



**"GLASS WALL" CONSTRUCTION MODERN, FUNCTIONAL AND ATTRACTIVE  
WORK PROGRESSES AT FAST PACE**

**\$1.5 million vocational bldg.  
will be ready in fall of 1964**

The new Provincial Vocational Institute being constructed on the outskirts of Charlottetown in West Royalty is right on schedule. It has been announced and it is expected to be ready for the school year beginning in the fall of 1964.

The building was started in August of last year and work has progressed nearly on schedule all along. Although the opening date is not set until the fall of '64 it is expected that the structure will be nearing completion next spring.

If work progresses at the present rate, the classrooms may be opened in the spring to accommodate the overflow from the trade school which has a more students than it can handle comfortably.

The work is being done at an estimated cost of \$1.5 million and will incorporate some of the latest features in school construction.

The building will consist of three main sections for the present time with a high school wing, an adult trade wing, and the shop area. The high school and trade sections will be two stories high and the shop area will be one story.

When the present section is completed a total of something near 31 rooms will be included.

These will be used for the teaching of almost all trades plus the usual high school subjects.

The engineers in the project are Eastern Woodworkers of New Glasgow and the architects are Weber Harrington and Associates of Halifax.

"GLASS WALL" TYPE

The type of construction is known as glass wall construction and is a modern, functional, and yet attractive method. The ends of the building and the auditorium section are of concrete block and brick, but the frontal area, which is in the section most people will see, is of the glass wall construction.

The appearance is of a large glass area, thus providing a functional wall which allows a large amount of light to reach the classrooms, beauty and strength. This method of construction has been widely used on new buildings over the past few years in other parts of the country.

The glass wall construction is considered by those in construction circles to be far superior to the methods used only a few short years ago. One of the most important features of this method is its price. It is much less expensive than the conventional method.

An interesting feature to be included in the carpentry section of the building is a large area two stories high inside, with a concrete floor. In this section trade students will be able to combine their talents and knowledge to construct a complete two story house, all within the school building itself.

This will give all the trades from carpentry to bricklaying to electricians a chance to put their skills to work in constructing a complete house.

UNUSUAL SCHOOL

Another unusual feature of the vocational institute is the fact that it is probably the only school in the country that will provide vocational, high school and trade training all under the same roof.

It is hoped that an additional section to be used for the construction and service trades will be added on to the present building in the near future.

This additional wing will be similar in size to the present adult trade wing and will be built on the west side of the building. It is expected that work on the addition will begin next year.

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**Mount St. Mary's project slated to open in December**

The \$1.5 million Mother House for the Sisters of Martha currently being constructed on the site of the present Mother House on Mt. Edward Road by J. G. Fitzpatrick Ltd., Montreal contractor, is tentatively scheduled to open on December 31, 1963.

The three - storey, E-shaped structure, on which construction was begun in August, 1962, is being built of steel, reinforced concrete and brick. The main part of the building measures 281' x 46', with the three 40-foot wide wings extending back 74 feet.

A 30' x 85' parking lot will be located in front of the building's main entrance.

The new building, which will be known as "Mount St. Mary's," will be used for the training of novices and will house 150. It contains, along with living quarters and classrooms, offices for administration, an atrium, printing room and music room, an elevator serving all floors, an auditorium, and a chapel.

The chapel, which is located in the centre wing, has a seating capacity of 200. A large mural measuring 16' x 20' will be placed behind the altar.

The stained - glass windows will be a somewhat unusual architectural feature, in that they will project out from the walls in saw - toothed patterns.

Architects for the project are Joe Dunne, Montreal, and Peter McNeil, Charlottetown. Douglas Brothers and Jones Ltd. of Charlottetown are the contractors for the plumbing and heating.

**Crash program is set to meet fair deadline**

Construction men, wondering if the World's Fair building program was going to wither on the branch, saw their hopes revived with the report that the St. Lawrence River island site will be approved for the 1967 exhibition in Montreal.

It's now a question of time, and time is fast running out. To meet the deadline, contractors must create the entire 620-acre island site by June 1, 1964, then start the job of erecting showpavilions and the vast transportation network needed to speed visitors to and from the fair grounds.

Differences among fair officials were expected to be cleared on the week - end and approval given to enlarge St. Helen's Island and create a new island, Notre Dame Island, between filling in parts of the St. Lawrence River between Montreal Island and the south shore to the Defolite federal approval of the site has been withheld pending completion of the hydrographic survey. Concern has been expressed about the effect of the new island on the St. Lawrence River current, depth and ice movement.

**A CRASH PROGRAM**

Even with this approval, it's going to be a crash program to finish on time. The construction industry wants to make the World's Fair a profit, but the case for Canadian designs and the building know - how. The industry's reputation is going to be at stake and it needs all the time available to provide the best job.

Costs for creating the island site are expected to run higher than \$40 million originally estimated for the project. Placing of hydraulic fill dredged from the river is a costly operation. Contractors say prices may run from \$3 to \$3.50 a yd, while erection of permanent walls around the perimeter of the site could go as high as \$1,500 per sq. ft.

**BUILT ON PILES**

And only after all this has been done can construction of pavilions proceed for the 30 ex-

hibiting countries. Adding to the cost is the fact that the buildings will have to be erected on piles.

The effect of hydraulic fill in the middle of a swift flowing river has meant a prolonged study by various engineering groups.

Engineers of the National Harbours Board and the Department of Transport have been working at the job. In addition, a report has been prepared by the Montreal consulting engineering firm of Cartier, Colette, Boyer, Wernsmueller and Associates together with the LaSalle Hydraulic Laboratories.

In contrast to some of the decisions surrounding the World's Fair transportation, planners have seemed solid in their views as to what should be built, when and where. Montreal is pushing for an elevated waterfront expressway and improvements of Cavendish or Decarie blvds. It hopes to get them with federal Trans-Canada Highway aid.

The plan is to change the TCH route across Montreal Island and have it run from Metropolitan Blvd. in the north to the waterfront on the south, either by Cavendish or Decarie blvds., then along the waterfront and past the fair site.

The new TCH route would be four to six lanes wide, 14 miles long and continue along the waterfront to join with a \$50 million bridge - tunnel crossing on the east end of the island.

Quebec Roads Minister Bernard Pinard has discussed TCH changes with federal Works Minister Jean-Paul Deschamps and says bids will be called as soon as agreement is reached with Ottawa.

Pinard says if the new plan is adopted, Metropolitan Blvd. would then end at Montee St. Leonard. This might be the starting point for the \$200 million north shore Montreal-Quebec City autoroute.

Another highway project underway is a 72 - mile autoroute between Montreal and Sherbrooke.

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