

New Wide Roads Are Being Planned In Great Britain

Foot, Cycle Paths on Sides; Keep Buildings Back 200 Yards.

London.—Wide roads, with gardens down the middle, footpaths and cycle tracks at the side, are the aim of the government's ribbon development bill, just published.

The bill, the work of Mr. Hore-Belisha, the minister of transport, proposes to:

Fix standard widths for roads, with powers for the minister to override local authorities who refuse to decree adequate widths;

Enable local authorities to fix an "amenities line," and to prohibit any building or other development within 220 yards on each side of a road.

The intention is to fix a standard width of road, with a view eventually to making all roads of that width. The widths vary from 60 feet to 160 feet.

As soon as the bill becomes law, an area 220 feet from the middle of all roads will be preserved from building. This prepares the way for widening when necessary.

Forty-four thousand miles of the 177,000 miles of roads in the country are affected by the new law.

Local authorities will be empowered with a view to easing the traffic problem to enforce the provision of private drives to big buildings, and also to construct and maintain underground garages and parking places.

The second power will probably be largely used in London and other crowded areas.

Compensation will be payable to landowners only if they prove special damage.

The road fund will be used to assist local authorities in the payment of compensation for land taken to preserve the standard width of roads.

A MEMO

to the motorists in our neighborhood

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Early Closing Law Is Objected To By Amherst Merchant

Can Be Rescinded on Request of Merchants' Association.

Amherst.—Whether the town of Amherst will pave certain approaches to the town will be determined shortly. Councillor E. T. Hunter urged that immediate action be taken to secure a vote of the ratepayers to borrow \$12,000 for this purpose, but Mayor Read and other councillors suggested that the matter be deferred until either Hon. A. S. MacMillan or Chief Engineer MacCullough of the Highways Department arrive in town.

Councillor D. R. MacLean gave

notice of motion that he would request council to approve daylight saving from July 1 to September 1.

An offer of \$200 from the Warren Paving Company for leasing a property from which they expected to secure 4,000 tons of sand was considered. Councillor A. W. Moffatt opposed the proposal until he could determine what damage the excavation would bring about.

Several merchants of the town appeared before the council to protest against the enforcement of the early closing law. They were represented by counsel. In discussing their protest Councillors Moffatt and James Hogan said that the Retail Merchants Association of the town had requested the by-law and until they asked that it be rescinded the by-law would be continued in effect.

Councillor D. R. MacLean reported that there had been 315 relief orders issued during the

past week against 335 the previous week. He also moved that permission be given the unemployed citizens to hold a tag day for the purpose of providing children of the unemployed with a picnic later in the summer.

PLENTY OF MEDALS

Osaka, Japan, (CPC).—Order for 6,970 decorations for the Manchoukuo Government is being filled by the mint here. The contract includes the manufacture of 60 first orders of merit of the "Order of the Prosperous Cloud," 100 second orders, 150 third, 1,500 seventh, and 5,000 eighth orders. An advance order for the manufacture of 30,000 more Manchoukuo decorations to be awarded next year has also been placed with the Osaka mint.

"In America many young people marry too early, and know about life too soon." — Andre Siegfried.

COSTLY VENTURES

The Normandie, a fifth of a mile of maritime luxury, may be just another headache for the French taxpayer.

The luxurious French Line flagship cost \$53 millions, which experts say must be amortized in the liner's 15 year life span. And to do this trick the ship must carry at least 1,500 passengers a trip, or 66,000 in a year. But last year all French Line ships carried only 40,000 passengers over "the longest gangplank in the world." On the maiden trip of this new giant to New York about 1,100 passengers were carried.

Consequently a large deficit is expected to be paid in government subsidies. And these payments come ultimately from the taxpayers' pockets. But the race to capture the blue speed ribbon of the Atlantic rolls merrily along, and soon Britain's Queen Mary, also largely financed by public funds, will enter the fray.

NEW BRUNSWICK NEEDS TILLEY'S HELP