

Address On Budget By Public Works Minister

Road policies and other work of his department were discussed by Hon. George H. Barbour, Minister of Public Works and Highways, in speaking in the Budget debate in the Legislature on Tuesday night.

It was just as necessary, Mr. Barbour maintained, to provide roads for farmers in the outlying districts as for tourists and others. Some work had been done on the Palmer Road in First Prince, on the road to Tignish and West Cape, and they were working out to Egmont Bay. They had come out to East Point as far as Elmira Work was required in the Murray Harbor district, also in First Queen's in the Bonshaw area, and in Second Queens through New Haven and West River to Long Creek. Two miles of road at Brackley Point had been done last season. A start had been made on the Winsloe Road in Third Queens. A good deal of work had been done on roads in Fourth Prince.

"The roads that we are doing these years are being subgraded, widened and gravelled", Mr. Barbour said. "During the war we were short of machinery for a few years and it was necessary to put gravel on the roads that were not subgraded and properly prepared. Last year we attempted a different policy. We put the gravel on the roads that were machined and subgraded."

He had been criticised by some members of the Opposition for using too much gravel in First and Second Prince. He had explained on the Draft Address about the size of these districts. There are three bus routes running in these districts, one from Tignish to Summerside, a distance of about 20 miles. Another route leaves Tignish going through Freeland, Port Hill, Grand River and Lot 16 to Summerside, also a distance of 20 miles. A third route starts from Ebbfleet, around West Cape and out to Coleman, and covers 73 miles when it reaches Summerside. These routes are perhaps the longest in the Province.

Bridges

Concrete bridges, Mr. Barbour said, numbered 68 in Second Prince, 64 in Third Prince, 56 in First Prince and about 55 in Fourth Prince. In Kings County there were 19 and in Queens County 56. This indicated there must be a great deal of road work required in Prince Edward. There are near gravel, and more gravel is used. Also, all the newest and best machinery is usually worked in Queen's Co. near Charlottetown. In my District up to last year we had nothing but a 30 caterpillar tractor. We have one of the oldest graders that is in use and before the by-election last summer it was down here in the garage for three weeks.

"The Opposition leader's statement about us taking all the road machinery in the County into Second Prince during the by-election campaign was not correct," Mr. Barbour maintained. "The Prince County members from other districts know that their machinery didn't go up there. We were told of road work required in Prince Edward. There are near gravel, and more gravel is used. Also, all the newest and best machinery is usually worked in Queen's Co. near Charlottetown. In my District up to last year we had nothing but a 30 caterpillar tractor. We have one of the oldest graders that is in use and before the by-election last summer it was down here in the garage for three weeks."

Hon. Dr. MacMillan: "Coughlin and Murphy. I gave you that before."

Mr. Barbour: "There are no Coughlin and Murphy working together at all. Last night the leader of the Opposition said the name of the owner was McLellan, or something. What was his first name?"

Dr. MacMillan: "I said MacLean; R. MacLean."

Mr. Barbour: "Where does he live?"

Dr. MacMillan: "He lives where the house was moved to." (Laughter.)

Mr. Barbour: "The fact was that there was no house moved and there was no machinery moved into the district. But we had a machine at large in the County, a bulldozer. The year before last I promised the people at Cape Wolfe when we got a bulldozer we would push the bank down for them, for their boats. The bank was about 20 feet high; they pushed it right down and allowed the fishermen to haul up ten or fifteen boats there. We didn't do that on account of the election; we had promised them to do that the year before."

Nothing From Ottawa

"A short time ago, I wanted to find out if you could get any money from the Federal Government to build paved roads this year. I wrote the Minister of Mines and Resources and the Minister of Transport. After ten days I had no reply and I sent a telegram asking if I could have an interview. They replied and said I could. So Mr. Wright, the engineer, and I went up. I met with these gentlemen. I got all the Liberal members and Senators to assist me. Mr. Howe was with them. They said they wouldn't give us any money to build roads this year. They said

there was not enough men to do all the work that was to be done in Ontario and Quebec. Until they wouldn't give us any money to build roads. After I came home I was looking up the Journals in the House in 1935 and I came to the conclusion that all the money we ever got under the Conservatives of that day was because we had relief conditions.

"The people of Crapaud, Victoria, New Haven, Bonshaw and all through there have been travelling on dirt roads for the last 12 years while we have had a paved road to Summerside. A delegation came to see me about a year ago, wanting to have that road paved. They suggested, if we haven't got taxes enough, to put on more taxes. I took this up with the Premier and we decided that we were going to start to widen and subgrade the road from Cornwall to Tryon, a distance of about twenty miles. I expect we will call for tenders for that road just as soon this Spring as we can.

The width of the right-of-way will be 80 feet where we can get it. I don't know how we will manage in some of the villages like Bonshaw and Crapaud, but I think that if we get that part of the road subgraded this year, even if we don't work on the other end it will be a good start. As soon as this road between Cornwall and Tryon is paved we will have the use of that paving."

Mr. Heath Strong: "When is my hon. friend going to start the road from Carleton Place to Augustine Cove?"

Hon. Mr. Barbour: "I didn't think my hon. friend wanted any more taxes on the roads."

Mr. Strong: "You have lots of money from the liquor business."

Mr. Barbour: "I told you we were going to start from Cornwall to Tryon. The trouble is under construction the people coming from Borden will have to travel the other way. I think it is important to get that done first. There will be part of it in your district."

Mr. Strong: "Not very much."

Mr. Barbour: "I wish you would tell me just how you want the trans-Canada highway to come to your district. We need an 80-ft. right-of-way. Could you tell me just which way that road would come?"

Mr. Strong: "All I am asking for on that road is to have a paved road, and when you had the Government of the Rustico got the road."

Mr. Barbour: "It is not much difference whether you have the Government or we have; the people have waited a long time for that road, and when you had the Government the people of Rustico got the road."

Brighton Bridge?

The Minister said he interpreted some of Mr. Mackenzie's remarks as meaning that he did not want a paved road in winter past his farm, because he could not haul his feed in from Kensington. The people of Crapaud and Tryon were of a different opinion. The hon. member's supporters want paved roads too, said Mr. Stewart. "He hasn't got many."

Mr. Mackenzie: "The last time you ran against me I trimmed you right in your own poll." (Laughter.)

Mr. Matheson: "What is the Minister's intention with regard to the road from Charlottetown to Cornwall?"

Hon. Mr. Barbour: "We hope to get the Brighton Bridge there."

Mr. Matheson: "I was just wondering."

Hon. Mr. Barbour: "We haven't decided on that. You are building the Brighton Bridge, are you?"

Hon. Dr. MacMillan: "You should go over the Brighton Bridge."

Hon. Mr. Barbour: "We have some plans on Brighton Bridge. We have taken some borings. The engineers have all that prepared. I thought Mr. Bracken when he was here said he would build that bridge. I want to tell you that paved roads are pretty costly. They will cost us 50 per cent more to build today than they did eight years ago, and the engineers figure it costs \$1,200 a mile to service these roads every year, that will be for interest, sinking funds and maintenance. That is a pretty big bill. We have 215 miles of paved roads—more per capita than any other Province. If we have another 100 miles of paved roads, we want to consider how much more than that we should build. I think where we have gravel adjacent to or not far away from the highway, with proper maintenance we can have a pretty good gravelled road. But that condition does not exist between Borden, Bonshaw and Charlottetown. We are a long way from gravel there and I think the paved road would be the cheapest."

"Something was said about the

mile of paved road built at Hampton. That road built on that kind of soil, cost probably not more than four or five thousand dollars a mile."

Dr. MacMillan: "It was between six and seven thousand."

Mr. Barbour: "At any rate the road there was used, and where there was no drainage, it stood up wonderfully well. Our policy has been to get out as early in the spring and patch this pavement and we want to maintain it as long as we can."

"We have adopted a policy of doing about one-fifth of the road with a seal coating each year. That will give us a reasonable good road. We are working on the shoulders of the road and we expect to have two farm tractors at work there."

Road Graveling

"This year we are spending more money and putting more gravel in some districts than others," Mr. Barbour continued. "We did some at Emerald and Second Queen's last year. We were going to get a good deal of gravel at Springton, and we spent over \$3,000 drilling out there. The mistake was made when it started. I didn't know anything about it at the time, but the first road they gravelled from there was Free town, and we did some at Emerald and Kinkora and between Crapaud and Victoria. That gravel all should have stayed down in Queen's County."

The member from Second Queen's complains about his district. The people at West Point and West Cape are ten miles from the railway station. In his district, out through New Glasgow and Oyster Bed Bridge, they are not very far from a paved road. You can get on the road to Rustico, or to Milton."

Mr. Matheson: "What kind of a road have we to travel to Milton?"

Mr. Barbour: "We've got a splendid road as far as Long Creek. We did two miles at Rocky Point. That is his district, and we spent \$300,000 on the Fairview. Last summer we put on calcium chloride and five carloads of oil on the Bonshaw road in his district. I don't think we've neglected his roads. This year we may get some gravel, perhaps. There was a man offered it at West River bridge, from the shores of New Brunswick. Similar gravel was brought here two years ago and proved to be splendid gravel. I hope that when we can get the road connected up from Rocky Point to Long Creek it will be satisfactory."

"In this Queen's we started the road out to Winsloe last year. It is a pretty expensive road. The point is this: if the people in most of these districts have to travel two or three miles on a bad road, they are soon on a paved road, and they are near Charlottetown. Up in King's County the people have to spend half a day more in their travelling back and forth."

Damage Claims

"I don't think we can put too much stress on just doing all the work where the cars are, because the cars drive all over the Island. Another thing: during the war most of the trucking was done in Prince County where there were building two airports, and our roads took a tremendous beating. As I said before, there are important bus routes there. On one route the road passes by parishes from Tignish to Summerside. There is another bus route that comes from Georgetown through Gardigan, Peakes and Fort Augustus. We have got to do a lot of work on that road. Last summer the bus operator was in to me continuously asking for more work on that road."

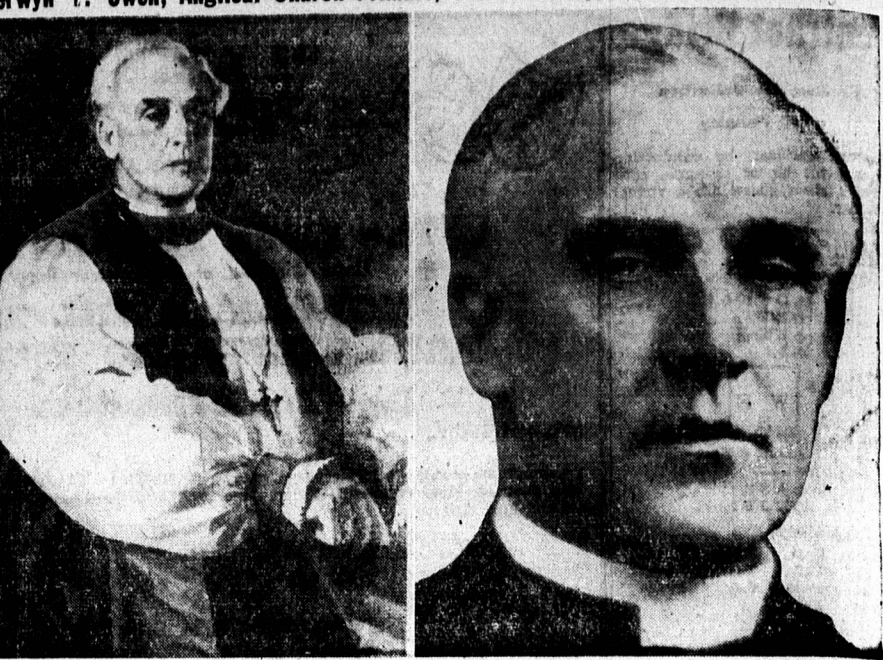
"If we had 315 miles of pavement in this Province—that would be about 100 miles more than we have—at a cost of servicing of \$1,200 a mile it would cost us \$378,000 a year to service our roads. So I think we have to consider pretty carefully when we call for contracts again just how much paving we can do."

"During the year we purchased 12 Russian flat cars, which we bought for bridges. We will have to put them side by side. They are 47 feet long and will carry between 50 and 60 tons. We intend to put the first one in at Bradbardsville bridge, where it is pretty well gone. We will try to put one there this Spring."

"We have in this Province 958 bridges, of different types, none of them smaller than 4 ft. steel culverts. The engineers figure it will cost \$248,000 a year for the next five years to replace these bridges. Most of them are not strong enough to carry the traffic we have today. Most of the creekside bridges strong enough to carry the traffic are in Queen's County. The steel bridges we have were only 8 ton bridges when they were built. When new they



"Wisdom and gentle patience" of Most Rev. Derwyn T. Owen, centre, who died Wednesday in Toronto, was noted by the Archbishop of Canterbury, right, seen with Hon. Albert Matthews during the English prelate's visit to Canada.



The late primate died at 70 of a sudden heart attack. He was active right until the day of his death.

carried many times that weight but today, when they are old, they are unsafe for very heavy traffic."

Mr. Barbour referred to his efforts to get compensation from the Federal Government for leasing up the road to the Mount Pleasant airport during the war. They received \$300,000 for building the Ellerslie Road, but next year the Airforce sent their heavy trucks over that road to Summerside. The Department had snags taken and submitted them along with a brief to Ottawa. The principal engineer went up. Dr. Cyrus MacMillan was then parliamentary assistant to the Minister of Defense for Air.

Was Not Satisfied

"They wrote me that they would ask counsel to give us \$20,000 for the damages to the road, provided I would say I was satisfied," Mr. Barbour continued. "I didn't answer it. He came to the office and I talked it over with him. I said 'Would you advise me to take that amount?' He said 'Yes, I don't think you will get any more.' I said 'I would like to see the money.' The Premier went up there. Then the engineer down and he made an investigation. He went back and recommended \$35,000. They wrote me again. I wrote back and recommended \$50,000. They got that worked up to \$50,000. I still refused. I was up on this potato deal last fall. I phoned Mr. Gordon—he was the Deputy—and asked to see the Minister—and he asked me to come right over."

"I wanted \$100,000, and he was offering \$50,000. I said I would split the difference and take \$75,000. He apparently went out to the Minister, and came back and said he would give us \$80,000. The Ministers have changed since then, however. That man is out, and we haven't got a settlement yet. When I was at Ottawa last time I did little more work on it. The Minister was quite agreeable at that time, but when they asked counsel they found there were claims on that road. He Rupert where they had a road for \$300,000 or \$400,000 for a new sewer system. This is changing yet and we haven't got our \$80,000 but we expect it."

Dr. MacMillan: "When you go up next time, stick up for the \$100,000."

Mr. Barbour: "No, I wouldn't get back on what I did."

Dr. MacMillan: "They have gone back on what they offered."

Mr. Barbour: "I went to see Mr. Gibson and Mr. Claxton when I was up this time. Mr. Gibson and I had a little talk because the road was broken up when it was exposed to too heavy traffic. Next Spring they had coal and gasoline to haul, and I forbade them to haul it. I had a telegram from Mr. Gibson telling me they would have to haul it, and that the damage was another matter. So I have him tied pretty well up there."

how to the will of the people. Speaking of Newfoundland trade opportunities, he expressed the hope that Alberton harbour might be dredged.

The health tax was imposed in 1941, he maintained, all but \$40,000 of the revenue collected had been spent in health work, and Sanatorium extension. He agreed with Opposition criticism that the medical superintendent at Falconwood has too much work to do. The Opposition leader's suggestion that some Charlottetown doctor be appointed to relieve Dr. Marchison at the Infirmary had been made already, and Mr. Barbour did not see why it had not been followed.

Dr. MacMillan: "There are negotiations towards getting a specialist to assist Dr. Marchison at Falconwood. I understand."

Mr. Barbour said yes, with some reserve doctor.

He agreed with Dr. MacMillan in commending Mr. Montgomery, C. N. R. superintendent, on his efforts in obtaining diesel-electric locomotives for this Province.

Car Ferry

Mr. Barbour went on to refer to the new carry ferry. Asked by Dr. MacMillan when it was coming, he replied: "I don't know anything about it at all. But it is only one ferry service. If we could get two or three boats to make more continuous trips it would be better. That is too late now; but this is a new boat and it has got to go through a lot of trials before it gets here."

He complained about a Guardian news heading representing the railway leader had had to contribute \$100,000 because this showed the gross debt.

Dr. MacMillan: "That is the way the Accounts were made up."

Mr. Barbour: "That included bank overdraft. It would have been better to say this Province's indebtedness would be \$1,000,000 less in the month of May when that indebtedness is paid off. It didn't say anything about sinking funds, either. He figured the present debt of the Province is eleven million dollars."

(Later Premier Jones corrected this statement, arguing it was less than this figure at the present time.)

Mr. Barbour thought the Opposition should agree that the Government obtained a good tax agreement with Ottawa. The Opposition leader had had to commend the hospital grants, the Sanatorium, teachers and civil servants' salary increases; why didn't he commend the agreement too?

Dr. MacMillan: "You didn't get enough."

Mr. Barbour: "Will my hon. friend tell us what he would have got more?"

Dr. MacMillan: "We would have got more."

Mr. Barbour: "But if you didn't get more what would you do? Why don't you tell the House what you would do this summer when you're in the Province? The Opposition says he would have gone on fighting, but fighting won't pay the bills."

Dr. MacMillan: "You are not paying them anyway; look at your debt."

Elmsdale Road

Mr. Morrissey, First Prince, asked if it was the intention of the Government to pave the road from Elmsdale to Tignish.

Mr. Barbour: "I don't think we will do any paving this summer except between here and Summerside."

Mr. Morrissey: "What about Greenmount bridge to Tignish?"

Mr. Barbour: "I am afraid that we have a change of heart it can hardly be done. There is not much justification for paving up there for the amount of traffic at the present time, when you have so many parts of the Province that are needed worse. The leader of the Opposition promises when he is elected to pave the O'Leary road to West Point. I know there was some graveling done over it already."

Dr. MacMillan: "It does not require much, does it?"

Mr. Barbour: "Well, it got a fair start."

In conclusion he commended the work done at Maple Hills which was in charge of Mr. J. F. Connolly, secretary of the Department of Reconstruction.

No Christmas Cards

With regard to reference in the Accounts to some expenditure on Christmas cards, Mr. Barbour said it had been the practice in other years to charge up for stationery. This item now appears as "Christmas cards" by mistake. Some criticism had been made about the car and gasoline he was using. He had never put in a bill for any gasoline he ever bought outside of Charlottetown since he was Minister of Public Works, or a bill for anything else.

He complained that Mr. MacKenzie's speech criticising him "made the headlines twice in The Guardian," and went on to say that he had started working for his living in 1893, when the bound grain and stooked it for a cent a stook. In 1897 he went to work in Boston for \$9 a week. In 1901 he was getting \$1,000 a year and had to be bonded because he was collecting for a company. The Opposition members couldn't tell him very much about hard work, or about doing the job he had to do now. He had been criticised in a Forum letter in The Guardian, but he was satisfied to go to the country and

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JUST ARRIVED—Shipment of Worst and Tweed Pants. Also Grey Flannels, all sizes, Kennedy's Men's Wear.

MOORE & McLEOD LIMITED will be closed all day today, and Friday, April 17th and 18th, on account of a specially difficult piece of work in connection with the re-construction programme.

RECEIVED TODAY—One carload galvanized sheets. Also one carload mixed hardware, Nails, Bolts, Bar Iron, etc. Fennell & Chandler.

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Good assortment of Pratt and Lambert interior and exterior paint and varnish. MacDonal & Rowe, Woodworking Co., Ltd.

MISSIONARY RALLY, Baptist Church—Dr. A. Gordon and Mrs. Gordon, returned missionaries from India, will address the missionary rally in the Baptist Church this evening at 7.30. All are invited.

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PRESENTED FLOWERS—Little Miss Julia Cudmore, winsome daughter of Mr. and Mrs. James Cudmore, Longworth Avenue, presented exquisite bouquets to Mrs. Simmonds and Miss Kinsman at their recital on Tuesday evening.

CITY POLICE COURT—At the Police Court yesterday morning, two men charged under the Prohibition Act with keeping liquor for sale were fined \$50 and costs or two months and \$20 and costs or one month respectively. A man charged with attempted theft was fined until the 23rd. A drunk and incapable was fined \$5 and costs; another had his \$5 bail exonerated, a third was fined \$10 and costs or 20 days and a fourth was remanded until the 19th. A drunk and disorderly was sentenced to 10 days in jail.

NEW SHIPMENT of Sweaters, Jackets, Sport Shirt and Hosiery, Kennedy's Men's Wear.

LOST—March 28th, Golden Cocker Spaniel, 1 1/2 years. Belonging to Dr. J. W. Mackenzie, 277 Richmond Street, name "Laddie". Licence on collar. Reward.

PERSONALS

Mr. and Mrs. Robert Dumphy of Kensington were visitors to Charlottetown on Wednesday.

Mrs. J. S. Edwards, Ottawa, arrived Friday night to visit her old home in North Rustico, prior to taking up residence at the Norman Abbie, New Glasgow, which was purchased recently.

Miss Freda Smith has returned to Moncton, after spending her Easter holidays with her parents, Mr. and Mrs. Wesley Smith, North Rustico.

Mrs. Owen Kelly, Pisquid, has returned to her home after spending the past week in Charlottetown. On Friday morning she attended the funeral of her sister, Mrs. Daniel Driscoll, Johnston's River.

Mrs. Frank Maguire, Jamaica Plains, Mass., is at present guest of her sister Mrs. Owen Kelly, Pisquid. She intends spending a few days with her brothers and other relatives on Baldwin Road before returning to her home.

ELDON W. L.

The regular monthly meeting of the Eldon Women's Institute met at the home of Mrs. M. W. MacDonal on Tuesday evening, April 8, with the president in the chair. In the absence of the secretary, Mrs. R. A. Gillis was appointed secretary pro-tem.

The meeting opened with the Ode followed by the Creed in unison. The roll call was answered by imitating a radio performer. There were eight members and one visitor present. The minutes of the last meeting were read and approved. It was decided to donate \$10.00 to the Red Cross campaign. The quilt top was displayed. Sheeting or broadcloth is to be purchased for back of same. The committees for the next three months were appointed as follows:

Sick committee: Mrs. W. Buchanan, Mrs. W. Penny.

School committee: Mrs. J. F. MacDonal, Mrs. E. I. Gillis.

Program committee: Mrs. J. F. MacDonal, Mrs. J. F. Halliday.

Three sick calls had been made in the last month and a bill for fruit of \$1.60 was presented to be paid. It was decided to have the Vernon River play presented in

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