

Public Property Report Varied Work Undertaken

Cou. D. Elmer MacDonald reported that when he assumed the chairmanship of the Public Property on July 11th last, he felt that possibly it would be of a temporary nature and that his colleague, the late Councillor Keefe, would have again assumed the chairmanship as soon as his health would permit, and that he would be reporting for the Public Property. "It certainly was a great shock when, on January 2nd, I received the sad news that he had passed away. Councillor Keefe was most conscientious in his work as a City Father. His interest in Ward IV, particularly, and in the City in general, was most sincere. Councillor Keefe will be greatly missed by me, as a colleague and as a very personal friend. Many many times I sought his advice in matters pertaining to the City."

CITY HALL
The City Hall and the Police Station were redecorated, as was also the bedroom in the Fire Station. The outside doors and window frames were repainted and fluorescent lights were installed in the Police Station, and a section in the large boiler used in the heating of the City Hall had to be replaced. Your Committee feels that it would help a great deal in keeping the building clean if the heating were changed over from coal to oil. Some minor repairs were necessary to the roof, and a shut-off was built into the ventilation in the cell block to increase the heat. A new flag pole was placed in front of the building, which allows for the flag to be raised and lowered without the necessity of climbing to the roof on each occasion.

STREET LEVEL OFFICE
Your Public Property Committee feels that a suggestion to the incoming Council would be that they give thought to a ground floor office for the convenience of the taxpayers, who feel the climb to the main Tax Office somewhat of an ordeal.

MARKET
While any main alteration to the building should come under Public Property, your Committee cannot assume credit for the wonderful renovations which have resulted in an up-to-date Bus Terminal, Travel Bureau and Civic Centre, as well as a more concise and neater market area. We feel that this was done by a special committee of the Council, with Councillor Gaudet acting as the spearhead, and we offer our congratulations to the other members of the Council, and to ourselves, on having had this certainly a magnificent expenditure. Some repairs were made to the flat roof of the Market, to take care of a leaking condition—also some repairs to the flashing and copper work on the main roof.

When the new oil burning equipment was installed in the Market, it was found that, to heat certain occupied sections it was necessary to heat unoccupied sections as well, because of the antiquated steam pipe system. This meant the boiler was doing a lot of unnecessary work, and consuming a very great quantity of oil. To economize on this wasteful consumption of fuel, new direct lines were installed, giving the most direct heat possible. It was found also that the return system from the radiators was inefficient, and did not tie in with the preheating tank in connection with the boiler. This necessitated the installation of traps under the radiators and connected them to take care of the condensation and return.

The radiators in the entire building, with the exception of the Empire Theatre, are now equipped to conform with the new heating system. I might add that in conjunction with the new Civic Centre few concrete steps were necessary at the west end and south side of the Market Building.

Late in the Fall, it was found that the girders under the Fish Market were eaten through by rust and corrosion. Tenders were called for the supplying and installation of new steel girders to replace the old ones, and while delivery is slow on steel, it has arrived and the work is now being completed.

SQUARES
The usual seasonal work was carried out on the Squares by the caretakers, and presented the usual neat appearance throughout the spring, summer and fall months. Where top soil and seed were used, where grass had withered, all refuse barrels, benches, etc. were repainted during the winter months, and replaced in the various Squares.

VICTORIA PARK
The work of beautifying Victoria Park, so enthusiastically started by the late Councillor Keefe in 1954, was continued throughout the last year. The Cricket Field, which had been graded, was coated with top soil and additional seed was added. As soon as conditions permitted, the cross road from Brighton Road to Fort Edward was closed, and certainly added much to the appearance of the Park, as it has eliminated the dust nuisance. Throughout the entire season, the Park was kept in a very neat condition. The underground was also cut and hauled away. A small fence was erected around old Fort Edward, and on the site

zine on the fort was turned into a museum. During the year, many many happy hours in the Park, not only visiting Fort Edward, but at the Tourist camp grounds in Memorial Field, and in walks through the shady roads and paths of this natural beauty spot.

A plaque in commemoration of Fort Edward was unveiled during the Police Chiefs' Convention, by the Commissioner L. H. Nicholson, head of the R.C.M.P., who at the time, was in Charlottetown attending the Convention.

The removal of the old canteen, and erection and operation of the new Kiwanis Club snack bar is a great asset to our Park. The proceeds were used for the maintenance of the swimming pool, and the saloon were used to the benefit of repair, and were utilized to the utmost capacity. During the Summer months, two large rafts were anchored off the bathing houses, and these were equipped with diving boards, and many aquatic sports were held throughout the season.

In the fall, with the co-operation of Mr. Szaelze, the Cotton Nursery bulbs were planted in various areas throughout the Park, and these help a great deal in the beauty of the Park throughout the spring and summer. A great many pine trees were also planted, and these will replace many of the dead trees which had to be removed.

Late in the fall, the sea wall, east of Fort Edward, had to be replaced. I had intended mentioning the lighting of the Park in my report as Chairman of Lights, but I cannot refrain from mentioning it here. It certainly has added much to the appearance of our boulevard, and allows for pedestrians to walk around the Park and enjoy it after sundown.

Our last effort in the Park was the Centennial Drive, which runs through the centre road in the park to the west end of the boulevard. This road has a rustic fence on both sides, made from rough poles cut from the forest, which are neither peeled nor dressed. At an equal distance from either end, and in a line has been cleaned away, which will make a picnic ground, and will be completed this coming Spring.

GOVERNMENT POND
Government Pond was given considerable attention. Early in the winter, we started to dig it out with a clam shovel, but owing to the mildness of the winter this had to be abandoned, as the ice was not sufficiently strong to carry this heavy machine. A drag line was then used, and this work was completed. This allows a normal tide to put sufficient water in the Pond to cover it. Bluestone was added to the water, to check the growth of algae. I might add that, in the coming Spring, sandscaping on the west side of the Pond is carried out, some attention will have to be given to the stone wall and the lighting, which enclose the pond.

CENOTAPH
I attended a meeting with representatives from the Provincial Government, and the Canadian Legion, in early October, when a plan was presented showing a landscaped area of the ground around the Cenotaph. It was completed for Armistice Day.

DUMP
The dump was kept in a clean condition by Mr. Fred MacDonald and his assistant. At present the dump is sufficient for our needs, and we do not feel at this time that it is necessary to purchase an incinerator.

The cost of Street Lighting for the year was \$18,869.13, which was the service charge on 513 lights.

City Tenders Let Last Year

The following were the Tenders accepted during the year 1955: reported Councillor Arthur L. Wright, chairman of the Tender Committee:

Tender of W.D. Gillis and Company supplying coal City Building, 150 tons Springhill coal at \$15.15 per ton.

Tender of M. F. Schurman Co. Ltd. for alterations to Market Building - Charlottetown, - at the figure of \$17,690.00.

Tender of Douglas Bros. and Jones for plumbing in the Market Building at the figure of \$3,890.00.

Tender of Burke Electric Ltd. for electrical work in the Market Building at the figure of \$2,250.00.

Tender of Moore and McLeod Ltd. for supplying the Police Department with 16 uniforms (consisting of tunic and 2 pairs of trousers) at \$83.45 per uniform.

Tender of County Construction Co. Ltd. for the purchase of the Scales now located at the corner of Queen and Grafton Streets at the price of \$250.00.

Tender of Stewart Motors Ltd. for supplying of the City Police Department with one Police Patrol at the price of \$2,388.00.

Tender of M.J. Conway and Sons for supplying the City of Charlottetown with River bed sand at \$2.35 per ton and Belle River sand at \$2.75 per ton.

Tender of Alexius McQuaid for the supplying of the City of Charlottetown with River bed sand at \$1.60 per ton per accepted. Quantity to be purchased from Mr. McQuaid to be 500 tons.

Tender of Ingram and Bell for the supplying of the City of Charlottetown with one Emerson Standard portable model resuscitator at the price of \$423.50.

Tender of Albert Murphy for the purchase of 2 sleighs, 1 sloop, 1 dump cart, 1 hay mower and 2 sets harness to be accepted at the price of \$125.00, this being the highest tender.

Tender of Rogers Hardware Co. Limited for supplying the City with 500 feet fire hose, with brass expansion couplings attached pin and rocker lug at the price of \$1.60 per ft.

Tender of County Construction Co. for Steel Framing-City Fish Market floor Price \$1,365.

British American Oil Company supplying fuel oil for Civic Centre price 17.10 cents per gallon.

L. G. Gillespie, supplying the Fire Department with 14 pairs rubber boots. Price \$16.85 per pair.

Tender of H. R. Large and Co. supplying the City with 150 tons Springhill screened coal for the City Building at a price of \$14.98 per ton.

Your Committee would have been unable to accomplish its proper work without the ever willing co-operation of City Clerk Fullerton and his staff. We thank them.

Busiest Season On Record For The Port Of Churchill

By WALTER GRAY
Canadian Press Staff Writer
WINNIPEG (CP) — Thirty-three years ago a group of Prairie businessmen and citizens set out on a mission—to complete the Hudson Bay railroad.

That mission was fulfilled. Now, Prairie men waving the banners of their forebears are bent on a new crusade. Through the Hudson Bay Route Association they are beating the drums to awaken western industry to the advantages of doing business through Manitoba's sub-Arctic port of Churchill.

Their latest move is the publication of a booklet, "Imports Pay For Exports." Its 32 pages are filled with statistics, comparative tables, facts and photographs on the port located 610 miles north of Winnipeg.

SHORTER ROUTE
Mileage is one of the chief selling points. The booklet notes that the distance from Churchill to Liverpool, is 2,936 miles. From Montreal through the Cabot strait it is 3,007 miles.

By shipping from the Prairies direct to the Churchill dock the cost and cost of transshipping from the Lakehead to Montreal is eliminated. Freight rates are also lower.

Publication of the booklet was well-timed; the port last fall ended its busiest season in history. During the season from July 23 to Oct. 20 a total of 13,007,845 bushels of wheat was shipped to the United Kingdom. The 38 incoming vessels—a record number—unloaded 3,745 tons of general cargo, ranging from automobiles to candy, for delivery to western centres.

Only the ships returned home with only wheat and flour in their holds. The Hudson Bay Route Association wants ships to sail away with goods manufactured on the Prairies.

The association says further development of traffic over the bay route is up to western businessmen, retailers, wholesalers, distributors, importers and exporters.

MANY SAFEGUARDS
It points out that physical hazards have been overcome through the use of radar, gyro compasses, echo depth sounders, direction finders and radio on ships passing through the ice-endangered strait.

The department of transport has established lights, beacons, radio, icebreakers and an aerial ice reconnaissance along the route.

The Hudson Bay Route Association began its mission in 1923 when, as the "On-to-the-Bay" association it appealed to the government to finish the railroad. In 1917, the

THANKS, THANKS TO YOU

partially-constructed road had been left to rust and sink in the northern Manitoba, Muskeg victim of waste, politics and a steel shortage.

By 1929 the association saw its mission completed. Steel spanned the barren lands to reach Churchill. That same year the first shipload of grain moved from the new grain terminal dock to England.

Here at last was the Prairies' own sea route to the United Kingdom and Europe. Enthusiastic association members envisioned trainloads of grain and manufactured goods streaming from the Prairies provinces to the docks at Churchill.

But their visions died with the drought and depression of the 30s, a ship-iceberg collision which gave the route a bad name and finally the Second World War that closed a railroad to commercial traffic.

With the war's end the old visions were seen again by W. G. Streeton of Plunkett, Sask., again set out to make those old dreams come true.

FIRE FOLLOWS EXPLOSION
SWIFT CURRENT, Sask. (CP)—Fire believed caused by a furnace explosion burned through a large one-storey store on the main street of this southwestern Saskatchewan city Monday. There were no injuries and no official estimate of damage had been made.

How "Fast" Are You Living?
February Reader's Digest tells you how doctors test your BMR (basal metabolic rate) to show if you are living at abnormal racing-car speed or chugging along only half alive.

Private Life of Adolf Hitler
In February Reader's Digest, Hitler's valet for 20 years reveals intimate facts about the dictator's private life and death—answers many puzzling questions.

Facts About Abortion
A grandmother with heart disease... a 13-year old rape victim... both were pregnant, asked abortions. Should they be granted? Here are frank facts about one of our most uneasy problems.

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Thinks U. S. Gets Wrong Impression On Quoddy Plan

OTTAWA (CP) — A Maritime member said in the Commons Tuesday Washington has been given the impression that Canada doesn't care whether the Passamaquoddy tidal power project is ever carried out.

"There was indifference in the past and I am afraid that at Washington they still think there is indifference on the part of the people of Canada, represented of course by this government," said A. J. Brooks (PC-Royal).

If the tides in Passamaquoddy bay, whose shores are shared by New Brunswick and Maine, were harnessed to generate power the province would get about \$20,000,000 the estimated total of 1,000,000 horse power created by the project.

That would place New Brunswick on a power par with any other province in Canada.

"I believe this development is feasible," he said.

The United States Senate last week approved a resolution calling for a \$3,000,000 study to determine whether the Passamaquoddy project is economically sound. External Affairs Minister Pearson has said Canada does not plan at present to participate in the cost of the survey.

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2:00 p.m.—FM Concert Hall
3:00 p.m.—Liberace
3:30 p.m.—At Home with Helen Crocker
4:30 p.m.—Today with Arlene Holder
4:45 p.m.—Uncle Jack at the Piano
5:00 p.m.—Story Book
5:15 p.m.—Maggie Muggins
5:30 p.m.—Howdy Doody
6:00 p.m.—Barbie's Scrapbook
6:30 p.m.—CKCW-TV News
6:40 p.m.—Weather
6:45 p.m.—Sports
6:50 p.m.—CBC News
7:00 p.m.—Little Red Schoolhouse
7:30 p.m.—Paul Killiam
7:45 p.m.—Sparkmaster
8:00 p.m.—Life is Worth Living
8:30 p.m.—Jane Wyman Theatre
8:30 p.m.—Kraft Theatre
10:00 p.m.—Florin Zabach
10:30 p.m.—International Playhouse
11:00 p.m.—CKCW-TV News
11:10 p.m.—Weather
11:15 p.m.—Concert Hour
12:15 a.m.—Sign Off