

IMPORTANT IMPROVEMENTS MADE TO THE HIGHWAYS OF THE PROVINCE IN PAST YEAR

(By A. W. Barber, Deputy Minister, Provincial Department of Public Works).

New Brunswick made the largest expenditures in 1930 for the improvement and maintenance of its highways ever been made in any one year in the history of good roads in this Province. over \$8,000,000 has been spent on the year's program of construction improvement and maintenance of Roads and Bridges.

The following table showing the increasing expenditures for road construction and maintenance work in this Province in the last six years is the most striking evidence that a good roads policy is being vigorously prosecuted in New Brunswick, at the same time illustrating the expenditures and responsibilities which are created by the rapid development of increasing tourist traffic and the growing use of Motor vehicles for general purposes:

1925	\$1,764,000.00
1926	1,983,000.00
1927	2,290,000.00
1928	3,954,000.00
1929	5,796,000.00
1930	7,460,000.00

Since the formation of a Permanent Road Department in 1917 and the inauguration of a definite policy of road construction, a total of \$30,000,000.00 has been expended for Permanent Road construction and maintenance and an additional \$10,000,000.00 for the construction and maintenance of Bridges and Culverts which form part of the New Brunswick Highway System.

A Large Outlay

Expenditures for 1930 have been divided, approximately, as follows: Permanent Roads, Main

Trunk and Secondary	\$6,000,000.00
Roads Patrol	575,000.00
Ordinary Roads	800,000.00
Permanent Bridges	470,000.00
Ordinary Bridges	325,000.00

In the Province of New Brunswick all construction and maintenance work on roads and bridges is carried on by the Provincial Department of Public Works. Expenditures are made from funds provided by the Province, the Municipalities having no control of roads outside of incorporated towns, and the Department is assisting incorporated cities and towns in rebuilding Main Trunk Roads which run through cities and towns by paying 50 per cent of the cost where such roads are built up to a standard approved of by the Department.

The work carried on the past year consisted of widening Main Trunk Roads to a 28 feet riding surface, improving alignment, correcting grades, rebuilding narrow bridges and removing dangerous railway crossings. The extent of the work that was undertaken and carried out is emphasized when it is shown that 300 miles of Main Trunk Roads, 1200 miles of Secondary and Branch Roads have been reconstructed, and, in addition a large mileage improved. In addition to this, 21 new bridges have been built by contract and a large number of smaller bridges have been built by the forces of the Department.

The New Highway

In addition to the above work the Campbellton—St. Leonard Highway across the northern part of the Province, has been completed with the exception of graveling some of the last constructed portions. Gravel surfacing has been commenced and will be completed so that this road will be officially opened for traffic late in the 1931 tourist season. This new scenic highway will provide a new short route between the western and northeastern parts of the Province and besides opening up a new agricultural district, is certain to prove a favorite tourist route, providing as it will a new short route from the eastern United States to the famous salmon waters of the Restigouche River, to Bay Chaleur and other North Shore of New Brunswick points, as well as to the famed Gaspé Peninsula.

New Brunswick has 11,836 miles of Roads, of which Trunk Highways comprise 1,368 miles, the Secondary Roads 3,268 miles and the Branch or Bye Roads 7,200 miles. There are also 10,000 bridges in this Highway System that is required to serve a population of about 420,000. The demands for good roads arising from the constantly increasing use of motor vehicles in this sparsely settled province is proving one

of our major problems and the past year our program was necessarily greatly extended to relieve conditions in certain sections of the province, due to unemployment.

One of the outstanding features in our Highway development, and the reason that we have been able to make so much improvement with the funds at our disposal, has been the increased use of modern machinery. The Highway Patrol System, organized in 1923, consisted of crews of two men and a team with a light horse patrol, covering sections of about 6 miles each. Now we are operating 86 motor patrol graders, each covering sections of 15 to 30 miles, and in our construction equipment, we have 50 tractors, 50 heavy graders, 130 motor trucks, 10 gravel crushing plants, 5 gravel loaders and 10 Air compressors, which have enabled us to speed up construction and greatly reduce construction costs per mile.

Hard Surfacing

We have in view the hard surfacing of a number of our most heavily travelled Main Trunk Highways. This work will be on our next year's program, but the rapidity with which this hard surfacing work can be carried out in New Brunswick will depend largely on the aid the Federal Government gives to the construction and improvement of what will be the Trans-Canada Highway.

We have 17 main trunk highways in New Brunswick the following being the list thereof with the mileage of each:

	Miles
1. St. Stephen—Saint John	86.5
1A. St. Stephen—St. Andrews (cut off)	0.5
2. Quebec Boundary—Nova Scotia	411.6
2A. Oromocto—Westfield, via Broad Road	38.4
3. St. Stephen—Fredericton, via Long's Creek	80.5
4. Vanceboro—Thomaston	18.7
5. Houlton—Woodstock	10.0
6. Bridgewater—Florenceville	9.0
7. Fort Fairfield—Andover	5.3
8. Fredericton—Newcastle	108.0
9. Fredericton—Sussex via Narrows	69.5
10. McGowan—Starkeys via Chipman	64.1
11. Matapedia—Moncton via Carleton Place	277.6
11A. Bathurst—Newcastle via Short Route	43.5
12. Newcastle—Chatham	5.6
13. Pokemouche—Shipigan	10.7
14. Moncton—Penobscot via Alma	74.3
15. Gilberts Corner—Port Elgin	34.0
16. Aulac—Cape Tormentine	32.7
17. Tide Head—St. Quentin	58.0

The Main trunk routes are numbered and on these as well as many of the heavier travelled Secondary Roads, standard danger and direction signs are placed so that tourists and other motorists encounter no difficulty in following the proper roads to their respective destination. The past year signs have been erected at the outskirts of each village and town showing the name of the place and the distance to the next place of importance. These have proved very convenient and are indeed a popular innovation.

That our Highway development, as a means of making better known the natural recreational attractions of our Province, is attracting outside attention is proven by the fact that tourists automobiles entering New Brunswick from the United States for periods of longer than 24 hours increased 44 per cent during the past year over the previous year; and, while we have no such definite statistics regarding the number of tourists coming to New Brunswick from other parts of the Dominion, we have reason to believe that they have increased in at least like proportion. The result is that today our tourist business is one of New Brunswick's largest industries and producers of wealth for our people.

The dust nuisance has been our great problem in construction and maintenance of our highways and constitutes practically the only criticism we have had on our roads. We have used certain dust palliatives extensively, but we have found that we must give traffic a clean, dustless road in order to meet the demands of visiting motorists as well as residents of our Province and with this end in view

HER SUDDEN INTEREST IN SMALLER ONES

(New York Sun)

"Lunching down town is more fun than usual these days," the stenographer remarked at dinner.

"Why's that?" her family wanted to know.

"Because of the children," she explained. "I don't know whether Christmas shopping mothers bring them along because they have no one to leave them with, or whether the kids want to see Santa Claus or visit the Toy department or what. But at any rate the streets, the shops and the restaurants are full of babies . . . most of them under school age.

"And particularly the restaurants. Into the noon hour jam comes the Christmas shopping mother dragging by the hand one, two or three chubby young hopefuls, all round-eyed at the prospects of eating downtown. She pulls off stocking caps and mittens and layers of outer clothing, smooths down their hair and reminds them of manners and gets them all seated at a table. Then the fun begins. Many of the restaurants have special menus for them, all the healthy things they should eat, but evidently they have been promised ice cream, and they start shouting for it before they even taste their soup. There's too cute."

"Why the sudden interest in kids?" asked her young brother as the stenographers paused for breath. "I thought you couldn't see them for dust."

"It must be Christmas," the stenographer admitted guiltily.

Motorist's Wife: What lovely, fleecy clouds! I'd just like to be up there sitting on one of them.

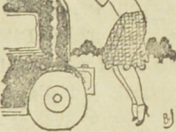
Motorist:—All right. You drive the car.

Sinclair Lewis says he is for his country right or wrong. The last we hear from Sinclair it was 100 per cent. the latter.

Hollywood Gossip

WHAT, ANOTHER?

Francis McCoy borrowed an Austin car from a boy friend and went shopping. The car ran out of gas and Kid McCoy, ever resourceful, just emptied out her cigarette lighter, filled the tank and went on her way joyfully.



FREE LANCE CONTRIBUTION Director Hamilton Macfadden sends

in the following facts concerning members of the cast of his Fox picture, "Oh, For A Man!" to support his contention that he has a nose for news.

Marjorie White felt that time had turned back a few leaves when she was given the part of a vaudeville singer and dancer in the film. Marjorie sang and danced in vaudeville from the age of four until she joined the galaxy of Foxy players.

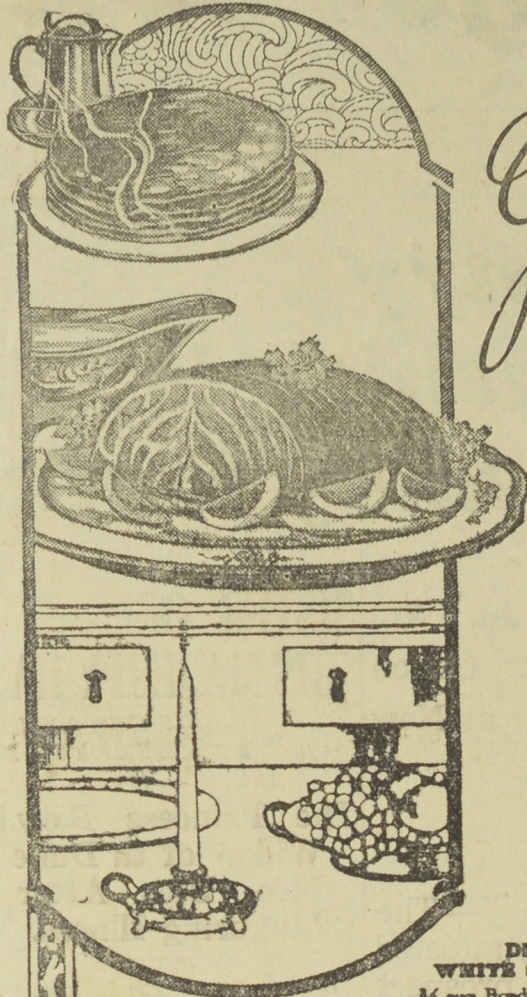
Frank Tressault, choral master at the Fox Movietone studios, appears on the screen for the first time in this picture. He plays the accompaniment for Reginald Denny in one scene.

Andre Cheron, playing the part of a maestro, was a featured player in French pictures until he came to Hollywood.

COMEBACK

Leslie Fenton, a leading man in the films when he abandoned his career a year and a half ago for an extended European tour, makes his return to the screen in "The Man Who Came Back", Fox Film co-starring Janet Gaynor and Charles Farrell. Raoul Walsh, directing assigned Fenton to the role of a World War veteran, ruined by a love affair and enslaved by opium.

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DELICIOUS WHITE SAUCE RECIPE

1/2 cup Borden's St. Charles Milk; 1/2 cup water; 1 1/2 tblspns. butter; 1/2 tblspn. flour; 1 scant half tspn. salt; high seasoning of pepper or paprika.

STEAMED SALMON WITH WHITE SAUCE

1 slice salmon, about 2 pounds; once the recipe for white sauce as printed at left; 2 hard cooked eggs; parsley.

Wipe off the salmon with a damp cloth; lay it on a well-oiled plate, dust lightly with salt and pepper, and steam for thirty minutes. Then carefully remove the skin, transfer the fish to the center of a medium-sized platter, surround with white sauce and garnish with the egg cut in sixths, and the parsley.

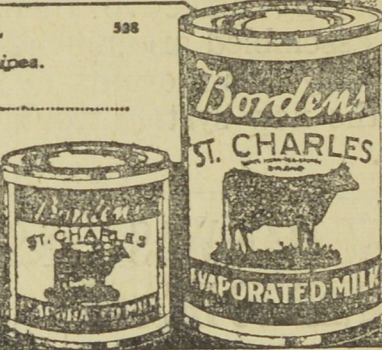
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