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**Answers Tabled
 In Legislature**

The following answers to questions were given in the Legislature last week:

Chinese Bridge
 Question—Mr. R. R. Bell:
 1. Who is in charge of the re-sale of the Chinese Bridge?
 2. Has any steel been sold and not been paid for?
 Answer:
 1. Hon. Dougald MacKinnon, Minister of Public Works and Highways.
 2. All been paid for.

Engineers' Assistants
 Question—Mr. J. W. Don Campbell:
 1. Who are the present engineers' assistants in the Province and give the salary of each and the amount of expenses allowed to each?
 2. What powers have the said assistants as to repairs?
 3. Have highway foremen authority to repair holes, etc. in paved highways?
 4. If answer of 3 is "no", who has such authority?
 5. Is there a road patrol for pavement from Portage to O'Leary and O'Leary to Montrose?
 6. Give names of highway foremen responsible for above sections of pavement.
 Answer:
 1. Prince County—John Yeo, W. G. Phillips, Roy Dawson and William MacKendrick.
 2. Queens County—Wilbur MacKay, Fulton Robertson, Preston Rodd and Frank Lea.
 3. King's County—J. Hennessey, Harold Webster, Lorne Wigginton, William Baker and Percy King.
 Salary was \$150 per month with a travelling allowance of \$45 per month.
 2. These assistants are appointed to coordinate construction and maintenance works within their districts during their term of office.
 While the allotment of funds is in the hands of the County Engineer the assistants are expected to bring the need for repairs to the attention of the engineer. In cases of emergency they are to have the work done immediately, notifying the engineer as soon thereafter as possible so that funds may be raised to cover it.
 3. Where holes in paved highway present a danger to the travelling public, highway foremen may make temporary repairs. Permanent repairs to paved highway are the responsibility of repair crews trained in the use of bituminous materials.
 Where temporary repairs are made by foremen they are required to notify the County Engineer of his assistance immediately.
 4. See (3) above.
 5. Yes, there is a road patrol with headquarters in Summerside in charge of this section of pavement. Anyone noticing damage to the pavement should notify the Government Garage in Summerside.
 6. See (8) above.

Light Pavement
 Question—Mr. R. R. Bell:
 1. What is the present cost of preparing and laying "light pavement" on graded highways?
 2. What was the cost of laying the "light pavement" from Cornwall to New Haven?
 Answer:
 1.—\$4,000.00 + \$7,000.00
 2.—\$28,589.11.

Brookfield Highway
 Question—Mr. R. R. Bell:
 1. Several years ago the highway at Brookfield was straightened at Crews' Corner—why has not the new road been paved?
 2. As the new road is only around 200 yards in length, could the Department put down light pavement at least this year to remove the present dangerous rough curve?
 Answer:
 1. The fill at Brookfield was built when it was to make use of materials made available by ditch deepening operations. Completion of the relocation will involve the removal of a considerable section of existing pavement on each end of the job and it was considered inadvisable until a paving plant is operating in the vicinity.
 2. Yes.

Old Age Assistance
 Question—Mr. R. R. Bell:
 1. Give the number of recipients of Old Age Assistance in each electoral district.
 2. Also, the number of recipients of Social Assistance or direct relief in each district and total amount for each district.
 Answer:
 1. Prince 1, 45; 2, 30; 3, 31; 4, 29; 5, 23.
 King's 1, 46; 2, 41; 3, 39; 4, 28; 5, 25.
 Queen's 1, 26; 2, 29; 3, 30; 4, 33; 5, 129.
 The above as at March 31, 1954.
 2. Social Assistance recipients are filed alphabetically and not by districts.

Vendors' Receipts
 Question—Mr. J. W. D. Campbell:
 1. Give total receipts of the Vendor Stores at Borden, Souris, Cardigan and both stores at Charlottetown for the years 1952-3 and 1953-4.
 2. Give total sales of beer for the Province for the years 1952-3 and 1953-4.
 3. Give total income from Permit Fees for the Province for the years 1952-3 and 1953-4.
 4. Give amount of purchases of beer from Montreal Breweries during 1952-3 and 1953-4.
 Answer:
 1. 1952-1953:
 Borden, 42,077.65; Souris, 176,115.32; Cardigan, 198,196.59; Charlottetown: 1, 1,628,722.46; Queen Street, 42,964.96.
 1953-1954:
 Borden, 122,696.65; Souris, 106,641.85; Cardigan, 182,556.43; Charlottetown: 1, 1,214,079.52; Queen Street, 432,618.59.
 2. Beer Sales 1952 (calendar year):
 Montreal, 60,850 cases (24 pints each); Maritimes, 101,437 cases (24 pints each). Total—162,287.
 1953 (calendar year):
 Montreal, 48,850 cases (24 pints each); Maritimes, 122,387 cases (24 pints each). Total—171,237.
 3. Total permit fees: 1952-53—\$31,955.75; 1953-54, \$27,530.75.

Cardigan Bridge
 Question—Mr. John A. MacDonald:
 Is it the intention of the Government to rebuild the present bridge at Cardigan this year?
 Answer: The bridge program for the current year is not yet finalized.

Question—Mr. Harvey Douglas:
 1. Give a detailed statement of the receipts and disbursements of the P.E.I. Potato Industry Promotion Committee Fund for the year ended March 31, 1954.
 2. If No. 1 includes any payment or payments by the P.E.I. Potato

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Marketing Board on account of moneys loaned by the Committee to the Board, give the dates and the amounts:

1. Receipts:
 December 4, 1953: Potato Marketing Board \$5,000.00
 Disbursements:—
 Advertising and Telegrams—\$70.57.
 Expenses representative Canadian Horticultural Council—\$150.00.
 Membership Canadian Horticultural Council—\$250.00.
 Assistance representative Potato Association of America—\$300.00.
 Travelling expenses: members—\$105.06.
 Expenses potato samples for South America—\$43.77.
 Compensation to growers:
 W. Silphant \$ 160.00
 Col. G. Elliott Full 2,612.00
 Joseph McInnis 248.29
 Edward McKenna 266.29
 Harry Thompson 60.30
 Claude McInnis 237.73
 Joseph Larkin 20.00
 Neil Garrett 33.33
 Cyril Toombs 32.00
 Grant Toombs 80.00
 Noel Hooper 48.00
 \$3,797.94

2. Answered in No. 1—\$4,717.36.

**No Evidence Of
 Railway Neglect**

MONTREAL, Que., April 9.—"There is no evidence that the derailment of the Ocean Limited at Montmagny, April 6th, which resulted in the death of three members of the train crew, was caused by the negligence of any railway employee," S. F. Dingle, vice-president of operation Canadian National Railways, said here this afternoon.

"Investigation by the railway," Mr. Dingle stated, "establishes that the switch was opened deliberately by a person or persons unknown."

Concerning the body of a fourth man found in the wreckage close to the freight shed, Mr. Dingle said the company had no knowledge of the man, except that he was not an employee and was not a passenger on the train. The body has been tentatively identified as that of John A. Price, whose place of residence is, as yet, undetermined.

Investigation by the Railway Company and provincial police is continuing.



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CLOCK **Decoradio** \$44.95*

This marvellous new model, with its unique colour styling and powerful performance, is also obtainable as a clock-radio for just \$44.95. The Decoradio with clock—and appliance outlet—is a wonderful radio, an accurate timepiece, a "waker-upper" and a work-saver, all in one. The clock will turn the radio on or off at the time you set; control bed lamps; electric blankets; other electrical appliances. See it at your Marconi dealer's!

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