Here's another New Year rushing in and we wish all our customers and friends happiness throughout 1946

and

the hope for a much larger share of happiness and contentment than the end of hostilities has brought.

KELLY & McINNIS

He's here again! A little New Year full of Happiness and Health.

TO ALL OUR FRIENDS AND CUSTOMERS

We Wish Very Sincerely

A Happy New Year

PURE MILK CO. Ltd

PEACE

AND

HAPPINESS

To all our Customers and Friends throughout all of 1946

Miller Bros. Ltd

1-9-4-6

HAPPY NEW YEAR

WITH MANY THANKS TO OUR CUSTOMERS and FRIENDS FOR THEIR LOYAL PATRONAGE

CHAPPELL & CO.

Most Active Year Since Outbreak of War For the Public Works Department

(By L. B. MacMillan, Deputy Minister of Public Works)

The volume of work undertaken by the Department of Public Works and Highways during the past year of 1945 was the greatest since pre-war times. Although handicapped by the scarcity of materials, machinery and labor, a record program of permanent works and maintenance was successfully carried out. In addition careful thought was given to post war planning, including the survey, plans and estimates of impending projects. In this work the most modern methods were studied and the best technical advice available sought.

The paving program for the season consisted of repaving four miles of the Main Western Road which had been damaged by the abnormal all season traffic to the airports at Summerside and Mt. Pleasant. The contract for the completion of this work was awarded to Curran & Briggs, Limited. Dominion aid on this project is being sought as it is considered a special wartime expenditure.

The patching of the asphalt pavement was carried out by the Curran & Briggs, Limited and the Island Construction Company Limited. This work was facilitated by the use of a standard cold mix material which was proved successful for quick patching. A patrol gang under a competent foreman has been organized for future work of this nature.

The work of seal coating, that is placing a course of liquid asphalt and gravel chips on top of the asphalt pavement as a protecting and wearing coat was continued. The previous results of this work warranted its continuance. About 50 miles of pavement were seal coated, including the O'Leary Road, the Town Road east and west of Kensington, the Malpeque Road from Charlottetown to Hunter River and long section of the St. Peter Road from Mt. Stewart to Souris.

Sub-Grading

There were about 32 miles of road sub-graded to the standard required for future paving or gravelling projects.

A contract for subgrading 5 1-2 miles of the Souris to East Point Road was awarded to Curran & Briggs, Limited. About 3 miles of this road were completed, 1 3-4 miles being gravelled. The work on this project was done according to the most modern practice for subgrade required for paving trunk highways. A right-of-way width of 66 feet was required on the level and of 100 feet on the cuttings and deep fills, slopes being 1 1-2 to 1 where required. The method of construction of this highway will serve as a model for future subgrading operations in the Province.

Road Machining

While not engaged in sub-grading work, the lighter road machines ditched, reshaped or widened about 243 miles of road. This work was done on the secondary and by-roads under the direction of the Highway Foremen.

The shortage of road making and maintenance equipment was greatly felt in this type of work. The worst sections only were attended to and, where possible, afterwards gravelled.

The Department had been unable to purchase any new machinery or equipment during the war years, even extras were difficut to obtain. That it was possible to carry on with the old equipment and perform so much work is a credit to the operators and mechanics employed. Since V-E Day there has been a slight easing in priorities and the Department now has on hand two new heavy tractors, one new maintainer and three more units on the way which will all be in operation next season. Needless to say orders have been placed for the delivery of sufficient equipment when the same is available.

About 13 miles of fills were made by means of power shovels and dump trucks. These were made on the Cardigan to St. Peter's Road and the Seven Mile Road to grade the swamps. Shovel work was also done at Emerald, Ross' Hill, Vernon and Belle River and Brackley Point Road.

There was a total of 183 miles of road surfaced with gravel, which required the excavating from pits of baout 165,000 cubic yards of material. In addition to the sub-grading projects many miles of market and other heavily travelled roads were gravelled, the road bed being first properly drained and graded where possible.

Bridges and Culverts

Bridge building materials especially timber continued in short supply throughout the year; a situation which gives every indication of being even worse next season.

However, such materials as were available were utilized and the worst of our bridges repaired or rebuilt.

Creosoted timber bridges were placed at:—

French's Mill Bridge—Size 18 ft. x 6 ft. x 24 ft.

Bell's Bridge, Charlottetown Royalty — Size 10 ft. x 10 ft. x 46 ft.

Belle River Bridge (extended)—16 ft. on each end.

Beaton's Bridge, Flat River — 15 ft. x 24 ft.

There were also 5 steel bridges covered with creosote plank. Eight creosote box culverts were placed and about fourteen cars of creosote culvert material are on hand for replacing culverts on the main sub-graded highways next season.

The approaches of the following and other bridges were riprapped with stone, replacing the old wooden pole work which is no longer suitable for this type of construction: Pisquid Bridge, Rusticoville Bridge, French River Breastwork, Doyle's Bridge, Tignish; Mill River Bridge, Lot 5; Miminegash Run Bridge; Wilmot Bridge, Lot 26; Indian River Bridge, Lot 18; Ballem's Bridge, Lot 10.

Other large bridge repair jobs include:—

Grant's Bridge, Peake's Road—48 ft. x 18 ft.—new abutments and top.

Roddy's Bridge, Hazel Green Road—45 ft. x 18 ft.—new stringers and plank top.

Cardigan Bridge — two inch pank sheathing (creosote).

Sorse's Bridge, Sturgeon — 16 ft. x 18 ft.—new stringers and top.

Ross' Bridge, Flat River — 16 ft. added to end of slab.

Grand River, Lot 16 — 418 ft. span — part new cover and beams.

There were also 86 larger bridges built of native lumber and 76 repaired. In addition there were 250 smaller wooden culverts built and 350 repaired.

Other Works

Repairs were made to the Ferry Wharves at Prince Street, Charlottetown, Lower Montague and Newport.

The Ferry Boats Fairview, Montague 2nd and Newport were sent to the slip at Pictou for general repairs and overhauling.

A number of cars of Calcium Chloride were spread on the main roads in the larger villages as a dust layer, with marked success.

In the matter of snow removal the Department has bought three extra plows but finds it difficult to procure the machinery to which to attach them. Three plows are stationed at Summerside and a like number at Charlottetown. One also will be stationed at Montague. It is hoped that the Department will be able to extend this service to the rural communities as soon as the equipment is available. To assist in snow removal the Department continues to add to its supply of patented snow fence.

All the buildings at Falconwood and the Infirmary were kept in good repair. A new Silo was built at Falconwood farm.

The new wing at the Provincial Sanatorium has been completed by M. F. Schurman, Company, Contractors, and will be opened as soon as it can be staffed.

A vocational wing is being built on the grounds just East of Prince of Wales College to house instructional courses for the rehabilitation of returning service personnel. It will be of interest to note that the plans and specifications for this building were prepared by the engineering staff of the Department who are also supervising the construction work. This structure, which is built to harmonize in appearance with the Prince of Wales College, is of modern design and is the first building in Canada to use a new type of waterproof membrane built into the brickwork for protection against leakage. This is the first time in the history of the Department that a public building was designed and its construction superintended by its engineering staff.

Post-War Planning

For several years now the Department has been arranging and planning a program of public works which would not only give employment but would also be of material benefit to the Province. The first projects to be given attention were the building of modern highways connecting the main centres of the Province with the outlets to the mainland at Borden and Wood Islands.

In this connection a thorough survey has been made of the road from Charlottetown to Borden via Bonshaw. Included in this work is the complete survey of the proposed site of the Brighton Bridge.

In regard to this Bridge the Department has sought the best expert bridge building advice to be had in Canada. Experts from the best known bridge building companies and from the bridge building departments of other Provinces have been brought here to make a study of and report on the type of bridge best suited for this location. The Department now has plans, specifications and estimates of suitable types of bridges, and is in a position to supply the Government with costs and other technical data as required.

Surveys are now being completed on the Brackley Point Road leading to the National Park and on the roads from Millview leading to the Wood Islands Ferry. Plans and specifications for paving these roads and others are being prepared with costs, and everything is being done in order that work could commence on any of these projects in the Spring if so desired.

Railway Crossings

The elimination of dangerous railroad crossings has been given consideration. A member of the Board of Transport and his engineer were met at Wood Islands by the Minister of Public Works and Highways and his Deputy and Engineer and were taken over the main highways of the Island. Three sites for possible grade separations were selected, surveys have been made and plans are now being prepared so that tenders could be called if and when the work is authorized by the Federal Government.

Many other post-war projects are being studied and estimates made, so that work will not be held up once the necessary arrangements have been made to proceed. In all this work the closest relations with the Dominion Government are being maintained.

While the work of the Department has been retarded since the beginning of the war due to shortages, especially of equipment, it is hoped that the removal of restrictions will enable the Department to provide itself with sufficient material and machinery to maintain the public services as they intend.

BRITISH WOMEN AWAIT THOSE SLINKY UNDIES

LONDON, Dec. 28 —(CP)—In her old suit and down-at-heel shoes, the British woman can find a faint augury of better days ahead in the peacetime sprightliness of new undies and hats.

"There is the start of my mid-season collection," said Danish-born Aga Thaarap, pointing to three exotic yet practical model hats. "We haven't had a mid-season show since 1939. Now I'm getting one ready just like old times—smart, frivolous little hats to cheer women up halfway through the winter. And I'm making them kind to war-weary faces, of soft, muted colors."

But the British man, with his old school tie tradition of never being conspicuous, is, Thaarap thinks, a greater menace to women's smart headgear than the war shortages. "You can't get rid of the Englishwoman's inferiority complex about hats, when her husband continues to tell her she looks silly in anything smart."

Though 200,000 yards of cloth is to be made available for corsets and brassiers next month, English women may have to wait a little longer for glamor undies promised them.

BORNEO NATIVES FOND OF AUSSIES

MELBOURNE, Australia, Dec. 28 —(CP)—Santa Claus, in Borneo, wears a wide-brimmed Australian hat. When the Australians landed, the natives were astonished. Soon they were delighted. Here were white men treating them as equals —as free citizens of Borneo.

These white men loved children. Every ragged urchin was their friend. The children loved it, and so did the parents.

An English rubber planter, who revisited an estate he managed before the war, said the natives in a village came to him almost weeping and said:

"Tuan, our hearts are sad because we have heard the Australians will soon be going home. They have given us of their own food and clothing. They have been kind to our children. We wish them to stay. Tuan, you know important people, you have influence with the Government. Could you not arrange for the Australians to stay with us?"

Half the native children in Borneo now greet you with "Hullo George," writes Jack Fleming in the Melbourne Herald. Many proudly wear the 9th Division color patch. They ride in jeeps, in ducks, and three-ton trucks. Units arrange sports for them, with sweets as prizes. The children cluster round Army cookhouses and every cook finds something to give them.

Parents, who cherish their children—and they have swarms of them—show their gratitude by doing the troops' washing, bringing them gifts of fruit and eggs, and even the potent native wine. Often when a Digger leaves they give a farewell party for him.

For years there will be talking in the villages of the white men from Australia in battered slouch hats who were so generous and friendly.

Old Folks' Coughs

Get Fast Relief

Many elderly people take cold easily. Unlike young folks, they recover slowly—perhaps that is why so many people past middle life catch Pneumonia.

Hundreds say you can effectively treat an old cough with Catarrh-o-zone which soothes the irritated surfaces of the throat. In using Catarrh-o-zone, you do not take any medicine into the stomach. You simply breathe a soothing vapor direct to the bronchial tubes and lungs; this vapor attacks disease germs and colds and catarrh and bronchitis are helped almost immediately.

Very simple to use Catarrh-o-zone—sprinkle it on your handkerchief—inhale the soothing vapor; it should do your cough or cold a world of good. Your druggist has Catarrh-o-zone in 50c packages. Start to-day, and get on the road to better health as soon as possible.

Inhale the VAPOR of CATARRH-O-ZONE A Fast Relief!

1945 Is RUSHING OUT

and

1946 Is RUSHING IN

May Good Luck, Good Health, Good Fortune be yours during the New Year.

A HAPPY NEW YEAR

W. D. GILLIS & CO.

1946

NEW YEAR GREETINGS

To Our Customers and Friends

We thank you for the confidence you have placed in us in the past.

The privilege of serving you has been a pleasure.

May this friendly greeting express sincere thanks for your patronage during the past year.

With best wishes for a new year of success and happiness.

On behalf of the Management and our entire Staff.

Prowse Bros. Ltd.

CHARLOTTETOWN

TIRES ARE NOT RATIONED AFTER DEC. 31st.

This is Good News

But the Supply is Short

IT MAY BE MONTHS BEFORE ENOUGH ARE AVAILABLE TO FILL ALL REQUIREMENTS.

WE ADVISE YOU TO CALL OR WRITE US AND PLACE YOUR ORDER NOW. WE WILL USE EVERY ENDEAVOUR TO FILL IT AS QUICKLY AS POSSIBLE.

WE HANDLE THE VERY RELIABLE

GOODYEAR TIRES

AND ARE PLACING A LARGE ORDER WITH THAT COMPANY.

DO NOT BUY UNLESS YOU REALLY NEED THEM. THERE WILL BE TIRES FOR EVERYBODY.

WHITLOCK TIRE SERVICE

EDGAR WHITLOCK, PROP.

138 KENT STREET