doing his utmost to prevent the town council from proceeding with the construction of a pavement, which is so badly needed.

WHO PAYS?

It is apparently a grievous sin, in Mr. Wilson's eyes, for a cabinet minister to live on one of the new provincial highways, even though the minister may have lived in that one place his entire life. I would remind Mr. Wilson that I am one of the heaviest contributors to the taxes of the township of Beverly and the county of Wentworth, in contrast to the member for the federal house, who is not even a property owner in his own constituency. In this way I am paying for that part of the work as it affects my property, again in contrast to the Dominion member, who enjoys the privileges, but does not pay for them.

Continuing his attack, Mr. Wilson said:

"I do not intend to take up any further time, except to refer to one section of the road leading from what is known as Clappison's corners into the city of Hamilton. I think it is part of Dundas street, but of this I am not certain. There, the minister of public works is making a cut of a quarter of a mile long. It is 53 feet deep, will be 70 feet at the bottom and 80 feet at the top, and is going to cost \$130,000. There is no more necessity for it than for the fifth wheel for a wagon. This extravagance should be stopped. The road there could be straightened out a little by filling in around the bad corner, and then continuing the same road."

DANGEROUS ROAD

One of the worst of many bad pieces of roadways leading into Hamilton is that running down Clamboro Heights from Clappison's Corners. This road, as it winds its tortuous way down the hillside, crosses several ravines, which in addition to creating grave danger for the public, also proves a source of great cost to the county. When the roadway was constructed several of these ravines had to be filled in, and the roadway timbered up, the drop in some cases being a sheer fall of fifty feet to the bottom of

the ravine. Each year the county has been put to heavy expense maintaining this road. In 1919 they dropped \$10,000 worth of earth and gravel into one hole in an effort to prevent the road from sliding down into a ravine. To-day practically all of this earth or gravel has slid away, while both sides of the road are giving away, one section having dropped some five feet in the last few months. In addition to this the roadway is only 15 feet wide between guard rails. The county officials reached that stage where they were faced with enormous expenditures even to save the present roadway. They were also confronted with the realization of the fact that the old road would be a constant expense, and when they asked the engineers for a report as to the advisability of fixing up the present roadway or endorsing the proposal to construct a "cut and fill" from the brow of the mountain to the Toronto-Hamilton highway entrance into the city, they found that the latter scheme, in addition to giving a practical, high-class highway with a 7 per cent. grade, doing away with all the dangers, would prove much cheaper, not only to construct, but also to maintain. The government engineers agreed with this. Chief Engineer George Hogarth stated that it would cost a great deal more to repair the old roadway than it would to construct the new, and even with the improvements the old roadway would still remain a dangerous thoroughfare.

WILSON ERRS

Mr. Wilson refers to this piece of road as being part of Dundas street. In this he errs, as it is part of the old town line road, running from Hamilton to Guelph. Dundas street runs from Toronto to London, crossing the town line at Clappison's Corners. He claims the old town line road could be straightened out by a little filling in. The county's experience as indicated in their efforts in 1919, when \$10,000 was absolutely thrown away, is to the contrary. The engineers also disagree with Mr. Wilson, but then that is a minor point with the uncrowned king of Dundas.

The town line road cut is being made after a very careful survey of the situation. The new road, made possible by the cut and fill, will give a straight entrance into the city of Hamilton. Instead of winding down the mountainside to water level and then up again to the height of the Desjardins canal bridge (93 feet) traffic will be taken straight out from the brow of the mountain

to bridge No. 3 on the new approach system for the Toronto-Hamilton highway. A seven per cent. grade will be maintained, and at no time will traffic be less than 80 feet above the level of the Dundas marsh. The present road has a descent and ascent of 93 feet, which will be eliminated. The project has had the approval of every engineer consulted, of every county official and of thousands of rural and city rate-payers who are vitally interested in the immediate improvement of the system of roadway approaches into Hamilton. The government was urged by the city of Hamilton to hasten the work, in order to provide employment for the city's vast army of unemployed. When completed this new road will serve to relieve the congestion of traffic on the Toronto-Hamilton highway, as it will allow the traffic from Hamilton, the Niagara peninsula and western Ontario to traverse the Dundas street provincial highway from Clappison's Corners to Toronto. The work is being done by D. O. Johnston & Bro., limited, of Brantford, at a cost of \$138,000. This firm was one of fifteen to tender on the work and their tender was the lowest submitted, the highest being \$271,000.

"The provincial minister of public works," said Mr. Wilson, "purposes connecting up the Ancaster road across the Toronto, Hamilton and Buffalo railway tracks by means of a subway at a cost of \$60,000, and along the Ancaster escarpment he has torn down the mountain side and filled in culverts and widened the road to an altogether unnecessary extent, with the result that I am safe in saying that the road between the city boundary of Hamilton and the village of Ancaster will cost, including the subway, over \$100,000 per mile. The railway traffic is insignificant and it is not a dangerous crossing."

I would remind Mr. Wilson that all level crossings are dangerous, but some more so than others. The level crossing over the T. H. & B. tracks at Ancaster road is one of the worst in the province. It has been the scene of many bad accidents, the last one involving five people, all killed outright and all members of one family.

This death spot is to be done away with by the erection of a subway. Permission for this was granted by the Dominion railway board last Friday. Mr. Wilson says: "The railway traffic is insignificant, and it is not a dangerous crossing." The official traffic figures compiled by my department for 12 days in May last, and presented to the Dominion railway board in support of application for permission to construct a subway, are as follows:

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	696	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.

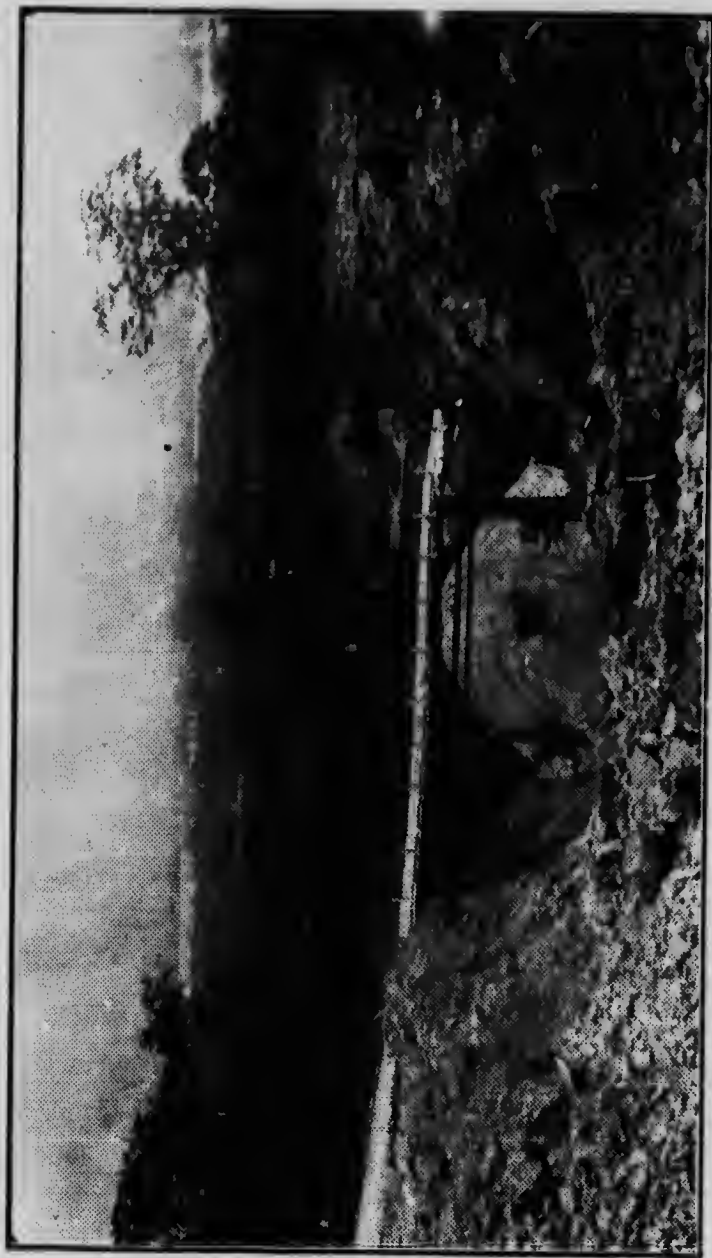
BUILDINGS ARE SAFE

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



Another view of the cut and fill on the town line road, showing the new roadway as it is being carried straight out to bridge No. 3. The old roadway crosses on the temporary wooden bridge to be seen in the foreground.

Dundas, to link up with the road that passes the place of the minister of public works of Ontario. They called for tenders, and these were for \$109,000; \$111,000 and \$122,000 for that section of the road that passes through the town of Dundas on the Hamilton-Kitchener highway. My contention was, and still is, that the lowest tender should have been accepted, all other things being equal. But the minister of public works of Ontario, Mr. Hogarth and Mr. Maclean, had a secret meeting of the council of the town of Dundas, and gave a contract to the Warren Paving company at \$122,000, or \$13,000 higher than the lowest tender. What inference is to be drawn from that? They built that piece of road in Dundas, and found they could not pay for it. They cannot pay for it under this act because it was built in 1920; therefore the inference is that the contract was given to the Warren Paving company in order to get an amount of money to pay the difference between the \$109,000 and the \$122,000.

ASTRAY IN FACTS

I brand these statements of Mr. Wilson's as false. The provincial department of highways built this portion of the road to the same limit as was originally the county road. Under the act we have as much authority to build within towns or villages as within townships and it is our ordinary policy to assume, as part of provincial highways, all entrances to towns and villages passing sparsely occupied land. We pursued the same policy at Dundas as we did in every down in Ontario. The additional width, with curb and gutter, was built at the request of the Dundas council and will be paid for by the municipality. Our actions in reference to the town of Dundas are strictly in accordance with section 28 of the Provincial Highway act.

Mr. Wilson's statement that Mr. Maclean, Mr. Hogarth and myself had a secret meeting with the council of Dundas is absolutely untrue. We never met the council of Dundas. Mr. Hogarth was asked to attend a meeting when the question of tenders was under consideration. He did so, as the department's representation, and as the department was interested he had a perfect right to do so. It is true that the lowest tender was not accepted. There was just reason for this. The Warren Paving company was the only firm tendering ready to do the entire work itself. The other tenderers were in the position that they would be forced to sublet the work, with the result that we would have been

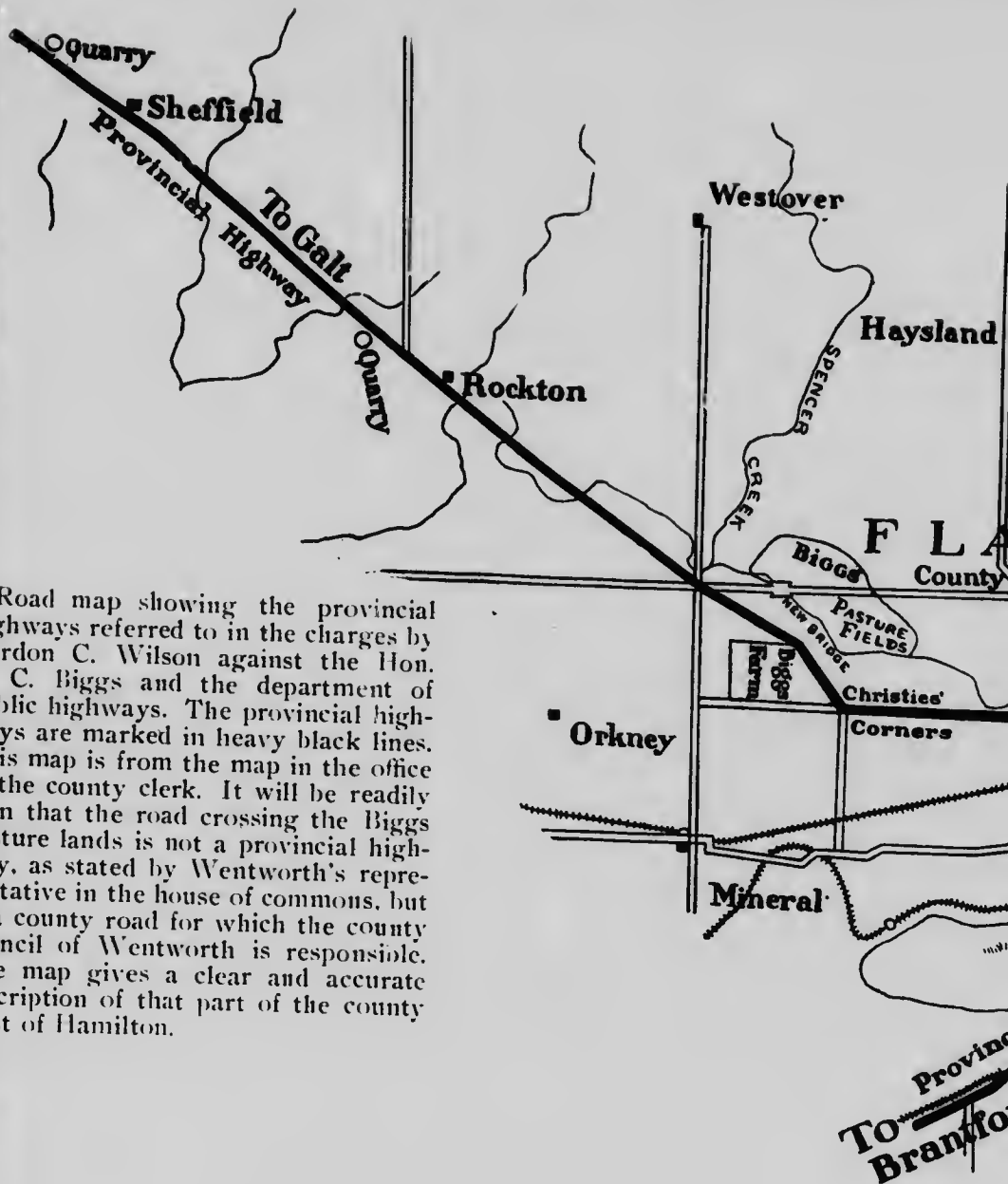
faced with divided responsibility and uncertain guarantees where more than one contractor was engaged in a single piece of work. The laying of pavement requires experience and skill on the part of the contractors. Neither of the other two tenderers have any established standing as paving contractors in the laying of asphalt and concrete. The long and constant experience of the Warren Paving company was such as to justify any business man showing preference for their tender in view of the small difference involved. I would remind Mr. Wilson that the town council awarded the tender, not the department of public highways, which is only offering the same assistance to Dundas that we are giving to other towns when constructing the connecting links in the highway.

STILL IN WRONG

Speaking of the Hamilton-Dundas highway, Mr. Wilson said: "The road is thirty feet wide. The minister of public works of the province than that. He is determined to make that road wider. The road is a good road but the contention I make is that if we allow the minister to public works of the province of Ontario to carry out such an extravagant scheme, certain portions of the country will be favored and other portions will be neglected. Now he is expropriating 15 to 18 feet on each side of the road and he is paying the people for that land at the rate of \$1285 per acre. A constituent said they expropriated his property and the reason they gave was that the Hon. Mr. Biggs purposes, on this road from Hamilton to Windsor, to use this 12, or 15, or 18 feet, whatever it may be, for the purposes of building a boulevard between these two cities."

The false nature of these statements will be realized when it is understood that the department is but pursuing a general policy and that the Paradise road pavement will never be any wider than it is at the present time. We do not contemplate the construction of a boulevard on the Dundas road. To secure adequate road allowance on each side of the pavement providing for pedestrians, power lines, telephone lines and tree maintenance, as well as space for the sidewalk the township of Ancaster has applied for, we have expropriated some 7½ acres of land, running in a narrow strip along the present highway. This will take the pedestrians off this important link in the highway, where the traffic is so heavy. Mr. Wilson's figures are far fetched. Our plans do not and never did call for a boulevard nor for an extension of the pavement. The same policy pertains to the entire highway from Quebec to Windsor.

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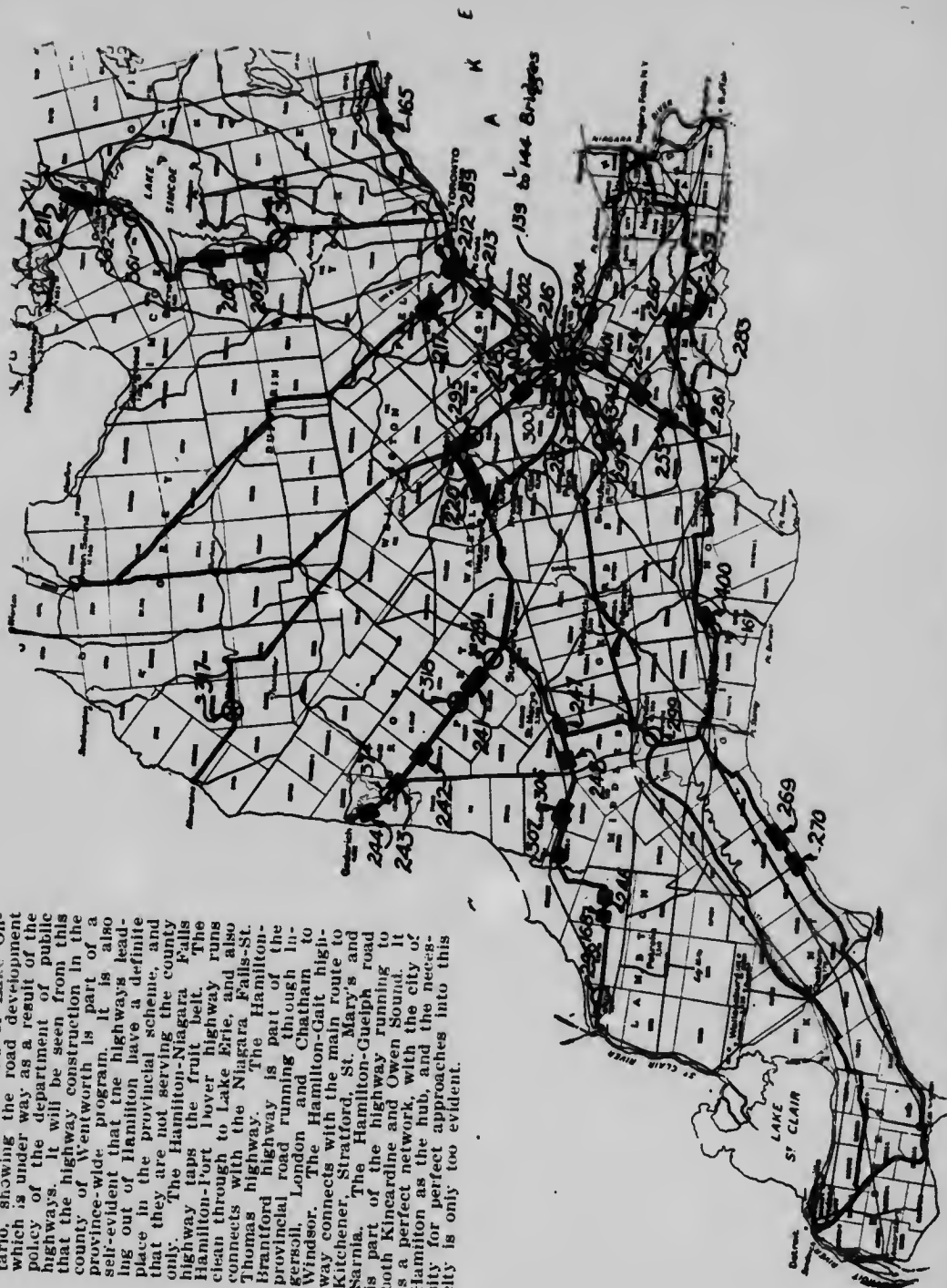


Road map showing the provincial highways referred to in the charges by Gordon C. Wilson against the Hon. J. C. Biggs and the department of public highways. The provincial highways are marked in heavy black lines. This map is from the map in the office of the county clerk. It will be readily seen that the road crossing the Biggs pasture lands is not a provincial highway, as stated by Wentworth's representative in the house of commons, but is a county road for which the county council of Wentworth is responsible. The map gives a clear and accurate description of that part of the county west of Hamilton.



Map of western Ontario and the
section around the end of Lake On-
tario, showing

Map of western Ontario and the section around the end of Lake Ontario, showing the road development which is under way as a result of the policy of the department of public highways. It will be seen from this that the highway construction in the county of Wentworth is part of a province-wide program. It is also self-evident that the highways leading out of Hamilton have a definite place in the provincial scheme, and that they are not serving the county only. The Hamilton-Niagara Falls highway taps the fruit belt. The Hamilton-Port Dover highway runs clean through to Lake Erie, and also connects with the Niagara Falls-St. Thomas highway. The Hamilton-Brantford highway is part of the provincial road running through Ingersoll, London and Chatham to Windsor. The Hamilton-Galt highway connects with the main route to Kitchener, Stratford, St. Mary's and Sarnia. The Hamilton-Guelph road is part of the highway running to both Kincardine and Owen Sound. It is a perfect network, with the city of Hamilton as the hub, and the necessity for perfect approaches into this city is only too evident.



RATE OF WAGES PAID

Mr. Wilson—Last year teams were paid \$10 per day; foremen \$6.50 per day and board; roller engineer, \$7.50 a day and board. For a five-ton truck, \$50 per day, including the driver, was paid, and for a two-ton truck, \$22.50 per day. There were 16,712 lineal feet of ditching at 60 cents a foot; 1,655 lineal feet of drain at 70 cents a foot; 35,849 tons of screening at \$3.60 per ton.

The reply to this charge is that our work is done by contractors, who pay no more than the existing rate of wages. There is not a contractor in the business who is going to pay more than he has to for labor. The department's only interest is to see that the prevailing rates of labor are paid. The contractors are well able to prove that they paid no more than was necessary to secure the workmen. In spite of labor costs we have been repeatedly asked by the various municipalities to enlarge our

efforts in order that additional work may be provided for the many unemployed men to be encountered in every community in this province.

In conclusion, I desire to refer to one other insulting reference directed at me. Mr. Wilson states that in 1920 I had an act, No. 116, passed providing for payment to property holders for any land expropriated for the purposes of a provincial highway, and that in this way I provided for compensation to myself for the "blind concession" running through my pasture lands, which has recently been opened. Let me emphatically state that this act applies only to provincial roads and DOES NOT apply to this road allowance, which is a COUNTY road, NOT a PROVINCIAL highway. The act does not apply to a foot of road in the county of Wentworth. It has not been made use of, and will not be made use of in the county of Wentworth, and it is NOT retroactive.

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Editorial Comment

The Hamilton Spectator, referring to the reply of Hon. Mr. Biggs to certain statements made in the House of Commons, said editorially:—

The reply of the Hon. F. C. Biggs to the charges made in the federal house against him and his road policy by Mr. Gordon C. Wilson, member for Wentworth county, deserves the most careful perusal, in the interest of justice and fair play. The statement is somewhat lengthy, necessarily, for the accusations were varied and numerous, and require a detailed rebuttal. This they get from Mr. Biggs, who takes the charges seriatim, and disproves every one in turn. In some important respects, facts have been grossly misrepresented, and in other instances insinuations have been made entirely unjustified by actual circumstances. Mr. Biggs has no difficulty whatever in disposing of the malicious and prejudiced tirade which has been directed against him, in particular, and the highways department in general. He is able to repudiate most effectually, by an appeal to statistics, the assertion that the county of Wentworth is favored in the matter of road-building above other counties. As a matter of fact, Wentworth stands eighth on the list in respect of mileage.

Specific charges brought by the member for Wentworth, in which he boldly imputed selfish motives to the highways minister in prosecuting certain sections of the provincial scheme, fall absolutely to the ground. All the roads under construction are main arteries leading to important centers. Hamilton, on account of its geographical situation and industrial importance, is known as the hub of the provincial good roads system, and a reference to the map will show why. The nature of the local territory, also, the hills and ravines and marshes, makes construction work expensive.

Mr. Wilson has mixed up highways with county roads in the most reckless manner and represented changes, involving actual loss to Mr. Biggs, as deliberately engineered by that minister for his own benefit; he has, moreover, made the minister responsible for undertakings which were decided upon long before he came into office, and shown himself to be badly misinformed on many vital points. The full details must be sought from the minister's own statement, which constitutes a perfect answer to the insinuations which have been made. It will be very difficult for Mr. Wilson to maintain his position in view of this complete and logical refutation.

