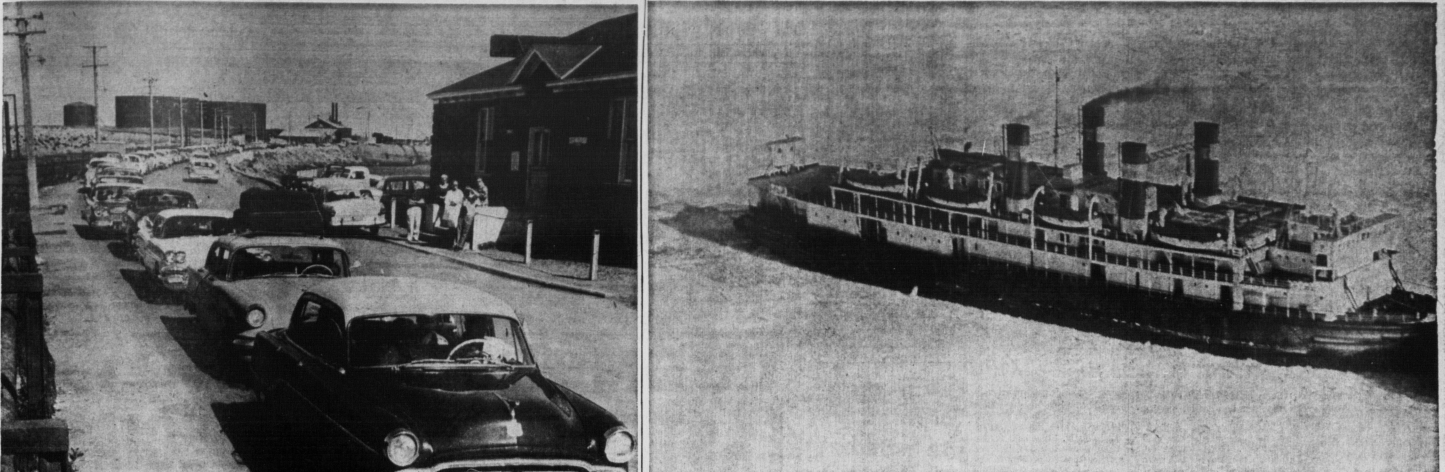


Islanders Are Counting On The \$105 Million Causeway To End These Headaches



THE S.S.P.E.I. STUCK FAST IN AN ICE JAM TYPIFIES ISLAND'S ANNUAL STRUGGLE TO MAINTAIN LINK

LONG LINE OF CARS CAN MAKE GETTING ON AND OFF ISLAND TEDIOUS TASK

Island MPs Jubilant Over Announcement

CAPITAL BUREAU OF THE GUARDIAN
OTTAWA — Prime Minister Lester B. Pearson announced today that the government plans to proceed with the construction of the Northumberland Strait causeway.

Cabinet Minister Hon. Angus MacLean said he has known for some weeks that the announcement would be forthcoming but the welcome news apparently came as a delightful surprise to the other three Island MPs, Mrs. Margaret Macdonald, Dr. Orville Phillips and Heath Macquarrie.

"All Island members agree that this is a banner day for Prince Edward Island," Mr. MacLean told the Ottawa Bureau of the Guardian. "The causeway will finally fulfill one of the conditions of confederation, that there should be a cut in the communication and link with the mainland. The causeway will mean a lot of employment for Island people during construction, and much heavy machinery will also be employed."

Mr. MacLean said that the causeway would be an aid to the island's tourist industry as not only will it make it easier and faster to travel on P.E.I. but the causeway in itself would represent a major tourist attraction that a lot of people will want to see.

The Fisheries Minister said he understood there are longer causeways than the 9-mile Northumberland causeway in existence but no other one constructed in open sea under comparable conditions of depth, ice, and wind.

Mr. MacLean said that at one time there was some fear expressed by fisheries officials that a solid causeway would affect the migration of fish. Subsequent studies indicated that

get this project approved," Mrs. Macdonald said. "The causeway would not only benefit tourists but would aid farmers and fishermen who would now be able to send their produce, such as fresh vegetables and live lobsters, to market without being tied to the ferry schedules."

It would be pointed out that the building time at some seven or eight years, so that it will not be ready for the celebration of Confederation. He also estimated that it might take a full year to get engineering plans drawn ready for a tender call.

Health Macquarrie said that in terms of long range economy, the causeway announcement was most impressive. He said experience has shown that in all ferry replacements by permanent structures that it was cheaper from a transportation point of view. Ferries become increasingly costly to operate as traffic increases and the ferry deficits would be bound to rise over the years. On the other hand, once the causeway is built, the operating costs are practically fixed regardless of any traffic increase.

NEW FERRIES UNDECEIVED
Whether any more ferries will be built for the island run is still not decided, the MPs said. It would depend to some extent on the build up of traffic in the few years immediately ahead.

Mr. Macquarrie recalled that in 1960 the Island members of Parliament couldn't even get to Ottawa for about a month due to transportation problems. This led to the first real drive for a better link. The causeway will fit into the national pattern of development and can be compared with the South Saskatchewan dam.

Mrs. Macdonald recalled that her husband, the late John A. Macdonald, former MP for Kings, had played a leading role in advocating the causeway.

"I am naturally very happy to see the culmination of his and other's people's efforts to

the rest of Canada now wanted to join it by means of a causeway. "I'll have to start working one for Kings County, too," suggested Mrs. Macdonald. "I should also point out that apparently it took a woman in Ottawa from the island to put this great project through."

It would be pointed out that the causeway would remove what he described as the "ferry phobia" by Island citizens. For those who still wanted to make the trip by water, the Wood Islands ferry service was expected to continue to operate to serve that end of the island, even though the causeway was in existence. Dr. Phillips said that as far as the plans of the West Point ferry people for an additional ferry service to that end, the matter would have to be re-studied in the same light and circumstances as the Wood Island ferry operated.

WOOD ISLANDS TO CONTINUE
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Mr. MacLean said the causeway announcement by the Prime Minister was even more important to the people of the island than his announcement of the federal election date.

ELECTION EFFECT
"I am not sure what effect, if any, the causeway announcement might have on the election on the island," Mr. MacLean said. "It might have a more beneficial effect for future Conservative candidates after the causeway is a reality, if it is fair to say that none of the island members staked their political career on the fact that the announcement comes when it does. All four members are confident of the outcome of the vote on June 18 regardless of the causeway."

Mr. Macquarrie agreed, saying that Ottawa's treatment of the island since 1957 has been outstanding long before 2.30 p.m. Tuesday, the time of the causeway announcement in the Commons.

With a smile, Dr. Phillips said that Prince County had obviously improved so much under a Conservative government that

justified from an economic point of view. **ANSWER 'YES'**
The answer in both cases is in the affirmative. The most economical crossing for road and rail traffic appears to be a combination causeway with navigation locks and a bridge between four main islands, N.B., and Borden Point, P.E.I. The estimated cost is \$105,000,000.

THE GOVERNMENT NOW HAS DECIDED THAT A CAUSEWAY WILL BE BUILT BETWEEN NEW BRUNSWICK AND PRINCE EDWARD ISLAND.

Studies to date have involved several government departments, consulting engineers and the National Research Council. An important part of the work was the construction of a scale model of the area by the National Research Council.

DATE AT
(Continued from page 1)
New Democratic Party 89 and Liberal 85.

MEETS PEARSON
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Because of opposition obstruction, he charged, "it has become almost impossible to proceed with the business of the House."

In 63 days of sittings, 27 days had been spent debating estimates, eight days on the throne speech debate, two days on a supply motion and only 28 days on legislation.

SOME BIG ISSUES
Some of the main issues that will be fought over during the election campaign, including unemployment, are the series of budget deficits in the state of Canada's economic health since 1957, trade problems raised by the European Common Market, and the question of acquiring nuclear warheads.

ANNOUNCEMENT TEXT
OTTAWA (CP) — Text of Prime Minister Diefenbaker's statement in the Commons Tuesday on the Prince Edward Island causeway:

I have two or three announcements I wish to make today. The first has to do with the Northumberland Strait causeway.

As the House knows, comprehensive studies were authorized by the government in January, 1959, into the whole question of the building of this causeway.

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LIBERAL MP
(Continued from Page 1)
the summer of 1956 that a quick calculation indicated that the project would be financially feasible at a cost of \$70 million, although further study would be needed before a more definite assessment of economic feasibility range could be made.

Estimates of cost at the time ranged from \$50 million to approximately \$75 million.

Cost estimates were revised upwards though when it was learned later several bridges or openings would have to be provided in the structure, to prevent damaging tidal variations that would develop, if a solid causeway were built.

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heavy ice pressures that would develop, and scale models were created for testing at the National Research Council in Ottawa.

Fisheries Minister Angus MacLean, who was a member for Queens when the causeway was first proposed, said at one stage that if the causeway were built there would be nothing in the world to compare with it, considering its length, and the tide and ice conditions that would have to be overcome.

Two interim reports from qualified federal spokesmen gave the islanders reason for qualified optimism as they awaited the final summation which came last night.

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in nearby N.B. areas to construct the proposed structure. And Prime Minister Diefenbaker gave even more ground for optimism when he indicated that the project was feasible from an engineering standpoint on the basis of surveys which were still incomplete.

Best hopes in the provincial field was Hon. Henry Wedge, minister of welfare and labor.

Late last year Mr. Wedge predicted the causeway project would be declared feasible—all the signs point that way, he said—and he predicted the undertaking to build it would come this summer.

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G. L. Montley, Secretary

LATE NOTICES

(Also see announcements in columns adjoining Classified Advertising section.)

CROSBY — At 155 Queen Street, April 17, 1962, J. Ernest Crosby, aged 77 years. Resting at the funeral home, from where the funeral will take place Thursday morning at 9:15 by Father's officiating. Burial in the cemetery at 9:30. Interment will take place in the Roman Catholic cemetery.

WALSH — At Crapaud, Tuesday, April 17, 1962, Freeman Walsh of Crapaud in his 74th year. Resting at the Chisholm Funeral Home. Funeral arrangements later.

JOHNSON — The death occurred suddenly on April 17, 1962, of Johnson, in his 78th year. The remains are resting at the home of his daughter, Mrs. H. H. Johnson, 306 Fitzroy Street, in his home. Resting at the Catholic Funeral Home from where the funeral will be held Thursday afternoon commencing at 2 o'clock. Interment in the People's cemetery.

NEWART — At Charlottetown, April 17, 1962, Charles Newart, formerly of Charlottetown, and brother of Mrs. Elwood Burrows, 306 Fitzroy Street, in his home. Resting at the Catholic Funeral Home from where the funeral will be held Thursday afternoon commencing at 2 o'clock. Interment in the People's cemetery.

QUARRY AT BAYFIELD, N.B., MAY BE SOURCE OF ROCK-FILL FOR THE CAUSEWAY

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