

# 1934 ROAD PAVING PROJECTS REVIEWED

## 11 MILES OF PAVED ROAD COMPLETED

### Local Labor And Materials Largely Employed. A Year of Progress in Highway Construction.

(Continued from page 8)

material. The sand-asphalt section is excellent, but the roadside material is somewhat rough and apparently the percentage of asphalt was a shade high. It is thought that if it is scarified in the spring and treated to a certain portion of sand, this condition will be remedied.

All the labor on this job was done by local men except the spraying of the asphalt.

Souris and Hampton are mixed in place jobs.

If these projects had been started earlier in the season they would have had a better chance to get out under traffic and if the right type of machinery had been available, the work would have been done much more quickly and efficiently. As it was, use was made of what machinery was on hand and the province is in a position now to know what is required.

### NORTH RIVER ROAD

This is a sand-asphalt pavement, plant-mixed, 1 and 1-10 miles long, 18 feet wide, constructed by the Modern Paving Company. There was used in this work, 1,400 yards of shore sand and 26,000 gallons of asphalt.

### SOUTHPORT

This extends from Hillsboro Bridge to T Hill, 3 and 3-10 miles long, 15 feet wide. In its construction there was used 2,900 yards of shore sand and 80,000 gallons of asphalt. The work was done by the Modern Paving Company under contract. All the material was hauled by our local men, and with the exception of the plant foreman and the superintendent of construction, our own men did the work.

### TRANS-CANADA HIGHWAY

No. 1—Borden to Carleton—Concrete—

A concrete pavement extends from the village of Borden to Carleton Corner, a distance of 1 and 3-4 miles. This is an excellent piece of work, fully up to the high standard of the Warren Paving Company, by whom it was built. There was used in its construction 5,000 tons of gravel from the gravel pits near Portage, and 2,500 tons of sand from the shores at Cape Traverse. There was also used on the shoulders of the road, 2,500 tons of pit gravel from the pits at Conway and Portage, and 22,000 loads of cement supplied by the Canada Cement Company.

### No. 2—Bithulsthe Pavement Carleton West, 3 Miles

A contract was let to the Warren Paving Company for a black base pavement extending from Carleton Corner west a distance of 3 miles. Two miles of this have been finished. The material used in this pavement, came from the gravel pit at Conway, about 3,500 tons. This material, after analysis and test, was found to be an aggregate for bithulsthe, or asphaltic concrete pavement as can be found anywhere.

### No. 3—Bithulsthe Pavement McIntyre Highway to Milton

The Standard Paving (Maritime) Limited was awarded a contract for five miles at this section of the highway. About one mile was completed.

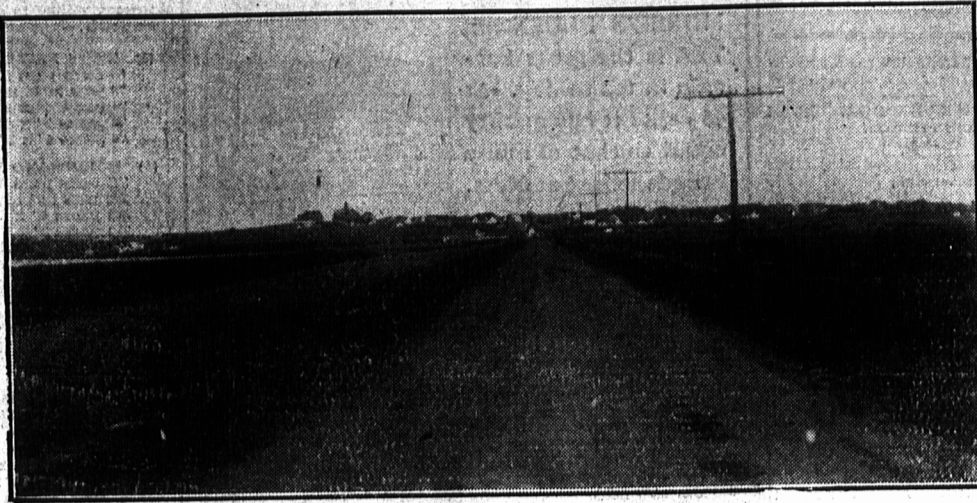
The pit gravel for this road, about 2,400 tons was hauled from the Stanchel gravel pit and a portion of it used on the mile completed. While the aggregate of the Stanchel pit is not as good as the western pits, nevertheless it made an excellent balance of material required to complete this road may be brought down from the western pits.

It is the aim in building these roads, to use, as much as possible, the material that is nearest available. This company has built some of the finest roads and streets in the provinces and no doubt this contract will be up to their standard.

Since the work began last August there were completed seven miles of paved roadway and all the material used in the construction of the same were local, with the exception of the asphalt and cement. Over 9,000 cubic yards of shore sand were used and 13,000 tons of gravel.

Yes—You can't believe everything you hear.

No—No, but you can repeat it.



Bithulsthe Pavement SAND ASPHALT PAVEMENT Souris East

## SEARCH FOR SLAYER ENDS

(C. P. Hayas)

(By Guardian's Special Wire) DRAGUIGNAN, France, Dec. 6.—The terror that strode out of the night and brought death to five countryfolk in this desolate region was believed ended today with the capture of Giuseppe Sasias, an Italian.

## Crew Fears Kidnapping Attempt

(A. P. By Guardian's Special Wire)

BOSTON, Dec. 6.—Two apparently unrelated incidents which have occurred in the past few days, have caused a crew of the United States Ambassador to Japan, to fear a kidnapping attempt.

## French War Veterans In Protest Cut

(A. P. By Guardian's Special Wire)

PARIS, Dec. 7.—Intricate coffrets, enhanced by curl and ringlets, are the latest offerings of Paris beauty salons to women who want their heads to be in vogue with the current vogue for sumptuous gowns.

## JAPS UNMOVED BY U.S. THREAT

(By Harold Braman Associated Press Staff Writer)

LONDON, Dec. 6.—A warning from the United States that the end of present naval treaties would mean "conditions of insecurity, of international suspicion and of international competition" came today to Japan, in an address before the American Correspondents Association.

## CAVENDISH SCHOOL

Honor Roll for November:—

- Grade 2 Sr.—1 Pauline Webb, 2 Freda Smith. Grade VIII—1 Ida Blaquiere. Grade VII—1 Mary MacNeill, 2 Marguerite Graham, 3 Reggie Simpson. Grade V—1 Jimmie Clark, 2 Una Green, 3 Helen Green. Grade IV Sr.—1 Jimmie Clark, 2 Una Green, 3 Helen Green. Grade IV Jr.—1 Nellie Simpson. Grade I—1 Doris Graham. Perfect attendance—Pauline Webb, Mabel Simpson, Ella Stewart, Teacher.

## Soviet Fears French Accord With Germany

(By Joseph E. Sharkey)

(Associated Press Foreign Staff) (A. P. By Guardian's Special Wire) GENEVA, Dec. 6.—A new French move for friendship with Germany, hailed in Geneva as likely to lay the spectre of war hovering over Europe, today gave Russia, France's wartime ally, cause for concern.

## SEEK CREW OF "I'M ALONE"

(C. P. By Guardian's Special Wire)

HALIFAX, Dec. 6.—Royal Canadian Mounted Police tonight opened a search for six members of the crew of the former queen of the rum-fleet, the internationally famous I'm Alone, sunk by a United States coastguard six years ago.

## MUTE EVIDENCE OF TRAGEDY

(C. P. By Guardian's Special Wire)

ST. JOHN'S, Nfld., Dec. 6.—A battered plate bearing the name of the schooner Gerlie and other bits of wreckage drifted ashore today to convince landsmen the little craft had come to grief during a blinding snowstorm that raged along Newfoundland's southern coast.

## WILL COMPETE AT CHICAGO

(By James L. Kirkland, Central Press Canadian Correspondent)

Rural boys and girls are going to have their innings at the International Live Stock Exposition to be held at the Chicago Stock Yards, Dec. 1-8, states the Agricultural Department of the Canadian National Railways. It is anticipated some 130 youths will take part in the 4-H Congress this year, and there should be unusually keen struggles before the national championships are awarded.

## LONG CREEK SCHOOL

The following is the standing of Long Creek School for the month of November, 1934.

- Grade X—1 Evie MacPhayden, 2 Langille Turner. Grade IX—1 John Turner. Grade VIII—1 Annie MacKenzie, 2 Lorne MacPhail. Grade VII—1 Zella Stewart. Grade VI—1 Mary MacKenzie, 2 Cecil MacKenzie. Grade IV—1 Joyce Stewart. Grade II—1 Phyllis MacEachern, 2 Eileen MacKenzie and Wilma MacPhail (equal). Grade I Sr.—1 Wendell MacLeod. Grade I Jr.—1 Hanna Turner and Albert MacEwen (equal). Edith MacLeod, 3 Edna MacNeill. Perfect attendance—Annie MacKenzie, Edna MacNeill and Hanna Turner.



VISITING CANADA

Father Bulgakoff, dean of the Russian Orthodox Theological Academy in Paris, who is visiting Canada. In his addresses, he admitted he had no fault to find with the industrial and political aims of the Soviet.

## FIRE RAZES PORTLAND WATERFRONT

(A. P. By Guardian's Special Wire)

PORTLAND, Me., Dec. 6.—Fire swept a 300-yard stretch of the waterfront today, destroying two wharves, and damaging several small vessels, entailing a total loss estimated by officials at \$200,000.

## Commission Will Not Probe Apple Prices

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## Battle For Control Of Air Routes Now!

Contest For Trade Advances From Sea To Air As Nations Plan Sky Lanes

Nevertheless, Germany is intent on entering the northern Atlantic field, also if it can find economic justification for its lines. There it is met by opposition of Great Britain and American airlines.

Probable Routes

At this time it would appear that the two leaders in the North Atlantic battle will be Pan-American and Imperial Airways—the U. S. and British lines, respectively. Whether or not both of these concerns will try to operate over the same route is problematical. The current belief is, however, that the Pan-American group will establish its route via Newfoundland, Iceland, Greenland, the Shetland Islands, and thence to some centralized point in Europe, probably Copenhagen or some city farther south. At the same time the British line may take the trans-ocean flight via Bermuda and the Azores and from there to some point in Europe or perhaps London.

The general belief is that the German line will endeavor to bring the northern Atlantic routes under the lighter-than-air division, with dirigibles operating between some point on the American Atlantic seaboard and a centralized German port near Berlin.

On the transpacific route though, an entirely different set-up is probable. Pan-American already has lines to cross-ocean China andanghai a logical terminus for their western division. San Diego or Los Angeles perhaps would be the eastern base of this line. At the same time, Pan-American may leave the "southern" route to British lines and attempt to serve Asia through the Siberia sector.

It is believed that a tie-up will be made somewhere in Asia to establish a link with the lines operating to and through Europe, thus affording a round-the-world service.

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United States—with its Pan-American system—has been active in trans-ocean travel to the South American continent. Great Britain—dependent to a great extent on its outlying colonies and dominions—already has established air service connecting the British Isles with Africa and Asia. Germany—with its lighter-than-air leadership and heavier-than-air connection to South America—also is to be in the battle for commercial trans-oceanic travel.

At the present time the fight appears to be concentrating in the northern Atlantic routes and the transpacific routes. Germany, with its dirigibles and plane connections across the ocean, has practically speaking, a strange hold on the

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## French War Veterans In Protest Cut

(A. P. By Guardian's Special Wire)

PARIS, Dec. 6.—After blocking traffic for an hour around the national theatre, the Comedie Francaise, hundreds of crippled war veterans dispersed tonight. They were sent away from their post in front of the Ministry of Finance after squabbling in the street shouting: "Our pensions are amputated!"

## Freight Cars Burned

(By James L. Kirkland, Central Press Canadian Correspondent)

Three freight cars on a siding on Hobson's wharf were reduced to ashes. Several explosions, believed to have been caused by dust, were heard in the New England Grain Company storage shed during the blaze started, president Leon Herman of the grain company said, in the grinding room of his plant. The cause was not determined.

## Partial solution of the railway-highway competition in the United Kingdom is the extension of the use of railway trucks without wheels to be slung from road to rail chassis with equal facility. More than 8,000 are now in use.

"Woman is the helpmate and playmate of man." And sometimes his checkmate, too.

## First Iron Pipe Used In Java From Canada

(By James L. Kirkland, Central Press Canadian Correspondent)

Canada along with Japan, British Borneo and East Africa were the only countries to increase their import quotas into Java last year as compared with the year previous according to the Industrial Department of the Canadian National Railways. Iron pipe was introduced into Java for the first time last year and practically all of it was from Canada. The pipe was used principally in irrigation. Canada also supplied fresh apples, the demand for which has been steadily increasing since their introduction some years ago. Other commodities imported from Canada include, arranged in order of value, passenger cars (\$270,586.) automobile tires, sulphate of ammonia, fertilizer, auto accessories, unsweetened condensed milk, auto tubes, motor trucks, canvas, chemical wood pulp, fresh apples, automobile engines, rubber goods, irrigation pipes, fresh and frozen fish, sauces, rubber hose, and belting (other than leather), motor cycle tires, canned salmon, cotton goods.

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## Speed King Uses New Wind Brakes In Next Attempt

(By The Canadian Press)

LONDON, Dec. 7.—Sir Malcolm Campbell has a new idea for racing cars which he will try out when he attempts to beat his own world's speed record at Daytona Beach in February—wind brakes.

They may or may not work, and if they don't the results are likely to be disastrous, but the famous speed king believes wind brakes will help him break his record of 272 miles an hour because he will be allowed a longer run at top speed. He hopes to surpass the 300 m.p.h. mark.

Sir Malcolm, according to Thomas H. Wisdow of the Sporting Life, plans to risk his life in proving that the brakes of the modern racing car are all wrong. Wind brakes are being fitted to the new Blue Bird now rapidly approaching completion in Brooklands track.

The car has been fitted with a number of sliding fins in each side of the body at the rear. When he flashes over the measured mile at Daytona, to assist in stopping the car he will pull a lever that will slide the fins out into the air and the wind pressure will aid in bringing the car to a stop. That is, if they work out as the designers expect.

Ordinary brakes, as fitted to the average car, if applied at even 200 miles an hour, just melt in their drums, so terrific is the heat generated by the spinning wheels. This fact has robbed Campbell of his ambition to be the first man to exceed five miles a minute on land.

Daytona Beach is only 12 miles long—as a result, Campbell has had to cut out early in order to stop before he reaches the end of the course. Under-estimation of his speed would mean that car and driver would dash into the sea at the finish.

To Realize Ambition Or—

The new wind-brakes will be a life or death experiment. If successful—300 m.p.h. and ambition realized. If not, the car may turn turtle or dash into the sea.

Theoretically the new car is capable of exceeding the 300 miles an hour on which Campbell has set his heart, and, if achieved, will be the signal for his retirement from the sphere of motor sport, to which he has devoted his life.

Last year Campbell was grievously disappointed—wheelspin and lack of speed had robbed him of the 300 m.p.h. on which he had set his heart. On the way back to England he was planning a new car. So the new "Blue Bird" has the wind-brakes and also twin rear wheels like a motor trolley. This will cut its maximum in a shorter distance.

The rear wheels have been entirely enclosed in the shape of the body, to improve streamlining. It is a queer-looking "Blue Bird" more like a gigantic beetle than anything else. The engine is the same 3,500 h. p. supercharged Rolls-Royce which was used on the last occasion. The car will be ready for shipment to America at the end of the month, and Campbell plans to make the attempt either on Jan. 19 or Feb. 18, when the spring slides will have rendered the beach in its best condition for record breaking.

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