A BUSY YEAR FOR PUBLIC WORKS DEPT.

1934 Activities On Roads And Highways Buildings And Bridges

Extensive Road Making And Other Policies Pursued By Provincial Department To Meet Requirements Of Travelling Public.

The season of 1934 was an exceptionally busy one for the Provincial Department of Public Works and Highways. The widening and improving of roads, the building and repairing of bridges, gravel surfacing, experiments with low-cost asphalt pavements, the maintaining of the roads in general and the commencement of the Trans-Canada Highway in this Province, were undertaken in an effort to meet the requirements of the travelling public as well as to furnish employment in the different sections of the province where these necessary works were carried out.

ROADS

The Power Machinery and other road-making equipment at the disposal of the Department was put into operation early in the spring for conditioning the roads, with the result that the good-roads period began almost as soon as the snow had disappeared in the spring and by constant maintenance lasted until the snow-drifts blocked motor vehicle traffic in the early winter.

In the work of road construction 492 miles of road were widened and improved with the heavier power graders. These roads at present have widths of from 28 to 38 feet. The amount of preparatory work required on these roads, many of which had never been machined before, was reduced considerably by using the heavy tractors for stumping and filling purposes. The building of this large mileage of road has been made possible by the policy of the Department in replacing the worn out Fordson machines by heavy powered Caterpillar-Type Tractors. Last season there were only six Fordson Machines in use, these being used mostly for light scraping purposes.

New Equipment

The new road-making equipment purchased for replacements were a 35-H.P. Diesel Caterpillar Tractor and an Adams Grader attached and a No. 8 Sawyer-Massey Road Machine used in Queen's County; a 25-H.P. Caterpillar Tractor and Adams Grader attached and a No. 8 Sawyer-Massey Grader used in Prince County; also a 20-H.P. Caterpillar Tractor and Adams Grader attached used in King's County. A Four-Wheel-Drive Motor Truck, equipped with a road scraper and snow plough was purchased for general maintenance work. This truck was used for scraping purposes throughout the season also for ditching and general transportation and is now giving excellent service as a fast-moving snow plough in keeping the main roads leading to the City passable for vehicular traffic.

Among other roads widened and improved mention may be made of the St. Peter's Road from Charlottetown to Suffolk and from St. Andrew's to Mt. Stewart, the Cavendish Road and the Anderson Road in Queen's County; the Grey's Road, Hazel Green Road, Loyalist Road, Bruce Road, New Harmony Road and Grove Pine Road in King's County; and the Western Road from Bloomfield to Tignish and from the Allen Road to Wellington School, the O'Leary Road, Canada Road, the Western Road at Harmony and Inverness, the Lot 19 Road, the Baltic and Base Line Roads Lot 18, and the Newton Roads in Prince County. These and other roads have been well constructed, and are a welcome addition to the miles of improved earth roads in the province.

Work of Power Graders

In the work of road construction it was found necessary to grade numerous low places on the various roads which could not be sufficiently built up and drained with the Power Graders. A total length of 10½ miles of these fills averaging about 24 feet in width and 15 inches in depth were made. To properly drain these low places required the digging by hand of 11¾ miles of side ditches and tap drains.

In addition to these fills made with horses and carts numerous other fills were made with the tractors and rotary dump scoops, a most satisfactory way of cutting down the hills and filling the hollows below. The Power Machines were also used to open up a total of many miles of tap drains through fields adjoining the roadway.

The smooth surface and general good condition which was manifest on the roads this season was largely due to the fact that the power machines and split-log drags were kept continually scraping at the proper time, and covered a total distance of 13,450 miles of road scraped and dragged.

PAVEMENTS

As time goes by and the heavy motor vehicle and truck traffic on our highways is gradually increasing, it becomes more and more apparent that our earth roads cannot withstand this traffic and that some type of surface will have to be provided in the near future, if our road requirements are to be met. At the same time it is desirable also to keep road expenditures within reasonable limits. It was with those two thoughts in mind that the Department decided to experiment in the laying of low-cost pavements.

At Souris about ¾ of a mile and at Hampton about 1-1/10 miles of mixed-in-place sand-asphalt pavement were laid. This experiment was carried on under the direction of the Imperial Oil Company who have been experimenting with our Island soil to find suitable asphaltic mixtures which would give us the low-cost pavement desired.

On the Lower Malpeque or North River Road 1-¼ miles of plant-mixed sand-asphalt pavement was laid as a further experiment in this type of paving. At Southport 3-1/5 miles of this same type of pavement were laid. This work was done under contract by The Modern Paving Company. Should these experiments prove satisfactory it is felt that, with the use of gravel from our local pits and shore sand where gravel is not available, it is quite possible to obtain a low-cost asphaltic mixture which would solve our paving problems.

Trans-Canada Highway

As a first step towards linking up this province with the mainland by means of the Trans-Canada Highway a contract was awarded to the Warren Paving Company to construct 1-¾ miles of concrete pavement leading from the Town of Borden to Carleton Corner. This contract was completed in record time. Also the same Company was given a contract to lay 3 miles of asphaltic Black-base Pavement continuing from where the concrete pavement ended. About 1-4/5 miles of this contract has been completed, the balance to be finished in the spring. Continuing from the McIntyre Highway at Charlottetown a contract was awarded to The Standard Paving Company to lay 5 miles of similar Black-base Pavement. As it was late in the season when this contract got under way only 1 mile of it was completed. However, the equipment is on hand to make as early a start in the spring as possible to complete the contract.

In the issue of this paper of Saturday, December 8th, a detailed account, with accompanying photographs, of all paving operations carried on in the province this past season was given and we recommend our readers to see this issue. The most satisfactory part of these paving operations is that, with the exception of the asphalt and cement used, all of the material required was obtained locally, and with the exception of several key men only local labor was employed.

GRAVELLING

Continuing the work of gravelling low-lying sections of road, newly machined roads and newly made fills and resurfacing stretches of road which were previous gravelled, the Department this past season surfaced a total of 39 miles of road with gravel. This gravel was all taken from Island pits and beaches and in the sections of the province where no gravel was available it was transported in from other Island pits. The chief sources of supply for the material used were the pits at Conway, Goff's Bridge, Fortune Cove, Birch Hill, Springton, Peter's Road and Surrey, also the beaches at Lot 7, along the western coast of the province, Lot 15, Wood Islands, High Bank, etc.

The improvement of the road surface by this gravelling is clearly shown on such stretches of road as the Western Road at Portage, Harmony and between Day's Corner and the Allen Road; the O'Leary Road at Unionvale, Knutsford and Springfield; Tignish Village, Ebbsfleet, Foxley River, St. Eleanor's, Shore Road from Pinette to Wood Islands, Orwell Cove, East Royalty, Oyster Bed Bridge, Souris Line Road, main highway at Dundee and West St. Peter's, Fortune Road Farmington, Cardigan Chapel Road, Lower Montague Road, roads in the vicinity of Morrison's Pit Peter's Road and the main road at High Bank and Guernsey Cove.

This work of gravelling by local labor was carried on in conjunction with the other road work under the supervision of the Highway Superintendents.

NEW BRIDGES

The policy of replacing worn out or broken-down wooden bridges with ones of concrete and steel was continued and as a result 14 new steel bridges and 16 concrete culverts were built at different places in the province.

The largest of these bridges was built over the Morell River, this bridge having a steel span with concrete top 400 feet in length and approaches totalling in length 512 feet. The creosote piles used in this bridge varied from 40 to 75 feet in length. At the request of the residents in the vicinity of the bridge and of the travelling public in general a new site was chosen for this bridge to eliminate a most dangerous double right-angle curve at the east end of the old bridge. Work was commenced at this bridge in mid-winter and was completed in early summer. The efficiency and despatch with which this bridge was built is a credit to the builders and the province in general.

The Long Creek Bridge, Mill River, Lot 5, was practically all rebuilt. The new bridge has a steel and concrete arch 60 feet in length and approaches totalling 568 feet. The rebuilding of these approaches required the laying of about 400 cords of pole crib-work. The new span was placed in the centre of the bridge in line with the channel of the river. The new bridge which is about 4 feet wider and 3 feet higher than the old one is one of the greater highway improvements in this section of the province.

At Big Pond in eastern King's County a 60 ft. steel span bridge was erected to replace a former trestle-work bridge. The approaches of the bridge were widened out, a dangerous curve at the western approach being greatly improved.

Other Steel Bridges

Other steel bridges were erected at the following places:

Ferguson's Creek, Fairview—23 ft. span and approaches built.

Moore's, Milton—46 ft. span and approaches graded.

Henry's, North Granville—20 ft. span.

McPhee's, Bellevue—23 ft. span.

Acorn's Mill, Pownal—40 ft. span.

Crooked Creek, Wheatley River—40 ft. span.

Black Pond, Eastern King's—60 ft. extension built to present steel bridge and abutments repaired.

Yeo's, Foxley River—20 ft. span.

Tuplin's, Murray Road—20 ft. span and approach rebuilt.

Ballem's, Enmore—27 ft. span.

McIntyre's, New Annan—20 ft. span and approaches rebuilt.

Concrete slab bridges supported on creosote piles were built at the following places:

Bannockburn Road, Central Queen's—15 ft. span.

Clinton—15 ft. span.

South West, Poplar Grove—12 ft. span and approaches rebuilt.

Reinforced concrete box culverts were built at the following places:

Cape Bear—size 12 ft. x 4 ft. x 24 ft.

Milltown Cross—size 12 ft. x 4 ft. x 24 ft.

Union Road, Perth—size 12 ft. x 4 ft. x 24 ft.

Clarkin's, North Wiltshire—size 8 ft. x 5 ft. x 35 ft.

Pollard's, Cape Wolfe—size 9 ft. x 4½ ft. x 27 ft.

Humphrey's, Kensington—size 9 ft. x 4½ ft. x 26 ft.

Glenwood School—size 10 ft. x 6 ft. by 26 ft.

Dawson's, Augustine Cove—size 9 ft. x 3½ ft. x 25 ft.

Blanchard's, Pisquille—size 8 ft. x 3¾ ft. x 25 ft.

Cousins', Baltic Lot 18—size 10 ft. x 4½ ft. x 26 ft.

Yeo's, St. Chrysostome—size 10 ft. x 5 ft. x 25 ft.

Walsh's, Ellerslie—size 8 ft. x 3¾ ft. x 24 ft.

St. Raphael School—size 8 ft. x 4 ft. x 24 ft.

Local Material Used

With the exception of the Morell Bridge, which was built under the Unemployment Relief Act, all of these bridges were built by contract awarded to the lowest tenderer. Local sand and gravel were used entirely in the concrete work. The building of these bridges and the grading and railing of same provided a great deal of employment in these sections.

In addition to the above, 204 corrugated iron culverts were placed in different sections of the province to replace the smaller wooden culverts. These varied in diameter from 15 to 72 inches and in length from 24 to 60 feet. Of this number 26 were from 4 to 6 feet in diameter and were used where heavy fills were required and to lengthen out narrow concrete culverts.

There were also 43 new wooden bridges built of spans varying from 4 to 25 feet in length and also 247 new wooden trunks built under 4 ft. span. These wooden bridges and culverts were built on the secondary and byroads.

BRIDGE REPAIRS

Of the larger bridges in the province of spans up to 500 feet in length, extensive repairs were made to 37. Some of the larger of these repair jobs are:

Steel Bridge, Murray Harbor South—150 feet of pole work retaining wall built at south end of bridge.

Souris West Bridge—400 ft. concrete and steel span surfaced with sheet asphalt.

Anderson's Bridge, Western Queen's—work on the approaches completed.

Clifton Bridge—new pole work on the south approach.

French River—new pole work breastwork built to protect roadway.

Mt. Stewart Bridge—pole work on the approaches.

Pinette Bridge—one of the largest bridges in southern Queen's County; had approaches faced with square timber and graded.

Hall's Bridge, Victoria—west approach rebuilt with poles.

McIntyre's Bridge, Savage Harbor—approaches faced with stone.

North River Bridge—approaches faced with timber work and graded.

Gascoigne Bridge—pole work on approaches.

Haldimand Bridge, Lot 15—one of the longest bridges in Prince County; eastern approach rebuilt with pole crib work and raised and graded, requiring the laying of over 300 cords of poles.

Darnley Bridge, Lot 18—eastern approach 650 ft. in length widened, graded and faced with poles.

McKinnon's Bridge, Cross Rivers Lot 14—approaches totalling 10½ chains in length rebuilt, requiring the laying of over 300 cords of poles; arch replanked and curve at end of bridge faced with poles and widened out.

Canadian Bridge, Foxley River Lot 11—south approach rebuilt with pole work and graded.

Ross' Corner Bridge, North Bedeque — approaches faced with square timber and properly graded.

A number of other large bridges such as Doyle's Tignish, Gillian's Alberton, Goff's, Roxbury, Grand River Lot 16, South West Lot 16, etc., which were damaged during the fall storms were repaired at considerable cost.

About 20 of the steel bridges in the province were painted. The spans of these ranged in length from 20 to 300 feet.

Repairs were also made to 240 of the smaller bridges in the province.

HIGHWAY SAFETY

In order to eliminate as far as possible the element of danger in driving over our highways the Department carries on such work as widening and banking dangerous curves, railing dangerous dumps and bridges, cutting bushes and removing other obstructions to the view at road intersections and Railway Crossings and the erecting of Danger Signs to warn motorists when approaching curves, etc.

Among the curves widened out or banked last season are: Simmons' Wilmot Valley, Bell's Corner Tryon, Seven Mile Bay Church Corner, Port Hill Corner, Dunbar Road Corners, Indian Pt. Road Curve, McInnis' Waterford, Ahearn's Skinner's Pond, Curve at Glen William, Hughes' Souris, etc.

The view at the following and other places was greatly improved by removing bushes or other obstructions: Doyle Road Glengarry, St. Eleanor's Railway Crossing, Kelly Road, Emerald, etc.

There was a total length of 11,300 lineal feet of dangerous dumps and bridges railed in different sections of the province. This work entailed the supplying of a large amount of material and the providing of considerable work in the different localities. There was also 1200 lineal feet of Highway Guard Steel Rail placed on the dump at Mt. Stewart.

WHARVES AND FERRIES

The Newport Ferry Wharf at Georgetown was considerably repaired. The repairs consisted of filling the wings with stone for a length of 80 feet on one side and 150 feet on the south side. The retaining walls were piled and faced with hardwood. A section 70 ft. x 30 ft. was newly planked.

Work was completed on the Bridgetown Wharf. The work done this past season consisted of placing a new deck and span beams, driving fender piles and grading.

Minor repairs were made to the wharves at Grand River West, and a new running cable purchased for the ferry.

The Ferry Boats "Newport" and "Montague II" were overhauled and painted in the spring and were later sent to the slip at Pictou for the annual overhauling below the water-line.

The S. S. "Hillsborough" was newly painted in the spring and received general repairs.

PUBLIC BUILDINGS

The rebuilding of the east wing at Falconwood was completed in the early summer and occupied by the women patients who were moved over from the Infirmary building. This new wing constructed by Contractor T. D. Morrison, Summerside is modern in every detail and affords comfortable quarters for the patients housed there. The many persons who visited this building and others present at the official opening are high in their praises of the workmanship and of the accommodation afforded.

When the new wing was occupied work was begun remodelling the Infirmary building and installing modern conveniences. The work was completed under the capable supervision of Foreman Albert Baker. The amount of work done in the short space of time on this building at a surprisingly low cost is a credit to the Foreman and a cause of satisfaction to the Department. This building was occupied in November by the male patients taken from the Sims building which is now vacant.

The usual repairs were made to the other Public Buildings in the province, economies being effected where possible in their maintenance.

The walks through the Square at the north of the Provincial Building were paved with asphalt.

OTHER WORKS

On the road leading to Fortune Harbor 575 lineal feet of pole work retaining wall was built and a large amount of grading done.

Repairs were made to the retaining wall at the Wharf Road, St. Peter's.

A pole work retaining wall was built along the road leading to Grand River Bridge, Lot 16 a distance of several hundred feet and a large amount of grading done to widen the road and protect it from the ravages of the sea.

A large amount of work was done in preparing the road bed for the pavements. This work consisted of machining, widening the fills and extending the culverts and afforded a large amount of employment.

A number of rights-of-way were purchased and several reserved roads were opened up. These rights of-way are to be used either as winter roads, for straightening curves or opening up new roads. A reserved road at Cape Egmont and one at Alaska were opened up, being cleared, stumped and machined.

The cutting of bushes to keep the roads clear and to prevent the blocking of the highway with snow is a work which requires a fair annual expenditure, the usual amount being done during the past season.

The heavy snow plough was kept in operation almost daily during the winter months clearing the snow off the streets of Charlottetown and from the roads leading to the City making them passable for motor traffic.

The project of removing the clay from the centre field of the Exhibition Grounds at Charlottetown was completed in the spring and gave a fair amount of employment.

All the road machinery and tractors were thoroughly overhauled by mechanics during the winter in the Government Garage on Fitzroy Street. This equipment was ready for work in the early spring putting the roads in shape.

Statute Labor

As provided for in the Road Act any person so desiring was given a chance to perform labor on any of the works undertaken by the Department in lieu of their Road Tax. In this manner a large amount of the current year's Road Tax as well as Road Tax Arrears were collected. The activities of the Department spread considerable money over all sections of the province which was used by many to help in paying their Land and other Taxes and by others to help procure the necessities of life.

The demands made upon the Department are increasing yearly, —demands for improved roads, demands for pavements and most of all demands for employment. With the limited funds at its disposal the Department cannot meet all these demands and it is to be highly commended for the satisfactory results obtained from the works undertaken during the past season.

CITY STREET WORK DONE DURING YEAR

Paving Policy Continued in Addition to Regular Maintenance Work.

In addition to the regular street maintenance work considerable permanent street work was done by the City of Charlottetown during the year 1934.

Under contract with the Warren Bituminous Paving Co. Ltd., the following streets were paved in the early summer with a 5 inch concrete base and a 2 1-4 inch Warrenite bitulithic top. North River Road from Brighton Road to McGill Avenue; McGill Avenue from North River Road to the Sanatorium; Sydney Street from Great George to Queen Street; Brighton Road from North River Road to the Park drive; Fitzroy Street from Queen Street to the Pumping Station near Government Pound Kent Street from Rochford Street to Government House gates. In the contract 1,601 lineal feet of curb and 9,951 square yards of surface were laid.

Autumn Projects

In the autumn under a program of work authorized to be done by day labor under supervision of the City—Engineer the following permanent work was laid, the pavement in each case consisting of a one inch sheet asphalt top over a four inch base of asphaltic concrete, commonly known as black base. Bayfield Street from Queen Street to Spring Park Road; Sydney Street from Queen Street to Rochford Street Ambrose Street from Brighton Road to Villa Street; under this program of work 4,063 lineal feet of curb and 4,292 square yards of surface were laid.

Under the same program the following concrete sidewalks were laid, the width in each case being 3 feet. On the west side of Ambrose Street from Villa Street to Highland Avenue. On the west side of Birchwood Street 530 feet northward from Longworth Avenue. On the east side of Victory Avenue from Avenue to Euston Street; a total of 2130 lineal feet and an average of 711 square yards.

Storm Sewers & Sidewalk

Storm sewers were also laid in Hillsboro Street northward 840 feet from Euston Street; on Ambrose Street from Brighton Road to Villa Street; on Spring Park from Spring Park stream to McGill Avenue.

In the autumn a wooden sidewalk was authorized and laid on the South side of Admiral Street 1000 feet westward from North River Road During the summer a thousand feet of Admiral Street westward from North River Road was widened five feet.

A gravel surface was placed in Spring Park Road from McGill Avenue northwards to the City limits.

The usual repairs to sidewalks and streets were carried out extensive repairs being made to the asphalt surface where required. The latter work was greatly facilitated by the addition of a burner and combustion chamber to the City's concrete mixer thereby permitting the retempering and relaying of old material to be carried out speedily and economically.

Public Work Projects By Dominion Department

Wharves And Other Dominion Services Well Maintained Throughout The Province. During 1934.

The past season was one of exceptional activity on the part of the Dominion Department of Public Works in Prince Edward Island. The following list of works carried on by the Department affords interesting evidence of this fact. The cost figures given are approximate:

Alberton Wharf, repairs to roadway approach, Emerson Matthews foreman, $190.

Annandale Wharf, repairs to wharf, John J. Clarke, foreman, $400.

Belfast Wharf, repairs to wharf approach, Lauchlin A. Ross, foreman, $175.

Belle River Wharf, repairs to planking, M. F. Riley, foreman, $80.

Brae Breakwater, repairs to filling, Augustine McIsaac, $30.

Cape Traverse Wharf, reconstruction of wall, Edward McPherson, foreman, $2800.

Chapel Pt. Wharf, reconstruction of end, John J. Somers, foreman, $2900.

Charlottetown Ry. Wharf, installation steam heating system under contract with Messrs. Bruce Stewart and Co. Ltd., W. A. McLaren, Inspector.

Charlottetown Ry. Wharf, installation 4" C. I. Water service by City of Charlottetown Water Dept., supervision of Stanley Matheson.

Charlottetown Ry. Wharf, repairs to ramps and filling, W. McDonald, foreman.

Charlottetown Ry. Wharf, enlargement entrance doors, Albert Baker, foreman.

Enmore Wharf, construction of wharf, Roland Bryant, foreman, $4400.

French River Wharf, repairs outer end, Wm. L. Delaney, foreman, $400.

Georgetown Queen's Wharf, reconstruction spans and reps., Michael Burke, foreman, $4200.

Georgetown Ry. Wharf, improvements in sheds, etc., Milton Hemphill, foreman, $2300.

Greek River Wharf, reconstruction of approach, Neil VanIderstine, foreman, $1350.

Hayden's Wharf, repairs to approach, Basil McDonald, foreman, $270.

Higgins' Shore Wharf, repairs to approach, Percy Yeo, foreman, $85.

Keir's Shore Wharf, repairs, Everett Burt, foreman, $1200.

Lennox Island Wharf, reconstr. end, etc., Jas. P. Gillis, foreman, $1300.

McAulay's Shore Wharf, repairs, John Cantello, foreman, $300.

McEachern's Wharf, repairs proposed, Neil Darrach, foreman.

McPherson's Cove Wharf, reconstruction, Aeneas P. McDonald, foreman, $3300.

Miminegash Bkw., reps. North work, Jas. McGrath, foreman, $3100.

Mink River Wharf, repairs outer end, Stanley Clow, foreman, $330.

Murray River Wharf, reconstruction, John J. Beck, foreman, $1950.

Naufrage Harbour, repairs, J. D. J. McDonald, foreman, $49.

Panmure Island Wharf, reconstruction, Jos. R. McDonald, foreman, $2475.

Pinette Wharf, new top, Angus McKenzie, foreman, $1430.

Poplar Pt. Wharf, repairs, Herbert McLeod, foreman, $60.

Port Hill Wharf, repairs to roadway, Arch. Ellis, foreman, $120.

Prim Pt. Wharf, repairs, Neil Morrison, foreman, $40.

Red Point Wharf, repairs to approach, Chas. Walker, foreman, $920.

Rustico Bkw., repairs and groyne, Jeremiah J. Gallant, foreman, $3600.

St. Mary's Bay Wharf, repairs to approach, Lawrence Dunn, foreman, $90.

St. Peter's Bkw., reconstruction end W. Ekw., Albert McEwen, foreman, $4200.

Souris Bkw., reconstruction in progress, Alphonsus McInnis, foreman, $5500.

Souris F. P. Shed, Imp. Heating System by B. Stewart and Co. Ltd. $1500.

Souris R.R. Wharf, reconstruction outer end, Lauchlin McInnis, foreman, $6000.

Southport Wharf, reconstruction outer end, Martin Smith, foreman, $1300.

South Rustico Wharf, repairs to approach, Gordon Carr, foreman, $115.

Stanley Bridge Wharf, repairs to warehouse, Daniel McLeod, foreman, $230.

Sturgeon Wharf, repairs to pier head, Jas. Wright, foreman, $180.

Summerside Ry. Wharf, ext. sheds, reconstr. app., Wm. F. Gay, foreman, $9000.

Tignish Harbour, repairs and str. C. F. Morrissey, foreman, $6300.

Vernon River, constr. warehouse, E. V. Grant, foreman, $670.

Victoria Wharf, constr. warehouse, Parker J. Rogerson, foreman, $2530.

West Point Wharf, rep. and str., James Auld, foreman, $1550.

Wood Isls. Bkw., repairs, Chas. McLean, foreman, $350.

(Some of the above listed works are to be completed next spring.)

DREDGING OPERATIONS

The Departmental Dredging Plant has also been active at the following places:

Cardigan River—18,000 cu. yds. s.m. removed from channel approach to wharves, by Dredge No. 9, Capt. A. A. Cosgrove.

Georgetown Pery Wharf—Dock cleared out by Dredge No. 14, Capt. Aubrey Hiltz.

Graham's Pond—Rock and sand cleared out of "Run" by Dredge No. 14.

Montague River—88,000 cu. yds. of silt removed from Turning Basin in front of wharves by Dredge No. 9.

Rustico, Gauthier's Creek—Commencement made on improvements to channel. Dredge "Pownal No. 2" Capt. S. D. Murchison.

Southport Wharf—Preparation for vessel berth, Dredge No. 14.

South Rustico Wharf—Anchorage at end of wharf. Dredge "Pownal" No. 2."

Vernon River—Vessel berth at North Wharf. Dredge "Pownal No. 2."

CITY POLICE ACTIVITIES

The following classified list of arrests made in 1934 by the City Police were supplied by Chief of Police Birtwistle:

Drunk and incapable—237.
Drunk and disorderly—44.
Drunk in charge of motor vehicle—15.
Illegal consumption of liquor—3.
Vagrancy—49.
Unlawful possession of liquor—16.
Operating motor vehicle without owner's consent—1.
Theft—2.
Juvenile delinquency—9.
Insanity—5.
Driving motor vehicle to common danger—2.
Defaulting witness—1.
Jail breaking—2.
Shooting with intent—1.
Theft of motor vehicles—4.
Common assault—5.
Assault on females—5.
Attempt to steal—2.
Breaking and entering—5.
Operating motor vehicle with faulty brakes—1.
Stolen goods in possession—1.
Robbery with violence—3.
Breach of the Customs Act—4.
Obtaining goods under false pretenses—7.
Indecent assault—1.
Obstruction of police officer—4.
Escape from lawful control—1.
Attempt to pass forged check—1.
Conspiracy to commit thefts—1.
Attempt to break and enter—2.
Trespassing on railway—1.

Arrests for the year 1934 totalled 442 while in the preceeding year they totalled 311 or in other words there were 131 more arrests made in Charlottetown in 1934 than in 1933. Of those arrested in connection with serious offenses eleven were sentenced to terms in penitentiary ranging from two to ten years.

SCENIC ROUTE FOR HIGHWAY

(Canadian Press)

CALGARY, Dec. 27—To avoid a detour of two and one-half miles the trans-Canada highway may be thrown across the Chestermere Lake, east of here, if a suggestion of Hon. J. J. MacLellan, Alberta minister of public works, is followed.

Filling and bridging a neck of of the shallow lake would involve a 2,200-foot construction costing approximately $60,000. Due to ice conditions it would be necessary to use concrete piers instead of the usual piles. Start on the work awaits further financing.

CITY FIRE DEPARTMENT ACTIVITIES

JANUARY

January 1st—2.50 A. M. Provincial Sanatorium Coal Pile celler slight damage.
January 8th—8.15 P. M. —W. Grant North River Road flue damage.
12.—12.45 P. M.—S. S. Harland Fire on deck. Slight damage.
17.—4.45—P. M.—William Birch Gerald St. Flue. No damage.
20—8.15—P. M. —John Donovan 209 Water St. Flue. No damage.
27.—9.55 A. M.—Dr. Goodwill York St. Heater in Car. Slight damage.
29.—6.35 P. M.—Chas Young Water St. Flue. No damage.

FEBRUARY

1.—3.00 P. M.—Riverside Apartments. False alarm.
9.—5.20 P. M.—Miss O'Brien Pownal St. Window curtains No damage.
11.—6.55 P. M.—Ernest Crosby Rochford St. Roof. No damage.
25.—9.55 A. M.—N. V. Houston 200 Kent St. Def flue. Slight damage.
25.—11.45 A. M.—J. Gallant Dorchester St. Flue. No damage.

MARCH

13.—11.05 P. M.—W. E. Dougan 78 Bayfied St. Flue. No damage.
15.—5.35 P. M.—C. G. Duffy Brighton. Wood in oven. No damage.
16.—9.20 P. M.—Queen Square School Rubbish in basement Slight damage.
17.—2.55 P. M.—P. W. Turner Prince St. Garage. Slight damage.
20.—10.15 P. M.—J. T. Main Kenzie, Tailor shop. Slight damage.
21.—7.55 A. M.—Government House, Roof. Slight damage.

APRIL

2.—10.35 P. M. Robinson Moore building Queen St. Gutted.
7.—3.55 P. M. C. N. Railway Freight Office Water St. Gutted.
8.—10.40 A. M.—James Powe Car. No 6188. Slight damage
12.—8.15 A. M.—Palm Garden Great George St. Sutted.
13.—2.00 A. M.—Wm. Jordi five tenmanent house Kent St total loss.
16.—1.10 P. M. —M. Crocket Grafton St. Flue. Slight damage.
29.—6.00 P. M.—L. Louther. summer cottage, Brighton shore Piano total loss.

MAY

2.—8.05 A. M.—Simon Pac Water St. Slight damage.
6.—1.55 A. M.—Charles Stewa Euston St. Slight damage.
8.—1.05 P. M.—Preston Fras Kent St. Slight damage.
14.—2.05 P. M.—Mrs. Shephe 211 Water St. Flue. No dar age.
14.—9.20 P. M.—James Loughe 215 Water St. Flue. No dar age.
24.—1.45 P. M.—C. Dunn, C Slight damage.
25.—11.45 A. M.—James Lough 215 Water St. Slight damag
31.—5.10 P. M.—Russell Picka 110 Euston St. Considera damage.

JUNE

1.—12.05 P. M.—R. Ranahan, Dorchester St. Slight damag
1.—3.10 P. M.—Wm. Henness 51 Euston St. Considera damage.
2.—12.55 A. M.—Salmen Ker 289 Euston St. Slight dama
3—6.40 P. M.—E. A. Foster Re Store. Slight damage.
4.—12.40 P. M.—Mrs. G Fitzroy St. Slight damage.
5.—10.45 A. M.—Henry Wee Valley St. No damage.
12.—1.30 A. M.—Vacant Hou 27 Bishop St. Slight damage
15.—9.40 P. M.—236 King False Alarm.
19.—7.35 P. M.—Boomerang C Station, Prince St. No. da age.
22.—12.20 P. M.—John Donov Rileys Lane. No damage.
22.—11.20 P. M.—Milton Wheat Car. No. 2090 Considera damage.

JULY

9.—9.50 A. M.—Frank My Crapaud P. E. I., Barn to loss.
17.—8.20 A. M.—George Berri Bayfield St. Slight damag

AUGUST

1—1.25 a.m.—J. J. Johnston, E ston St., garage, considera damage.
2—9.00 p.m.—Peter McAleer, Al St., slight damage.
4—9.20 p.m.—D. Gallant, car 6375, considerable damage.

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