

Causeway produces bright picture for Island's future

Probably the most welcome news received by Prince Edward Islanders in 1965 was the announcement last July by Prime Minister Pearson that the federal government had reached a decision to go ahead with construction of a causeway — bridge-tunnel, linking the mainland with this province.

A few weeks before last fall's federal election, tenders were called for the New Brunswick approach to the causeway and work is now underway on this phase of the project.

The project, as announced by Mr. Pearson, will include a three-mile bridge, nearly a mile of underwater tunnel and five miles of causeway. The highway section will provide for two traffic lanes, with provision in the design for two more when required and the project will cost in the vicinity of \$148,000,000.

The announcement that the project will provide for rail as well as highway traffic was welcome news in Prince Edward Island and put to end the long period of indecision and the spate of rumors that were

floating as to the fate of the project.

PREMIER JUBILANT
Premier Walter R. Shaw pretty well expressed the attitude of most Islanders on hearing that a decision had been reached to go ahead with the causeway. He said "I am jubilant at the announcement."

"The thanks of the government and people of the province go out to those who made it possible to find a solution to our transportation problems."

"The new development provides a most dramatic approach to our province. Visitors can come by sea, under the sea, across land and in the air — it's a great way to reach this province."

Engineers describe the Northumberland Strait project as one of unparalleled complexity.

Three sections of causeway will be combined with a three-mile bridge and almost a mile of underwater tunnel to provide both road and rail access from the mainland to the Island.

The pre-cast concrete tunnel will be under a shipping lane 1,000 feet wide and a minimum of 32 feet deep.

No crossing has ever been attempted over a comparable distance where tidal conditions, weather and ice were equally severe. The only project approaching the nine-mile crossing in scope is the 14-mile crossing of Chesapeake Bay in Virginia. The well as coping with unparalleled tide and ice problems will provide both railway and highway connection.

Inclusion of the tunnel section will permit the greatest possible shipping freedom and will eliminate delays in shipping that would result from use of a system such as locks.

It guarantees that shipping will not interfere with motor or rail traffic. The tunnel also allows for the possibility of eventual use of ice-breakers to extend the navigation season in the area.

The crossing will join Jourdmain Island on the New Brunswick side with Port Borden. This is slightly north of the existing CN ferry route.

From the New Brunswick shore, the crossing will begin with a 15,000-foot causeway carrying

rails at an elevation of 26 feet. The highway will be on an elevated structure above the rails at an elevation of 50 feet.

BRIDGE SECTION
The first causeway section leads to the 16,000-foot through-truss bridge with rails at an elevation of 60 feet and the highway at an elevation of 114 feet.

The bridge will consist of a series of spans supported on prefabricated concrete piers founded on submerged islands of rockfill. Then comes another 7,000 feet of causeway leading to the tunnel and finally a 5,000-foot section of causeway to the Prince Edward Island shore.

The proposed schedule of contracts calls for construction of the New Brunswick land approach and causeway section, followed by contracts for bridge piers, complete with rock-mound foundations and concrete armor.

Next will come the tunnel, two causeway sections and land approach on the Prince Edward Island side. The final contract will be for the steel bridge superstructure.

Although the tunnel is designed to accommodate four lanes of traffic, present highway plans call for only two lanes. The estimated cost of conversion to four lanes is \$10,000,000.

FREE PASSAGE
Apart from navigation allowed through the 1,000-foot shipping lane, small fishing boats and pleasure craft will be free to cross under the three miles of

bridge in the area where water depth reaches 95 feet.

The maximum depth for causeway sections will be 60 feet. Fisheries department studies indicate the crossing will not endanger the lobster fishery.

While for many years the causeway proposal was looked on by many as a political football, kicked around at election time for vote-getting, the main concern now is that the causeway is to be a reality that will spell a new and brighter era in the transportation history of Prince Edward Island.

Individual roles stressed for women

TORONTO (CP) — Bishop Francis A. Marrocco of Toronto says women must strive to play individual roles in society and the church rather than seek equality with men.

In an address recently to the suburban North York Council of the Catholic Women's League, Bishop Marrocco said it is "a horrible mistake" for women to try and match men when there are many areas where they will find no competition at all.

"If a woman steers herself towards areas she is most adopted to, she won't find herself coming out second best," he said. "But if she sets out to match herself equally with men, she's looking for trouble."

Island fish catch shows increase

HON. LEO ROSSITER
The estimated value of sea products landed by Island fishermen last year is placed at \$6,996,337. This compared with \$5,575,000 for 1964 officials report.

The lobster catch in 1965 was up over 1,014,820 pounds and the revenue up by over \$965,000.

Lobster value and poundage for the 1965 season with the 1964 figures in brackets follow—\$5,176,544 (4,210,782) and 8,837,682 pounds (7,522,820 pounds).

Oysters harvested totaled 2,197,915 pounds valued at close to \$396,963. This compared with 2,801,258 pounds landed in 1964 and an estimated value of \$370,000.

Clams, scallops, quahogs, etc. brought a harvest of 1,014,822 pounds valued at \$205,636.

Pelagic and estuarial fish herring, mackerel) landed totalled 11,395,899 pounds with a land value of \$265,938.

Groundfish landed has passed the 21 million pound mark. Value was placed at \$708,348.

Irish Moss was estimated at 16,202,936 pounds with a value of \$242,318. In 1964 7.1 million pounds was harvested and the value was \$108,131.



LEO ROSSITER
The Department under the Honourable Leo Rossiter conducted a number of courses, during the year, to improve the efficiency of fishermen. The Minister and Deputy Minister, Eugene Gorman, are looking forward to the expansion pro-

gramme now taking place in the industry.

Sixteen draggers operated out of Souris as well as one steel stern trawler last year. Four more steel vessels are under construction for the coming year for Souris. Four steel trawlers operated out of Georgetown last year with three more larger steel vessels to be built for Georgetown.

It is estimated that over \$5,000,000 is invested in boats and equipment by Island fishermen who in numbers total nearly 3,200. About 42 per cent of the fishermen population is concentrated in King's County, 37 per cent in Prince County, and the remainder in Queen's County.

LOAN BOARD
Playing an important role in the development of the fisheries in the Province is the Fishermen's Loan Board. The Board operates under the authority of the Re-establishment Assistance Act.

During the fiscal year ending March 31, 1965, two steel stern trawlers were delivered to Souris and three steel stern trawlers were delivered to Georgetown. The Board also made available to March 31, 1965, small loans totalling \$48,147.

The Board makes loans to both fishermen and fishing companies for the purchase of boats, engine, electronic equipment and winches. On boats of less than 10 tons gross register, loans are made on a 50-50 basis at 4 per cent interest. Terms are granted for up to five years in the case of new boats and three years on new engines. Loans are not granted on used engines.

On boats of more than 10 tons gross register, loans are made on a 70-30 basis with the applicant depositing 30 per cent with his application.

For boats built under the Canadian Steamship Regulations, such as draggers and trawlers, longer terms are granted.

Since the Act and Regulations were devised to assist needy fishermen, and were not intended to displace normal banking relations, all applications carry the fisherman's statement that he is unable to build or purchase without this financial assistance from the Loan Board.

Members of the Board include: Leonard L. Baisley, Charlottetown, Chairman; Harvey Huit, Alberton; Arthur Bruce, East Baltic; John McNeill, Murray Harbour; Ulric Poirier, Mont Carmel.

Francis Campbell is inspector and fieldman for the Board while John W. White is collector.

SET EXECUTION DATE

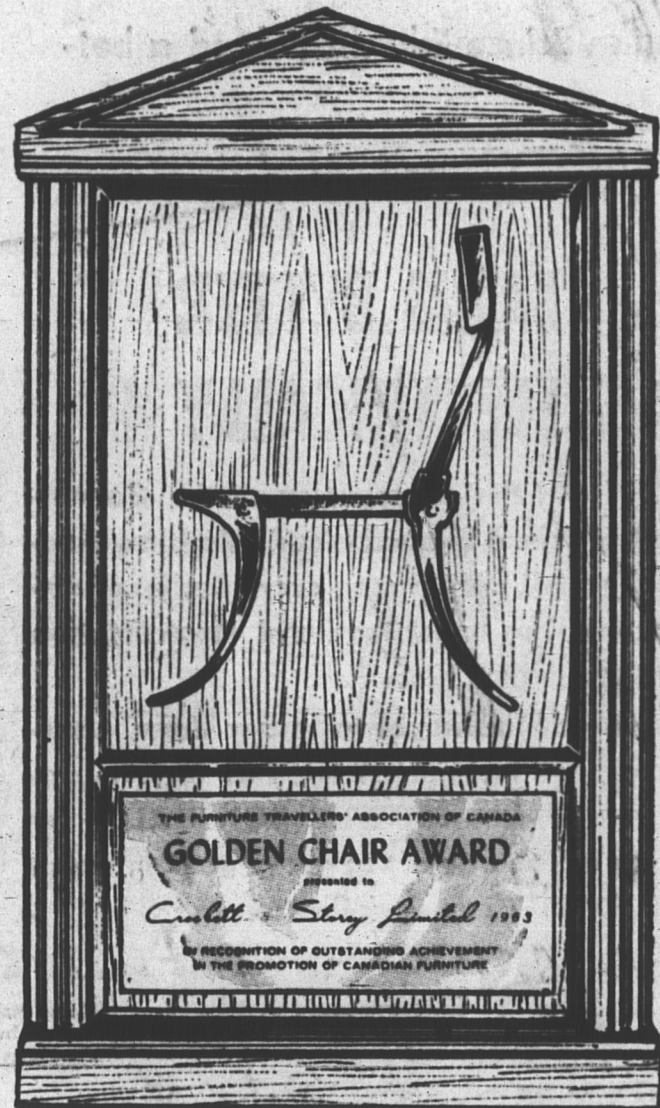
COLUMBUS (AP)—The Ohio Supreme Court Wednesday set March 18 for the execution of three men for the fatal beating of Emma Austing, 76-year-old widow. She was beaten to death her tell the combination of a safe in her home near Loveland, a Cincinnati suburb.

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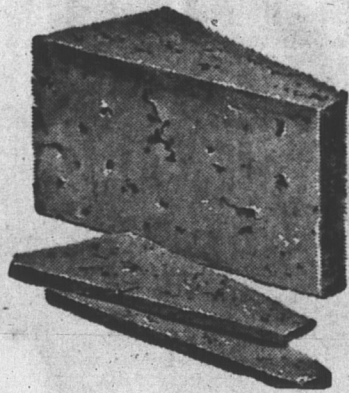
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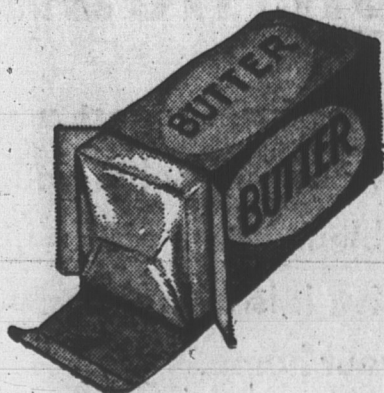
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