

Metro group hopes to boost community spirit, planning

An organizational meeting of representatives from Charlottetown, Sherwood, Parkdale, West Royalty, Sunbury and Southport gave birth to what is now known as the Metropolitan Committee.

Instrumental in arranging the meeting, held in April, 1961, was Claude Smith, director of town planning for Prince Edward Island, who visualized the benefits, which would be contributed to community planning by the establishment of a citizen's committee.

The election of officers resulted in Matt Hagan, Southport, being elected chairman, Bennett Carr, West Royalty, was chosen vice-chairman and Peter Moore, Southport, secretary. The organization, comprising two delegates from each of the districts, have met monthly since.

The establishment of aims and objects of such an organization was the next step. It was decided these would be: the promotion of a better community spirit and to emphasize the need for proper and orderly community planning; the study of mutual problems and findings with recommendations forwarded to the authorities concerned with the solution of the problem; to arouse among residents, through the formulation of public opinion, an awareness of individual responsibility to eradicate hazards and nuisances detrimental to the safety, health and well-being of the people.

ALL SETTLED
Now everything was settled

and the only thing left to do was to carry out these aims and objects.

The members of the committee gave a great deal of consideration to the problem of "dual taxation", noting that the application given to the various municipalities and incorporated villages created a hardship on the people in the free movement of island residents.

They thought the power could have a detrimental effect on the economy of the province, especially curtailing the services provided throughout the province by those firms supplying essential services.

IMPOSE HARDSHIP
Salesmen and servicemen required to conduct their business, would be required to pay taxes in each municipality or village, which would tend to raise the cost of commodities and thereby hinder progress and impose a hardship on the residents requiring these particular services.

A sub-committee under the chairmanship of Ian Webster, of Parkdale, gave a detailed study of this problem. Their findings and recommendations were presented at the annual meeting of the village commissioners association. A delegation later met with the executive council of the provincial government with the hope that the solution will be found in the repeal of this power of taxation from municipalities and villages.

Uniform assessment has also been given study by the organization.

It was noted that in some areas the assessment is low, which develops a high tax rate; and where the assessment is high the tax rate is lower. This does not give a true picture of values of properties on a comparative basis, they observed. It was also noted that the borrowing of a municipality is limited if their assessment is too low.

This matter is receiving further study by the organization and it is expected that recommendations will be made to the appropriate authorities, shortly.

CONSIDER CHANGES
The matter of CMHC ruling on loans for houses to be built in the areas concerned is also under consideration by the organization. It is expected that representatives of the CMHC will meet with the Metro Committee to decide whether any changes should be made to the present regulations.

Also dealt with were the city dump, disturbing odors at the western approach to the Hillsboro Bridge, and hazards to safety which included, the eastern approach to the Hillsboro bridge, the Redwede corner and the railway crossing at the Kensington Road.

What about the future of the Metro Committee?
The committee intends to give study to the problem of housing in the interest of health and protection of the residents, with the possibility of having all houses which are offered for rent subject to government inspection.

It is also considered that a certain standard will be maintained before a house or apartment could be offered for rent, and that government inspection of rooming houses is also necessary.

Study will also be given to the possibility of having police, fire, water and sewer and hygienic services, being a metropolitan responsibility.

PEDESTRIAN EDUCATION
For the safety of the public, consideration is to be given to the recommendation of introducing an educational program to acquaint pedestrians with the proper use of cross-walks and motorists to respect the rights of the pedestrian in these walks.

Also included in future plans is the need for a park and swimming beach in the metropolitan area to serve the needs of the

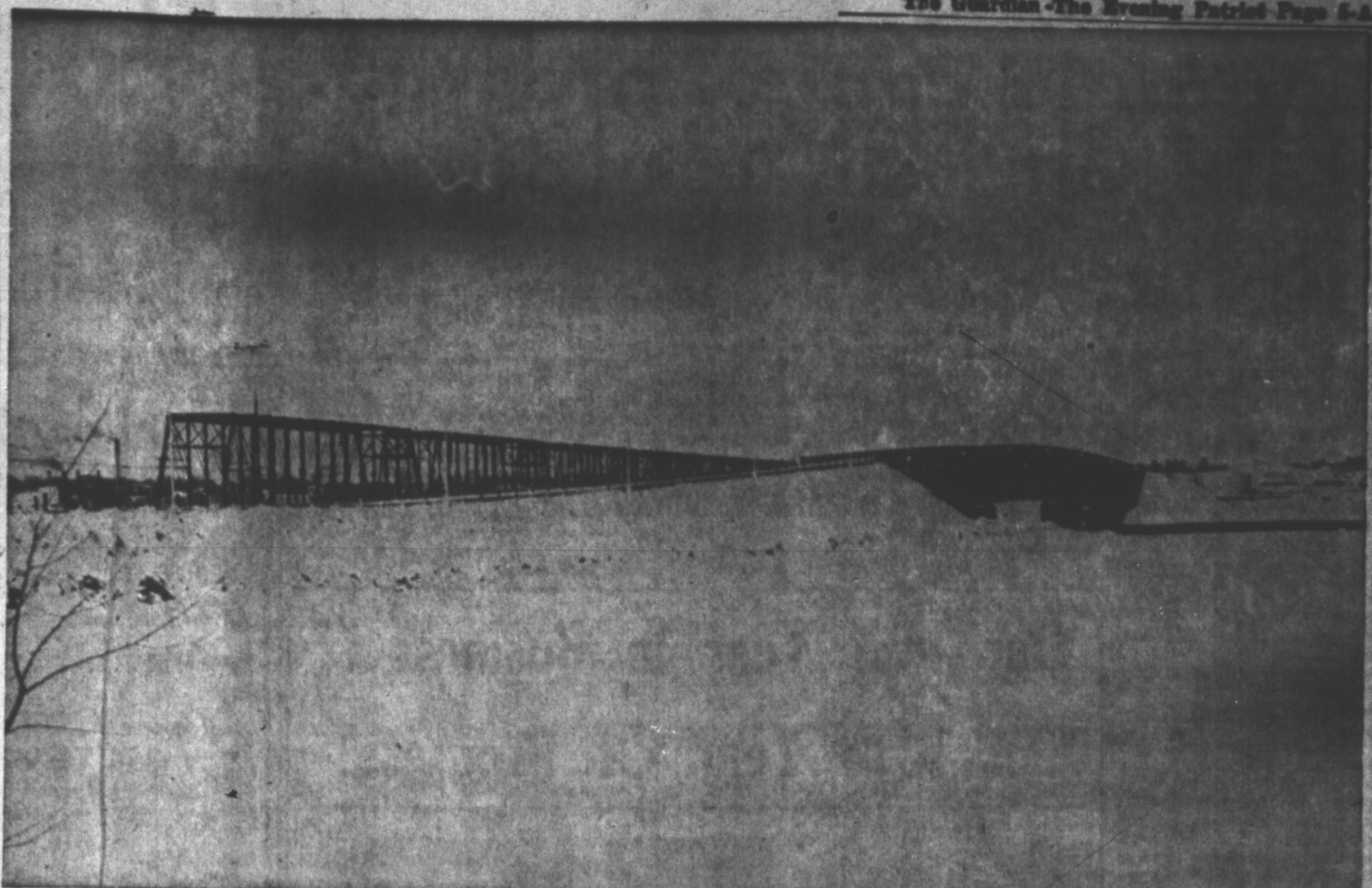
residents, especially the children in the summer.

At the monthly meetings of the organization, residents of the area concerned could attend as observers and perhaps also to assist in the proper solution of problems affecting these areas.

The committee will concern itself with all problems which may arise in the areas and endeavour through the co-operation of the people to stimulate proper community planning under the direction and guidance of Mr. Smith and the town planner Walter P. de Silva.

"GREEN BELT"
Included in the dreams of the committee members are: a "green belt" extending along the waterfront from Tea Hill to Cornwall; the removal of all nuisances from the communities; the elimination of unsanitary and polluted conditions and blighted areas; the eradication of undesirable housing conditions; segregated areas for industrial enterprises, commercial businesses, residential homes, recreational areas and facilities, hospitals, churches, schools, with properly situated public and civic buildings.

These dreams are certainly a long way off in the future but, perhaps, someday they may be a reality.



COMPLETION OF NEW HILLSBORO BRIDGE COMPLETED LAST LINK OF ISLAND'S TRANS-CANADA HIGHWAY

Oil cargos reach 110,000,000 gals.

The activities of three of the major oil companies, during 1961, firmly established the port of Charlottetown as the principal centre for the handling of petroleum products of all grades throughout the Gulf of St. Lawrence and the lower St. Lawrence River.

During the 1961 shipping season, The Imperial Oil Company, Irving Oil Company and Texaco of Canada Limited, brought in cargos whose total volume is reported to have exceeded 110,000,000 gallons.

Ocean going oil tankers carrying this cargo of imports, had a combined total of 58 ships, 38 for Imperial, 12 for Irving and eight for Texaco.

EXPANDED STORAGE
To handle and store these products, all of the companies were forced to expand their storage space while one branched out to start the erection of their own wharf facilities.

Imperial, at the east Grafton Street plant, added a 4,500,000 gallon bunker oil storage tank, and Texaco put in a 20,000 gallon storage tank for gasoline. In their Alberton operations, the Irving company erected four 200,000 gallon storage tanks to serve western Prince County.

At Charlottetown, the Irving Company, erected a new oil wharf, on the edge of the main channel, about 600 feet west of the old Hillsboro Bridge.

Prior to the winter setting in contractors had erected the main pier, more than 30 feet square, and on each side of it a smaller mooring dolphin. All three, consist of steel tubular piling with a 28-foot thick concrete deck on top.

FIVE PIPE LINES
The work of connecting the piers to shore with a catwalk will get underway next spring, as will the laying of the five pipe lines, through which ocean tank

ers will be connected to the bulk storage plant in the east of the city.

The petroleum products imported to Charlottetown are brought here, by Imperial from their Imperial refinery in Nova Scotia; Irving from the new \$10,000,000 refinery at Saint John, New Brunswick, and Texaco from their plant in Montreal.

In addition to importing vast quantities of these products, the three local storage plants are engaged in an extensive export trade to the mainland.

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Record sales reported in '61 by Sun Life

Sun Life Assurance Company of Canada chalked up another record year in 1961, selling more than \$1,000,000,000 dollars of life insurance for the third year in a row. The largest Canadian life company's sales last year were \$1,129 million, up 8.4 per cent over the previous record established in 1959. It brought total Sun Life insurance in force to \$10,185 million, about 40 per cent of which is in group life insurance.

These records were announced by Bennett Carr Sun Life Supervisor here following the company's 91st annual meeting, in Montreal.

The Moncton branch also announced that dividend scales on Sun Life policies are being revised upwards for the 13th consecutive year. Sun Life dividends to be paid to policyholders in 1962 will be \$45.2 million, \$3.8 million more than in 1961.

The Sun Life paid \$194 million to its policyholders, beneficiaries and annuitants in 1961—\$766,000 per working day—bringing the total of these benefit payments since the company's organization to more than \$4,000,000,000.

Assets increased during the year by \$91 million to \$2,480 million, invested mostly in government and municipal securities, corporate bonds, stocks and mortgages. Mortgage loans alone increased by nearly \$40 million to a total of \$646 million, invested in more than 58,000 residential and commercial properties.

The Province of Prince Edward Island

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Cabinet Members of the Government of Prince Edward Island

"Our government has been in office a relatively short time . . . and during that period our one and only aim has been progress. No man is perfect . . . no government is perfect . . . but so long as I am Premier of Prince Edward Island I shall so conduct the affairs of government that no man shall say we did not exert every effort to expand our markets, our very way of life, in every respect. We have striven . . . we are striving . . . for the greatest good for the greatest number of people. This is our policy . . . this will continue to be our policy . . . and we go forward into 1962 in the firm belief that this island province has before it a great future. If it is within the power of human hands to shape that future into an era of expansion and development never before realized, this we pledge ourselves to do."

Walter R. Shaw . . . Premier

The Province of Prince Edward Island