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Hard-Surface Road Contracts Announced In New Brunswick

Permanent Paving to Extend 330 Miles and 90 Miles of Carpet Coat.

Fredericton, N.B. — Contracts have been awarded by the Government of New Brunswick for 330 miles of permanent paving and about 90 miles of bituminous carpet coat, amounting to approximately five million dollars of which, however, it is anticipated that the Federal Government will provide a considerable portion.

In making the announcement, the Premier said, that the Province was launching on this progressive road program under most favorable conditions. The prices secured are, on the whole, substantially below estimates, resulting in substantial savings of several thousand dollars per mile in comparison with corresponding work done heretofore. A feature resulting in this tremendous saving was the plan in the call for tenders of carrying on the work on a two-year basis instead of one.

Particular care has been taken, added the Premier, to insure that every county would participate in the work. Precautions have been taken to promote the maximum of manual labor and the employment of local workmen in all possible circumstances.

It is the intention to complete grading before the close of the current season and all contracts must be completed by October 31, 1937.

The program, added the Premier, will serve in large measure to promote our objective of providing necessary work and eliminating the demand for direct relief. This feature combined with the low cost of materials, the low rate of interest and substantial assistance from Ottawa, makes the undertaking extremely attractive.

Several options were provided in the call for tenders to extend the widest opportunity to local contractors and it is of interest to observe that the share of business placed in the hands of New Brunswick organizations is far in excess of any previous year. Contracts were awarded as follows:

Location

Aroostook Bridge — One mile north of Grand River, 32.1 miles, Dexter Construction Co., Ltd., Fairville, N.B., \$450,000.

Perth-Bath, 17.5; Florenceville-Hartland, 9.0; Andover-U. S. boundary, 5.0. Total, 31.5 miles, Dufferin Paving & Construction Co. (Maritime) Ltd., \$395,000.

Allandale R. R. Crossing-McKinley Ferry, 30.2 miles, Currier Construction Co. Ltd., Fredericton, N.B., \$360,000.

Fredericton - Gagetown, 32.5 miles, McNamara Construction Co. Ltd., Toronto, \$450,000.

Lakeside-Sussex, 23.6 miles, Storms Construction Co., Ltd., Toronto, \$280,000.

Penobscuis-Jones, 34.2 miles, J. H. Jay & Son, Woodstock, grading, \$160,000; Rayner Construction Co., Ltd., Montreal, \$275,000.

College Bridge-Frosty Hollow, 8.7; Moncton-Barachois, 19.5. Total 28.2 miles, Rayner Construction Co., Ltd., Montreal, \$475,000.

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THE MARITIMES PAY

THE NEWLY appointed National Employment Commission will get down to work this week, it is reported from Ottawa. One of its first tasks will be to inaugurate an apprenticeship policy whereby the government will pay a small bonus to industries to take on young men at present out of work.

It is generally recognized that employment for the youth of the country is one of the essentials if there is to be real economic recovery. But when people of the Maritime Provinces look over the industries that have been lost and view the centralization of industries in Ontario and Quebec, they will have some doubts as to the benefits that will come to the Maritimes through this new scheme. Just how the youth of the Maritimes will benefit by this new plan is not known in view of the adverse conditions existing in the Maritimes, due to the monopolistic control which now favors centralization in the two central provinces.

If Ontario and Quebec industries are to be quibbled to give employment to unemployed youth, the Maritime people, as usual, will contribute to that bonus, which will mean just a little heavier tax burden to help centralized Canadian industries.

While the Maritimes have mighty few industries left, there are opportunities for establishing them. Small canning industries, strategically located and aided by federal contributions would give employment to many Maritime youths and provide markets for the farmers who would thus be enabled to employ more labor. We have assisted in providing assistance to western farmers and now we are to be called upon to bonus Central Canadian industries.

What about the Maritime farmers, fishermen, lumbermen and miners? Is it not time they had a seat at the banqueting table?

THE ROAD CONTRACTS WILL ABSORB LOCAL WORKERS

It is regretted that more equipment was not possessed by New Brunswick contractors so that they could have handled all the contracts for hard surfaced roads. Several of the contracts have been secured by local concerns but the outsiders, who had modern equipment were in a better position to tender than were some of the local contractors. However, the roads have been considered necessary and the work must go on. In any case local workers will be used, as far as possible, on all contracts.

The question "Who has the right-of-way?" has cost many a life. Use common sense—it may save your life.

POOR VISIBILITY

MANY DISASTERS have been caused and many causes lost because of impaired vision, but poor visibility is more generally to blame. That is what seems to be wrong with many of the people of the Maritime Provinces. They have been kept in ignorance of the true facts and their vision has become fogged.

If it were suggested that visible taxation be introduced in place of what is at present in vogue there would be strong opposition on the part of governments as well as some individuals. People, generally, have no great love for taxes and therefore there is less criticism when the public is kept in ignorance concerning the exact method of getting the tax dollar away from the individual. If the public knew all, there doubtless would be an inclination to ask questions, and an inquisitive public is often not so good for governments.

When a person in the Maritimes buys an automobile, at say \$1,000, and the bill reads something like this: Automobile, \$800; government tax, \$200, there might be objection and a question as to what became of the \$200. Or, if a person buys a package of cigarettes and instead of handing the storekeeper 25 cents he is told to place 16 cents in a box marked "government taxes" and give the storekeeper only 9 cents, it might be considered that the buyer was not getting a fair break. So it could go on through the list of purchases.

In the buying of goods, for every dollar eight cents goes into the collection box marked sales tax for the federal government. If it be an imported article perhaps another 25 cents may go into the box marked federal tariffs. So when getting down to real values it is found that out of every dollar spent about 40 cents worth of actual goods is secured while the other 60 cents goes for different taxes.

What of this huge contribution from the Maritimes to the various tax accounts collected at Ottawa? What does it amount to and what portion do we get back?

Statistics covering all these tax items and interprovincial trade are not available. There are some things that Ottawa does not want the Provinces to know, because there might be objection. It is a case of ignorance on the part of the Maritime people being bliss for those who would dominate the Maritimes and keep the people in a state of servitude. Statistics of interprovincial trade and taxes should be made available. The people should know where their tax dollar is going and whether they are doing business on a safe and profitable basis.

The Maritime Provinces yearly face an unfavorable trade balance of millions of dollars, with a tax burden that is continually increasing. This condition should not go unchallenged. The Maritimes cannot continue blindly on an uncharted course. If we do we will land on the rocks of destruction, toward which we apparently are headed. Maritime government and Maritime representatives in the Parliament have a duty to perform in seeing that the Maritime people are supplied with the fullest information concerning interprovincial trade and taxes.

The hazards of poor visibility should be illuminated and the course should be made plain for all the Provinces and for the people who reside in them.

Are You Driving Safely?

In observing safety week the people of New Brunswick should not overlook the fact that there are other kinds of safety besides those concerned with automobiles and highways. Natural instincts leads one to look out for the safety of his family and friends and neighbors as well as himself. In New Brunswick the future safety of the Province can be

assured if people will buy home products and give their own province first chance over all others. Drive safely on the highways; drive safely in your buying and drive safely for the good of your own community, and the good of the generations that are to come. Your safe driving now will have a great influence on the future of yourself and your neighbors.

Gossip from Far and Near

THIS is the week when people are being impressed with the need for greater safety on the highways. All users of the roads should observe all the rules, while courtesy should be practiced on all occasions. There are right ways of driving. There are right ways of walking. There are right ways of parking. Parking at night should be given particular attention. Glaring headlights are bad, especially on parked cars. Courtesy should be the basic factor in all users of the highways.

BUSINESS houses in Fredericton are taking Thursday afternoons for summer holiday. It was found that the Saturday afternoon closing of shops was bad for business.

THE STREETS in Lancaster, which were torn up because of the improvements in the water services, are to be repaired immediately. Contract for the work has been awarded to the Maritime Construction Co., Ltd., and soon, it is hoped, this roadway will be in first class condition again.

THE Saint John City Council has decided to give a grant of \$1,500 to the New Brunswick Museum. This is for maintenance of the institution and it is expected that the Provincial Government also will make a substantial contribution.

IT WILL soon be voting time for the citizens of Saint John. June 22, is set for the plebiscite on the change in the form of government. Already there has been some activity by those sponsoring the change. It is hoped that all qualified voters will go to the polls on June 22.

CITY COUNCIL members in Saint John appear to be still in doubt as to the legality of pinboards. If they are used for gambling it would be natural to think they were illegal but the courts could soon remove the uncertainty if those using the boards were taken before the courts. Just at present there seems to be some idea of "passing the buck" and sitting tight.

Opposed Move

THE New Brunswick delegates to the Twentieth Century Liberal Association convention in Ottawa, very strongly objected to the resolution calling for the re-enacting of the B. N. A. Act as an act of the Parliament of the Dominion. They favored the consent of the Provinces as necessary to amend the constitution.

In their opposition the New Brunswick representatives showed that they were more concerned with the future of their Province than they were with party politics. This stand of New Brunswick youth should have the commendation of the people of all Provinces, who are really patriotic and concerned with the future of the Dominion.