

VOICE OF THE PRESS

THE WORLD AT LARGE

CANADA THE EMPIRE

Cur in the Pig's Tail

Last year Canada sold to Great Britain 133 million pounds of bacon, equivalent to 1,600,000 hogs. The cur in the pig's tail appears to be assuming the shape of the S sign.—Kitchen Record.

A Stream of Talk

The average man talks two hours out of every twenty-four at the rate of 150 words a minute. He utters some 4,500,000 words a year. The authorities don't say so, but we presume he is talking of single men. — Chatham News.

What Chance Has It?

The latest scientific aid to safe driving is a red light on the dashboard which warns motorists when they approach grade crossings. But if they won't heed tooting whistles, ringing bells and flashing signals, what chance has a little red light?—Windsor Daily Star.

Help to Farmers

Agriculture is at last to receive greater recognition. The prosperity of the province depends so much upon the wellbeing of the farmer that it would be nothing short of criminal now that the money is available, not to recognize the demands of the farming community for greater assistance in placing agriculture in a better position to play its full part in the development and progress of the country.—St. Thomas Times-Journal.

Wants Less Provincial Power

We may not always agree with Denton Massey, M.P., but we can see some validity in his claim that Canada is in danger of becoming "Balkanized." He, as most of us, sees provinces seeking to assert too much authority with a consequent danger to federalism. There is such a danger. There is far too much emphasis laid on "provincial rights," which usually means a reaching out for federal power. Probably what is needed is less provincial power. There is a growing body of public opinion, which even believes it might not be a bad idea to abolish the provincial governments at least in the provinces where they are together, with consent saving in taxes and trouble.—Niagara Falls Review.

A Changing Ontario

In Middlesex and Lambton counties rapid changes are taking place. The sons of the old pioneer families are not staying on the farms. They are selling out in many cases to the new Canadians of other origins. In New Canada, particularly near Aylinton, there is a large settlement of Czechoslovakians who have bought excellent farms. They are happy just now that they are living in Canada, and not in Czechoslovakia. The majority of new settlers are anxious to take out citizenship papers and to become good Canadians. They are ready to adopt our ways and our customs. Possibly in the end it is not such a bad thing to have an infusion of new blood. In any case, whether we like it or not, the Western Ontario of a few decades hence may be an entirely different Western Ontario from that of our day and generation.—London Free Press.

New Process Makes Pictures on Metal

Photographs Produced in This Way Are Much More Accurate

The Aluminum Company of America disclosed last week at Pittsburgh that it has perfected a method of making pictures on metal which is expected to be more enduring and more accurate than those taken on paper.

It presented the first portrait made by the new process to Dr. Paul D. Merz, whose research work on the precipitation hardening of alloys led to a more diversified use of metals.

Do Not React To Changes

The pictures are made on a patented metal about one-sixteenth of an inch thick, which contains an oxide coating with the sensitive silver salts that react to light. When exposed to light through a negative an image is produced on the metal.

A spokesman said the metal pictures have proved more valuable for aerial surveys, where a surface, absolutely accurate, was needed.

He explained that a slight change in temperature causes contraction or expansion of paper pictures, and that such slight distortion would bring about a grave miscalculation of distances. The metal pictures do not react to such changes, he said.

Spaghetti Shooting

"I went crazy because I was offered spaghetti instead of steak for my supper." A man offered this explanation recently to a Chicago police officer shooting his 17-year-old daughter and wounding his 21-year-old son. He missed his wife.

Walking For Ten Years

The most energetic man in the world has been walking for 10 years. He started in 1927 to walk round the world. Now he has completed 80,000 miles—more than three times the earth's circumference.

Whales have been known to break their backs on the ocean bottom, after a mile deep dive.

Tissues Outlive Organism Growth

Animal And Plant Tissues Both Can Live On, Celebrated Botanist Announces

Living tissues have the power to survive long beyond the life of the growing organism. This was demonstrated in the case of animal tissues by Dr. Alexis Carrel, who kept tissues from an embryo chicken heart alive longer than the greatest life span of a chicken. The culture is still alive at the Rockefeller Institute after more than a quarter of a century.

Blossoms Alive For Months

Dr. Carl E. Lillie, first department of botany, University of Michigan, has demonstrated that it is possible to keep plant tissues alive 365 times as long as they would survive in the plant. He took portions of the blossoms of plants which have but a short span of existence under natural conditions and placed them in a nutrient medium. When the blossoms are in flower and other micro-organisms are cultivated. After a given structure has fulfilled its function, the tissue is withdrawn and it disintegrates. The nourishment available to it is then diverted to new developing structures. When the blossom has finished its task it makes way for the fruit.

Longevity Of Canadians Is Steadily Increasing

Life Expectancy In The Dominion Is Shown By Latest Figures To Be Higher Than In Either The United States Or Great Britain.

Investigations into longevity tend to reinforce the Biblical dictum that the span of life is three score and 10. The Dominion Bureau of Statistics announced this month as official life tables for the general population of Canada, which are the first time since 1921 that it has been possible to determine the average life expectancy of Canadians. It shows that the average life expectancy of Canadians is steadily increasing. In 1921 it was 46.5 years, and in 1930 it was 52.5 years. This increase is due to a number of factors, including a decrease in infant mortality, a decrease in the death rate among young people, and a decrease in the death rate among the aged.

Indented Road Reflects Light

New Type Surface — Engineer Offers Scheme to Aid Night Drivers

A new type of road surface that will "increase visibility very greatly" was reported at the 17th annual Massachusetts Safety Conference at Boston last week.

Need for some such surface was emphasized by a group of engineers discussing highway lighting in relation to night accidents.

They pointed to mounting automobile fatalities after dark, restrictions on headlights and experiences "proving" the impracticability of enforcing speeds within the limits set by head-light visibility.

The "Only Safe Speed"

L. A. S. Wood, lighting engineer, said that "10 to 15 miles an hour is the only speed safe with present lighting equipment."

The problem, therefore, these engineers agreed, was one of getting enough light of the right kind in the right place on the highway.

C. A. B. Halvorson, of Lynn, Mass., announced that the new type of road surface was developed during an attempt by the research experts to design a surface that would allow drivers to see farther without glare. One of the problems he said, was to get hold of a design that would do its job as well in wet weather as in dry.

Pitted At Intervals

The design he finally settled on makes his miniature test road look like one of those pans you put in the oven for hot biscuits. Little "cup" shaped pits at intervals of an inch or two in diameter. Mixed with this indented surface is a substance, such as quartzite, which gives a high reflectivity.

News In Review

To Control High-Power Stations
OTTAWA.—It was the ultimate policy of the Canadian Broadcasting Board to take control of all high-power broadcasting in Canada. L. W. Brockington, chairman of the Board of Governors, told the Parliamentary Committee on Radio.

Some permits had been granted for private stations with power up to a maximum of 1,000 watts, but no further increase would be permitted above that maximum, to private stations, Mr. Brockington said.

Warms of Depression

OTTAWA.—Right Hon. R. B. Bennett sounded a warning in the House of Commons this week that Canada was on the verge of a depression similar to that of 1930.

The Opposition Leader charged that "the danger signals are already flying," and that the upward trend of the past three years had suddenly stopped. The signals to which he referred, he said, were that exports had fallen off drastically, that unemployment was "growing by leaps and bounds," and that business men were referring to investment because they lacked confidence.

The Heart of Europe

VIENNA.—The political heart of Europe no longer beats in Paris, but in Berlin. Propaganda Minister Goebbels of Germany declared this week in an Anschluss plebiscite campaign speech.

"In ten years' time, it will be understood that that signifies," he said, "appealing for a 100 per cent vote by Austrians in favor of union with Germany in the April 10 plebiscite."

Trafalgar Square Sees Another Demonstration

Twenty thousand jammed London's Trafalgar Square recently to protest against the German annexation of Austria. Here are mounted and feet police in a deputation seeking to take a letter of protest to the German Embassy. Eventually a few hundred men passed and delivered the letter. The crowd was shouting "Hitler out!"

Scenes Recall Klondike Days

Yellowknife, N.W.T., Now Packed With Seekers After Gold

EDMONTON.—Scenes reminiscent of Dawson City during the Klondike rush, are being enacted at Yellowknife, N.W.T., center of the gold field on the north shore of Great Slave Lake. Leonard Drummond, secretary and manager of the Alberta and Northwest Chamber of Mines, said he just returned from a 10-day aerial inspection trip of far north mineral areas.

Planes Bring Men In

"Airlines are bringing men and work who are seeking work in the daily wages of the Klondike. The result is there is no hotel accommodation for the new arrivals. Men are forced to sleep in tents and in the open air. It is almost like the Dawson days of old."

Miner managers in Yellowknife, Gordon Lake and Goldfields, who he visited during his tour, asked him to issue a public warning to work-seekers not to consider going into these areas as yet as it will only add to the difficulties and will not start until the summer, Mr. Drummond said. The seizure of Austria is then only a stop-gap, a temporary measure, to be followed by moves much more drastic. "Infinately more brutal. Inside Austria, the German army is marching, forcing the country on and on to further and still further aggression. There is no foundation for the hope that Hitler will stop where he is."

DOG EAT DOG—It won't be long now before Poland, having won the first round of a blood-drenching fight with Lithuania, will be making new demands of her neighbor. The truth is that Poland would like to annex Lithuania, thereby gaining more territory. It is pretty generally agreed that Poland, supported by France, has been backed up in the Lithuanian dispute through immigration," the report continues.

Health and Vigorous Elements

"In addition to our healthy climate, advanced facilities in medicine and public health and our standard of living, all of which undoubtedly contribute to our remarkably superior longevity, there is the factor of selection through immigration," the report continues.

"When large movements of population take place there is a tendency for the more healthy and energetic elements to move while the less healthy stay at home. Hence it is that Western Canada has the lightest mortality rate of any province, having received much of their population very recently."

DOG EAT DOG—It won't be long now before Poland, having won the first round of a blood-drenching fight with Lithuania, will be making new demands of her neighbor. The truth is that Poland would like to annex Lithuania, thereby gaining more territory. It is pretty generally agreed that Poland, supported by France, has been backed up in the Lithuanian dispute through immigration," the report continues.

CHINESE HIT UP—It was admitted by Prime Minister Mackenzie King in the House last week that the reason the present session has not dealt with the proposed amendments to the Federal Government to encourage the Federal Government to encourage unemployment insurance legislation is that three of the nine provinces in Shanghai, China, have not yet been organized.

THE ARCTIC FLIES

Long-Distance Flyers—The Arctic flies are long-distance flyers. They are found in the Arctic region of North America and in the Arctic region of Europe. They are found in the Arctic region of North America and in the Arctic region of Europe. They are found in the Arctic region of North America and in the Arctic region of Europe.

THE ARCTIC FLIES

Long-Distance Flyers—The Arctic flies are long-distance flyers. They are found in the Arctic region of North America and in the Arctic region of Europe. They are found in the Arctic region of North America and in the Arctic region of Europe.

THE ARCTIC FLIES

Long-Distance Flyers—The Arctic flies are long-distance flyers. They are found in the Arctic region of North America and in the Arctic region of Europe. They are found in the Arctic region of North America and in the Arctic region of Europe.

THE ARCTIC FLIES

Long-Distance Flyers—The Arctic flies are long-distance flyers. They are found in the Arctic region of North America and in the Arctic region of Europe. They are found in the Arctic region of North America and in the Arctic region of Europe.

THE ARCTIC FLIES

Long-Distance Flyers—The Arctic flies are long-distance flyers. They are found in the Arctic region of North America and in the Arctic region of Europe. They are found in the Arctic region of North America and in the Arctic region of Europe.

THE ARCTIC FLIES

Long-Distance Flyers—The Arctic flies are long-distance flyers. They are found in the Arctic region of North America and in the Arctic region of Europe. They are found in the Arctic region of North America and in the Arctic region of Europe.

THE ARCTIC FLIES

Long-Distance Flyers—The Arctic flies are long-distance flyers. They are found in the Arctic region of North America and in the Arctic region of Europe. They are found in the Arctic region of North America and in the Arctic region of Europe.

News Review

Comments on the Highlights of the Week's News . . . By

INSIDE PRESSURE—Adolf Hitler's chief gain has been the increase of his own prestige with the German people at a time when their faith in him badly needed bolstering. His Austrian coup has served for the moment to distract German minds from the army purge, mounting unemployment, shortage of food essential, loss of personal freedom.

Normal Conditions—The British are coming to realize that the conditions of the Reich, Austria, too, is deficient in foodstuffs and raw materials, has to import 700,000 and 900,000 tons of grain a year to feed her people. Sole resources present there in any sort of abundance are iron ore and timber, which Hitler and his financial advisers plan immediately to exploit. By selling the iron ore and timber outside the country, they will be able to hard more foreign capital and save off economic collapse.

SCAPEGOAT—The seizure of Austria is then only a stop-gap, a temporary measure, to be followed by moves much more drastic. "Infinately more brutal. Inside Austria, the German army is marching, forcing the country on and on to further and still further aggression. There is no foundation for the hope that Hitler will stop where he is."

DOG EAT DOG—It won't be long now before Poland, having won the first round of a blood-drenching fight with Lithuania, will be making new demands of her neighbor. The truth is that Poland would like to annex Lithuania, thereby gaining more territory. It is pretty generally agreed that Poland, supported by France, has been backed up in the Lithuanian dispute through immigration," the report continues.

CHINESE HIT UP—It was admitted by Prime Minister Mackenzie King in the House last week that the reason the present session has not dealt with the proposed amendments to the Federal Government to encourage the Federal Government to encourage unemployment insurance legislation is that three of the nine provinces in Shanghai, China, have not yet been organized.

THE ARCTIC FLIES

Long-Distance Flyers—The Arctic flies are long-distance flyers. They are found in the Arctic region of North America and in the Arctic region of Europe. They are found in the Arctic region of North America and in the Arctic region of Europe.

THE ARCTIC FLIES

Long-Distance Flyers—The Arctic flies are long-distance flyers. They are found in the Arctic region of North America and in the Arctic region of Europe. They are found in the Arctic region of North America and in the Arctic region of Europe.

THE ARCTIC FLIES

Long-Distance Flyers—The Arctic flies are long-distance flyers. They are found in the Arctic region of North America and in the Arctic region of Europe. They are found in the Arctic region of North America and in the Arctic region of Europe.

THE ARCTIC FLIES

Long-Distance Flyers—The Arctic flies are long-distance flyers. They are found in the Arctic region of North America and in the Arctic region of Europe. They are found in the Arctic region of North America and in the Arctic region of Europe.

THE ARCTIC FLIES

Long-Distance Flyers—The Arctic flies are long-distance flyers. They are found in the Arctic region of North America and in the Arctic region of Europe. They are found in the Arctic region of North America and in the Arctic region of Europe.

THE ARCTIC FLIES

Long-Distance Flyers—The Arctic flies are long-distance flyers. They are found in the Arctic region of North America and in the Arctic region of Europe. They are found in the Arctic region of North America and in the Arctic region of Europe.

THE ARCTIC FLIES

Long-Distance Flyers—The Arctic flies are long-distance flyers. They are found in the Arctic region of North America and in the Arctic region of Europe. They are found in the Arctic region of North America and in the Arctic region of Europe.

THE ARCTIC FLIES

Long-Distance Flyers—The Arctic flies are long-distance flyers. They are found in the Arctic region of North America and in the Arctic region of Europe. They are found in the Arctic region of North America and in the Arctic region of Europe.

THE ARCTIC FLIES

Long-Distance Flyers—The Arctic flies are long-distance flyers. They are found in the Arctic region of North America and in the Arctic region of Europe. They are found in the Arctic region of North America and in the Arctic region of Europe.

THE ARCTIC FLIES

Long-Distance Flyers—The Arctic flies are long-distance flyers. They are found in the Arctic region of North America and in the Arctic region of Europe. They are found in the Arctic region of North America and in the Arctic region of Europe.

Headache After Headache

Now She's Free From Them

A woman writes: "I would like everyone who suffers from headaches to try Kruschen Salts. Before taking Kruschen I was seldom free from a headache. But since I have been taking it regularly I have hardly had a headache, for which I am very thankful. I have been taking a small dose of Kruschen every morning in a glass of warm water, before my breakfast, and I feel so well."—(Mrs.) A.E.D.

How do you deal with headaches? Do you just take something to deaden the pain, without getting rid of the trouble which causes the pain? Headaches can generally be traced to a disordered stomach and to the unsuspected retention in the system of stagnating waste material which poisons the blood. Removing these poisons—prevent them forming again—and you'll never have to worry any more—from that cause. And that is Kruschen Salts bring swift and lasting relief from headaches. Kruschen Salts Nature cleanses your body completely of clogging waste matter.

Ontario to Pay \$14,000,000 For Highway Construction

The Coming Year — Provincial Government to Make Roads As "Fool-Proof As Possible"

Ontario will spend \$14,000,000 on highway construction in the 1938-39 fiscal year, Premier Hepburn informed the Legislature at Queen's Park, Toronto, in his budget address. The proposed expenditure is compared with \$55,000,000 last year.

Added highway staff will be the slogan, with engineers instructed to complete gaps in the highway system. Typical of this is the middle road, modern Toronto-Hamilton highway, which must be carried into Toronto as a concrete highway, eliminating incident of accident.

Completing the Gaps

Special consideration will be given to completing gaps in the highway system. Typical of this is the middle road, modern Toronto-Hamilton highway, which must be carried into Toronto as a concrete highway, eliminating incident of accident.

In Northern Ontario last year the Government constructed 70 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing this year. Pavement construction in Southern Ontario totaled 284 miles and 75 miles of roads were finished, with an outlay of \$14,000,000. The highway department is now planning to complete 200 miles of new pavement, a greater length than had been completed in all the years from 1926. It prepared 175 miles of road for surfacing