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## TWO AMERICAS TO BE JOINED BY HIGHWAY

TORONTO, July 2—While no recent development is reported in the promotion of a highway through Canada and Alaska to Siberia via the Behring Straits, definite progress is claimed on an international roadway to South America. There are still, of course, many gaps, but the opening of the Mexican link this fall is an important step.

It is now possible for Canadians to join with American tourists and drive to Mexico City. Under favorable conditions, it is also possible to motor from that point to the southern Mexican boundary, but the road there is reported passable only in good weather. By fall, however, this link of the international highway is expected to have been completed.

From there to the Panama Canal, the road has been surveyed, and some of it is under construction. There are, however, a good many blanks, and also spaces for 3 very large bridges over tropical rivers in Panama, Guatemala, and Honduras. From the southern U. S. boundary to the Panama Canal the proposed highway will cover 3,200 miles. Some difficulty will be encountered here and also in northern South America, but after that the roadway will connect up with the modern and growing highway systems of the more progressive of South American countries. One big difficulty when this gets into the centre of the southern continent, will be a highway over the high Andean Mountains. Tentatively, such a highway is planned to connect Lima and the Pacific coast through Bolivia in the centre of the continent to Rio de Janeiro on the Atlantic.

When completed, the road is expected to offer considerable attractions for tourists in search of brand new scenery, and in addition will open up a very large market to truck-borne commerce.

## IN THE SPAN OF A LIFETIME

Development in Traffic Conditions Since Advent of First Transcontinental Railway Spanned the Continent

In 1909 the late Lord Strathcona (Sir Donald A. Smith) visited Winnipeg for the last time and met many of his old friends. The writer was an interested spectator on that occasion. In retrospect that meeting, like the keystone of an arch, completes a span that bridges the years from Craigellachie to the present time—a period in which the whole history of modern transportation, as it concerns this Dominion, has been written. A short span, as the years are counted—less than a man's lifetime.

When in 1885 the golden spike was driven at Craigellachie, marking the completion of the first trans-Canadian railroad, the world was still very skeptical regarding the Canadian west. Authoritative writers did not hesitate to scoff and make doleful predictions regarding the future of this great transportation system. Yet for the succeeding twenty-five years the story of transportation in our Dominion is the story of the growth of the railroads. As hundreds of thousands of settlers found new homes throughout the west, so each succeeding spring found train-load after train-load westbound with machinery, supplies and the furnishings of a new empire. Each fall a golden stream of wheat flowed eastward to the head of the lakes.

At the beginning of the present century, a new instrument of transportation appeared on the horizon. In 1910 there were relatively few motor-cars in the west, but in the following years these handy, comfortable, speedy vehicles of transportation, along with their relatives the motor-truck and the motor-bus, increased numerically to such an extent that in certain areas road transport vehicles almost deprived the railroads of their traffic.

Despite this astonishing development in rail and road transportation throughout northern and western Canada there still remained more than seventy per cent of the area of the Dominion lacking modern transport facilities. Over this vast territory, during the past ten years, transport by aeroplane has increased so rapidly that no other country in the world can boast of such whole-hearted application of air-transport to its economic development.

Air transport has generally been considered an auxiliary to the older established methods of transportation but the time is rapidly approaching

when the Canadian public will demand that work for which the aeroplane is better fitted will be assigned to that vehicle. In many other countries this condition already exists. Canada lags. The demand for speed on passenger, mail and express services must inevitably result in the employment of the vehicle that provides the greatest speed. As assuredly as the railroads displaced the stage-coach, so the aeroplane is bound to encroach in a field of activity once considered by the railroads to be exclusively their own. Moreover, these activities will not stop at the boundaries of our country, for nation speaks to nation, and the demand for speedy intercourse between Empire and foreign centres is as insistent as that between the cities of the western hemisphere.

An eminent French writer has stated: "Economic activity exists in a condition of perpetual evolution, it is incompatible with stable equilibrium." The men of initiative who, a decade ago, recognized that fact, and saw in the aeroplane the most promising instrument with which to lay open Canada's northland, have today a rich fund of experience on which to draw. Operating personnel, too, have gained experience second to none. That this is so was endorsed when Canadian pilots were chosen for the Antarctic Flight Expedition.

All these men, men of vision and men of action, are ready to keep pace with the evolutionary demands of modern transport, startling though the changes may appear even within the short span of a lifetime.

### Central Kingsclear

The weather during the last few weeks has been unusually cold and unseasonable but hay and other crops are looking well. The farmers are busy hoeing.

The Central Kingsclear School closed Tuesday afternoon for the summer holidays. A school programme was carried out by the pupils including readings, recitations, and songs. Prizes were distributed by the teacher and also a generous treat of ice cream, cakes, and nuts. Those who received prizes were as follows: For highest general standing, Lorna King. The highest mark on history, donated by the I.O.D.E. was won by George Black, Grade VII pupil.

For perfect attendance, Jean Black, Annetta King and Gordon King. A prize was won by John Gray, Grade VI donated by I.O.D.E. A prize was also given by the teacher to the one who secured the largest number of Army Worm Branches and was won by Donald Killburn, 7 years old, son of Mr. and Mrs. Frank Killburn, Donald collected well over two hundred nests.

Gertrude and Hilda Grey returned home from Keswick Ridge on Friday after writing the High School entrance examinations.

On Monday Mrs. Oswald Grey entertained a number of girls at a birthday party the occasion being her daughter Edna's 12th birthday. Games and other amusements were enjoyed and refreshments served by Mrs. Grey.

Turney McKeen was visiting Randolph Killburn on Sunday.

## CROP REPORT

### General

Following general rains, crops in the Prairie Provinces on the whole are doing well and pastures are improving. Moisture reserves are low, however, in some districts of the extreme southern areas of Manitoba and Saskatchewan, and also in north-western Saskatchewan and small areas in Alberta. Wheat is stooling well in districts where moisture is adequate. In Quebec crops generally are doing well and have overcome the set-back due to adverse conditions in the early spring. In Ontario, where fall wheat is headed out, continued cool weather has helped to retain the supply of moisture, but warm rains are now required in most sections. In the Maritime Provinces conditions generally are favourable. In British Columbia cool weather and heavy rains have been general, but warm weather now prevails and growing conditions are satisfactory. Details follow:

### Prairie Provinces

ALBERTA—Early sown wheat is of good height and is stooling well. Coarse grains are progressing satisfactorily. There has been some slight damage from grasshoppers and cutworms in southern and east central areas, but the situation is under control. Southern pastures are short and need rain. The sugar beet crop is progressing favourably. SASKATCHEWAN—Growth in most sections is satisfactory but lacks uniformity. Wheat is stooling well in districts where moisture is adequate. Further rains in southern, western and northern areas would be beneficial. Insect damage so far has been slight. MANITOBA—Crops are making good progress under favourable growing conditions. Recent rains have been beneficial and generally present moisture reserves are adequate. The wheat plant shows good root development and is 8 to 10 inches in height. Coarse grains are advancing satisfactorily.

### Province of Quebec

Lower St. Lawrence and Lake St. John—Seeding is only now being completed in the northern part of the district. Growing conditions are favourable and all crops look well. A very good crop of hay is anticipated. A good crop of small fruits is expected although some damage from frost is reported. In the Eastern Townships and the Ottawa Valley late seeding has been favoured by fine warm weather in the past two weeks. There has been sufficient rain to stimulate growth and soil conditions are favourable. The hay crop promises to be the best in years. The first strawberries are on the market at a reasonable price. Transplanting of tobacco is well advanced.

### Province of Ontario

An average yield of fall wheat is indicated, although the straw is short. Spring grains are now heading and growth is satisfactory. Roots and canning crops are in healthy condition. Corn was planted under favourable conditions and is a good stand. Cutting of alfalfa is general throughout the province; while of good quality the yield is expected to be below average. Pasture continues excellent. Damage from wind and drought necessitated considerable replanting of tobacco, but a good stand has developed.

### Maritime Provinces

All cereal crops have advanced rapidly during the past two weeks. Hay shows an excellent stand and a good crop is in prospect. Potatoes and other root crops are all seeded and

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## Goodyear Surplus And Working Capital Increased

TORONTO, July 2—In a letter to shareholders of Goodyear Tire and Rubber Company of Canada Limited, accompanying dividend cheques for the second quarter of 1936, the president, A. G. Partridge states: "We are pleased to report that the first half of our 1936 operations has been very satisfactory."

"One year has elapsed since the re-arrangement of the capital structure of your Company and the changes you approved at that time show results beneficial to the financial standing of the Company, since we now show an increase in surplus, an increase in working capital and a decrease in capital liability compared with June, 1935."

"The objectives for which these capital changes were made, have been fully accomplished, and, incidentally, the Company now has greater distribution of its shares than formerly. This should create a wider interest in the affairs and products of the Company."

"Here's where I snap a picture right between the bars of the cage." "Sure, I know this road like a book or I'd slow down on these curves."

"I'm going straight home to mother." "How can I get a shock when I'm standing on this wood?" "Those trains always whistle a mile before they get to the crossings."

conditions are favourable to growth. The apple set in the Annapolis Valley is fair to good except where orchards have been damaged by frost. A good crop of small fruits is expected. Pastures are in excellent condition.

Province of British Columbia  
Grain crops, tomatoes, potatoes and other vegetables are doing well. The first cutting of alfalfa is of poor quality owing to the heavy rains. Early strawberries were damaged by rain and much of the crop is suitable for jam only; other berry crops will be light. The June drop of apples and other tree fruits is heavy and the yield of apples and pears will be below average. Apricots are a failure and peaches a light crop. Cherries have split owing to rain, and the crop is estimated at 90 per cent. of average. Pasture is good and water for irrigation is plentiful.

## City of Fredericton NOTICE OF ASSESSMENT

The Assessment Roll for the City of Fredericton for the year 1936, is now in the hands of the City Treasurer, for collection, and all persons therein assessed are hereby required to pay the amount of the respective taxes forthwith to the City Treasurer at his office in the City Hall, Fredericton. A discount of five per centum will be allowed on all taxes paid on or before the TWENTY-THIRD DAY OF JULY NEXT, after which date interest at the rate of one-half per centum per month will be added and execution may be issued and proceedings had thereon, as by law provided.

Dated at the City Hall, Fredericton, this twenty-second day of June, A.D. 1936.

FRED I. HAVILAND,  
City Treasurer.

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