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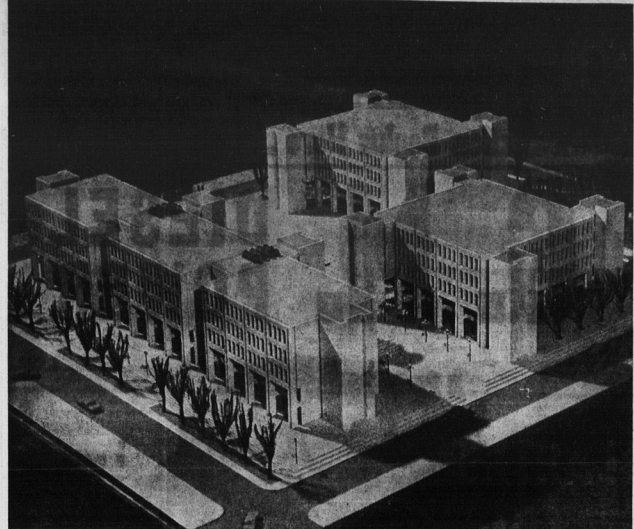
Leads The Way IN ROAD CONSTRUCTION ON P.E.I.



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SUMMERSIDE, P. E. I.



TENDERS WILL BE CALLED SOON FOR THIS NEW PROVINCIAL BUILDING

Electric company moves fast with huge expansion program

There is no doubt that if a poll were taken of all households in the Province, to ascertain the most useful product of today's civilization, that electricity would be the answer.

Since the inception of the Prince Edward Island Government's Rural Electrification Program, in 1954, many hundreds of miles of distribution line have been constructed by the Maritime Electric Company Ltd. to serve customers from one end of the Island to the other.

In addition to these thousands of new customers in the rural areas, previously existing customers have increased their use of electric power by approximately twelve percent annually over the past ten years.

Work on an extensive three and a half million dollar expansion program, previously existing customers have increased their use of electric power by approximately twelve percent annually over the past ten years.

Work was commenced on this project last year, and it is expected that before the end of 1963, sixty percent more power will be available to existing and new customers.

First step in the program was the erecting of a building, 120 feet long, 78 feet wide and 73 feet high, to house the additional equipment.

Associated Electrical Industries Ltd. of Manchester, England, have supplied the 20,000 kilowatt turbogenerator which is now installed in the new building, and Babcock, Wilcox and Golder - McCulloch Ltd. of Galt, Ontario, supplied the new oil-burning boiler required by the turbogenerator.

Company officials are already looking past the completion of the present expansion project, and making tentative plans for further expansion to keep ahead of the continued growth of the use of electric service by island homes and industries.

CONFIDENCE IN P.E.I.
Anticipating and providing for the future — increasing use of electric power by its customers has been a major factor in the Maritime Electric's program for many years. The Company's firm confidence in the continued growth and prosperity of the Province brought about the decision last year to commence

Oil treatment on highways is attempted

Saskatchewan's highway department is making a specialty of what is termed "oil surface treatment" on the better gravelled subgrades. What this boils down to is an "asphalt" asphalt surface with an average 4-in. thickness.

Five government crews went into action during May with the surfacing of an additional 597 miles by this method as the 1963 construction season's objective. Three crews did 302 miles last season.

On completion of the 1963 program, the province's 8,370 miles of provincial highways 3.818 will be dust free — 2,030 standard asphalt paving and 1,780 miles oil treatment.

In dry weather usually prevalent in Saskatchewan, gravelled roads are extremely dusty, both unpleasant and hazardous for motorists.

DUST FREE ROADS
The oil treatment's major appeal is that the department is able to meet more of the demands for dust-free roads at a fraction of the cost of standard pavement.

Under the oil treatment procedure developed by department, this surfacing costs about \$3,000 a mile compared to \$30,000 for standard paving on the normal base course.

Oil surfacing has another advantage. It preserves the gravel in short supply areas.

In the department's last annual report here's how J. Borotolotto, chief of the maintenance department, summed up the story of oil treatment:

"With the application of this surface treatment on better subgrades, and the improvement in the technique of application, it has become evident in the past year that this type of surface is standing up to reasonably heavy traffic without evidence of rutting or excessive maintenance costs, particularly where soil conditions are favorable."

"Except for the need of extra protection from heavy loadings during the critical period of spring break-up, the majority of these oil-surfaced sections are providing a very satisfactory substitute for bituminous pavement on sections other than the primary system."



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