

THE WESTERN GUARDIAN

PRINCE COUNTY OFFICE
3 Summer Street, Summerside, Phone 5081
News, Subscriptions, Advertising Representatives
J. ELMER MURPHY and GEORGE CLOW
House Phone: 5053 and 5052.
The Guardian may be bought at any of the following stores in Summerside:

—BY REQUEST Kensington United Church choir will repeat cantata Sunday night, December 31st at 8.30 p.m.

—ENGAGEMENT — Mr. and Mrs. Donald C. Tompkins announce the engagement of their only daughter, Charlotte Lorraine, to F/O Allan George Heal, son of Mr. and Mrs. Frederick G. Heal of MacLeod, Alberta, the wedding to take place on Saturday, January 6th, 1951.

—CABLE FROM COSTA RICA — Mr. and Mrs. Colby C. Lewis, Freetown, received a cable from Mr. and Mrs. Don Longworth (nee Jean Lewis) Costa Rica, Central America, announcing the birth of a little daughter on Dec. 19th.

Special Meeting Of Town Council

A special meeting of the Summerside Town Council was held last evening for the purpose of passing final bills for the year. His Worship, Mayor Henry Wedge presided and Councillors J.L. Gorrell, J.L. Driscoll and H.B. Schurman were present.

On motion it was decided to increase the rate of pay of labourers employed by the Town to 60 cents an hour. The present rate is 55 cents. The motion was moved by Councillor Driscoll, seconded by Councillor Schurman.

Councillor Driscoll also reported that extra signals had been recommended for three railway crossings in Summerside. Following a letter to the Board of Transport Commissioners from the Town he said that a Mr. Sutherland, an engineer of the board, had come to Summerside and inspected the crossings and decided that there should be more signals at three of them.

Councillor Driscoll explained that according to the regulations 40 per cent of the cost will be paid by the Federal Government, 30 per cent by the Town and 30 per cent by the C.N.R.

A letter from the Hon. Edouard Rinfret, Postmaster General, advised the Town that officers of the Post Office Department will shortly visit Summerside to make a survey regarding the need for house delivery of mail. As soon as their report is received the Town will be advised of the decision.

This letter was received by the Town in response to a request that house delivery be instituted. The clerk also read a letter from the Provincial Department of Health advising that tests had been taken of the water in the Town and it was found to be free from bacteria.

Mayor Wedge thanked the members of the Council for their cooperation during the year and said that their record of attendance at meetings had been remarkable. He also thanked the clerk, Mr. J.H. Strong for his help and advice and the members of the press for their attendance at meetings.

Councillor Gorrell said that the cooperation the Council had received from the Mayor had been such as to make them want to attend all meetings. "You, sir, have been very fine to work with," he said.

To The Citizens of Summerside:-

The past year has been one of the most important in the history of the town from the point of view of achievement. Two miles of paved streets were laid and many more prepared for paving next year; the installation of a new unit at the electric light plant was completed; a new and modern pumper was purchased for the fire department and the general business of the municipality has been carried on in an efficient manner. Our credit standing was never higher.

So at the conclusion of the year 1950 let us thank God for the blessings he has bestowed on our town and people and let us resolve to continue to make progress in the year to come. There is always room for advancement so let us press forward.

At the beginning of the New Year we wish to extend to all our citizens our most sincere thanks for their cooperation in the past year and hope that the year ahead will bring personal happiness and prosperity to all and continued progress to our town.

Mayor, HENRY WEDGE.
Councillors: B. LLOYD GORRELL, J. LORNE DRISCOLL, G. B. SHEEN, T. D. MORRISON, H. B. SCHURMAN, CLARENCE STEELE



Mayor Henry Wedge, (above), was in an optimistic New Year's message on behalf of the Summerside Town Council has outlined some of the outstanding achievements of the past year. He is confident of continued progress in 1951 and couples his message with greetings of best wishes to one and all.

YEAR OF GREAT

Continued from page 1
In most places it is to reserve one hundred feet, at least, for a road in order to provide room for drainage and utilities. This has been adopted for TransCanada Highway with provision for possible concessions down somewhat narrower. For example, we have obtained a written concession from Canada to permit eighty feet for right-of-way on the Bonshaw-Tryon Section.

3-Gradient — Grades are of primary importance on roads for two reasons: First, as the trend towards moving the world's goods by truck continues to grow, we must design our roads to accommodate the trade economically. It has been found that grades over 3 per cent make trucking costly. Second, winter conditions make travel on grades far more dangerous than on the level. Of course, the elimination of grades means costly cutting and filling, or diversions. As a compromise, it was agreed to limit grades to 6 per cent, with every effort being made to keep below this figure.

4-Sight Distances — One of the most frequent causes of accidents is the lack of visibility which causes a vehicle to come suddenly upon a situation which it is impossible to avoid at high speeds. Solely in the interests of safety, then, it was agreed to ensure at least 600 feet clear view at all points. This necessitates a lot of work in hilly sections, but it is only by building safety into the roads that we can hope to avoid accidents.

5-Bridges — Again with trucks in mind, it was agreed that we must provide for 20-ton gross loads. This means that we must build bridges strong enough to carry two 20-ton trucks passing one another. Some idea of the change in bridge requirements may be had from the fact that our existing steel bridges are of 12-ton design.

There are other details in the specifications of little public interest, but they are all, like the main points mentioned above, designed to provide a safe durable highway over which people can travel and haul produce at safe speeds up to fifty miles per hour — our present speed limit. There has never been any thought of making it, in any sense, a super highway or speedway.

With several subgrading contracts complete and a paving contract let, we have data available from which to estimate the probable cost of the project, as far as roadwork is concerned. The cost of the Trans-Canada Highway to the people of Prince Edward Island is now estimated to be \$1,500,000.00. This figure is arrived at by computing the entire cost of the project and deducting Canada's share of construction plus what Canada will pay as her share of old construction work back to the year 1928.

Trans-Canada Highway Bridge Costs
Two factors make it impossible to forecast accurately the cost of bridges in the Trans-Canada Highway.

One of the most difficult problems connected with the Trans-Canada Highway is the selection of the route. In our efforts to build a reasonably modern, safe highway, we have helped to draw up and have signed, an agreement which binds us to the standards explained in some detail above. This means that it will be difficult, if not economically impossible, to follow existing roads in some localities. Two outstanding examples are (1) the Bonshaw Hills and (2) The Hill. In both of these areas, much survey work remains to be done before a decision on route can be reached, because of difficulties in grade, curvature and sight distance.

Summary on Trans-Canada Highway
Since it is generally agreed that the road linking Borden and Wood Islands through Charlottetown would have to be paved, whether Canada shared the cost or not, we can get a picture of the value of Trans-Canada Highway to this Province by comparing the cost of the work done entirely at our own expense, to our own standards, with the cost of the work under the present agreement.

Under the present agreement, if we had built the road to our own standards, at our own expense, it would have cost, to complete a paved road from Borden to Wood Islands, \$4,700,000.00. Under Trans-Canada Highway Agreement it will cost \$2,800,000.00. In short, we are getting a higher class road for much less money, in the first place, and one which will cost less in yearly maintenance because of its heavy subgrade work.

Subgrading and Graveling Programme
Normal subgrading and graveling for the year totalled 167 miles, broken down as follows: East Point 2.0; Bear River 3.2; Balise

Winners In First Section of School Parade Decided

Schurman's School Parade concluded its programs and competitions for the fall season last evening and semi-final winners were decided. These will compete next spring against the winners of the second section for the silver and bronze medals.

The semi-final winners are as follows in the 1 to 3 classroom division: Reading — Grades 4 to 5, Dorothy Monkey, Central Lot 16; 6 to 7, Marlene Enman, Springhill; 8, 9 and 10, Edith Sherrin, Crapaud. Vocal solo — Grades 4 to 5, Ann Leard, Lower Bedouque; 6 to 7, Gene Rogerson, Crapaud; 8, 9 and 10, Elizabeth Green, Central Bedouque. Group singing — Grades 8, 9 and 10, Travellers Rest.

Piano solo — Grades 4 and 5, Anne Ramsay, Hamilton; 6 and 7, Shirley Green, Malpeque; 8, 9 and 10, Arthur Callbeck, North Tryon. Public speaking — Grades 8, 9 and 10, Betty Frost, Springhill. Four and over classroom division: Reading — Grades 3 and 4, Marjorie Ireland, Summerside High; 6 and 7, Erma Gallant, Miscouche; 8, 9 and 10, Beryl Woodsie, Kensington. Group singing — Grades 4 and 5, St. Eleanors; 6 and 7, St. Eleanors; 8, 9 and 10, St. Mary's Academy. Vocal solo — Grades 4 and 5, Roberta Clark, Summerside; 6 and 7, Florence Ann Cameron, St. Mary's Academy; 8, 9 and 10, Mary Rae Tanton, Summerside High. Public speaking — Grades 4 and 5, Beth Cameron, Kensington; 6 and 7, Ethel Jenkins, Summerside High; 8, 9 and 10, Reg Pendergast, Kensington. Piano solo — Grades 4 & 5, Sandra Schurman, St. Mary's Academy; 6 and 7, Barbara Cameron, St. Mary's Academy; 8, 9 and 10, Ella Gallant, St. Mary's Academy. — S

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Costs
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Happy Landings in the New Year!
As the New Year zooms with jet-like propulsion we sky-rocket our wishes to you for full enjoyment of happiness, good health and prosperity in all the days to come in the New Year!
Smallman's Management and Staff

Road 3.0; Souris River 1.0; Factory Road, Morell 1.0; Fanningbrook 1.9; Cherry Hill 2.0; North Side 2.2; St. Theresa 2.9; Cardigan Road 0.9; Baldwin's Road 2.0; Victoria Cross 2.9; Murray Harbour 2.0; Guernsey Cove 1.5; Milltown Cross 2.5; St. George's 1.6; Gaspareaux 2.0; Mink River 1.7; Iona 3.6; Roseberry 1.5; Belle River 2.5; Avondale 2.0; Orwell Cove 2.8; Mt. Herbert 1.5; Fort Augustus 2.0; Tracadie Church 0.7; Winsloe 1.5; Newton Cross 1.3; Kildare Road 2.0; O'Leary to Duvur 2.0; Miminegash Road 1.5; Thompson Road 1.7; Trainor Road 1.7; Roseville Hill 0.5; Tommy Cod Road 1.7; Portage Road 1.5; Boulter Road 3.0; McNeill Road 4.1; Tyne Valley 0.8; Birch Hill 0.7; Brooks Shore Road 0.7; St. Chrysostome Road 1.2; St. Gilbert's Road 3.0; Lot 16 Road 1.0; Allan Road 1.7; Day's Corner to Wellington 2.0; Indian River Road 1.4; Tyne Valley Road 1.8; Birch Hill Road 0.8; Brennan's Cross Road 1.2; Blushank to County Line 1.3; North Tryon to Augustine Cove 2.0; Albany Road 0.5; Clermont Road 1.7; Hatchery Road 1.8; Augustine Cove Road 1.0; Miscouche Road 1.5; Cemetery Road 2.0; New London Road 1.3; Old Tryon Road 0.4; Appin Road 1.8; Ratenbury Road 1.0; Riverdale Road 1.2; Smith Road 1.0; Campbellton Road 3.6; Cawnpore Lane 0.7; Mill Road 1.0; Ferry Road 0.5; New Haven to Kingston 1.1; Ebenezer Hill 1.2; Meadowbank Road 1.2.

The following work was done by contract: Commercial Road 3.05; Georgetown Road 6.90; Allison Road 1.35; Cardigan River Road 1.10; Lower Montague 2.55; Cardigan Road 1.55; Kensington - Read's Corner 3.50; Colville Road 1.60; Kensington Road 1.25; New Glasgow Road 1.15; 48 Road 2.00; North River - Sanderson's 0.90; Naday Road 0.90; Murray Harbour Road 1.75; Western Road 3.85; Stanhope Road 1.15; Central Royalty 1.20; Read's-Borden 2.80; O'Leary 3.60; Sanderson's-North River 1.03; Union Road 0.50; Cawnpore Lane 0.70; York Road 2.10; New London 1.35; Belvedere Lane 0.35. Total 167 miles.

In addition to the above, improvements to ditches and reshaping were carried forward on a total of 195 miles.

Permanent Roads Other Than Trans-Canada Highway
Good progress was made on the programme of paved roads to balance Trans-Canada Highway in Prince and King's Counties.

The road from Poole's Corner to Georgetown, with a spur to Cardigan, was prepared for pavement and the contract let to the Warren Paving Co. (Maritimes) Ltd. However, actual work was delayed to permit a final shaping of the road after the spring break-up of 1951. The Company have their paving plant set up at Rosemeath, ready to start operations when weather permits next spring.

The Commercial Road, from Montague to Murray River was also completed, as to subgrade. In Western Prince, the roads from Day's Corner to Wellington

and from O'Leary West 3.6 miles, were subgraded and gravelled, ready for eventual paving, as was the remainder of the Western Road which is now completely modernized from Elmsdale to Tigniss. About six miles of the old paved highway, between Kensington and Borden, was rebuilt with one mile being relocated to eliminate two level railway crossings.

Pavement Maintenance
Surface treatment of old pavements was applied to 54 miles of road this season. Of this mileage, 42 miles were done under contract by the Island Construction Ltd., and 12 miles by men of this Department under Mr. Sherren.

Ditch clearing and shoulder maintenance was carried out along 40 miles of pavement. This work was all done with our own men and equipment. White reflectorized centre line was applied under contract to 25 miles of paved highway. Our Highway Marking Crew continued the work of putting out School, Directional and Warning Signs along the highways. In off season, they painted 18 trucks and 28 road machines and snow ploughs. This Department also looks after the licensing of advertising along the highway.

Maintenance of Bridges, Buildings, Wharves and Ferries for 1950
A total of thirty-five bridges were built during the 1950 season. Eleven are in Prince County, eighteen in Queen's and six in King's. These are permanent type structures, constructed of creosoted timber, reinforced concrete, or steel which replace obsolete and unsafe bridges. Of the thirty-five bridges built, twenty are creosoted timber, ten are steel multi-plate arches, two are reinforced concrete and three are a combination of concrete, steel and timber. The largest of these bridges is Clifton in Queen's County. This is 420 feet long, 24 feet wide and is constructed of creosoted timber on creosoted piles. It replaces a concrete and steel on timber piles bridge which was in a dangerous condition. Regular maintenance work was continued prolonging the life of existing bridges and a total of thirty-two bridges were painted during the season. The practice, begun in 1949, of using aluminum paint on bridge railings was continued. This paint shows up much better at night and provides safer driving conditions.

Buildings
The Department of Health and Welfare Health Centre, Charlottetown, which was begun in 1949, has been completed and occupied this year. At Prince of Wales College, all exterior woodwork of doors and windows was repainted. The basement corridors and drafting room were repainted and the room previously occupied by Domestic Science was altered and redecorated to provide for the Art Classes.

The major part of the work at Falconwood Hospital consisted of painting the exterior woodwork of the male and female divisions and the reconstruction of the verandahs, female division, which were in a dangerous condition. At the Provincial Infirmary, repairs to the basement and the installation of a sprinkler system provide for greater fire protection. No large additions were made to the barns at Falconwood Farm this year. However, one barn 30x60' in size, was moved and placed on a concrete foundation. This is now being fitted out for a horse stable.

Owing to the age of the Provincial Building, fairly extensive and necessary repairs were started this year. A section of the foundation was reinforced with concrete and pointing of the masonry walls was begun. Some of the window frames and sashes were repaired or renewed. Work was begun at Government House, and will continue during the winter towards making necessary repairs, insulating and redecorating. The kitchen will be removed and some new equipment added.

The Snow Plough - Shed at O'Leary, which was burned last winter, has been rebuilt, while a new Snow Plough Shed has been erected at St. Peter's. In all, the Department now owns seven sheds and rents eight others.

Wharves and Ferries
The new ferry dock, steel ramp and waiting room at Prince Street Wharf were completed and have been in use since early in the season. Extensive repairs were made to the upper deck and wheelchairs of the M.V. Fairview before crossings to Rocky Point began in the spring. This shortened the time that the ship was in Pictou for annual dry docking and overhaul in June. The Ferries M.V. Newport and M.V. Montague also received annual overhaul at Pictou during the summer.

Start Made on 1951 Projects
At the time of the year when the weather is usually getting wet, we were favoured with first class construction weather. Advantage was taken of this state of affairs to put into motion clearing and fencing crews in many districts. They were able to make considerable progress on projects scheduled for next year. With this head start, work should get under way promptly in the spring on roads already cleared and with fences and utility poles already moved back.

Unless world conditions intervene, we can look forward to a very active 1951 with at least 30 miles of pavement to be laid, in addition to Trans-Canada Highway subgrading and our normal expansion on maintenance programs, if funds are voted.

FISHERMAN'S LOAN

(Continued on page 10)
Q—Was your application among those you know? A—Yes it was. Q—Then you and Waterworth went to Charlottetown that day? A—Verne Steele came with us. Q—And you and Waterworth went to town and you know that he got a cheque and gave you your money? A—Yes, that's right. Q—Where did he cash the cheque? A—I don't know. Q—Do you know how much money he got altogether that time? A—No, I don't know. Q—And you got how much? A—Two hundred dollars. Judge DesRoches: Q—Did you receive the whole \$200.00? A—Well, no, twenty-five dollars came out for expenses. Q—Then you got \$175? A—Yes. Mr. Campbell: Q—Whose car were you in? A—Waterworth hired a car—Doc MacLellan's car. Q—Waterworth hired him for the trip? A—Yes. Q—Was the driver getting a loan? A—No. Judge DesRoches: Q—Did you apply for any other loans, is that the only time you applied? A—Yes. Q—Is that all you know with reference to the transactions between Dr. Grant and Waterworth and the Fishermen's Loan Board? A—That is all. Q—Has the Department ever written you in connection with this loan? A—Yes. Q—Did they ask you to repay the loan? A—Yes. D—Do you consider that you owe this money? A—Yes, I do. Q—Supposing we leave Dr. Grant's name out, do you know of any misappropriation of Fishermen's Loan Board funds? A—No, I can't say that I do. Judge DesRoches: Is there anyone else here who would like to give evidence in regard to Fishermen's Loans? This is the last hearing in the country. This hearing is adjourned to Charlottetown in the Law Courts Building on the fourth day of January, 1951, at the hour of two o'clock in the afternoon. (Maurice Doiron, of Montague, also gave evidence, but as his evidence dealt only with a private law suit which had taken place in the County Court, it is not here reproduced.)

NOTICE

Those attending the Summerside Canadian Legion hog-meat party at Coyle's Restaurant on December 31st are reminded that supper will be served promptly at 10.30 p.m. Entertainment will follow till midnight.