

# Ten Years of Progress In The Department of Public Works and Highways

The following interesting report of the Department of Public Works and Highways by the Minister, Hon. Dougald MacKinnon, gives the story of ten years of progress in this important department:

At the end of World War II, this Province, in common with the others, found itself with a badly worn, largely obsolete highway system on the one hand, and rapidly growing highway traffic on the other.

Through the war years, all expenditures on roads were kept to a minimum, but at the same time, transportation habits were changing with more and more freight moving by truck instead of by rail as formerly.

Gas rationing limited highway traffic during the war years, but once this was removed, the growth in highway traffic was steady and rapid.

Car registrations rose from 7,134 in 1946 to 12,551 in 1954 while truck registrations rose from 1,817 to 5,724.

Gas tax receipts rose from \$382,556 in 1944 to \$1,644,972 in 1954.

Along with the growth in highway traffic, business conditions generally have continued to improve. Farmers, faced with labor shortages have turned to mechanization so that the tractor has largely replaced the horse in many of our rural communities. One indicator commonly used to show the rate of improving business conditions is the number of telephones in use in a Province. In 1954, there were 7,731 telephones, while now the total is 13,955. There is 2½ times as much electricity used at present as in 1946.

As I have said, the Government in 1945 had to plan, not only to put our highways back in shape, but also to improve virtually all, or 3,200 miles of highway to take care of the trend toward more and heavier



Hon. Dougald MacKinnon

which was already evident, even at that time. Materials shortages greatly hampered our early bridge program, and lack of road machinery kept our road building to a comparatively small figure in 1954. For example, we were able to build only 35 miles of standard road that year. We did, however, ditch 243 miles, sealcoat 50 miles of old pavement, built 89 small bridges and undertook construction of our Vocational School. We had 10 snowplows in operation. To add to our troubles, much of the pavement laid in 1934 was in bad condition and some was ready for replacement. It was decided, however, that it would be unfair to make other districts wait longer for pavements while we rebuilt pavements already in existence. It was, therefore, de-

road with another 40 miles heavily ditched. That year also, we laid 24 miles of standard pavement, 14 miles of light pavement, sealed 21 miles of old pavement and built 4 large bridges and 38 others. We had 30 snowplows working that year (1951) in place of the 10 we used in 1945. Trans-Canada Highway, begun in 1951, as part of this year's effort.

Progress in 1952 was greater than 1951. In 1953, we did even better, while 1954 topped all previous records. Subgraded roads in 1954 totalled 252 with a further 35 miles heavily ditched. There were 6 miles of standard pavement laid, including 1 mile of concrete; 38 miles of light pavement were laid, and 82 miles of old pavement were seal coated.

Work on the Treatment Centre was continued through the Winter into 1955, and will be completed this Summer. A causeway, cheaper than a bridge, both to build and to maintain, was built across North River; we also built 52 smaller bridges.

It is gratifying to note that our policy of rebuilding bridges to permanent design is paying off in that our repair bills on bridge account have been substantially reduced over the past three years.

Our snowplow fleet in 1954 was 45 units, including a newly invented adjustable plow which gives great promise of clear roads for the future. Buildings also had to have many repairs which had been curtailed in war years, and this added greatly to our maintenance costs. Building construction was needed to relieve crowding in existing institutions and to house added Health Department facilities.

Each year since 1945 has seen an increase in work done. As we have added machinery to our fleet, we have done a larger and larger percentage of work with our own equipment, thus reducing the amount done by Contract. For example, up until 1945, repairs to pavement was largely by Contract. Since, then we have built up our own repair crew who do all the patching and a large part of the light pavement. Progress was steady through the years as we increased our equipment fleet, so that in 1951, we were able to standardize 142 miles of

## City and Central

RESERVE Thursday, June 2nd for City Police dance.

LIBERAL HEADQUARTERS — 219 Great George Street, Dial 8614 or 8321.

CONSERVATIVE Headquarters are located on Queen Street, next to Fennell & Chandler, Dial 9717.

POLIO INOCULATION CLINICS for Grade 2 pupils will be held this week at regional centres throughout the province by the Health Department. Your teacher will know the place, day and time. Only two inoculations are necessary at this time. Grade 1 pupils may also begin or complete polio inoculations at these clinics. This will be the last chance this spring to commence polio inoculations. Immunization against diphtheria, whooping cough, tetanus and smallpox will be available for infants from 3 months and preschool children.

### In Memoriam Woodward Made Associate Director

In loving memory of John T. Malone, Souris, P. E. I., who passed away one year ago today.

Your gentle face and patient smile with sadness we recall, You had a kindly word for each And died beloved by all.

Lovingly Remembered by his Daughter Anna and Children, Inez, Doreen and Joyce.

In loving memory of our dear son, Borden H. Tremere, who passed away on May 16th, 1947.

As long as we live we will cherish his name, In memory we see him ever the same,

For we loved him too dearly to ever forget.

A beautiful memory, dearer than gold, Of a son whose worth can never be told;

Alive and unseen he stands by our side, With him forever our love will abide.

Lovingly Remembered by Father and Mother.

In loving memory of our dear Mother, Mrs. Wm. N. MacKay, Murray Harbour North, who departed this life May 16th, 1953.

In our hearts your memory lingers Tender, loving, kind and true. There is not a day dear Mother But we always think of you.

Lovingly Remembered by the Family.

In fond and loving memory of my dear Mother,

MRS. PETER CAMERON who departed this life May 16, 1944.

The years will pass, dear Mother But still on memories page The loving thought you left behind.

Will never, never fade.

Sadly Missed by her Daughter, Margaret Cameron.

In loving remembrance of my dear sister, Mrs. Peter Cameron, who departed this life May 16th, 1944.

"At the going down of the sun and in the morning we will remember her."

Lovingly Remembered by her Sister, Mrs. Joseph Davis.

ICE CREAM — a favorite with young and old.

"WE TREAT THE SICK WELL" — Gige's Pharmacy, open evenings 7:30 to 9:00.

SLIDES in Mt. Albion Legion Hall, Monday, May 23rd, by the Rev. Mr. Gouge at 8:30.

MILK protects your family's health, order another quart today.

PARTIES HOLDING INVITATIONS for the Nurse's Graduation Dance Thursday, Dial 7142 or 8830 for reservations, not later than 8 p. m. Wednesday, May 18th.

ENGAGEMENT — Mr. and Mrs. Edward Barrett, Charlottetown, wish to announce the engagement of their daughter Adele to Lloyd Louis Bisso, son of the late Wilfred Bisso, Charlottetown. Wedding to take place in June in Charlottetown.

Ottawa — The Department of Agriculture has announced that the Civil Service Commission has approved the appointment of Dr. J. C. Woodward as Associate Director, Experimental Farms Service. Director of Experimental Farms is Dr. C. M. Goulden, recently appointed to that position to succeed Dr. E. S. Hopkins who retired.

Dr. Woodward has been Chief of the Chemistry Division, Science Service, Canada Department of Agriculture, since 1949. Just prior to that appointment he had been selected as one of two Canadian delegates to the Commonwealth Conference in Australia on plant and animal nutrition in relation to soil and climate. He had also made an inspection of the agricultural research organizations of New Zealand.

Dr. Woodward was born at Lennoxville, Que., on the family farm of the late C. J. Woodward, a well known breeder or dual-purpose Shorthorns. Following his early education at Lennoxville he completed his McGill junior matriculation at 16 and received his B.S.A. degree from McGill in 1930. As a boy Dr. Woodward took an active interest in school fair, calf club and short course work. During his student days at Macdonald College he spent the summer months as assistant to W. G. MacDougall, Agronomer with the Quebec Department of Agriculture, for Sherbrooke and Stanstead counties.

He secured his Ph.D. from Cornell University in 1934 and joined the nutritional staff of the Chemistry Division of the Experimental Farms Service under Dr. E. S. Archibald. Dr. Woodward

was associated with the late Dr. C. J. Watson on research in both animal and poultry nutrition. In 1937 he was in charge of chemical research in cereal, forage and field crops where he served until enlisting with the Cameron Highlanders of Ottawa in 1941. During his military service he was awarded the Military Cross and Bar.

On his return from active service, he was sent to Portage la Prairie, Man., to set up a laboratory for research on the production and processing of flax fibre and its products.

In 1948 Dr. K. W. Neatby, Director of Science Service, brought Dr. Woodward back to Ottawa as head of a newly formed plant chemistry unit and gave him an opportunity to carry out post-doctorate work in plant nutrition at the University of California. He was then appointed Chief of the Chemistry Division.

A Fellow of the Chemical Institute of Canada and of the British Chemical Society, Dr. Woodward takes an active interest in sports and is a director of the Giebe Curling Club.

Card of Thanks

"I wish to express my sincere thanks to Dr. E. Kassner, Matron and Staff of Souris Hospital, also Red Point and Fortune Bridge Hockey Clubs who so generously presented me with a purse of money; also Rev. Mr. Sharpe and many others who sent fruit and cards.

Jackie Aitken, Fortune Bridge.

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**AEROWAX SAVES RE-WAXING!**  
The SHINE COMES BACK AGAIN and AGAIN WITH EASY BUFFING!  
AEROWAX FLOOR WAX  
Spices 22¢ per Pint

## RADIO ADDRESSES

ON BEHALF OF THE LIBERAL ORGANIZATION

May 16th — 6:45 - 7:00 P.M. — Mr. Fred Large and Mr. Allan Stewart, Liberal candidates for First Queens.

May 16th — 9:00 - 9:15 P.M. — Premier A. W. Matheson, Speaking direct from Monégue

May 17th — 7:45 - 8:00 P.M. — Mr. Austen Bowman, P.E.I. Young Liberals Association.

May 18th — 6:45 - 7:00 P.M. — Mr. Leo McIsaac, Liberal Candidate for Second Kings.

May 19th — 6:45 - 7:00 P.M. — Mrs. Benjamin Rogers, Vice-Pres. of Provincial Liberal Women's Association.

May 19th — 9:00 - 9:15 P.M. — Mr. P. R. McCormac, Past Vice-Pres. National Liberal Federation.

May 20th — 6:45 - 7:00 P.M. — Mr. Alex MacIsaac, Liberal Candidate for Fifth Queens.

May 20th — 7:30 - 7:45 P.M. — Mrs. E. Inman, President of the Provincial Liberal Women's Association.

May 20th — 7:45 - 8:00 P.M. — Hon. Dougald MacKinnon, Minister of Public Works and Highways, and Member for Fourth Queens.

May 21st — 6:15 - 6:30 P.M. — Hon. Keir Clark, Minister of Education and Member for Third Kings.

May 21st — 8:00 - 8:15 P.M. — Hon. B. Earle MacDonald, Minister of Public Health and Welfare, and Member for Fifth Queens.

May 21st — 10:30 - 11:00 P.M. — Premier A. W. Matheson.

All Times Shown are Standard Time  
Radio Station CFCY — 630 on your dial

### KEEP GOING AHEAD — VOTE LIBERAL

Inserted by the P.E.I. Liberal Association.

<b>ROADS (Maintenance)</b>	
1936	\$126,000.
1946	193,000.
1955	486,000.
<b>PAVEMENT MAINTENANCE</b>	
Commencing from \$13,000 in 1939 to a high of \$288,000 in 1954 (15 years).	
<b>SNOW REMOVAL</b>	
Commencing from \$10,000 in 1939 to a low of \$1,500 in 1942 to a high of \$274,000 in 1955. (The demand still increases.)	
<b>BRIDGES (Ordinary) Maintenance</b>	
The past five years show a decreasing trend brought about by a policy of building permanent structures rather than patch up and make do.	
<b>BRIDGES (Capital)</b>	
The policy of building permanent bridges of a modern specification since the War has lessened the cost of maintenance.	
<b>HIGHWAY CONSTRUCTION</b>	
\$495,000 in 1936, \$36,000 in 1942 to a high of \$1,678,000 in 1955. The 1955 mileage is greater than any other year.	
<b>TOTAL EXPENDITURES</b>	
From \$1,030,000 in 1936 to a low of \$660,000 in 1942 to a high of \$4,466,000 in 1955.	

### TRANS CANADA HIGHWAY

The construction of Trans Canada Highway commenced in July, 1950.

Since that time, all the subgrading from the MALPEQUE ROAD "Barn" Corner to BORDEN has been completed with the exception of about one-quarter mile at BONSHAW.

The section of Trans Canada Highway from WOOD ISLANDS to VERNON BRIDGE has been subgraded.

The total account of subgrade on T.C.H. to 31 March, including bridges (54.3 miles) \$2,309,493.84

The asphalt paving is completed from BONSHAW to BORDEN and from WOOD ISLANDS to PINETTE, a total of 31.2 miles. Total cost \$ 680,310.34

NORTH RIVER CAUSEWAY, 95% completed \$ 165,741.23

Concrete Pavement from NORTH RIVER CORNER extending westerly (1 mile) \$ 70,907.56

Grand TOTAL T.C.H. July, 1950 to March 31, 1955 \$3,266,452.96

Total Claims on New Construction \$1,569,919.81

Back Costs now payable to this Province by Canada \$ 130,000.00

Inserted by the P. E. I. Liberal Association.

# 3200 miles of highway in Prince Edward Island cost over three times as much to build and Maintain in 1954 than in 1936. Our roads are now used by more than twice as many trucks and almost twice as many cars as in 1936. Since 1945 our Liberal Government had to plan not only to put our Highways back in shape but virtually all roads had to be improved practically to the full 3200 MILES

There has been a tremendous increase in the number of motor vehicles using our roads adding tremendously to the work of maintenance. Automobile Registrations rose from 7,134 in 1946 to 12,551 in 1954. In the same period truck registrations rose from 1,817 to 5,724 in 1954. Gas tax receipts in 1944 were \$382,556 but by 1954 they had climbed to \$1,644,972.

Inserted by The Prince Edward Island Liberal Association.