

The SUMMERSIDE GUARDIAN

AND PRINCE COUNTY CHRONICLE

WESTERN GUARDIAN

ASST.—Mr. John Ford, 44 Water Street East—Phone 399-1
SUMMERSIDE AND PRINCE COUNTY

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at the above address.

The Guardian may be bought daily at any of the following stores in
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Toronto Bakery, Water St.

The Guardian will be delivered to any home in Summerside by
boy at 2c per day or 10c per week. Please send 25c-1 for this service or
your order to the boy responsible for deliveries on your route.

Column is reserved for news
local interest but advertising
newspaper nature may be inserted
at 2 cents a word strictly pay-
in advance.

ILLS DEVELOPED and print-
Taylor Drug Co., Kensington.

WEN TOWELS to embroider
each. Rex 5 & 10, Summerside.
L-1122-5-6-9.

UY FLEA POWDER, Bone-
Charcoal Meal and Puppy
at Braces. L-1100-5-6-21.

DDIES OVERALLS sizes 2,
3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

—KODAKS INSPECTED FREE
at Taylor Drug Co., Kensington.

—STOCKING AND ROPE for
Braces. L-1100-5-6-21.

—THE ORIGINAL KEXALL One
Cent Sale begins Wednesday, May
10th to Saturday May 13th, Gourley
Druggists. L-1123-5-6-8-9.

—MADE-TO-Measure and slacks
suits and topcoats for men who
want the best for the least. Plus
guaranteed. Maurice Mill, Clothier,
Summerside. L-940-5-2-21.

—RALPH G. MUTTART, General
Insurance Agency, Insurance of
all kinds. Liberal Contracts at
lowest rates. Phone Summerside,
527-1. L-822-4-29-1.

—FOR SALE—Oldsmobile sedan
in good working order, also a Boston
King Motor silver plated
trumpet with all extras in case.
Apply Box 553, Ss'de. L-996-5-3-31.

—ATTEND the Big Clearing Auction
Sale on the premises of the
late Alexander Cousins, Burlington
at 10 o'clock consisting of farm stock,
implements and household furniture.
Terms cash. L-1127-5-6-8-9-10.

—PLAY AT KENSINGTON—
The A. Y. P. A. of St. Mark's
Church are presenting their play
"Three Acts in the King George
Hall Thursday, May 11. Good
specialties, play starting at 8:30.
L-1133-5-6-31.

—SPECIAL PERMANENTS—
Your last chance to save as much
as \$2.50 on your Summer Perma-
nent. By booking your appointment
before May 15th entitles you to our
special offer at any time during the
Summer months. Book early and be
assured of the best. No. 11, Gourley
Noonans Barber Shop and Beauty
Parlor, Summerside. Phone 66-3.

—LEFT FOR DORCHESTER—
Sheriff Wright was a visitor to the
Mainland on Thursday to take
Walker Gallant to Dorchester Peni-
tentiary where he will commence
his three year prison term for
breaking into the Vendor's at
Summerside and stealing a quantity
of liquor. S.

—FIRE AT ALBERTON—Fire
breaking out between 3 and 4 a.m.
yesterday morning completely
destroyed the meat market and
adjoining residence of Mr. Ed
Bryan at Alberton. Before the
flames could be put under control
both places had been burned to
ashes and today only smouldering
ruins mark the spot. Cause of
the fire was unknown. The loss
was estimated to be in the vicinity
of \$2,000. It is not known whether
or not the buildings were
covered by insurance.

—PLEDGES
(Continued from page 10.)

exactly what fertilizer is best suited
to their requirements in each
particular case. This should be
quite feasible, and it should be
done right here in conjunction
with the Federal Department of
Agriculture. If the Federal De-
partment can spend millions in
the administration of its depart-
ment in Western Canada, there is
no valid reason why an energetic
Government in Prince Edward Is-
land could not get the Federal
Government to make a soil analysis
suitable to the requirements of
our farmers, in connection with
the activities of the Dominion Ex-
perimental Farm.

—LOWER FREIGHT RATES
Plank No. 8: "Continuation of
the fight for lower freight rates
on farm products and the exten-
sion of the policy of freight rates
throughout the year. We propose to
open the entire year, and also as-
sistance to farmers in the purchase
of lime."

"It has been demonstrated
that lime is the best and
cheapest farm fertilizers is
lime. For some time the Govern-
ment has been giving assistance in
freight rates in certain months of
the year. We propose to open that
up, and make it the entire
year. We propose to give assistance
to farmers in the purchase
of lime because we know
that by the judicious use of lime
the land can be enriched very rap-
idly, and a better return can be
made in almost any way in
regard to farm fertilizers."

—ROAD POLICY
Plank No. 9: "A new Road Act
will be introduced using the school
district as a unit; greater atten-
tion to the repair roads and to
the ordinary roads of the Province
and a return to our policy of us-
ing local pit and shovels; gravel;
a proper system of maintenance,
conservation and drainage of hard
surfaced roads; further extension
of hard surfaced roads and gravel-
led roads as the finances of the
Province warrant."

"I want to ask the farming people
of this Province and those who
have you to thank the Campbell
Government for in the main-
tenance of your ordinary roads for
the past three or four years?
Even the Government men have
said that all its efforts are con-
centrated on the so-called paved
roads. We see machinery coming
into the Province, bought by the
Public Works Department—en-
ormous machinery, running up to
nearly a hundred thousand dollars
how many thousands more this
year, because there has been an
immense array brought in within
the last few months.

"A great many of our citizens
are very much alarmed and fear
that the ideas of the Minister of
Public Works are very much too
big for the resources of Prince Ed-
ward Island."

"Remember, we spent, when in
power, \$50,000 a year more on ordi-
nary roads than they have done
in the last year. They have neg-
lected the ordinary roads which
are in the Legislature. Read what
Mr. Saville and Mr. Stewart had
to say about the way their dis-
tricts were treated. NOTHINGS
DONE. No ordinary work done.
Everything concentrated on this
highway paving business.

"We propose to return to our
policy of using local pit and shovels
gravel. We did a lot of graveling
in our time, and we took it from
the pits in this Province, and gave
work and paid wages that enabled
our own people to live and sup-
port their families.

—The Borden Highway
"Did you hear, ladies and gen-
tlemen, about the big break in
the pavement at Brookfield? One
of the most disgraceful things that
ever happened in the administra-
tion of public works in this Pro-
vince. One man with a shovel and
a wheelbarrow, in half a day, could
have cut through the shoulder of
the road, right down into the
road-bed. But they neglected
that precaution with the result
that the water, following the
course of gravity, had only one
recourse, and that was to
reach the level, which was
the highway. For hundreds of
yards it came down through the
centre of that highway, and that
which was ruined, it will have to
be rebuilt at a cost of I don't know
how many thousands of dollars.
AND IT ALL COULD HAVE
BEEN PREVENTED BY ORDIN-
ARY CARE."

"Two years ago the same thing
happened; probably not to such an
extent as happened this Spring,
but in the same section of the
road. The engineer responsible
went to the Public Works Depart-
ment on several occasions and
pleaded with them to put a few
boards across those roads with
picks and shovels to cut the drains
in the ditches, and save the concrete
pavement. What answer did he
get? He was laughed at by the
Public Works Department and told
that THEY MADE ENOUGH IN
GAS TAX IN THAT MONTH TO
PAY FOR ALL THE DAMAGE
DID TO THE ROADS. They had
the insane idea that because that
road was built by us, they should
neglect it in order to make it
worse.

—"On the front page of the Pa-
triot tonight appears a set of fig-
ures in regard to the cost of the
roads. It is the figures that were
given by the Minister of Public
Works when speaking on the Budget.
A comparison made between
the costs of the Borden
highway and the new paving pro-
jects now under way. I don't know
where he got the figures, but they
are just like the rest of the figures
in the Liberal press—they are not
correct."

"It is quite evident that Mr. Mc-
Intyre submitted the figures with-
out first consulting with any of
the Engineers or other persons
qualified to advise him. It is suf-
ficient to deal with one of the
Liberal projects only, since the
errors in the statement relative to
the figures relative to the other pro-
jects.

The project first referred to in
the statement is described thus:
"Charlottetown-Souris Project—
1938."
"In the statement in question
certain figures were given for
pavement and certain figures for
gravel. Reference to the report of
the Department of Public Works
will show that the figures given
for pavement, relate only to that
portion of the Souris-Charlot-
town Road which has actually been
paved, that is the stretches be-
tween Brackley Point Road and
Dundas Street, and between Douglas
Street and Marsa, whereas the
figures given for gravel relate to
all of the gravel work done on the

will be introduced using the school
district as a unit; greater atten-
tion to the repair roads and to
the ordinary roads of the Province
and a return to our policy of us-
ing local pit and shovels; gravel;
a proper system of maintenance,
conservation and drainage of hard
surfaced roads; further extension
of hard surfaced roads and gravel-
led roads as the finances of the
Province warrant."

—MISQUOTES GRAVEL COST
"The Minister intended to ex-
plain that the cost of that
part of the road which has been
paved, then his statement is not
fair to his own Department, since
he shows the gravel figure at
eighty-eight thousand odd, where-
as the cost of gravel for the sec-
tion of the road paved as shown
by the Departmental Report is
Fifty thousand odd.

"If the Minister intended the
figures which he gave to relate to
the whole of the road work done,
then they are even more in error
because the cost of the gravel, un-
derdrains and other work with-
in the contract, but also all drain-
age, grading, purchase of rights-
of-way, erosion work and other
work not in the contract.

"It is quite evident therefore,
that the figures submitted by the
Minister have no value either for
purpose of comparison with the
costs of the Borden Highway, or
to give any information as to the
cost of the work done by the pre-
sent Government. The Minister
insists on to give figures as to
the cost of the Borden pavement,
he becomes even more ridiculous.

"A change is made against the Bor-
den Road for an item of 168,600
which cannot be found in the Pub-
lic Accounts at all, and is a pure
product of imagination on the part
of the Minister. It is quite evi-
dent therefore, that the alleged
comparison is useless. It is based
on a statement which is incom-
plete, and upon figures which are
erroneous or imaginary, which
need not be dealt with further.

—Incomplete Account
"It will be interesting however
to compare the actual cost of the
Borden Highway, with the cost of
the cost of the Liberal project. Un-
fortunately, a complete comparison
is not possible, because the report
of the Department of Public Works
and the Public Accounts do not
cover payment in full of the work
of that part of the pavement which
was completed before December 31,
1938. A comparison can be made
however, on the basis of the fig-
ures which are available, and cer-
tain knowledge of what expendi-
ture yet remains to be made.

"We take the first project
mentioned by the Minister, that is
the St. Peter's Road project. We
find by a reference to the report
of the Department of Public
Works, that the amount paid for
paving this distance cost \$170,400.
We know however, that it is a term
of the contract that the Govern-
ment at this stage is paying only
90 per cent of the amount called
for. It will be necessary to add
therefore, the sum of roughly, \$4,
900 for the percentage held back.

—Cost Figures Analyzed
"It is also stated in the paving
engineer's statement in the De-
partment's report that the Bor-
den project is a 10.6 mile project,
and on the basis of the contract
price, this section of road is at
least \$2120. The Department's re-
port shows that there was paid to
the contractor for excavation, grav-
el 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 considerable
part of this amount thus out-
standing would be \$2,000. On the
basis of the Department's own
figures 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 and asphalt—\$59,179.40.
For amount held back from con-
tractor in respect of this work—
\$4,900.00.
For amount paid to contractor for
excavation, gravel, etc.—\$62,977.32.
For amount held back from con-
tractor in respect of this work—
\$7,000.00.
For unpaid accounts estimated at—
\$2,000.00.
Total—\$136,076.72.
This piece of road of 10.6 miles,
therefore, cost in respect of work
done by the contractor, about
\$130,000 a mile. The contractor's
price on the project, a distance of
between 25 and 26 miles is \$198,
437.85. That is something consi-
derably 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 con-
tractor agreed to perform for less
than \$8,000 a mile, he will be do-
ing something more in line with
his duty, than in stating in the
House and causing to be published,
erroneous, imaginary and mis-
leading statements calculated to
mislead the public.

"From the figures above submit-
ted, it is apparent that as to the
contract price of about \$198,000 for
this stretch of road between 25
and 26 miles in length, the sum of
\$138,000 has been expended, and
about 10% miles of work has been
done. Under the contract, there-
fore, \$60,000 remains to be expended
and 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. The Bor-
den gravel alone cost \$5,000 a mile.
It will be seen therefore, that the
contract figures, and the figures
which are being spread through-
out the Province, show that if
our Government comes in-
to power, all the road work will be
stopped. DON'T BELIEVE IT, IT
IS NOT TRUE. The cost of paving
of hard surfaced roads in this
Province on an extensive
scale? Was it not the very con-
dition precedent for the new sewing
machine support for the Conservative
Party on the 18th of May? Was it
not the McMillan Government? DON'T
BE MISLED BY PROPAGANDA.
The Campbell Government can-

ment in which the materials were
heated up to 325 degrees in order
to obtain the required amount of
asphalt penetration in respect of
the other materials. The material
used in the 1938 pavement
were heated up to 200 degrees
only. All engineers and contractors
admit that the obtaining of
very high degree of heat, en-
tails a great deal of extra expen-
diture, but that the result obtained
is highly desirable and produces a
much more satisfactory and per-
manent road.

"Moreover, the Borden highway
is a three-inch pavement with a
quarter sheet asphalt top. The 1938
pavement is a 2 1/2 inch pavement.
The 1938 pavement is called for
for a sealcoat top only and has
not been applied. 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 contractor. No
guarantee whatever is given by the
contractors in connection with the
price, this section of road is at
least \$2120. The Department's re-
port shows that there was paid to
the contractor for excavation, grav-
el 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 considerable
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between 25 and 26 miles is \$198,
437.85. That is something consi-
derably less than \$8,000 a mile.

—CONCLUSION
"It is proper to conclude there-
fore, that the 1938 projects will
cost per mile about \$4,000 more
than the Borden project, and that
for a less permanent, and normally,
less expensive type of road.

"In referring to the Borden
highway our opponents claim that
we left this work until the election
year. I want to remind them that
I was Premier of Prince Edward Is-
land for less than two years, and
it was only after I became Pre-
mier that the Government set
from the Federal Government. We
started to build those roads in
1934 and continued the programme
in 1935, and for every mile of
road that we built we received
IN CASH coming from the Federal
Government.

"Where does the Campbell Govern-
ment get their money to build
roads? Out of the pockets of the
car owners, the truck drivers, the
property owners—all those who
use gasoline on the roads. Let the
truck driver ask himself how much
he is paying for registering his
truck this year? Let him turn
back to 1931-35, when we came
into power, and how much he
paid then, and not how much he
pays now. He will find that there
is taxation which the Campbell
Government has imposed on him.
They only know one thing, that is
to increase the taxes, and to ex-
tract the last dollar from the tax-
payers of this Province.

—FALSE PROPAGANDA
"I say to the men who work on
the roads, to the truck drivers of
this Province, don't believe the
propaganda that is being
spread throughout the Province
that if our Government comes in-
to power, all the road work will be