

Men And Machines Make Onslaught On T. C. Highway

By H. L. JON S
Canadian Press Staff Writer
OTTAWA (CP)—Men and machines are making an all-out construction assault this year on the 4,500-mile Trans-Canada Highway, a \$500,000,000 project, almost two-thirds complete. The objective is a paved highway, coast to coast, by the end of 1960. The provinces are responsible for construction with the federal government sharing the cost. A survey of provincial capitals indicates construction has been accelerated in most parts of the country this year, with more money being spent on more mileage than in any year since the road was begun in 1950.

The year may see one province complete its mileage. Saskatchewan hopes to put final paving on the last 30-odd miles of the 406 miles of Trans-Canada route through its territory. As of May 31 Saskatchewan had paved 371 miles and had base-coursed most of the remainder ready for the final blacktopping.

PAVING PROGRESS

Figures to the end of May — latest available — show paving completed on 2,752 miles of the planned 4,470-mile road from Newfoundland to Vancouver Island. But only 1,559 miles of that paving is new construction laid down to the 22- to 24-foot width standards provided for in the federal-provincial Trans-Canada Highway agreements.

The rest is older road, integrated into the system to get it linked up and completed on schedule.

Except for 56 miles between Clarenville and Gambo on Newfoundland's east coast, it now is possible to travel across the country on Canadian roads. Between Clarenville and Gambo no road exists and cars are moved up between the two points by rail in summer.

But the 164-mile gap in the Trans-Canada route between a point near Chapeau and Marathon in Northern Ontario can be skirted by taking the existing provincial road to the north through North Bay, Cochrane, Hearst, rejoining the Trans-Canada Highway at Nipigon. In British Columbia the 97-mile Trans-Canada gap between Golden and Revelstoke can be bridged via the existing Big Bend Highway from Donald, B.C., to Revelstoke.

Both these alternate routes are gravel-surfaced but are in general use.

DIVISION OF COSTS

Contractual commitments for

construction totalled almost \$317,000,000 at May 25 and the federal government's payments to the provinces totalled close to \$107,000,000.

Under the highway agreements with the participating provinces — all except Quebec — the federal treasury splits the cost of most of the mileage on a 50-50 basis. But it also contracted last year to pay up to 90 per cent of the cost of approved vital links to a maximum of 10 per cent of the mileage in any one province in an effort to speed construction.

For instance, the federal government is paying 90 per cent of the cost of 136 miles of the 164-mile gap in Northern Ontario.

Original estimate of the total cost of the project was some \$300,000,000. But rising costs and unforeseen difficulties in some of the more rugged parts of the country have since boosted the estimate into the \$500,000,000 range and caused federal authorities to increase to \$250,000,000 from \$150,000,000 the total funds they will make available as their share.

In addition to expensive new road construction and revamping of old road, the trans-continental ribbon of pavement requires more than 250 bridges, culverts and other costly accessories. Up to May 31 a total of 186 had been completed, including some spans costing up to \$500,000.

PROVINCIAL FIGURES

Here are the grading or paving completing figures for each province up to May 31 with total provincial mileage in brackets:

Newfoundland 24 miles graded (580); Prince Edward Island 66 paved (71); Nova Scotia 60 base-coursed (311); New Brunswick 74 paved (390); Ontario 392 paved (1,436); Manitoba 213 paved (309); Saskatchewan 371 paved (406); Alberta 214 paved (282); British Columbia 229 paved (568).

The federal government is responsible for 80 miles of construction in the York and Banff national parks of which 29 miles has been base-coursed, and for 37 miles in the Glacier and Revelstoke parks where "bushing-out" of the route now is under way.

Quebec has never entered the Trans-Canada Highway agreements. But there is a completely paved road linking the Ontario and New Brunswick sections of the route, though some of it does not conform to Trans-Canada agreement standards.

Newfoundland this year budgeted close to \$1,000,000 for Trans-Canada construction and plans to

GEORGETOWN

Mr. and Mrs. Frank Morgan and family who are holidaying at Lower Montague, were guests on Sunday at the home of Mrs. Annie Gardiner.

Mr. and Mrs. Albert Burke and family of Charlottetown are vacationing at the Costello Cottages on the banks of the beautiful Brudenell River.

Mr. and Mrs. Neil MacDonald and family of Seven Mile Road were guests on Sunday at the homes of Mr. and Mrs. John C. Goteil and Mrs. Annie Gardiner. Mr. and Mrs. MacDonald's daughter, Josephine and Annie of Montreal, Que., who are visiting the island, were also in the party.

Mr. Leonard Campbell of Montague was a recent visitor to Georgetown.

Mr. and Mrs. Patrick Murphy of Georgetown, visited Mrs. Murphy's former home in Fortune on Sunday, July 14th.

Mr. and Mrs. J. A. B. MacConnell were visitors to the City on Monday, July 15th.

Mrs. F. D. Waldo of Manchester, Mass., is visiting in Georgetown as the guest of Mr. and Mrs. John C. Goteil.

Mr. and Mrs. Joseph Gardiner

build more road than in any other year. Nova Scotia plans to grade and gravel 36 miles and pave almost three, while New Brunswick is to spend more than \$8,000,000 on construction. Prince Edward Island is to construct 3.65 miles at a cost of \$3,224,000, leaving a one-mile gap which includes a bridge and causeway.

Ontario, with the biggest Trans-Canada mileage of any province, will press its program, concentrating particularly on closing the 164-mile gap along the north shore of Lake Superior.

Manitoba plans a 1957 expenditure of \$10,000,000 compared with \$6,000,000 last year and expects to complete a 66-mile section west of Winnipeg. Saskatchewan will complete the final 46 miles of its 406-mile section and Alberta has earmarked \$7,000,000 in an attempt to sub-grade its remaining 65 miles.

In British Columbia, where some stretches through the Rocky Mountains cost about \$1,000,000 a mile to construct, almost another 100 miles of the highway will be tackled this year.



ARGENTINE QUINTS ARE 14

Two boys and three girls, the only set of quintuplets known to be alive today, are holding one of their infrequent reunions Monday, July 15, their 14th birthday. Six years ago, their parents, Mr. and Mrs. Franco Diligenti of Buenos Aires, Argentine, decided to

"break up the quintts" and send them to five separate schools. "They were becoming an increasingly serious problem," the father recalled. "Their team spirit, a wonderful thing in most cases, was too much for their mother and myself and their teachers and servants."

At first members of the Diligent team were dismayed, but eventually they began to enjoy their newly won "independence."

Shown in one of their family reunions are left to right: Franco, a pupil at St. George's college, a British community school; Maria Ester, who boards out at Michael Ham college, an Irish-athletic institution. Maria is considered the most beautiful of the three girls; Maria Fernanda, a student at another English school, school, the Quilmes girls' high school.

Papa Diligenti complains mildly that she is "too quiet" and inclined to "keep her nose in the air". Maria Christina, who is being trained as a proper English lady at Miss Brightman's Northlands college; and Juan Carlos, who attends St. Andrew's Scottish school in the town of Olivos. Juan is described as the "liveliest and most mischievous" of the five.

of Launcheon, were guests on Sunday of Mr. Gardiner's mother, Mrs. Annie Gardiner.

Mrs. Maude Boyce, who has been vacationing in her summer home in Georgetown, left early in the week on return to Boston, Mass.

Mrs. David Scannell and four children and Miss Elizabeth Scannell, daughter of Dr. and Mrs. Gordon Scannell of Jamaica Plains, Mass., arrived in Georgetown early in the week, where they will spend the summer holidays.

Mr. and Mrs. Edgar Boudreaux of Montreal, P. Q., are visiting with relatives in Georgetown.

Mr. Leo Fay of Newport, was a business visitor to Georgetown on Monday, July 15th.

Mrs. Everett Llewellyn and three children of Trenton, Ontario, are vacationing in Georgetown at the home of Mr. and Mrs. Emerson Llewellyn.

Miss Alana Fraser of Charlottetown, is visiting her grandmother, Mrs. Minnie Rafuse. Mr. James Coldwell of the R. C.

A. F., at Chatham, N.B., has joined Mrs. Coldwell and son, Jimmy, who are holidaying here at the home of Mrs. Coldwell's parents, Mr. and Mrs. Stephen Landry.

Georgetownians motoring to Camp Buchanan on Sunday, to visit their sons who are in Boy Scout Camp there included: Mr. and Mrs. Walter Soloman, Mr. and Mrs. Alec Arsenault, and Mr. and Mrs. Neil A. Wight.

Mr. and Mrs. Louis Cantelo of Bridgetown, motored to Georgetown on Sunday, where they visited Mrs. Cantelo's mother, Mrs. Annie Gardiner.

Mrs. Nellie Mincher, left recently on return to Boston, Mass., following a visit spent with her brother, Mrs. James Dalton.

Mr. W. A. Miller and Mr. D. G. Kennedy of Murray Harbour North were business visitors to Georgetown on Tuesday, July 16th.

Miss Mary Roche, R.N., and Miss Lorraine Roche of Boston, Mass., are vacationing in Georgetown as the guests of their parents, Mr. and Mrs. Ernest Roche.

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POPULAR MISS CANADA

LONG BEACH, Calif., Two beauties named Miss Photogenic, and Most Popular of the Miss Universe contestants hold their trophies af-

ter their selection at the buty pageant. They are Gerti Daub (left), Miss Germany, who was selected as the most photogenic con-

testant, and Gloria Noakes, who entered as Miss Canada and won the most popular girl trophy. (AP Wirephoto)

Threaten First Official Nursing Strike In B.C.

By MARTIN TAYLOR
Canadian Press Staff Writer
VANCOUVER (CP)—Almost 500 British Columbia nurses are threatening to stop work in Canada's first official nursing strike. On Monday 53 nurses at Penticton are due to stage the first of three threatened walkouts called in protest against refusal of hospitals to grant wage increases approved by conciliation boards. The hospitals say they do not receive enough money from the provincial government to pay the increases.

At New Westminster 215 nurses employed by the Royal Columbian Hospital are to go on strike July 30. And 230 nurses at Vancouver's St. Paul's Hospital will hold an official strike vote Monday.

The nurses have promised to maintain emergency services if the strikes take place. A small staff would be on duty for maternity, urgent surgery and accident cases and other nurses would be on call to augment it. But new patients for non-urgent operations would not be accepted.

MAIN POINT
Miss Evelyn Hood, personnel services director of the B.C. Registered Nurses Association, said Friday the main point at issue is whether arbitration recommendations should be made binding on hospitals.

Other essential workers, such as policemen, firemen and school teachers, are automatically

have lived in B.C. for one year. Such patients pay \$1 a day for public ward care.

Conciliation reports for the Royal Columbia and St. Paul's B.C. to Revelstoke. Both these alternate routes are gravel-surfaced but are in general use.

SET TARGET
The association has set a target of \$275 a month as the minimum pay. It says teachers with the same length of training receive a minimum of \$300 a month.

Nurses at Penticton General Hospital agreed last week to postpone their strike one week to enable a special three-man provincial government committee to examine their grievances. The hospital board and the medical staff have supported the nurses' demands.

The board said it is unable to grant a recommended \$13 increase in the present minimum of \$230 a month because it does not receive enough money from the B.C. health insurance service.

The provincial government body, financed by a five-per-cent retail sales tax, pays most of the cost of hospital care for patients who

Key Positions In Cairo Still Held By Armed Troops

Editor's note: Dave Oancia of CP's Montreal bureau has arrived in the Middle East to visit Canadians serving in the United Nations Emergency Force and write about the Middle East scene generally. His first story follows.

By DAVE OANCIA

Canadian Press Staff Writer
CAIRO (CP) — Armed troops stand ready in key positions on the teeming streets of the Egyptian capital as Arabs on donkey-drawn carts plod through noisy traffic and Russian-built jet fighters and bombers streak through the cloudless skies overhead.

But the sentries and planes are the only visible indication of Egyptian military strength, scheduled to be shown in force next Tuesday when a military parade will mark the fifth anniversary of the Egyptian revolution.

"The skies will be black with planes and the streets full of soldiers and arms," was a Cairo taxi-driver's description of the forthcoming celebrations marking the opening of the first national assembly in five years and the anniversary of the army move that ousted King Farouk.

Foreign correspondents from Western and Iron Curtain countries, assembled in Cairo for the occasion, are chiefly interested in the speeches President Nasser is scheduled to deliver at the assembly opening Monday and in Alexandria later in the week.

It was in Alexandria a year ago that Nasser announced the nationalization of the Suez Canal. Some observers anticipate a spectacular new statement this year to bolster Nasser's sagging position among his countrymen and Arab neighbors.

AQUABA BLOCKADE?
Possibilities mentioned are announcement of a blockade of the Gulf of Aqaba or a call for withdrawal of the United Nations Emergency Force from Egyptian soil.

But a more widely accepted view is that the president will avoid any issue likely to have international repercussions. Nasser is expected to confine himself to a review of the accomplishments of his military junta and announce the start of construction

of the Aswan high dam on the Nile River.

Proponents of this view say presence of the UNEF between Israeli and Egyptian forces on the Gaza Strip and in the Sinai area is to Nasser's advantage.

They point to recent indications of Nasser's desire for more normal relations with some Western countries and contend that any announcement which could possibly inflame Western passions is likely to be avoided.

Nasser is reported making desperate efforts to escape dangerously close economic ties with the Soviet bloc by restoring trade with Britain and France without giving way to any Western political demands.

COMMUNISTS GET HALF

Current estimates are that half of what Egypt now sells abroad goes to the Communist countries, piling up credits unusable elsewhere. Egypt is buying arms, wheat, petroleum products and industrial machinery with these favorable balances.

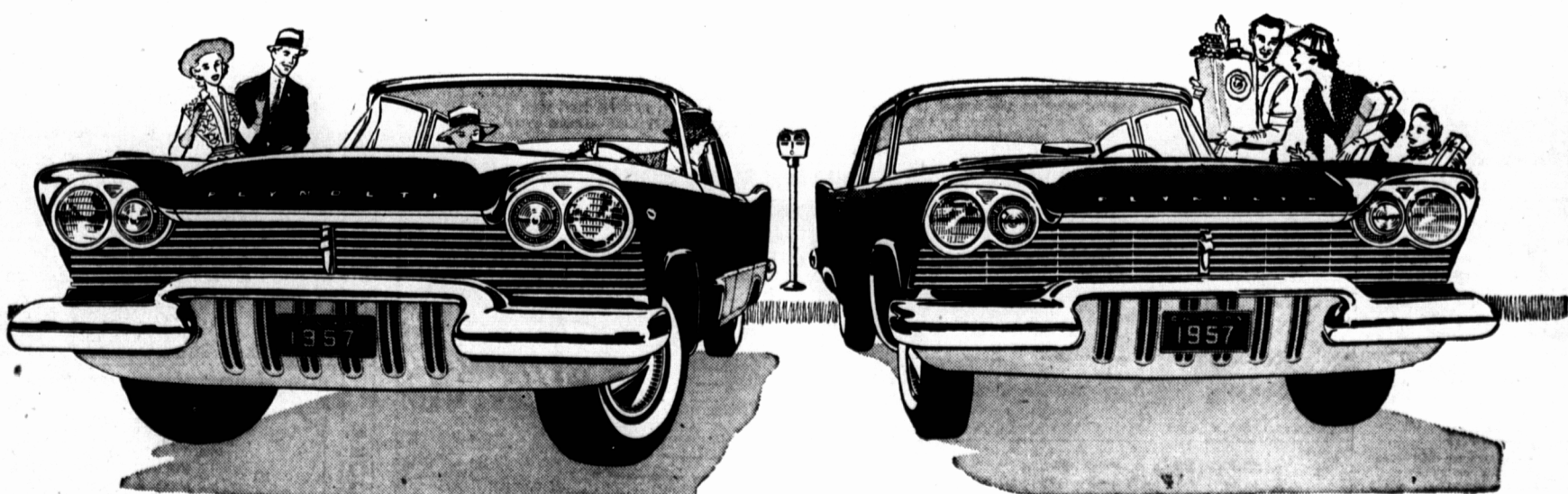
The Egyptian leader is also trying, without much apparent success, to loosen the economic squeeze imposed by the freezing of his country's assets in the United States.

Evidence of his lack of success is the current hate-America campaign waged by Egypt's "Voice of the Arabs" radio and Cairo newspapers while attacks on Britain and France have eased.

This manoeuvring has little immediate effect on the lives of the poverty-stricken Egyptian masses. The cost of living is going up and with the likelihood that Egypt will get a lower price next year for cotton, its main cash crop, the people can look forward to greater austerity.

But Nasser appears to remain in full control of the country. Individuals may disagree with his policy or grumble about his tactics but through the years the president has built up an effective organization which tends to inhibit any concerted opposition.

In the recent elections, Nasser weeded out candidates in advance to ensure that the majority would be supporters of his junta's policies.



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