

Scores McIntyre

(Continued from page 1)
the contractor for excavation, gravel and other items in respect of this piece of road, the sum of \$62,977.32. This would be only 90% of the amount really payable, so that it would be necessary to add another \$7,000 for the amount held back. It is known also that a considerable amount is outstanding for unpaid accounts in respect of all the projects in respect of this particular project a moderate estimate of this amount thus outstanding would be \$2,000. On the basis of the foregoing it is clear, therefore, that the cost to date in respect of the said pavement, a distance of 10.6 miles, is as follows:
For paving & asphalt—\$59,179.40.
For amount held back from contractor in respect of this work—\$4,900.00.
For amount yet to be placed—\$7,800.00.
For amount paid contractor for excavation, gravel, etc.—\$62,977.32.
For amount held back from contractor in respect of this work—\$7,000.00.
For unpaid accounts estimated at—\$2,000.00.
Total—\$138,176.72.
This piece of road of 10.6 miles, therefore, cost in respect of work done by the contractor, about \$138,000 a mile. The contractor's price on the project, a distance of between 25 and 26 miles was \$138,176.72. This is something considerably less than \$8,000 a mile.

Why The Difference?

"If the Minister of Public Works will explain to the people of the Province, why he is paying \$13,000 a mile for work which the contractor agrees to perform for less than \$8,000 a mile, he will be doing something more in line with his duty, than in stating in the House and causing to be published erroneous figures, which are misleading statements calculated to mislead the public.

"From the figures above submitted, it is apparent that the contract price of about \$138,000 for this stretch of road between 25 and 26 miles in length, the sum of \$138,000 has been expended, and about 10 1/2 miles of work has been done. Under the contract, therefore, \$60,000 remains to be expended between 15 and 16 miles of road remain to be built. This means that under the contract only \$4,000 a mile is available to build the remainder of the road. As to that part which has been paved, the gravel alone cost \$5,000 a mile. It will be seen therefore, that the contract figures mean nothing whatever, and that the Department is paying the contractor more than \$5,000 a mile in excess of what the contract calls for.

The Borden Highway

"The cost of the Borden road was about \$12,500 per mile, that is to say, the work cost about \$500 a mile above the Liberal project above mentioned; this in spite of the fact that it is a very superior type of pavement. The Borden Highway is a hard asphalt pavement in which the materials were heated up to 300 degrees in order to obtain the required amount of asphalt penetration in respect of the other materials. The materials used in the 1938 pavement were heated up to 200 degrees only. All engineers and contractors admit that the obtaining of the very high degree of heat, essential, but that the result obtained is highly desirable and produces a much more satisfactory and permanent road.

"Moreover, the Borden highway is a three-inch pavement with a quarter inch asphalt top. The 1938 pavement is a 2 1/2 inch pavement. The 1938 specifications called for a sealcoat top only, and, moreover, the 1938 pavement will require to be surface-treated every few years.

"NO GUARANTEE"

"The Borden Highway carried with it a three-year guarantee on the part of the contractors. No guarantee whatever was given by the contractors in connection with the construction of the Borden Highway was taken by Rad-

The Central Guardian

This column is reserved for news of local interest but advertising of a new way may be inserted at a special word strictly payable in advance.

THE AUCTION sale of furniture at Longworth's, 23 North River Road, will continue today at 10:30 a. m. L-1093.

2ND. MEDIUM BATTERY—All members will parade tonight at 7:15 at the Armouries for annual training. L-1093.

SAD FATALITY—A sad fatality occurred at Oyster Bridge yesterday morning when Mrs. Adelaide Dolron, 87-year-old resident of that district was drowned in the harbor there. She had been unwell for some time. Royal Canadian Mounted Police who investigated said. An inquest was unnecessary, it was decided.

FARM HOME DESTROYED—The residence of Mr. Frank Hughes, Covehead was destroyed by fire last night. Loss was estimated in the vicinity of \$3,000, partially covered by insurance. The fire was discovered about 6 p. m. and neighbors quickly gathered to form a volunteer fire fighting squad but all they could do was to contain the fire. The house and household furniture. In that work they were fairly successful. Origin of the blaze was believed to be a defective chimney.

PERSONALS

The many friends of Mr. George Abbott Union Road are glad to learn that he is improving after an operation in the P.E.I. Hospital.

MR. Urias McDonald, C.N.R. trainman, left yesterday morning for Cleveland, Ohio, where he will attend a convention of the Brotherhood. He was accompanied by Mrs. McDonald.

OLD COINS

GALGARY—Ancient coins, given as "maundy money" in England many years ago, have been turned up in Alberta recently. W. J. Emory of Calgary has a silver "tuppenny" piece distributed almost 1000 years ago, while Mrs. V. H. Lawrence of Elnora, Alta., has a coin dated 1793, mined during the reign of George III.

way from the best gravel pits in the Province, and is of a quality greatly superior to that being used on the 1938 projects.

"It must be remembered that the costs stated above, both for the 1938 project and the Borden Highway, cover work done by contractors only. These figures do not include grading by the Government forces. Citizens of the Province who travelled over the projects under construction during 1938 will not be surprised that the cost of the work done by the Government runs into a very high figure. It is estimated that the cost of grading on the 1938 projects is between \$3,000 and \$4,000 a mile higher than was the cost of grading on the Borden Highway. Complete figures in connection with the cost of grading on the 1938 projects are not yet available, but the figure above is considered reasonable.

CONCLUSION

"It is proper to conclude therefore, that the 1938 projects will cost per mile about \$4,000 more than was estimated in order to get a less permanent, and normally, a less expensive type of road.

DEATHS

DOYLE—At Summersville, May 3, 1939, Mrs. James Doyle, aged 91 years. Funeral notice later.

WISE—In the Sacred Heart Home May 4th, 1939, John Wise, aged 72 years. Funeral from Frank Hennessey's Funeral Home Saturday morning at 8:45 to St. Dunstan's Basilica thence to the Roman Catholic Cemetery.

CHRISTOPHER—At the home of his daughter, Mrs. L. J. Murphy, Chamberland St., May 4th, 1939, 88 year old Michael Christopher in his 88th year. The remains will be conveyed to English on Friday, May 5th, 1939, and will be buried in the Protestant Cemetery, St. John's, Newfoundland, May 6th from Cardigan Presbyterian Church, service starting at 2 o'clock. Interment, Cardigan Cemetery.

BUCHANAN—At Mrs. MacConnell's Nursing Home, 139 Hillsboro St., on Thursday, May 4th, 1939, Lawrence Buchanan in his 70th year. Remains resting at MacLean Funeral Home until 1:30 Friday, thence to Cardigan by train. Funeral service on Friday, May 5th from Cardigan Presbyterian Church, service starting at 2 o'clock. Interment, Cardigan Cemetery.

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PLEDGES

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The meeting was one of the largest and most enthusiastic held in Charlottetown in recent years. The conviction expressed by every speaker of a smashing defeat of the Campbell Government and return to stable administration under the MacMillan Government was received with cheers and applause.

A detailed report of the speeches of Dr. MacMillan and Mr. Sharp will appear later.

President Turner

"Almost four years ago the present Provincial Government was elected by the people of this Province to hold office for the regular term," President Turner said in opening the meeting. "A few short days ago, like a bolt from the blue, Premier Campbell announced his intention of appealing to the people for a renewal of confidence, fully a year before it is constitutionally necessary. No reasonable explanation has been given, and no explanation can be given—why with fishermen busily engaged getting ready for their short but extremely valuable season, when every moment counts, when every man is preparing for their spring work; when the roads are in an almost impassable condition; when we shall shortly be honored for the first time in history by a visit from our reigning Sovereign, an election should be held. But, ladies and gentlemen, there is a reason although it is not the one the Premier so glibly gives. "It is not because he has been accused of dictatorial powers and has been accused of the business of Government, but because he has been a real statesman endowed with the ideals of democratic Government, he would have opened a seat to the Leader of the Opposition, and the stigma of being Exhibit A of the use and abuse of power. He had not the vision nor the broadmindedness to do this, and so today the Government stands in a political and financial morass. It is like the man who was shingling his roof in an extremely dense fog, and when the fog lifted he found he had shingled ten feet beyond the end of the barn. The fog was beginning to lift, the people of the Province were beginning to see the light, and the Premier was beginning to come, some of his followers with a finer sense of the eternal fitness of things, with the consciousness of the responsibility to work in the interests of the people, and the people who had placed confidence in them began to feel embarrassed questions, and the Premier under construction during 1938 will not be surprised that the cost of the work done by the Government runs into a very high figure. It is estimated that the cost of grading on the 1938 projects is between \$3,000 and \$4,000 a mile higher than was the cost of grading on the Borden Highway. Complete figures in connection with the cost of grading on the 1938 projects are not yet available, but the figure above is considered reasonable.

Unfair to Working Man

"I wonder how the rank and file of the labouring men of this City were treated whilst these projects, Provincial Building, Government and nurses' home were under way; was there a fair division of time given to applicants or were there long waiting lists? I am sure that had an applicant who was not a dyed in the wool Liberal a chance to get a few days on the job? Reports say no.

"The one-act play competition but one play was entered. It was 'The Rhyming Prince' under the direction of Nancy Simpson. Members of the cast included Joan Williams, Delys Worth, Fairlie Frowse, Billy Burke and Sylvia Chandler.

Judges of the readings and play competitions were Mrs. Frances Holl Trainor, Miss Mary Ramsay and Mr. J. A. Lawson.

Results of the musical competitions, both afternoon and evening, were as follows:
Piano duet, Sec. 3, ten years and under in order of merit:
1—Francis Jenkins and Barbara Guigley.
2—Marie Jenkins and Marilyn Rupert.
3—Eileen Lantz and Lorna Bourke.
4—Eleanor Bourke and Elaine Bourke.
5—Janet Scott and Michelle Rey-Violin Solo, Sec. 6, ten years and under:
1—Kilmer McMillan.
2—Phyllis Coffin.
3—Dorothy McDonald.
4—Stephanie McDonald.
5—Viola Solo, Sec. 3, eight years and under:
1—Jane Scott.
2—Michelle McMillan.
3—Olivene Raymond.
4—Jane Johnston.
5—Henry Brown.
6—Tom Clark.
7—Mary Ramsay.
Piano Solo, Sec. 1, open class, beginners up to 12 years of age:
There was only one entry, Jimmy Korrey, who was given a first class place.
Vocal Solo, Sec. 7, ten years and under:
1—Elizabeth Jean Beers.
2—Elizabeth Martin.
3—Joan Taylor.
4—Frances Jenkins.
5—Betsy Hamm.
6—Tom Clark.
7—Mary Campbell.
8—Shirley Dunning.
Piano Solo, Sec. 5, ten years and under:
1—Barbara Guigley.
2—Marie Jenkins.
3—Frances Jenkins.
4—Marilyn Rupert.
5—Eileen Lantz.
6—Eleanor Bourke.
7—Evelyn Stewart.
8—Lorna Creelman.
9—Elizabeth Lantz.

Direct Relief

"How about the treatment the City of Charlottetown has received since the Mackenzie King Government came into power in 1935. In 1937, the Charlottetown Board of Trade to the Royal Commission on Dominion-Provincial Relations. Charlottetown is forced to provide direct relief to approximately 600 families, amounting in all to about 300 persons.

"The total amount of direct relief provided for these people during 1938 was approximately \$297 per person per month, or about \$4.85 cents per family per month over six months period. Of this amount, meagre though it was, the City was forced to pay 61%, while other Canadian cities pay on an average 33.3%.

"This deplorable state of affairs is due to the fact that the City officials have not attempted to obtain a more equitable share by the Dominion.

"The Charlottetown Board of Trade has been forced practically to beg on his knees for the unjustly small amount of assistance that has been provided.

"I ask you Mr. Chairman, ladies and gentlemen, to represent in another Campaign existed under the MacMillan administration?

"I ask the electors of Charlottetown and Royals to vote for me to be represented in another Campaign by the Government by men who have so neglected your interests?

Increased Cost Falconwood

"In comparing the maintenance cost of Falconwood for three years under the MacMillan Government, 1935, 1936 and 1937, it will be found that there is an increase in same of fully one third.

"What is the reason for this great increase? Are there other third more lumines in this institution now? Have they increased the number of attendants to that extent? Is not the cost of food, clothing, other wearing apparel, household necessities, etc., increased to that extent? You all know such is not the case. Then it must be that extravagance, waste or misappropriation has been rampant.

"This Campbell Government must have a clean sweep of the jitters when in its dying days it attempts to bribe the people of the South Shore by abolishing the fare on the Rock's Point boat. Are they doing the same with ferries in other parts of the Province? "It is reported that they intend in the near future to offer another bribe to bribe to another class of our citizens.

"I ask you, ladies and gentlemen voters of Charlottetown, the Royals and of the Province, to vote to the poll on election day and elect Hon. Dr. MacMillan to the Premiership of our fair Island." (Loud applause).

TO RETIRE

MONTREAL, May 4.—(CP)—Captain H. S. Hillon, master of the Canadian National Steamships Liner Lady Rodney, will retire May 15 under regulations of the company's age limit, it was announced today.

Need for Haste in Defence Stressed

(By The Associated Press) WASHINGTON, May 4.—Calling for defence preparations "while there is time," Chairman Scruggs (Dem-Nevada) of the House of Representatives Naval Appropriations Subcommittee today urged approval of a \$70,673,000 appropriation to maintain and strengthen United States sea forces.

The measure, which includes funds for beginning the construction of two 45,000-ton battleships, 21 other warships and 500 warplanes, came before the House after hearings in which Admiral William D. Leahy, the navy's senior officer, called for all possible speed in carrying out the rearmament program.

"The prospect of international disturbance in the near future," made haste imperative, he said in testimony made public during the day.

Interesting Program At Hobbies Show

Competitions in the fifth annual Girls and Boys' Hobbies Exhibition, conducted under the auspices of the local Y.M.C.A., continued last night in the Little Theatre on Prince Street.

One-act plays, readings and musical competitions, both vocal and instrumental were included in the program.

In the readings, section three, eleven years and under and section four, fifteen years and under, had the most entries each. In piano wires. Every car carries a radio, each of a different style.

Car No. 1 at the rear of the train contains two bedrooms, a sitting room and a living room. The King and Queen will travel—carry the royal coat of arms in the centre under the windows, while all other units bear the Royal Coat of Arms in the centre and the Royal Crown at each end below the roof line.

HOTEL ON WHEELS

Inside, the train contains all the appointments of a modern hotel, bedrooms, baths and showers, and an inter-car telephone system which can be connected to any telephone in the city.

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SITTING ROOM

The other car to be used by their Majesties contains a large sitting room in Nile green with olive drab and white taffeta curtains. Ahead of the sitting room is the Royal dining room seating 12 persons, and equipped with a set of royal maps so the Royal couple can trace their progress across the Dominion. The car also contains a kitchen, a dining room, a bedroom for His Majesty's secretary and an office panelled in oak.

The remaining four cars of the royal train are the Canadian National Railway shops here, provide accommodation for other members of the royal party. Tomorrow the Canadian Pacific Railway shops where the other six cars of the train are waiting.

The Canadian National cars viewed by newspapermen today include the dining car for members of the royal party, a dining car, a dining car seating 20 persons, done in natural wood panels of varying tones, the main wood being prima vera, arca and cherry.

Pictures of Canadian wild life, executed in wood inlay, feature the decorations. Blinds are of horizontal colored stripes. Canadian National business car No. 99—private car of the C.N.R. President, Mr. William McLaughlin, Murray Harbor North, president of the District Liberal Association, presided.

MARITIME SUPPER

(By The Canadian Press) EDMONTON—Guests at a Maritime Provincial Association Supper here were served fresh clams brought from Digby, N.S. There were 360 guests.

1. Delys Owen; 2. Ruth Pancher; 3. Lorena Szepiel.
Violin duet, Sec. 28, open:
Frances Reay and Mary McKay, first class.
Vocal duet, Sec. 27, open:
Anabelle Lawson and Helen Pancher, honor class (90%).
Violin Trio, Sec. 29, open:
Frances Reay, Mary McKay, Jean McKay, honor class, (85%).
Junior choirs, Sec. 30, 14 years and under:
1. Zion Church; 2. St. James Church; 3. Zion Presbyterian Church, (78%).
Piano solo, Sec. 30, open:
1. William Keith Rogers; 2. Suzanne Brenton; 3. Sandy Brehaut.

School choruses, Sec. 35, Grades V to X:
1. Grades VII and X, Prince Street School 70%.

ROYAL TRAIN LIKE HOTEL ON WHEELS

By HAROLD E. FREEMAN Canadian Press Staff Writer MONTREAL, May 4.—A symphony of blue and silver, Canada's Royal Train needed only a few finishing touches tonight before moving to Quebec for the start of a highly controversial matter.

Never before has a Canadian train carried such distinguished passengers—never before has such painstaking attention to detail produced such a composite picture of luxurious courtly. From headlight to reservation platform, the 12-car hotel on wheels represents the work of the most skilled workmen on Canada's two major railways.

Exterior decoration of the train is carried out in royal blue with aluminum panels between the windows and thin car-length lines of gold above and below the windows. The aluminum has been applied in decorative designs to flash more brilliantly in the sun.

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