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TOW-BOR LOW WOULD INCROVE WINDEON NIAGARA-HAMILTON-THO HESHWAY STUATION

n to the question of speed ing up motor traffic between Windsor, els give the motorist a brand new east Hamilton and Niagara Falls.

to join up with highway No. 3. Considering there are now two naved reads to Tecumseh. Windsor would have, if our suggestion were to be carried out, three distinct highway outlets to the east, apart altogether from the additional paved city streets which lead into highways. This would thin out the traffic around the Border Cities by carrying it on three distinct routes, for approximately 50 miles from the port of entry. It undcubtedly would pay to run the road straight east from Merlin into highway No. 3 instead of following the scutheast jog of the existing gravel road, the additional couple of miles added being justifiable as a time-

Suggestion No. 2-A highway is being built from Clappison's Corners to a point on the Hamilton-Galt highway No. 8. Continue this paved road er to Paris where it would hook up with highway No. 2. On the Winder to-Toronto run there would be a saving of at least 10 miles if high-No. 5 ran straight through to Paris. The paving required nere would be approximately 18 miles.

Suggestion No. 3 - In order to break up the traffic again at a comparatively big point—Brantford—we would utilize approximately 9 miles the designated highway No. 24 Simcoe to Guelph - but at Oaklas pave the road over to Norwich and earry it on down through Otterville to Tillsonburg. Here, with an addition of approximately 30 miles of proved road, we virtually get the use of a third highway. Anyone who examines the map will see instantly that there is a natural joining up of Tillsonburg and Brantford in the jog ir the road at the former point, and especially when one keeps in mind that highway No. 2 at Brantford swings north-west to Paris. In addition, suggestion No. 1, 2 and 3 give us two highways from Windsor to Hamilton and Toronto by the most direct routes.

Suggestion No. 4-By paving the read at a point west of Allanburg, straight across to Canboro, approximately 23 miles, we virtually create a second highway into Niagara Falls

ing out from the i. the Niagara Falls-Windsor cur ies for more highway ac- by cutting out the dip that takes you from Windsor especi linto Dunnville. This suggestion would open up" the traffic around the Falls ie-ups and logical cut-offs, by the poid to the "ballyhoo" for a third of paved road we can in an area whe the highway, we offer this tant there are approximately 700 miles of Windsor now has two official pased were to be carried out the natural convest highway. If these suggestions

highways No. 2 and No. 3. In ad-comitant would be to call Highway dition there is a paved road on the No. 5 that one running from Toronto store line running from Windsor to to St. George, to Belle River to Wind a few miles east of Belle River. Our sor. Highway No. 2 would be from suggestion here is to pave the road. Windsor to Tilbury, to Merlin, to net only through to Tilbury (where Til sonburg, to Brantford, to Quebec it meets highway No. 2), but right boundary. Niagara Falls to Tilsonon through Merlin till it strikes nigh-burg and Windsor through Learningway No. 3. Approximately 23 miles ten to a point below Merlin would of this roadis paved now oil it wants have sub-numbers, thereby keeping is a highway number. Approximate-the main highways in Ontario, east ly 26 miles more of paving would car- and west, instead of the present sysryt his road thru Tilbury and Merlin tem of No. 3 running to the "bor

Here and There

The following ant comment on the careless motorist and his ultimate fate comes from the Boston

"If a freight train at a crossing "Hits an auto fair and square There's the freight train-Where's the auto?

"Echo answers 'Where?"

Trees at the rate of 20,000 a day have been planted by farmers in Western Canada during the last 26 years, according to a report of the Federal Department of Agriculture. A total of 150,000.000 young trees, the report shows, has been distributed to farmers in that section in

Canada has entered into negotiations with Germany for a trade agreement which will give her the benefit of the most favored nations agreement. Exports to that country very nearly doubled during 1924 and at the close of the year Germany was practically in the position of being Canada's third best.

A co-operative shipment of poultry to New York City, encouraged and handled by the Dominion Poultry Service, Alberta branch, brought good results. The shipment consisted of two refrigerator carloads of turkeys and the shippers received 25 cents a pound for their birds, the New York selling price being 41 cents a pound.

Among the interesting books of the season is "Canada's Great Highway; from the First Stake to the Last Spike," by J. H. E. Secretan, C.E., (published by Thorburn and Abbott, Ottawa). Dealing with the early history of the Canadian Paeific Railway, the volume contains racy reminiscences of life in construction days as experienced by the author, who was a member of the company's engineering staff.

besides saving approximately 12 miles The Record for Job Printing

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