

Works Expenses over \$million on wide range of sand projects

Local public work officials reported that due largely to the government's austerity program the value of harbor works and fish landing projects completed and started during 1962 grew by about \$1,000,000 from the previous year.

Estimated value of work carried out was \$1,700,000 as compared to the \$2,500,000 of 1961. In addition to this the Department also spent \$300,000 in the province toward the opening of a new government dredging plant.

Three major projects were underway by the close of the year, two in Queens County and one in Prince.

In Queens work on the new department of transport wharf in Charlottetown is reported to be progressing favorably and this \$1,200,000 project is due for completion in 1963.

TENDERS COMING
No details are yet available on what type or how many buildings are to be erected on this wharf, tenders for this portion of the project are expected to be called this coming summer.

The other Queen's wharf at Wood Islands, where extensive repairs and improvements were carried out to the docking basin for the Wood Islands-Carleton ferry service.

During 1961, the west side of the harbor entrance was widened, thus permitting passage of larger ferries. Still being worked upon is the reconstruction of the east breakwater. This includes the enclosing of the breakwater with steel sheet piling and a concrete deck.

TERMINAL STARTED
In Prince County, the Borden ferry terminal project was started with the dredging in preparation for the second ferry landing being well underway. Erection of the new pier is expected to get underway within a few months. Plans call for this project to be completed well in time for the 1964 centennial celebrations.

QUEENS COUNTY
Charlottetown Construction of the Department of Transport Wharf continued through 1962. This project is now approximately 50 per cent complete.

A steel sheet pile retaining wall on the seaward side of HMCS Queen Charlotte property was completed for the Department of National Defence in 1962. Construction began in 1961. The contractor was C. A. & S. Briggs Limited of Summerside, P.E.I.

Construction of a 24 foot by 40 foot two-storey workshop warehouse for the department of fisheries began in August, 1962. The contractor is Robert J. Petric Contractor Limited of Charlottetown.

At the Railway Wharf, dredging of the ship's berths was done by Departmental Plant Dredge "No. 10" and also, general maintenance of the warehouses and wharf was carried out by day labour.

Rete River: A seven-fifty-foot long section, sixteen feet wide, of the west breakwater was renewed using steel sheet piling. The contractor was Norman N. MacLean of Murray River, P.E.I.

Wood Islands Harbour: A project for widening the west side of the harbour entrance, to accommodate larger ferries, was completed during 1962. The work involved construction of a steel sheet pile breakwater 632 feet long, the removal of the old steel breakwater and the dredging of 70,000 cubic yards of sand and sandstone, to widen the channel.

The general contractor for the work was Eastern Enterprises Limited of Quebec City, P.Q. Reconstruction of the east breakwater was started in July of 1962. The work consists of enclosing the existing east breakwater with a steel sheet pile wall. Very favourable progress has been made to date with steel sheet piling and fill being completed. The perimeter of the wall measures 1300 feet and 5000 cubic yards of sandstone was required to ballast the wall. A concrete deck will be placed on the breakwater next spring.

The contractor for the reconstruction is Norman N. MacLean of Murray River, Prince Edward Island.

General maintenance of the ferry terminals was carried on during the year. A new sewage tank was installed at the waiting room and repairs were made to the wharf lighting system.

The loading wharf on the east side of the ferry terminals was paved along with a parking area which was built adjacent to the fishermen's landing. This project was carried out by Island Construction Limited of Charlottetown, P.E.I.

During the season, Departmental Dredges, Pownal "No. 2" and Dredge "No. 23", carried out maintenance work in the harbour.

Nine Mile Creek: Dredging an approach channel by D.P.W. Dredge "No. 12" provided a channel 600 feet long and 115 feet wide, removing approximately 65,000 cubic yards. Minor repairs were also carried out at the wharf by day labour.

Rushton Harbour: The construction of a landing extension 300 feet long and 24 feet wide which will also serve as a breakwater at Rushton North was completed by Contractor, Colin R. MacDonald of Antigonish, N.S. Construction of 150 linear feet of beach protection work at Rushton Harbour by day labour. Leo R. Robson foreman.

Robson's Island: Construction and repairs to 60 steel piles of beach protection work by day labour, Lawson MacKinnon foreman.

French River South: Asphalt paving of wharf by Warren (Ma Hines) Limited.

KINGS COUNTY
Savage Harbour: Repairs were made to the entrance channel piers which involved the piling of 2000 cubic yards of sandstone fill. The contractor was Douglas and MacVeen Contracting Company of Mount Stewart, P.E.I.

Dredging 3000 cu. yds. by Departmental Dredge No. 25 improved landing facilities at the east side of the wharf.

Nantuxig: An extension of the west channel protection pier, 100 feet seaward was constructed to give added protection to fishing berths. The work is constructed of creosoted timber. The contractor was Edward MacCallum Brackley Beach, P.E.I.

Red Head: The deck system repairs and improvements were carried out to the docking basin for the Wood Islands-Carleton ferry service.

North Lake: A 548 foot extension to the landing system on the East side of the harbour was constructed of creosoted timber and reinforced concrete. A haul-out slip for fishing craft is part of the structure. The contractor for this work was Edward MacCallum of Brackley Beach, P.E.I.

Dredging of the inner harbour at North Lake was completed in the season to provide improved facilities for the beginning of the 1963 fishing season. Total of approximately 23,000 cubic yards of material was removed and deposited back of the new landing described above.

The contractor for this work was Maritime Dredging Limited of Charlottetown, P.E.I.

Also at North Lake, repair of the deck system of the west landing and relocation of the 5-ton stiff leg derrick was carried out by day labour.

Bastion: The deck system on the west channel protection pier was reconstructed by day labour.

South: The reconstruction of the Eastpack Wharf acquired by the Department in 1961 was completed in 1962. This structure is of steel sheet piling and creosoted timber and is approximately 300 feet long by 105 feet wide. The contractor was L. E. Walker of Charlottetown, P.E.I.

General maintenance of the Railway Wharf, warehouse, and breakwater were made by day labour.

Dredging by department Dredge Pownal "No. 2" provided a mooring berth for fishing boats on the north side of the Eastpack Wharf and in an area approximately 200 feet by 200 feet between the Eastpack and a d of the Railway Wharves. Approximately 8000 cubic yards of material were removed from these areas.

Bay Fortune: The North Wharf was reconstructed with steel sheet pile and creosoted timber walls outside of the existing timber structure. The wharf roadway was also widened and faced with rock on its seaward side. The contractor for this work was Norman N. MacLean of Murray River, P.E.I.

Annapolis: At Annapolis, the eastern landing approximately 210 feet long and varying from 16 to 30 feet wide, was reconstructed in concrete and creosoted timber. The deck of the main wharf was also renewed under the same contract with G. and M. H. Smith of Port Hood Island, N.S.

Launching Pond Harbour: A 100 foot four inchers extension of the landing was constructed using creosoted timber and reinforced concrete. A haul-out slip for fishing boats is built into the structure. The contractor was Stanley Reed of Port Hillford, N.S.

Also, at Launching Pond, a new feeder system and deck was placed on the retaining wall on the west side of the Run to permit its use as a landing for the fishermen. This work was done by day labour.

Georgetown Harbor: A mooring basin approximately 150 feet by 200 feet in size, was dredged for the use of the fishermen on the east side of the Queen's Wharf by Departmental Dredging plant, "Pownal No. 2".

Also on the Queen's Wharf, a derrick was erected for the fishermen and general maintenance of both the Queen's Wharf and the Railway Wharf was carried out by day labour.

Graham's Pond: A contract work at this location consisted of extending the west landing a distance of 205 feet and increasing the deck system of 353 feet of the existing west landing. Constructed is of creosoted piling foundation with a reinforced concrete deck.

Also the bridge across the run at Graham's Pond was renewed under the same contract with Colin R. MacDonald Limited of Antigonish, N.S.

Repairs and general maintenance of the breakwaters was completed by day labour.

Poverty Beach: Murray Harbour North (the rendering system of the landing and breakwater) was repaired by day labour.

The landing was widened by 12 feet over a length of 90 feet. Construction was of steel and reinforced concrete and the contractor was L. E. Walker, Jr.

Local agreement with Ralph MacDonald of Summerside.

Fileville: A marine railway complete with tracks, hauling machinery, storage yard and equipment was constructed for the department of Fisheries, under contract by Edmond Arsenault of Abram's Village and Ralph MacDonald of Summerside.

Summerside: A quay wall between Queen's Wharf and the adjacent property is presently under construction. The whole area behind the wall to the shore is being filled with clay fill and should provide adequate work and hauling space for the fishermen. The contractor for this work was Eastern P.E.I. Contractors of Montague, P.E.I.

Minor repairs by day labour of minor repairs to the wharf facilities on wharf facilities at Tignish North, Jude's Point - derrick, Skinner's Pond, south pier, Miminegash piers, Brae - Harbour, Ellerslie - wharf, Fishing Cove, Summerside, Holman's Wharf and Cape Traverse.

Now Your Dust Can Be Weighed
PASADENA, Calif. (AP)—It has sprung the size of a pinhead, made of glass-like substance, can detect weight changes of a thousandth of a milligram of a gram. A gram is less than one - five hundredth of a pound.

To measure cosmic dust, There's a lot of dust in space, much of it sub-microscopic. Scientists fear these clouds could scar a space ship enough to damage it. To understand the risks, they have to weigh the dust. So the government got Electro-Optical invent the dust scale.

Systems Inc. of Pasadena, Calif. The only problem remaining is to get the scale to the dust. Scientists say the tiny device will someday ride aloft in the nose of a space vehicle.

GIANT \$1 1/2 MILLION TRANSPORT WHARF IN CITY IS HALF COMPLETED

65 YEARS PROGRESS on Prince Edward Island 1897 - 1963

PRINCE COUNTY
Borden Pier: A contract was awarded to Verreault Navigation Inc., for the dredging for the new pier at the ferry terminal. The contract was about two-thirds completed in 1962, and will be finished in the spring of 1963.

Alberton: As a further step to make this harbour accessible to coastal shipping, a channel 2000 feet long and 200 feet wide was dredged through the outer bar by departmental dredge No. 12 to a depth of 15 feet below Low Water Spring Tides.

Tignish Run: On a 448 foot section of the south pier, the plank deck was replaced by reinforced concrete deck. A modern method in using wire mesh for the bottom form was applied and reduced costs to less than half of the conventional way. The contractor was Edmond Arsenault of Abram's Village.

Adjacent to the inner end of the south pier an area of approximately one acre of marshland was filled and graded, to provide working and hauling space for the fishermen. The work was done under local agreement by Williams and Egan of Ellerslie. The existing derrick was transferred to this area from a former location at the outer end of the pier. The work was done under local agreement by Edmond Arsenault.

Minor repairs to the north pier were performed by day labour under the foremanship of Mr. Ben Pitre.

The inner portion of the Run, was dredged by Departmental Dredge No. 23.

Jude's Point: The existing wharf was reconstructed and the plank deck replaced with a reinforced concrete deck. A boat basin was added to the facilities north of the existing wharf by the construction of a 184 feet long landing. One section of the landing is running for 120 feet north of the wharf and the remaining section of 64 feet under an angle of 90 degrees, so enclosing with a sheet piling rectangular sheltered boat basin.

The work was performed under contract by Ralph Ford of Northam, P.E.I.

The new basin was dredged by departmental dredge No. 23.

Skinner's Pond: The harbour entrance was dredged under local agreement by the Maritime Dredging Company.

On the east pier the plank deck was replaced by day labour under the foremanship of Mr. Russel Aylward. The rubble mound breakwater was repaired under contract by Morrison and MacRae of Summerside.

Miminegash: A 436 foot section of the north pier was reconstructed and the existing plank deck replaced with a laminated timber concrete composite deck.

West Point: The boat basin was dredged by departmental dredge No. 10.

Beaton's Bridge: A channel 2200 feet long and 90 feet wide was dredged through the sand flats to provide access for fishing boats to the landing place.

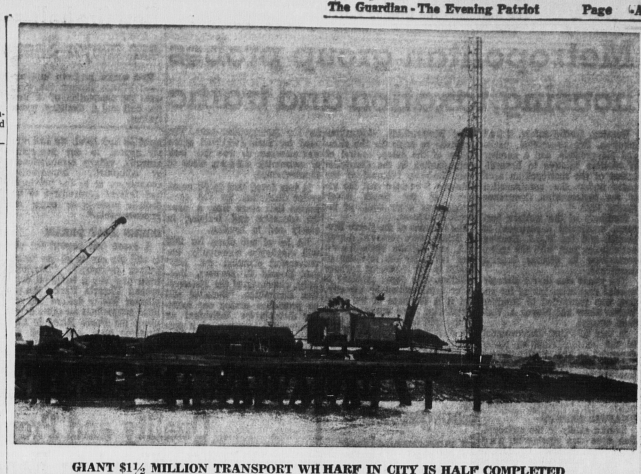
The dredging was done under contract by the Maritime Dredging Company of Charlottetown.

Higgin's Shore: The ice damaged existing wharf was reconstructed and reinforced with steel H-piling. The new work has a laminated timber concrete composite deck. The work was done under contract by Ralph Ford of Northam.

Summerside Bay: A sheltered rectangular boat basin was added on the east side of the existing wharf, by construction of a 504 foot breakwater landing with 135 foot spur at the inner end and a 141 foot spur at the outer end. The width of all these sections is 20 feet. The work consists of creosoted pile bents, with creosoted bracing, wales, sheathing and fenders and a laminated timber-concrete composite deck. The basin was dredged to 4 feet below Low Water Spring Tides.

The contractor for this work was Edmond Arsenault of Abram's Village.

A 5-ton derrick is under construction in this harbour under



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A STATEMENT OF POLICY . . .

Back in the "pre-television, pre-automobile, pre-20th century era" there was established in Charlottetown the firm of Sterns Limited . . . and from that day on our firm has had only one policy—to provide you with the finest in laundry and drycleaning work. Our famous "Sanitone" drycleaning method, noted the country over for excellence, helps us maintain this policy. We strive, at all times, to make your clothes look as fresh and new as the day you bought them; in short, we strive for 100 per cent satisfaction. This policy has not been difficult to maintain, thanks to the efforts of a staff without whose efforts our success could not have been achieved. We thank you for your business and support in the past.

MAY WE BE OF SERVICE TO YOU IN THE FUTURE

J. W. McKenna
Manager



J. W. McKenna
Manager

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