

NEW WHARF WILL REPLACE 50-YEAR-OLD MARINE WHARF AT FOOT OF QUEEN STREET

\$1 1/2 million wharf provides facelifting for Ch'town port

The biggest contract let by the federal department of public works for harbor work in Prince Edward Island, during 1961, will go a long way to giving the port of Charlottetown a big stride toward a face lifting.

The project valued at approximately \$1,500,000, will see the erection of a new wharf for the Charlottetown based ships of the department of transport, replacing the old Marine Wharf which has been used by the department for well over 50 years.

The new wharf will occupy a site at the foot of Queen Street, on the area extending about 50 feet west of the Buntain and Bell wharf to the Charlottetown Yacht Club property at the west. The area involved was formerly occupied by the defunct Queen's Wharf, which was originally Peake's No. 1 wharf, and the recently demolished Pickard wharf.

harbor, from high water mark, the outer end will extend east and west for 300 feet. Along the east and west side dredging will be carried out to a depth of 26 feet and at the outer end to 33 feet.

The wharf deck is to be supported by steel "H" piling and tubular steel piling. The centre portion of the wharf will comprise solid fill, with asphalt paving. Around the east, west and south sides of the filled portion, a concrete deck will be poured. Along the west and south sides, this concrete slab will be 100 feet wide, and along the east 50 feet, the whole area will have a depth of one foot.

For fendering the outer sides of the wharf will be sheathed with creosoted hardwood and softwood piling. The wharf equipment to be provided in this portion of the contract, includes, fenders, ladders, bollards, electrical lighting, power and telephone systems for connection to ships, water supply and complete fire protection.

PLANS PREPARED

Plans and specification for the project, which started early in November were prepared for the district office of the harbors and rivers engineering branch of the department of public works, by Halifax firm of Whitman, Benn and Associates, represented on the job by the recently retired federal district engineer, Clive Currie.

Representatives of the contracting firm are Edward Turner, as district manager and Harry MacKenzie, project engineer. Both of these men have had considerable experience on large harbor and river projects. The latter having been project engineer on the recently completed Bras d'or Bridge in Cape Breton, and the Canso Causeway.

The portion of the contract which is now underway does not include the erection of a new buildings. Tenders for these are expected to be called early in 1962, and the job let sometime during the summer.

Buildings planned are an administration and stores building on the north portion, and on the east side, machine shops and a shipping shed.

MOST EXPENSIVE

Local department officials expressed the opinion that when fully completed with buildings, the project will be the most expensive ever carried out by the federal government at any harbor in Prince Edward Island. The final cost is expected to run well over the \$2,000,000 mark. The only other project which

FEDERAL PUBLIC

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quite storage facilities and would have required extensive alterations and repair.

OTHER PROJECTS

Annandale - Repairs to the East wall of the boat-shelter.

Bay Fortune - Repairs to the derrick on the breakwater.

Basin-Head - Repairs to the walls and decks of the East and West breakwaters.

Beach Point - Minor repairs were made to the surface of the landing.

Cardigan Wharf - Minor repairs to the deck plank.

Georgetown Railway Wharf - General maintenance of the wharf and painting of the produce warehouse.

Goose River - Minor repairs to the boat haul-out.

Graham's Pond - Repair of deck plank and replacement of ballast rock in the breakwaters.

Green River Wharf - Replacement of the deck system in creosoted and treated timber.

Launching Pond - Replacement of the entire deck system of the West breakwater in creosoted and treated timber, also replacement of ballast rock in the breakwaters.

Lower Montague - Replacement of an 80-foot section of the West wall in creosoted timber, and repairs to the bollards and transit shed.

Mink River - Repairs to the fender system of the wharf head-block, using creosoted timber.

Montague Wharf - Minor repairs to deck of the fishermen's landing.

Naufrage - Replacement of fill and ballast rock back of the landings.

North Lake - Repairs and improvements were made to the fender system of the boat shelter on the East side and the haul-out slip on the West side of the harbour.

Poverty Beach - Repairs were made to the fender system of the landing and ballast rock was replaced in the beach protection work.

Red Head Boat Harbour - Repairs were made on a 200-foot section of the deck system of the West breakwater.

Savage Harbour Wharf and Breakwater - The wharf, rebuilt in 1960, was asphalt paved this season. Also, repairs and improvements were made to the

same collection works closing the old channel.

Souris Railway Wharf - General maintenance of the wharf and produce shed and installation of rubber dock fenders were carried out during the season.

South River - Murray Harbour - Minor repairs were made to the gravelled surfaces of the wharves.

Sturgeon Bridge Landing - Minor repairs were made to the gravelled surface of the landing.

Dredging by Departmental Plant: in King's County, dredging by departmental plant was carried out at Savage Harbour, Souris, Annandale, Georgetown, Launching, Pannure Island, Lower Montague, Beach Point, and Murray Harbour. The total quantity of material removed was approximately 118,500 cubic yards.

Firm nears centennial

In 1965, MacKenzie's House of Fashions will be celebrating a century of service to the public of Prince Edward Island. In 1865, John MacKenzie, grandfather of the present owner, first opened his doors to the people of Summerside and Prince County. It was then known as "The American Clothing Store" and Mr. MacKenzie was a tailor of world renown having won awards in London, Paris, and Philadelphia.

The MacKenzie family proudly has a bronze medallion which was given to John MacKenzie for his outstanding contribution to clothing in Canada.

The late M. L. Frank MacKenzie became associated with his father's business as a young man and continued to help in the growth and development of the business until his death in June 1954.

Following service in the RCAF during the last war, C. Ross MacKenzie became the third generation to continue in the family business and has been active in many fields besides the business. At present he is president of the Summerside branch of the Royal Canadian Legion.

Plans for the immediate future call for further modernization and possible enlargement of MacKenzie's House of Fashions which will make it one of the leading style houses of the Maritimes.

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TWO-YEAR JOB

The project which was let to the Northern Construction Company and J.W. Stewart Limited of Vancouver, B.C., does not include buildings, and is expected to take close to two-years to complete.

When completed the new wharf will provide adequate berthing facilities for the largest of government operated supply ships or icebreakers.

Extending 442 feet out into the

Labor Union membership exceeds 500

From a modest beginning in 1902 of six members, the Labourers Protective Union, No. 9568, in Charlottetown, which first met in an old stable behind closed doors, has now expanded to well over 500 members, and a new permanent brick building on Water Street opened several years ago.

The six original, are now charter members, and all take an active interest in the organization. They were: J. MacNally; E. Gallant; F. Collins; J. Corrigan; James Brown; James Rush; and Matthew McCourt.

Looking back at the past, Lemuel T. Rush, a past president and now recording secretary of the PU, said "these six pioneers, can look back over the years and derive a great deal of satisfaction at the current results of their foresight and spade work."

FIRST UNION

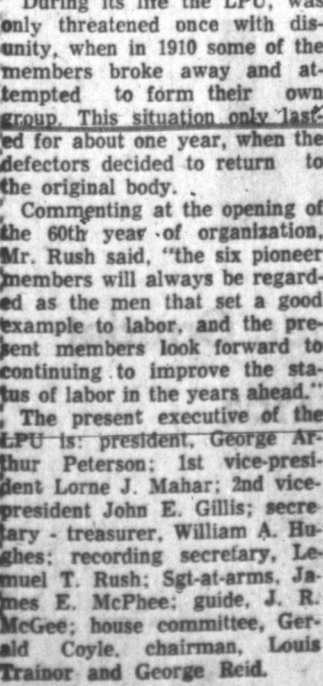
The LPU was the beginning or organization of labor in Charlottetown, and today in this locality alone there are some 15 labor unions, and the provincial government now contains a department of labor.

Mr. Rush pointed out, that "from the beginning of the LPU, 60 years ago, labor has been on the march, and the LPU in particular, now has obtained bargaining rights with the local steamship and stevedoring agencies, thus bringing about a number of improvements for its members."

During its life the LPU, was only threatened once with disunity, when in 1910 some of the members broke away and attempted to form their own group. This situation only lasted for about one year, when the defectors decided to return to the original body.

Commenting at the opening of the 60th year of organization, Mr. Rush said, "the six pioneer members will always be regarded as the men that set a good example to labor, and the present members look forward to continuing to improve the status of labor in the years ahead."

The present executive of the LPU is: president, George Arthur Peterson; 1st vice-president Lorne J. Mahar; 2nd vice-president John E. Gillis; secretary - treasurer, William A. Hughes; recording secretary, Lemuel T. Rush; Sgt-at-arms, James E. McPhee; guide, J. R. McGee; house committee, Gerald Coyle, chairman, Louis Trainor and George Reid.



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