

Newly Wed Couple Honored By Friends

Friends and neighbors of Mr. and Mrs. H. B. MacLeod assembled at their home at Burlington on Thursday evening, December 11th to extend to them congratulations and good wishes on their recent marriage.

who read a suitable address. Mr. Thomas Campbell made the presentation of a well filled purse on behalf of friends and neighbors. Mr. and Mrs. MacLeod were also the recipients of a clothes hamper and a flower holder presented by the Freetown Paynters. A congratulatory message and the names were read by Mrs. Horace Paynter, while Mr. Truman Paynter made the presentation.

Mr. MacLeod adequately voiced his thanks on behalf of his bride. The remainder of the evening passed pleasantly with music by Mr. and Mrs. Willard Brown and Mr. James Simmons, dancing and

Lunch was served by the ladies. —Bur.

BIG EXPORT

GEORGETOWN, British Guiana (CP)—Exports of sugar, rum and molasses to Canada between 1945 and 1951 amounted to \$126,642,497, it was announced in the Legislative Council. Exports of rum alone to the United Kingdom amounted to \$15,921,260.

The Pentagon in Washington is the world's largest office building, covering 32 acres.

Busiest Post-War

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ization Plant at Falconwood was completed early in 1952 and a one-storey addition, 27 feet by 58 feet in size, has been added to the Motor Mechanics floor of the Vocational School.

A snow plow garage is nearing completion at Vernon River. This building is 24 feet by 40 feet in size with frame construction covered with corrugated asbestos cement board, a fire resistant material. This building is the same type as several others built by the Department in previous years.

General building maintenance, painting, pointing of brickwork, etc. has been carried on during the year.

Ferries

The M. V. Fairview began crossings to Rocky Point April 3rd after being in winter quarters since January 3rd. The vessel went into drydock at Pictou May 12th for annual repair and inspection, during which time the major work consisted of removal of the sheathing plates and a complete hull caulking and replacement of ice sheathing plates. The vessel returned to Charlottetown in June and has operated continuously since that time.

The ferries M. V. Montague and M. V. Newport received annual overhaul at Pictou during June and have since operated continuously.

No new wharf construction was done by the Department during 1952. Minor repairs were made to Prince St., Rocky Point, Newport and Georgetown Ferry Wharves.

The following details of bridge work include name and location, type of construction, height, span or length, and width in feet:

- Primer: Cannon's Bridge, steel multi-plate arch 4, 6, 40; Tignish River Bridge, Tignish, cross-timber, 10, 80, 27; Finner's Bridge, Mill River, steel multi-plate arch 4, 6, 56; Morrissey's Bridge, Seacow Pond, two 30" steel culverts; Minnegash, cross-timber, 10, 80, 24; Grant's Hollow Br., Barlow Rd., steel multi-plate arch, 5, 8, 48; Lidstone's Br., Cape Wolfe, concrete, 5, 8, 46; Haldimand's Br., Egmont Bay, cross-timber, 12, 105, 20; Clark's Br., Belmont, concrete and cross-timber, 8, 12, 20; Baltic Br., Baltic, concrete and cross-timber, 4, 12, 36; 1st Kelly's Rd. Br., Winton, steel multi-plate arch, 5, 8, 56; 2nd Kelly's Rd. Br., Newton, steel multi-plate arch, 5, 8, 56; Clarke's Mill Br., Wilmot, steel truss, new abutments, and deck, 6, 60, 15.

- Queen's: Bell's Bridges, Long River, steel multi-plate arch, 5, 8, 56; Bradbane-Emmett Rd. Br., steel multi-plate arch, 5, 8, 40; Mayne's Br., Summerfield, concrete, 5, 8, 34; Clow's Br., Bannockburn Rd., steel multi-plate arch, 6, 10, 56; Pisquid Bridge, concrete, steel and cross-timber, 12, 46, 27; Gurney's Br., Covehead, steel multi-plate arch, 8, 14, 72; Hagarty's Br., Ft. Augustus, steel multi-plate arch, 4, 6, 30; Water-vale School Br., steel multi-plate arch, 5, 8, 48; Fullerton's Marsh Br., steel and cross-timber, 8, 40, 20; Belfast Bridge, steel multi-plate arch, 9, 16, 88; Flat River Br., T.C.H., concrete and cross-timber, 6, 14, 56; Garfield Bridge, steel multi-plate arch, 5, 8, 64; MacLeod's Mill Br., Bellevue, steel multi-plate arch, 7, 12, 64.

- King's: Bear River Br., St. Margaret's, steel multi-plate arch, 7, 12, 48; Sawmill Bridge, Lakeville, steel multi-plate arch, 6, 10, 80; North Lake Bridge, rebuild abutment walls, 6, 40, 16; Selkirk, rebuild abutment walls, 8; Bridge, rebuild abutment walls, 8; St. Charles Church Bridge, steel multi-plate arch, 4, 6, 44; Head of Hillsboro Bridge, steel multi-plate arch, 5, 8, 64; Cardross School Bridge, concrete and cross-timber, 5, 8, 42; 1st Martinvale Bridge, concrete, steel and cross-timber, 5, 18, 20; 2nd Martinvale Bridge, rebuild abutment walls, 6, 20, 18; St. Georges Bridge, Cardross, steel multi-plate arch, 4, 6, 30; Sheep Pond Bridge, Lower Rollo Bay, cross-timber, 4, 6, 36; Shaw's Bridge, Albion Cross, cross-timber, 5, 10, 34; Sturgeon Bridge, rebuild abutment walls, 6, 120, 18.

Highway Maintenance

In addition to our construction programme, 74.3 miles of road were heavily ditched and some 180,000 cubic yards of fills placed. Good weather helped our maintenance efforts also and most roads were kept in first class travelling condition. Dust continued to plague our unpaved roads and 250 tons of calcium chloride and 280 tons of salt were used to bring some relief in the more populated places.

Pavement Maintenance: After extensive patching, a seal coating program was carried out in an effort to save the surface of the older pavement as follows: Seal River to Hillsborough 12.5 miles; Milton to Hazel Grove 11.8 miles; Coleman to Elmsdale 9.1 miles. To improve our light pavements which are easily damaged in spring, we experimented rather extensively with road mixed asphalt. In this work, gravel is spread evenly over the road, sprayed with asphalt and mixed on the road with a Seaman Mixer. The result is a 3-inch thick pavement which is hoped will be stronger than other types of light pavement. It is intended that all this type of road be seal coated next season. A list of these jobs follows: Murray River to Murray Harbour 5.0; Day's Corner through Wellington 3.0; Tignish towards Elmsdale 3.5; O'Leary to Springfield 6.5. Total: 18.0.

Double Surface Treatment: A total of 8.6 miles was treated with a double surface treatment of asphalt and chips: Bonshaw-Clyde River 3.6 miles; Brackley Point

Road 2.5 miles; York Road 2.5 miles. Total: 8.6 miles.

One of the costliest maintenance jobs on our highways has been the removal of brush, particularly alders and small trees. Last year experiment with 20 miles sprayed with a brush killer proved so successful that the Department this year bought a spray gear and treated 210 miles of paved highway using 230 gallons of concentrate. In such work a small percentage of trees survive and will have to be treated individually next season. It is expected that this work will be extended to unpaved roads next year. Large trees on road sides, in addition to influencing snow drifts, often shade the highways and by so doing cause dangerous ice patches on an otherwise dry road. An effort to correct this dangerous condition has been made this fall. Many of the trees cut in this work have been piled in adjacent fields as snow fences.

Centre line marking was applied to 35 miles of paved highway. With our milder winter temperatures and the great increase in motor vehicle registration and winter traffic, we have to contend almost constantly with icy roads. We are using great quantities of sand, calcium chloride and salt to help the situation on curves and hills, but indications are that we may soon have to get rid of the ice on the level sections also, on our busiest highways at least.

Accounting

This year, a change has been made in our accounting procedure. We now rent our equipment from the Mechanical Branch to the various Districts. The rentals are set just about high enough to cover operating costs, repairs and depreciation on machines. While this is only an inter-departmental book arrangement, it shows accurately where machines worked and allows an accurate calculation of the costs of our various operations.

Servicing Machinery

The increase, year by year, in the number of machines working on road work throughout the Province, finally forced us to increase the number of service men from three to six. At the same time, it was decided that with six service men we could have them deliver fuel, grease and oil to the machines often enough that we could eliminate barrels which have been costing us as much as \$1,000 in a year on losses. The new system, which has already resulted in greatly improved service to the machines, is expected to show a substantial saving over the former system of delivery.

Buildings Near Highways

One of our problems here in Public Works is the presence of buildings built too close to the road. These buildings, most of them winter garages, often cause snow drifts, and are always in the way when roads must be widened. The Public Works and Highways Act requires all new construction to be at least twenty-five feet from the roadside fence. The public are asked to co-operate in this matter.

Bushing Ice

In the days when our winter traffic was horse drawn and our highways snowed under all winter, it was a great convenience to be able to "take to the ice." There were a few accidents, but as sleighs are open, there was not much danger of loss of life.

Today, however, the situation is entirely different. Most winter traffic is now motorized and our highways are mostly open. Moreover, our winter seasons have been less severe and the ice is often not safe for horse-drawn traffic, much less for cars and trucks. It has become so difficult to say where ice is fit for traffic, that the Department feels that it cannot take any responsibility in this matter.

Drainage At Spring Park

A start was made towards providing much needed drainage in the Spring Park area when a line of 24 inch diameter concrete drainage pipe was laid and two catch basins built. This pipe has been laid low enough to provide a low central point to which all the area can be drained in the future.

Sidewalk In Parkdale

Because of extremely heavy vehicular traffic on the St. Peter's highway through Parkdale a sidewalk has become a necessary safety measure. However as the area is not provided with a storm sewer system and as the ditches have been from the pavement drains to the road sides. To permit storm water to continue to run off without building a storm sewer system, a light asphalt sidewalk was laid on a grade low enough to permit the storm water to run over it in places. When a drainage system is built, this sidewalk can be replaced with a concrete one on a higher grade.

The progress made during 1952 both in work accomplished and also in improving our methods of road building, has brought into view the solution of our most pressing problems of highway and rural electrification development. Up to this year, it has seemed a very distant day indeed when we tried to forecast the time when all our roads will be wide enough to carry truck traffic the year 'round and provide space for the power and telephone lines so urgently needed. The year 1952 however, has shown that in the very near future we can look forward to the completion of our highway standards compatible with the needs of the districts served and at a cost the Province can afford.

WESTERN GUARDIAN

—UNLOADING shavings at Travellers Rest Wednesday afternoon. Colin Waugh, Wilmot.

—HAD FINGER INJURED—Mr. Lawson Oatway, of Conway, had the misfortune while skinning eels on Monday evening, to have a fish hook become securely imbedded in his finger, requiring his removal to Tyne Valley Hospital where the fish hook was cut from his finger by the resident physician. —S.

—DIES IN MANITOBA—Mrs. George H. Hardacker, 37, of 63 Inman Ave., St. Vital, Man., died recently at her home. Burial, following services conducted by Rev. M. P. Bergman at St. Vital Funeral Home, was in St. Vital Cemetery. Mrs. Elsie Louise Hardacker was born in St. Boniface. She was a member of Norwood Church of Christ and is survived by her husband, George Henry; a daughter, Susan; two brothers, Maynard, Winnipeg; Glen, Nova Scotia; her parents, Mr. and Mrs. H. M. Houston, St. Vital.

—RECEIVES SAD NEWS—Mr. J. A. Harding, Norboro, received the sad news of the death of his sister, Martha Hall of Somerville, Mass., on December 18th, Mrs. Hall was the former Martha Harding, daughter of John R. Harding and Catherine MacMurdo Harding of Norboro. She leaves to mourn one son Roy, two brothers, and one sister, David Harding, and Mrs. E. J. Jenkins of Somerville, Mass., and J. A. Harding of Norboro. She was buried in Greenwood Cemetery beside her husband who predeceased her several years ago. —S.

Personals

—Master Donnie Hickox, Kensington, spent a few days during the Christmas vacation with his uncle and aunt, Mr. and Mrs. Alfred Stead, Wheatley River.

—Mr. and Mrs. L. E. Profit and little daughter, Bethany, Summerside, visited relatives and friends in O'Leary and vicinity on Sunday, December 20th.

—Mr. and Mrs. Harmon Black and sons, David and Peter, have returned to their home in Debert after spending Christmas holidays at Burlington, where they were guests of Mrs. Black's parents, Mr. and Mrs. Daniel Hickox.

—Friends will be glad to know that Linda, little daughter of Mr. and Mrs. Claude Younker, is regaining her usual health after being ill at her home at Brookfield with virus pneumonia. —Bur.

—Mr. Murdock MacLeod was able to spend Christmas at his home in Long River, after an operation on his eyes at the Prince Edward Island Hospital, Charlottetown.

—Lt.-Col. F. W. and Mrs. Johnstone returned to their home in Burlington on Saturday after spending the Christmas holidays with their son-in-law and daughter, Mr. and Mrs. Vernon Williams, Charlottetown.

—Friends will be glad to know that the condition of Mr. Eric Bell, Long River, is favorable following an operation in the Prince County Hospital, on Saturday, December 20th.

—Mr. Allyn Harding of Norboro, and Mr. Allen MacKay of Clinton, second year students of Prince of Wales College, Charlottetown, are spending their holidays at their respective homes, Norboro and Clinton.

109 ITEMS

In Moose Jewellers Window

The 15 jewel watch donated by Moose Jewellers to the customer who made correct or nearest correct estimate of the number of rings, watches, jewellery, in the display window is awarded to Blanche MacDougall, Tyne Valley, who made the only correct guess of the total.

Professional Cards

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DR. J. A. DOIRON DENTIST Dental X-Rays Smallman Building SUMMERSIDE Dial 2368

CAMEO THEATRE KENSINGTON Wednesday and Thursday (New Year Eve and New Year Night) shows 7:15-9:15; Matinee 2:30 on New Year Day. See Doris Day and Gordon MacRae in Warner Bros. musical comedy romance "ON MOON-LIGHT BAY", in technicolor, with popular singing star Jack Smith. Children under 15 years of age admitted to Matinee FREE. Adults admission to Matinee 30c.

CAPITOL Summerside Tonight 7:15-9:15; (New Years) 2:30-7:15-9:15 You'll thrill to these songs:—"California Moon" "Oh Dem Golden Slippers" "Carry Me Back To Old Virginny" "When Johnny Comes Marching Home" and many more. It's truly the "Top Musical" of the year. You'll applaud a new star—Mitzi Gaynor.

REGENT Today 2:30-7:15-9:15 Thursday 7:15-9:15 The Roaring Saga of Mexico's Raging Tiger on a White Horse! MARLON BRANDO JOHN STEINBECK'S VIVA ZAPATA! co-starring JEAN PETERS with Anthony Quinn Produced by DARRYL F. ZANUCK - Directed by ELIA KAZAN Written by JOHN STEINBECK PLUS SERIAL

There Ought To Be A Law By Fagaly And Shorten FUNNY HOW WHEN YOUR GARBAGE CAN IS EMPTY YOU'VE GOT TO BE A COMBINATION STRONG MAN AND CONTORTIONIST TO PRY THE COVER OFF... BUT WHEN IT'S FULL EVERY STRAY CAT OR POUCH IN THE NEIGHBORHOOD KNOCKS IT OFF WITH NO TROUBLE AT ALL! Thanks to MRS. LOUIS WERCHOLAR, 527 RYDERS LANE, MILLTOWN, N.J. 7-31 INCLUDE NEWSPAPER SYNDICATE

TO THE CITIZENS OF SUMMERSIDE Another prosperous year lies behind us and we face the new year with great hopes. At the conclusion of the year 1952 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. At the beginning of the New Year we wish to extend to all our citizens our most sincere thanks for their co-operation in the past year and hope that the year ahead will bring personal happiness and prosperity to all and continued progress to our Town. HENRY W. WEDGE, Mayor. COUNCILLORS T. D. Morrison H. B. Schurman Clarence Steele G. B. Sheen J. Lorne Driscoll William Jenkins.

HAPPY NEW YEAR THE MANAGEMENT AND STAFF Smallman's Limited

CONVENIENT! MOOSE'S selected ORANGE PEKOE TEA IN BAGS!