Ottawa spent over $1½ million on Island wharves, harbors

A total value of works done by the federal government department of public works in Prince Edward Island was $1,700,000 last year on wharves, breakwaters, and other construction and repairs done by the department.

The department also spent $180,000 on the operation of the dredging plant. The department runs and operates its own fleet of dredges.

At a cost of slightly more than $1,500,000 the new department of transport wharf at the foot of Queen Street is more than 90 per cent complete.

The new department wharf extends 442 feet into the harbor from the high water mark and 200 feet east and west. It will be dredged to a depth of 26 feet on the south and west sides and 35 feet on the outer edge.

When the wharf is completed, it will replace the old marine wharf which has been in use for 50 years and will be able to supply berths for the largest of the government's ice breakers and supply ships. The completion date is set for sometime in June, 1964. The construction began two years ago.

The companies constructing the wharf are Northern Construction Company and J.W. Stewart Ltd., Vancouver, B.C.

"H" STEEL PILING

The wharf is constructed of "H" steel piling and tube piling filled with concrete for reenforcement. The center of the wharf is filled solid, and will be paved with ashphalt at a later date, under another contract. The rest of the deck, which is not all completed as yet is made of re-enforced concrete and concrete slabs.

On the outside of the wharf some of the fenders, made of creosted hardwood, and softwood pilings, have been installed on the west side. The other sides remain to be completed, when harbor ice recedes.

The buildings to be situated on the deck of the wharf remain to be built as yet, as well as the installation of lighting, ladders, bollards, fire protection equipment, and phone and power lines for use aboard docked ships.

On the east side of the wharf a shipping shed and a machine shop will be located, while on the north portion an administration and a stores building will be erected.

The representative for the company which designed the wharf, Whitman, Benn, and Associates, Halifax, is Harold Giddings, who directs and supervises from an office at the government of Canada department of public works.

VARIOUS BUILDINGS

It is expected that when the wharf is completed in June, tenders will be called for the various buildings needed by the DOT on the wharf.

The wharf has progressed smoothly during the two years of construction, except for some soil problems encountered when the piles were being driven, which slowed the driving to a snail's pace. These were overcome, however, and the deck was laid, the department of public works reported.

The department also reported that there are representatives from the contract firms on the job at all times, to supervise and keep the job rolling.

When the wharf is completed it is expected to be one of the most excensive ever built in Prince Edward Island, department officials said. The only other wharf which cost as much is the Railway wharf in Charlottetown, which took over two years to build, shortly after the Second World War.

PRINCE COUNTY

Summerside: The construction of a quay wall between Queen's Wharf and the adjacent property which was started in 1962, was completed under contract by the H.J. Phillips and Sons of Charlottetown, under management of John A. Bond. The whole area behind the wall was filled with clay and topped with gravel, and is providing ample work and haulage space for fishermen. One portion of the area was rented to the Island Packers Ltd. for a fish- processing plant, which is under construction.

Maintenance repairs were performed on the Railway Wharf and repairs to Holman's Wharf were started by day labor, under the foremanship of Mr. Leonce Arsenault.

Fishing Cove: A quay wall of steel sheet piling between the wharf and the rubble- mound breakwater, with a slip in the center, was constructed under contract by N.N. MacLean of Murray River. The contract is almost completed, with the exception of the dredging of the harbor and the back-filling of the area behind the wall, with dredged spoil, which is expected to be done in early spring, 1964.

The wall will provide badly needed landing space, and the area behind it, work and haulage space for the fishermen.

Rock Point: The headblock, which was badly damaged by ice during the 1962-63 winter, was reconstructed with steel. H-piles and a timber-concrete composite deck, under contract by Edmond Arsenault of Abram's Village.

WHARF REPAIRS

Wharf repairs were performed by day labor under the foremanship of Mr. F. Arsenault.

Brae Harbour: A 2,300- foot long and 60-foot wide channel and an area around the wharf were dredged under contract by the Maritime Dredging Ltd. of Charlottetown.

The working area was repaired by placing of fill and grading Abram's Village. Some protection work was done on the sand dunes by J. MacArthur of Colman.

West Point: The usable area of the fishing harbor was extended by dredging by departmental Dredge "No. 10." Extensive repairs to wharf and breakwater were performed by day labor under the foremanship of Ralph MacLennan.

Miminegash: A 265-foot portion of the North Breakwatet was reconstructed with creosoted sheeting and a reinforced concrete deck. The work was done under contract by L.G. and N.N. MacLean of Murray Riv-Scotia.

Skinner's Pond: The run was dredged under local contract by N.N. MacLean of Murray River. Repairs to both piers were performed under local contract by Edmond Arsenault of Abram's Village.

Extensive deck repairs were performed on the West Pier by day labor under the foremanship of Herman Doyle.

Tignish Run: Repairs to both piers were performed by day labor under the foremanship of Clifford Gaudet.

Alberton: As a further step in the development of this harbor, the construction of a 100- foot by 30-foot Transit Shed for assemblage of cargoes was begun last fall under contract by Ralph Ford of Northam. Completion of the shed is expected in the spring, 1964.

Repairs to Queen's Wharf was performed by day labor under the foremanship of Hanson Smith.

Milligan's Shore: A channel, 2,175 feet long and 60 feet wide, and an area around the wharf were dredged under contract by the Maritime Dredging Ltd. of Charlottetown.

Port Hill and Lennox Island: Dredging around the headblock of both wharves was performed by Departmental Dredge "No. 25".

Borden: Widening of the approach roadway to the ferry terminal was completed under contract by Curran and Briggs, Ltd. This will provide considerable improvement to the movement of traffic to and from the ferries.

Also underway and due for completion in the spring of 1964 is an extension to the ferry terminal. This work is being carried out under contract by McNamara Construction of Nova Scotia, Ltd., and will provide a second ferry dock to speed up the handling of ferry traffic.

Dredging for the new pier by Verreault Navigation, Inc., commenced in 1962, was completed in 1963. The contract called for the removal of 29,000 cubic yards of sand, mud and shale, and 5,000 cubic yards of rock.

Cape Traverse: Repairs were carried out to the wharf and rock was placed on the western portion of the approach. The foreman was Fenton Howatt.

Darnley Bridge: The ice damage to the wharf was repaired by re-driving the existing piling and reinforcing the work with steel H-piles. Contractor for the work was Ralph Ford of Nortnam, P.E.I.

Minor repairs by day labor and local contracts were performed, also, at Howard's Cove, Gordon's Point, Brook's Shore, Port Hill, Lennox Island Milligan's Shore, Queen's Wharf at Summerside, and Jude's Point.

QUEEN'S COUNTY

CHARLOTTETOWN: Construction of the Department of Tansport Wharf continued through 1963. The work is now over 90 per cent complete and is expected to be completed in June, 1964.

A steel sheet pile retaining wall was constructed on the seaward side of the department of fisheries property in Charlottetown. This work was an extension of the wall constructed for the department of national defence in 1962. The contractor was Norman N. MacLean of Murray River.

The 34-foot by 40-foot two-storey works hop - wareh ouse begun in 1962 for the department of fisheries was completed by the contractor, Robert J. Petrie.

At the Railway Wharf, dredging of the berths was continued this season and general maintenance of the wharf and warehouses was done by day labour.

BELLE RIVER: An 80-foot long section of the West Landing was repaired and a new timber crib beach protection work. 100 feet long, was constructed on the outer shore, adjoining the West Breakwater. All work was by day labor.

WOOD ISLANDS HARBOUR: Reconstruction of the East Breakwater, commenced in 1962 by Norman N. MacLean, contractor, was completed early in 1963. General maintenance of the ferry terminal and improvements to the waiting room were performed by day labor and this work has continued throughout this winter, as part of the department's winter works program.

DREDGING

In order to protect the harbor against a possible break-through by the seas, on its eastern side, a 200-foot long beach protection was constructed on the seaward side of the roadway bounding the harbor. This was performed by day labor.

Dredging at Wood Islands was performed by the J. P. Porter Company Limited of Montreal, and also by departmental Dredge "Pownal No. 9". This work consisted of improvements to the inside harbour and also a deepening of the approach channel at the harbour entrance. The J. P. Porter Company Limited removed 7,466 cubic yards of mud and rock, and 20,875 cubic yards were removed by Departmental Plant.

TRACADIE HARBOUR: Repairs to the fender system of the wharf and the placing of rock ballast in the breakwaier were carried out under a local contract with Arthur Corrigan of Tracadie Cross.

VICTORIA: A concerete retaining wall, 122 feet in length, was constructed adjacent to the wharf approach. An area 125 feet by 75 feet was filled and gravelled. Contractor for the work was Lloyd E. Wellner, Jr., of Charlottetown.

NINE MILE CREEK: Additional mooring space for boats was provided by dredging a basin on each side of the wharf. The work was carried out by D P. W. Dredge "No. 10".

ROCKY POINT Repairs to railing, span, and outer end of the wharf were carried out by day labour. Foreman for the work was Howard Smith.

COVEHEAD: A new wharf, 360 feet long, is under construction.A large area behind the wharf has been filled to provide working and parking space. The work will be completed in 1964 by placing a concrete deck on the wharf. Contractor is Edmond Arsenault, Abram's Village.

ROBINSON'S ISLAND: Extensive beach protection work was built at Robinson's Island. The work consisted of a groyne system and an extension to the existing sand collection cribs. Contractor was Edward MacCollum, Brackley.

The work was reinforced by pumping fill around the groynes and into low areas of the island, using D. P. W. Dredge "No. 12".

RUSTICO HARBOUR: Beach protection of the harbour area was reinforced by completing a 100-foot section of work by day labor. Foreman for the work was Reuel Gauthier.

Minor repairs were made to the deck of the breakwater. Also, sandstone fill was placed over the working area behind the retaining wall at Gauthier's Creek.

CLIFTO: Minor repairs were made to the wharf under foreman Eric Carr.

In addition to works listed above, minor repairs and improvements were performed by day labour at Point Prim, Vernon, Pinette, and MacAulay's Shore.

KING'S COUNTY

Basin Head: The deck system of the headblock of the west channel protection pier was reconstructed by day labor.

Dredging was carried out by Departmental Dredge "No. 25" in the approaches to the channel protection piers and the inner harbour— 6,500 cubic yards of material was removed.

Bay Fortune: Improvements to the fish landing facilities on the North wharf were carried out, and repairs to the breakwater, all by day labor.

Dredging by Department al Dredge "No. 25", of 2,100 cubic yards, was completed at the South wharf to provide better landing and mooring facilities.

Cardigan Bridge: Reconstruction of the substructure and deck system with creosoted timber and treated plank was carried out by day labor.

Launching Pond: Reconstruction of the deck system of the North channel protection pier was completed, and a 125-foot extension to the landing facilities and a steel foot bridge spanning the run are under construction. All work is under contract to Edmond A. Arsenault, Abram's Village.

Dredging by D.P.W. Dredge "No. 25" of 1,200 cubic yards at the seaward approach to the channel protection piers was carried out in early spring.

Dredging of 11,000 cubic yards in the inner harbour by DPW Dredge "No. 10" was carried out to provide improved facilities for fishing operations in the inner harbor.

DECK SYSTEM

Naufrage: Repairs were carried out to the approaches to the East and West landings, and reconstruction of 250 feet of the deck system was completed, all by day labor.

Repairs to the deck system of the east breakwater were started under the winter works program.

Dredging by crane was completed, under local agreement, between the channel protection piers. Approximately 1,200 cubic yards were removed.

North Lake: Reclamation of a land area adjacent to the east landing system, by filling and grading, was completed under contract by Merlin Chapman of Souris.

Reconstruction of 200 feet of the deck system of the west landing, with creosoted timber and concrete, was completed under contract by Augustus Mollard of North Lake.

A 2,500-pound capacity steel derrick was installed on the east landing.

Red Head: Reconstruction of 150 feet of the deck system of

CONTINUED ON PAGE 8B

WIDENING OF APPROACH, NEW PIER, WERE MAJOR PROJECTS AT PORT BORDEN

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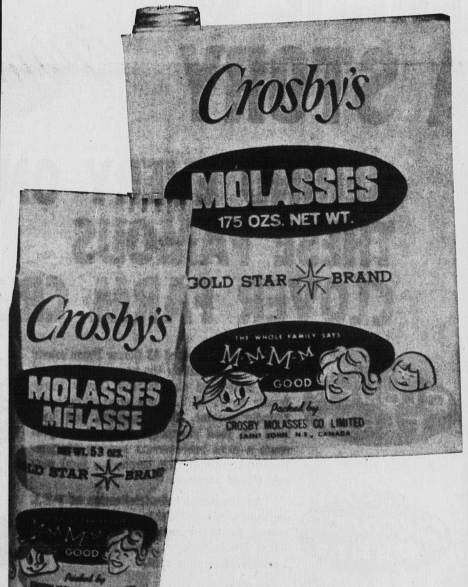

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