

PREMIER BAXTER EXPLAINS THE PROPOSAL TO PROVIDE A SYSTEM OF HARD SURFACE ROADS

In the course of his manifesto to the electors delivered at Havelock on Friday evening Premier Baxter fully explained the proposal of his government to give the province a system of hard surfaced roads. He said:

My honorable friend refers to the contemplated expenditure of \$10,000,000 spread over a period of years in surfacing our main roads as a bribe conceived in the last hours of the Government. This verges, I must say, on something silly. It has been known that for months, the Government has been giving consideration to a project of this character, and while we have had investigations made by the Minister of Public Works, the Government has frankly said that it has not yet decided upon the particular character of the surfacing which is to be adopted, but we have resolved that hard surfacing is the proper policy to be followed in New Brunswick. I do not propose for one moment as head of the Government to be stampeded in an election year into laying down some kind of apparent hard surface for the sake of getting votes without having counted the cost and made proper investigations as to the durability of the material. I saw enough money wasted in the campaign of 1925 all over the province to have provided at least a couple of hundred miles of hard surface road according to Mr. Jones' own estimate of the cost. I think the attention of the public should be called to the provisions of the Act which we passed during the last session. It requires that before a hard surface is laid upon and portion of the highways of the province the Government must cause an examination to be made of the character of the portion upon which it is proposed to lay such hard surface of the quality and extent of materials available for the construction of such hard surface, and for bringing said portion into conditions to receive a hard surface also of a type of hard surface which will be most suitable for such portion having regard to durability and cost. Such examination must be made by engineers who are expert in road making, and is to include chemical examination when the same may be necessary for the determination of the probable life of such hard surface. The Act further provides that the bonds issued under its authority shall not be for a term of years longer than the probable duration of the hard surface road as predicted by the report of such engineers and requires enough money to be set aside each

year from ordinary revenue to meet the interest on the bonds and the principal when the bonds fall due. From the remarks made by Hon. Mr. Jones in his recent speech it is quite evident that he has never read the provisions of this bill, which amply meet every objection which he raises.

In view of my honorable friend's determination to have nothing but gravel roads and deal with the dust as best he can, it is interesting to read an interview with Mayor W. G. Clark, of Fredericton, now one of the candidates of the Opposition, and which took place in December last. "Asked regarding his opinion of the announcement made by Premier Baxter recently that the Government would ask authority at the next session of the Legislature for \$10,000,000 to spend on the construction of permanent highways in New Brunswick, Mr. Clark highly approved of the action of the Government and praised them for the undertaking of such a timely and needed highway program." "It will mean," said the Fredericton Mayor, "a large increase in the tourist business in this province, which will react for the benefit of the country generally. I have always been an advocate of permanent highways, as I feel that the gravel placed upon the roads soon becomes ground into dust and is responsible for the dusty roads which are so objectionable to American tourists who are accustomed to travelling on surfaced highways." Let them fight it out between them!

Bonded Debt

My honorable friend is somewhat unhappy in dealing with the bonded debt. All he had to do is to turn to the Public accounts of 1925, page 94, where he will find the bonded debt stated at \$32,345,909.32, from which he may deduct the sinking fund of that date, which he will find at Page A 37, \$2,230,707.76, and leaves a bonded debt at that time of \$30,115,201.56. Let him turn over to the public accounts of 1929 (page 51, and he will find the bonded debt stated at \$39,525,402.56. Let him deduct the sinking funds of the present time, page A. 37, \$4,230,122.24, and it leaves a bonded debt of \$35,295,280.42.

Of this increase, \$2,792,000.00 is attributable to incurred liabilities of the late administration which we had to fund in 1926 for permanent and secondary roads, bridges, Lancaster highway, railway deficit of 1925, and revenue deficit of 1925. Beside this, during our term we paid off bonds of the former administration to the

amount of \$464,505.66. This leaves an increase in the bonded debt chargeable to us of \$1,923,572.20. Of course, the increase would have been greater if we had not sold the Valley Railway. We have undoubtedly spent what we got for the Valley Railway but it was through all the years of its existence a heavy liability, talking toll of our current revenue, or being added to our bonded debt, as the case might be. We turned that liability into an asset, and have applied the asset to useful purposes.

Says Nothing Added

We have added nothing either to the direct or indirect taxation of the province. My honorable friend complains that we would not divide the railway taxation which we received from the Canadian National Railways among the several municipalities. There is no reason why we should do so. For many years the C. P. R. and some branch roads paid a total of about \$58,000. This was never divided among the municipalities, nor was any request made to share it. It was only when the Canadian National Railways began to pay taxation that the Union of New Brunswick Municipalities, which is more resolute in playing party politics than it is in performing the work for which it was organized, began to make this demand. The underlying hope is, of course, that we will consent to do it, and that we might thus be forced into the deficit column so as to resemble our predecessors. We do not propose to do that. The money we get is being spent for the benefit of the people of the whole province to whom it belongs, and while we are in power we shall so spend it.

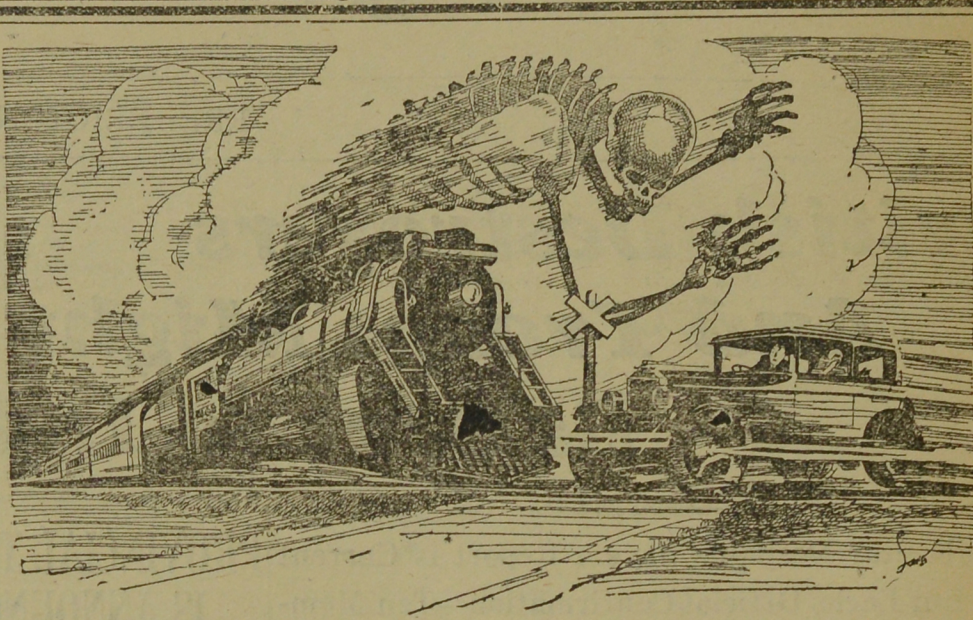
One The Miramichi

I notice that my hon. friend has taken up a misleading newspaper headline, which stated that the Minister of Public Works had promised \$1,000,000 in the vicinity of Chatham. Such promise was never made. The Minister of Public Works undertook to hurry on all possible public work to relieve the distressed conditions in that vicinity. He is doing that work now. Men are being taken from Chatham out on highway improvement within a few miles of that town. Other work will soon be started in the town itself or in its immediate vicinity. The amount involved will not be \$1,000,000, and the Minister of Public Works never uttered these figures; but his ready sympathy and determination to assist the community is in marked contrast with the helpless inability of the gentleman who selected Mr. Jones as leader, and who with the prestige of his position as Postmaster General came down to Chatham to reform everything, and wound up by offering a few hundred dollars for the repair of some wharf. Such improvements will not keep the unemployment in Chatham very long. Incidentally, what does Mr. Jones propose for the relief of these unfortunate people? This criticism is all of a piece with what he says about the emergency work of last year. The present Government had no intention of appealing to the people last year. We had a good many undertakings which we wanted to get near completion before we asked the opinion of the people as to our success. The work that was done last year was well done, and many parts of the province are very much better because of the improvement of the highways which took place during 1929. We shall do just as well this year and every year while we continue to hold office.

CHERRY BETTY

3 cups stoned cherries, chopped
2 1-2 cups stale bread crumbs
1 cup granulated sugar
Grated rind and juice of one-half lemon
2 tablespoons melted butter
Reserve one-half cup of the crumbs, add the melted butter, and set aside for the top of the "betty."
Add the lemon rind and juice to the cherries, put a layer of fruit into the bottom of a baking dish or a casserole, sprinkle thickly with sugar, then put in a layer of bread crumbs and proceed in this way until all ingredients are used. Sprinkle the buttered crumbs over the top, cover, and bake in a moderate oven—350-375 degrees for about 5 minutes, uncovering during the last 15 minutes to brown the top. Serve warm with hard sauce flavored with lemon or cherry.

Lots of people are seeking to do good without hoping to get famous for it.



What is the Department of Public Works doing to prevent this?

1. The Motor Vehicle Act requires that all Motorists slow down and busses must stop at Level Crossings.
2. A warning sign has been placed 300 feet on either side of 350 railway crossings on New Brunswick's trunk roads.
3. A general survey of all Grade Crossings in New Brunswick has been made by the Highway Division and all crossings classified as to degree of hazard.
4. Twenty-five extra hazardous railway crossings have been entirely removed.
5. Work is proceeding on the elimination of three more hazardous railway crossings at this time and others are to be eliminated during the present year.
6. Bushes, boulders and other obstructions to vision at Level Crossings have been removed.
7. The Department carries on annually an educational campaign by means of advertising in every newspaper published in New Brunswick to awaken the public to the extreme danger of negligence at all level crossings.



New Brunswick

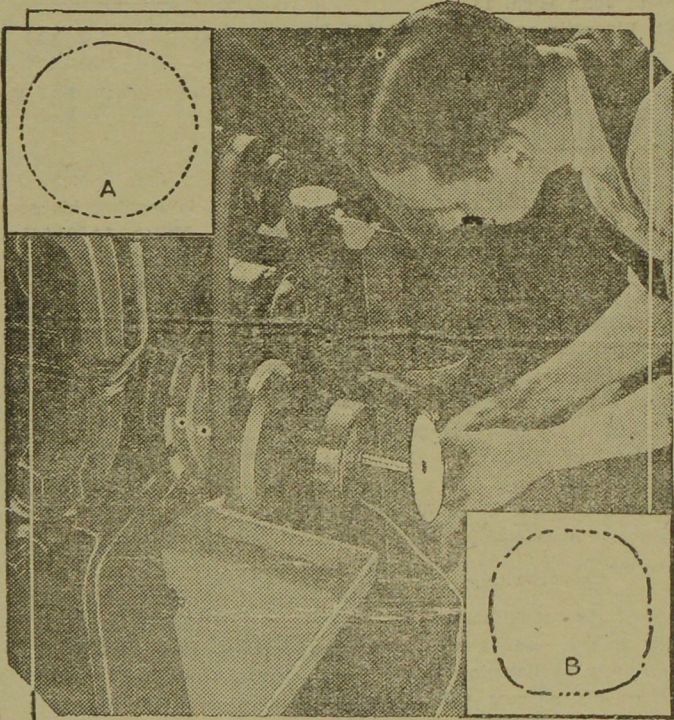
THE AIM OF THE DEPARTMENT

The aim of the Department of Public Works is to eliminate as many level Railway Crossings as may be physically possible in New Brunswick, to make the remainder as safe as ingenuity can devise, and to educate the Public to exercise proper caution at these danger points.

New Brunswick Department of Public Works

THE HON. D. A. STEWART, MINISTER

• Device Charts Motor Smoothness



The development of a smooth vibrationless automobile motor is no hit or miss process with Studebaker. Engineers can test the vibration of a crankshaft just as accurately as a doctor counts the pulsations of a human heart. A chart actually drawn by the revolving crankshaft shows the degree of smoothness attained by an engine. The device which makes this possible is called a torsion graph. It consists of a flange rigidly attached to the crankshaft which drives a flywheel through two springs at a uniform rate. The more nearly perfect is the circle recorded by the torsion graph, the greater the smoothness of engine performance. Inset A shows the torsion graph reading of Studebaker's world champion President Eight engine. Note the perfect circle. Inset B is the torsion graph reading of a competitive engine checked in Studebaker laboratories. Excessive vibration in this engine is reflected by the square shaped reading. Vibration in the crankshafts of all Studebaker motors is efficiently subdued by use of a Lanchester damper.