

Covers Price: 10¢. Published by W. J. Hancock, Publisher. Executive Editor: Frank Walker. Editor: ...

Published every week morning (except Sundays and statutory holidays) at 145 Prince Street, Charlotteville, P.E.I. by Thomson Newspapers Ltd. Branch offices at Summerside, Montserrat, Alberton, St. John's.

Represented nationally by Thomson Newspapers Advertising Services Toronto, 425 University Avenue, Toronto 1, Ontario. Montreal, 440 College Street, Montreal 1, Quebec. Western office, 1030 West Georgia Street, Vancouver (B.C. 7027).

Member Canadian Daily Newspaper Publishers' Association, the Canadian Press. The Canadian Press is exclusively entitled to the use for publication of all news dispatches in this paper credited to it or to the Associated Press or Reuters, and also to the local news published here in. All rights on reproduction of special dispatches are also reserved. Subscription rates: Not over 25c per week by carrier.

\$11.00 a year by mail or rural routes and area not serviced by carrier. Outside Canada, \$20.00 per year in U.S. and elsewhere outside British Commonwealth. No over 7c per copy single. Printed and published by Audley Press of Circulation. PAGE 6 SATURDAY, APRIL 6, 1963.

No Easy Way Out
One thing to remember in Monday's federal election is that the greater the number of people who turn out to cast ballots, the more the results will correspond to the wishes of the people. This doesn't mean that even a 100 per cent turnout of qualified electors would insure the kind of government the majority would want. We believe that in this case the majority would want an end to minority government rule, with all its attendant consequences. That is now unlikely. But it would be compounding the danger for the electors to shirk their duty of voting conscientiously for the candidates and party of their choice. Whatever hazards there are in discharging this responsibility, it admits of no rational alternative.

In this campaign the Liberals have taken what seemed, at the outset, a very strong position. They have maintained that if the electors want stable majority government, they must vote Liberal. The many resignations from the Diefenbaker Cabinet and the turnover of several traditionally strong Conservative newspapers in support of Mr. Pearson, gave support to the assumption. It seemed doubtful, indeed, whether the party under Mr. Diefenbaker would succeed in getting through the campaign without falling apart completely.

But something like a miracle has happened in this connection. The party hasn't disintegrated. It has gone through the campaign with increasing popular appeal. This is not conceded by Liberal spokesmen, but it is evident from such unbiased sources as the Gallup polls, but generally from correspondents engaged in factual newsgathering and commenting. An example of this is afforded, rather amusingly, in recent issues of the Toronto Globe and Mail.

Editorially, on April 8, The Globe and Mail insisted, as it has done throughout the campaign, that "Conservatives who vote Conservative will be making the same mistake made by supporters of the fringe parties—perpetuating the paralysis of minority government. . . . The Liberal Party is the only party which has any hope of forming a majority government." Yet two days later a regular columnist for the same paper, in its editorial-page column, predicted that the Conservatives would obtain the most seats in the election, but would lack a majority. He estimated: PCs 105, Liberals 99, Social Credit 41, New Democrats 20.

Monday's results, of course, may prove this showing to be illusory, and the Liberals the overall winners. But as of this date, no valid reasons are apparent for any such assumption. The electors, we repeat, must make their decision on other grounds. There is no safe "bandwagon" for them to get on.

A Great Canadian

We have pleasant recollections down here of Major-General Hugh A. Young, C.B., CBE, DSO, who as Deputy Minister of Public Works for Canada presented the first and only detailed report that has been released on our Causeway project, back in 1960. The report was given in the form of an address before a service club, and in an interview afterwards General Young made it clear that he was keenly interested in the project, had a thorough grasp of the problems involved and was hopeful of establishing its feasibility beyond all dispute. We note that this week General Young has retired from office, and has received a very fine tribute from his former minister, Hon. (now Senator) David J. Walker.

Writing in the Ottawa Journal, Senator Walker notes that General Young has behind him a lifetime of distinguished service. In the First War he served in the trenches as a junior officer, and later graduated from Manitoba University as an engineer and joined Canada's permanent army. He spent years in the frozen North erecting military installations. He was on active service again in during the Second World War and commanded an infantry brigade in the Normandy landing operations. Later, as Quartermaster General of the Canadian Army, he was responsible for the amazingly fast return to Canada of Canada's troops from overseas.

After the war he was engaged in setting up what is now the highly efficient and successful crown company, Central Mortgage and Housing Corporation, and he remains to this day a director of it. In turn he became Deputy Minister of Resources, Commissioner of the Northwest Territories, and in 1953 was pressed by Prime Minister St. Laurent to become Deputy Minister of Public Works to clean up a disorganized and inefficient department. He manned all the senior jobs with top ranking engineers, economists and accountants who worked together like one happy team.

From his experience with federal civil servants, Senator Walker writes General Young "a veritable giant among them"—"the Noblest Roman of them all." And he adds that "in all my association with him, I have never ascertained his politics, if any."

Conference At Bogota

It is interesting to note that representatives of nine countries have opened discussions at Bogota, Colombia, this week to set in motion a Latin-American free trade area. The plan is the first step toward setting up a trading bloc patterned after the European Common Market, with members giving each other special concessions.

The discussions have been devoted to studying proposals for assuring equal competition, facilitating economic integration, establishing methods of financing exports, and problems of monetary policy. Only two South American countries—Bolivia and Venezuela—have not joined the trading bloc. But they, as well as the United States, have sent observers to the meeting.

Seven countries signed the treaty for the free trade area at Montevideo in February, 1960—Argentina, Brazil, Chile, Mexico, Paraguay, Peru, and Uruguay, Ecuador and Colombia joined later.

The plan calls for a gradual reduction of tariff barriers with the aim of eventually establishing uniform scales. Member nations would be free to retain duties on imports from countries outside the bloc.

Canada has an interest in this movement as well as the United States, but we note no reference to the presence of any Canadian official observers at the conference.

EDITORIAL NOTES

The Department of Citizenship reports that in the past six years 119 schoolships, with a total value of \$110,555, have been awarded through the Indian Affairs Branch: 33 for university study, 21 for nursing, 17 for technical training, 33 for vocational training, 15 for other cultural study.

Politicians in office usually like to quote figures that show the economy is booming. Paradoxically, however, Agriculture Minister Hamilton seems to be embarrassed by a Dominion Bureau of Statistics report that the country's total farm net income increased from \$1,044,000,000 in 1961 to \$1,552,000,000 in 1962. Touring his own riding in Saskatchewan, the Minister took time out to tell a newspaper correspondent that this apparent increase of nearly 50 per cent in farm income "is very misleading." That net income figure, he said, included farm inventories and in terms of the cash that went into the farmer's pocket the real increase last year was only about four per cent.

On the outflowing of those full waters a simple low-lying place took place by foot and on a bridge. The Prince Edward Island hills or young mountains are standing by in a red and orange low hills. The use of iron ore slag that is near by an Old Glasgow, N.S., will reduce the weight of the combined materials to forty-two million yards.

Because the specified fill there will be four crosswise steel culverts 20 feet in diameter by 126 feet long placed well

below low water tide to allow any modern fishing craft to move in and out of the water to accommodate their fishing industry, together with a steel viaduct bridge, a 400-foot road crossing, each one 40 feet wide when bridge is open for traffic. When open, the viaduct crossing the two upper road crossings swing into place and lock in place. The viaduct is overhead, built to the height allowance for all freight and all types of traffic. It is a structure of the Northumberland Strait.

This aforementioned bridge is drawing a close to completion from the old Hillsboro bridge, dismantled and built of new materials. The viaduct bridge, its upper crossings and approaches. The approximate cost of the viaduct when completed will be in the vicinity of eight-eighty million dollars.

After Monday, April 8, the new government at Ottawa will be interested in accompanying the viaduct to the best of transportation. The building of this simple piece of work will start in June and will go a long way to fix up our Canadian unemployment situation. It will save one clock work shifts over the next three years.

By Sir, etc. J.M. QUINN, Charlottetown.

POLITICAL REFLECTIONS
Sir, — Once again an election is drawing to a close and we are very unvarnished one at that. However, Destiny must have something in store for us (otherwise), in store for us. We are "muddling through," and we reduce the weight of the combined materials to forty-two million yards.

Because the specified fill there will be four crosswise steel culverts 20 feet in diameter by 126 feet long placed well

below low water tide to allow any modern fishing craft to move in and out of the water to accommodate their fishing industry, together with a steel viaduct bridge, a 400-foot road crossing, each one 40 feet wide when bridge is open for traffic. When open, the viaduct crossing the two upper road crossings swing into place and lock in place. The viaduct is overhead, built to the height allowance for all freight and all types of traffic. It is a structure of the Northumberland Strait.

This aforementioned bridge is drawing a close to completion from the old Hillsboro bridge, dismantled and built of new materials. The viaduct bridge, its upper crossings and approaches. The approximate cost of the viaduct when completed will be in the vicinity of eight-eighty million dollars.

After Monday, April 8, the new government at Ottawa will be interested in accompanying the viaduct to the best of transportation. The building of this simple piece of work will start in June and will go a long way to fix up our Canadian unemployment situation. It will save one clock work shifts over the next three years.

By Sir, etc. J.M. QUINN, Charlottetown.

POLITICAL REFLECTIONS
Sir, — Once again an election is drawing to a close and we are very unvarnished one at that. However, Destiny must have something in store for us (otherwise), in store for us. We are "muddling through," and we reduce the weight of the combined materials to forty-two million yards.

Because the specified fill there will be four crosswise steel culverts 20 feet in diameter by 126 feet long placed well

below low water tide to allow any modern fishing craft to move in and out of the water to accommodate their fishing industry, together with a steel viaduct bridge, a 400-foot road crossing, each one 40 feet wide when bridge is open for traffic. When open, the viaduct crossing the two upper road crossings swing into place and lock in place. The viaduct is overhead, built to the height allowance for all freight and all types of traffic. It is a structure of the Northumberland Strait.

This aforementioned bridge is drawing a close to completion from the old Hillsboro bridge, dismantled and built of new materials. The viaduct bridge, its upper crossings and approaches. The approximate cost of the viaduct when completed will be in the vicinity of eight-eighty million dollars.

After Monday, April 8, the new government at Ottawa will be interested in accompanying the viaduct to the best of transportation. The building of this simple piece of work will start in June and will go a long way to fix up our Canadian unemployment situation. It will save one clock work shifts over the next three years.

By Sir, etc. J.M. QUINN, Charlottetown.

POLITICAL REFLECTIONS
Sir, — Once again an election is drawing to a close and we are very unvarnished one at that. However, Destiny must have something in store for us (otherwise), in store for us. We are "muddling through," and we reduce the weight of the combined materials to forty-two million yards.

Because the specified fill there will be four crosswise steel culverts 20 feet in diameter by 126 feet long placed well

below low water tide to allow any modern fishing craft to move in and out of the water to accommodate their fishing industry, together with a steel viaduct bridge, a 400-foot road crossing, each one 40 feet wide when bridge is open for traffic. When open, the viaduct crossing the two upper road crossings swing into place and lock in place. The viaduct is overhead, built to the height allowance for all freight and all types of traffic. It is a structure of the Northumberland Strait.

This aforementioned bridge is drawing a close to completion from the old Hillsboro bridge, dismantled and built of new materials. The viaduct bridge, its upper crossings and approaches. The approximate cost of the viaduct when completed will be in the vicinity of eight-eighty million dollars.

After Monday, April 8, the new government at Ottawa will be interested in accompanying the viaduct to the best of transportation. The building of this simple piece of work will start in June and will go a long way to fix up our Canadian unemployment situation. It will save one clock work shifts over the next three years.

By Sir, etc. J.M. QUINN, Charlottetown.

POLITICAL REFLECTIONS
Sir, — Once again an election is drawing to a close and we are very unvarnished one at that. However, Destiny must have something in store for us (otherwise), in store for us. We are "muddling through," and we reduce the weight of the combined materials to forty-two million yards.

Because the specified fill there will be four crosswise steel culverts 20 feet in diameter by 126 feet long placed well

below low water tide to allow any modern fishing craft to move in and out of the water to accommodate their fishing industry, together with a steel viaduct bridge, a 400-foot road crossing, each one 40 feet wide when bridge is open for traffic. When open, the viaduct crossing the two upper road crossings swing into place and lock in place. The viaduct is overhead, built to the height allowance for all freight and all types of traffic. It is a structure of the Northumberland Strait.

This aforementioned bridge is drawing a close to completion from the old Hillsboro bridge, dismantled and built of new materials. The viaduct bridge, its upper crossings and approaches. The approximate cost of the viaduct when completed will be in the vicinity of eight-eighty million dollars.

After Monday, April 8, the new government at Ottawa will be interested in accompanying the viaduct to the best of transportation. The building of this simple piece of work will start in June and will go a long way to fix up our Canadian unemployment situation. It will save one clock work shifts over the next three years.

By Sir, etc. J.M. QUINN, Charlottetown.

POLITICAL REFLECTIONS
Sir, — Once again an election is drawing to a close and we are very unvarnished one at that. However, Destiny must have something in store for us (otherwise), in store for us. We are "muddling through," and we reduce the weight of the combined materials to forty-two million yards.

Because the specified fill there will be four crosswise steel culverts 20 feet in diameter by 126 feet long placed well

below low water tide to allow any modern fishing craft to move in and out of the water to accommodate their fishing industry, together with a steel viaduct bridge, a 400-foot road crossing, each one 40 feet wide when bridge is open for traffic. When open, the viaduct crossing the two upper road crossings swing into place and lock in place. The viaduct is overhead, built to the height allowance for all freight and all types of traffic. It is a structure of the Northumberland Strait.

This aforementioned bridge is drawing a close to completion from the old Hillsboro bridge, dismantled and built of new materials. The viaduct bridge, its upper crossings and approaches. The approximate cost of the viaduct when completed will be in the vicinity of eight-eighty million dollars.

After Monday, April 8, the new government at Ottawa will be interested in accompanying the viaduct to the best of transportation. The building of this simple piece of work will start in June and will go a long way to fix up our Canadian unemployment situation. It will save one clock work shifts over the next three years.

By Sir, etc. J.M. QUINN, Charlottetown.

POLITICAL REFLECTIONS
Sir, — Once again an election is drawing to a close and we are very unvarnished one at that. However, Destiny must have something in store for us (otherwise), in store for us. We are "muddling through," and we reduce the weight of the combined materials to forty-two million yards.

Because the specified fill there will be four crosswise steel culverts 20 feet in diameter by 126 feet long placed well

below low water tide to allow any modern fishing craft to move in and out of the water to accommodate their fishing industry, together with a steel viaduct bridge, a 400-foot road crossing, each one 40 feet wide when bridge is open for traffic. When open, the viaduct crossing the two upper road crossings swing into place and lock in place. The viaduct is overhead, built to the height allowance for all freight and all types of traffic. It is a structure of the Northumberland Strait.

This aforementioned bridge is drawing a close to completion from the old Hillsboro bridge, dismantled and built of new materials. The viaduct bridge, its upper crossings and approaches. The approximate cost of the viaduct when completed will be in the vicinity of eight-eighty million dollars.

After Monday, April 8, the new government at Ottawa will be interested in accompanying the viaduct to the best of transportation. The building of this simple piece of work will start in June and will go a long way to fix up our Canadian unemployment situation. It will save one clock work shifts over the next three years.

By Sir, etc. J.M. QUINN, Charlottetown.

POLITICAL REFLECTIONS
Sir, — Once again an election is drawing to a close and we are very unvarnished one at that. However, Destiny must have something in store for us (otherwise), in store for us. We are "muddling through," and we reduce the weight of the combined materials to forty-two million yards.

Because the specified fill there will be four crosswise steel culverts 20 feet in diameter by 126 feet long placed well

below low water tide to allow any modern fishing craft to move in and out of the water to accommodate their fishing industry, together with a steel viaduct bridge, a 400-foot road crossing, each one 40 feet wide when bridge is open for traffic. When open, the viaduct crossing the two upper road crossings swing into place and lock in place. The viaduct is overhead, built to the height allowance for all freight and all types of traffic. It is a structure of the Northumberland Strait.

This aforementioned bridge is drawing a close to completion from the old Hillsboro bridge, dismantled and built of new materials. The viaduct bridge, its upper crossings and approaches. The approximate cost of the viaduct when completed will be in the vicinity of eight-eighty million dollars.

After Monday, April 8, the new government at Ottawa will be interested in accompanying the viaduct to the best of transportation. The building of this simple piece of work will start in June and will go a long way to fix up our Canadian unemployment situation. It will save one clock work shifts over the next three years.

By Sir, etc. J.M. QUINN, Charlottetown.

POLITICAL REFLECTIONS
Sir, — Once again an election is drawing to a close and we are very unvarnished one at that. However, Destiny must have something in store for us (otherwise), in store for us. We are "muddling through," and we reduce the weight of the combined materials to forty-two million yards.

Because the specified fill there will be four crosswise steel culverts 20 feet in diameter by 126 feet long placed well

below low water tide to allow any modern fishing craft to move in and out of the water to accommodate their fishing industry, together with a steel viaduct bridge, a 400-foot road crossing, each one 40 feet wide when bridge is open for traffic. When open, the viaduct crossing the two upper road crossings swing into place and lock in place. The viaduct is overhead, built to the height allowance for all freight and all types of traffic. It is a structure of the Northumberland Strait.

This aforementioned bridge is drawing a close to completion from the old Hillsboro bridge, dismantled and built of new materials. The viaduct bridge, its upper crossings and approaches. The approximate cost of the viaduct when completed will be in the vicinity of eight-eighty million dollars.

After Monday, April 8, the new government at Ottawa will be interested in accompanying the viaduct to the best of transportation. The building of this simple piece of work will start in June and will go a long way to fix up our Canadian unemployment situation. It will save one clock work shifts over the next three years.

By Sir, etc. J.M. QUINN, Charlottetown.

POLITICAL REFLECTIONS
Sir, — Once again an election is drawing to a close and we are very unvarnished one at that. However, Destiny must have something in store for us (otherwise), in store for us. We are "muddling through," and we reduce the weight of the combined materials to forty-two million yards.

Because the specified fill there will be four crosswise steel culverts 20 feet in diameter by 126 feet long placed well

below low water tide to allow any modern fishing craft to move in and out of the water to accommodate their fishing industry, together with a steel viaduct bridge, a 400-foot road crossing, each one 40 feet wide when bridge is open for traffic. When open, the viaduct crossing the two upper road crossings swing into place and lock in place. The viaduct is overhead, built to the height allowance for all freight and all types of traffic. It is a structure of the Northumberland Strait.

This aforementioned bridge is drawing a close to completion from the old Hillsboro bridge, dismantled and built of new materials. The viaduct bridge, its upper crossings and approaches. The approximate cost of the viaduct when completed will be in the vicinity of eight-eighty million dollars.

After Monday, April 8, the new government at Ottawa will be interested in accompanying the viaduct to the best of transportation. The building of this simple piece of work will start in June and will go a long way to fix up our Canadian unemployment situation. It will save one clock work shifts over the next three years.

By Sir, etc. J.M. QUINN, Charlottetown.

POLITICAL REFLECTIONS
Sir, — Once again an election is drawing to a close and we are very unvarnished one at that. However, Destiny must have something in store for us (otherwise), in store for us. We are "muddling through," and we reduce the weight of the combined materials to forty-two million yards.

Because the specified fill there will be four crosswise steel culverts 20 feet in diameter by 126 feet long placed well

below low water tide to allow any modern fishing craft to move in and out of the water to accommodate their fishing industry, together with a steel viaduct bridge, a 400-foot road crossing, each one 40 feet wide when bridge is open for traffic. When open, the viaduct crossing the two upper road crossings swing into place and lock in place. The viaduct is overhead, built to the height allowance for all freight and all types of traffic. It is a structure of the Northumberland Strait.

This aforementioned bridge is drawing a close to completion from the old Hillsboro bridge, dismantled and built of new materials. The viaduct bridge, its upper crossings and approaches. The approximate cost of the viaduct when completed will be in the vicinity of eight-eighty million dollars.

After Monday, April 8, the new government at Ottawa will be interested in accompanying the viaduct to the best of transportation. The building of this simple piece of work will start in June and will go a long way to fix up our Canadian unemployment situation. It will save one clock work shifts over the next three years.

By Sir, etc. J.M. QUINN, Charlottetown.

POLITICAL REFLECTIONS
Sir, — Once again an election is drawing to a close and we are very unvarnished one at that. However, Destiny must have something in store for us (otherwise), in store for us. We are "muddling through," and we reduce the weight of the combined materials to forty-two million yards.

Because the specified fill there will be four crosswise steel culverts 20 feet in diameter by 126 feet long placed well

below low water tide to allow any modern fishing craft to move in and out of the water to accommodate their fishing industry, together with a steel viaduct bridge, a 400-foot road crossing, each one 40 feet wide when bridge is open for traffic. When open, the viaduct crossing the two upper road crossings swing into place and lock in place. The viaduct is overhead, built to the height allowance for all freight and all types of traffic. It is a structure of the Northumberland Strait.

This aforementioned bridge is drawing a close to completion from the old Hillsboro bridge, dismantled and built of new materials. The viaduct bridge, its upper crossings and approaches. The approximate cost of the viaduct when completed will be in the vicinity of eight-eighty million dollars.

After Monday, April 8, the new government at Ottawa will be interested in accompanying the viaduct to the best of transportation. The building of this simple piece of work will start in June and will go a long way to fix up our Canadian unemployment situation. It will save one clock work shifts over the next three years.

By Sir, etc. J.M. QUINN, Charlottetown.

POLITICAL REFLECTIONS
Sir, — Once again an election is drawing to a close and we are very unvarnished one at that. However, Destiny must have something in store for us (otherwise), in store for us. We are "muddling through," and we reduce the weight of the combined materials to forty-two million yards.

Because the specified fill there will be four crosswise steel culverts 20 feet in diameter by 126 feet long placed well

below low water tide to allow any modern fishing craft to move in and out of the water to accommodate their fishing industry, together with a steel viaduct bridge, a 400-foot road crossing, each one 40 feet wide when bridge is open for traffic. When open, the viaduct crossing the two upper road crossings swing into place and lock in place. The viaduct is overhead, built to the height allowance for all freight and all types of traffic. It is a structure of the Northumberland Strait.

This aforementioned bridge is drawing a close to completion from the old Hillsboro bridge, dismantled and built of new materials. The viaduct bridge, its upper crossings and approaches. The approximate cost of the viaduct when completed will be in the vicinity of eight-eighty million dollars.

After Monday, April 8, the new government at Ottawa will be interested in accompanying the viaduct to the best of transportation. The building of this simple piece of work will start in June and will go a long way to fix up our Canadian unemployment situation. It will save one clock work shifts over the next three years.

By Sir, etc. J.M. QUINN, Charlottetown.

POLITICAL REFLECTIONS
Sir, — Once again an election is drawing to a close and we are very unvarnished one at that. However, Destiny must have something in store for us (otherwise), in store for us. We are "muddling through," and we reduce the weight of the combined materials to forty-two million yards.

Because the specified fill there will be four crosswise steel culverts 20 feet in diameter by 126 feet long placed well

below low water tide to allow any modern fishing craft to move in and out of the water to accommodate their fishing industry, together with a steel viaduct bridge, a 400-foot road crossing, each one 40 feet wide when bridge is open for traffic. When open, the viaduct crossing the two upper road crossings swing into place and lock in place. The viaduct is overhead, built to the height allowance for all freight and all types of traffic. It is a structure of the Northumberland Strait.

This aforementioned bridge is drawing a close to completion from the old Hillsboro bridge, dismantled and built of new materials. The viaduct bridge, its upper crossings and approaches. The approximate cost of the viaduct when completed will be in the vicinity of eight-eighty million dollars.

After Monday, April 8, the new government at Ottawa will be interested in accompanying the viaduct to the best of transportation. The building of this simple piece of work will start in June and will go a long way to fix up our Canadian unemployment situation. It will save one clock work shifts over the next three years.

By Sir, etc. J.M. QUINN, Charlottetown.

POLITICAL REFLECTIONS
Sir, — Once again an election is drawing to a close and we are very unvarnished one at that. However, Destiny must have something in store for us (otherwise), in store for us. We are "muddling through," and we reduce the weight of the combined materials to forty-two million yards.

Because the specified fill there will be four crosswise steel culverts 20 feet in diameter by 126 feet long placed well

below low water tide to allow any modern fishing craft to move in and out of the water to accommodate their fishing industry, together with a steel viaduct bridge, a 400-foot road crossing, each one 40 feet wide when bridge is open for traffic. When open, the viaduct crossing the two upper road crossings swing into place and lock in place. The viaduct is overhead, built to the height allowance for all freight and all types of traffic. It is a structure of the Northumberland Strait.

This aforementioned bridge is drawing a close to completion from the old Hillsboro bridge, dismantled and built of new materials. The viaduct bridge, its upper crossings and approaches. The approximate cost of the viaduct when completed will be in the vicinity of eight-eighty million dollars.

After Monday, April 8, the new government at Ottawa will be interested in accompanying the viaduct to the best of transportation. The building of this simple piece of work will start in June and will go a long way to fix up our Canadian unemployment situation. It will save one clock work shifts over the next three years.

By Sir, etc. J.M. QUINN, Charlottetown.

POLITICAL REFLECTIONS
Sir, — Once again an election is drawing to a close and we are very unvarnished one at that. However, Destiny must have something in store for us (otherwise), in store for us. We are "muddling through," and we reduce the weight of the combined materials to forty-two million yards.

Because the specified fill there will be four crosswise steel culverts 20 feet in diameter by 126 feet long placed well

below low water tide to allow any modern fishing craft to move in and out of the water to accommodate their fishing industry, together with a steel viaduct bridge, a 400-foot road crossing, each one 40 feet wide when bridge is open for traffic. When open, the viaduct crossing the two upper road crossings swing into place and lock in place. The viaduct is overhead, built to the height allowance for all freight and all types of traffic. It is a structure of the Northumberland Strait.

This aforementioned bridge is drawing a close to completion from the old Hillsboro bridge, dismantled and built of new materials. The viaduct bridge, its upper crossings and approaches. The approximate cost of the viaduct when completed will be in the vicinity of eight-eighty million dollars.

After Monday, April 8, the new government at Ottawa will be interested in accompanying the viaduct to the best of transportation. The building of this simple piece of work will start in June and will go a long way to fix up our Canadian unemployment situation. It will save one clock work shifts over the next three years.

By Sir, etc. J.M. QUINN, Charlottetown.

POLITICAL REFLECTIONS
Sir, — Once again an election is drawing to a close and we are very unvarnished one at that. However, Destiny must have something in store for us (otherwise), in store for us. We are "muddling through," and we reduce the weight of the combined materials to forty-two million yards.

Because the specified fill there will be four crosswise steel culverts 20 feet in diameter by 126 feet long placed well

below low water tide to allow any modern fishing craft to move in and out of the water to accommodate their fishing industry, together with a steel viaduct bridge, a 400-foot road crossing, each one 40 feet wide when bridge is open for traffic. When open, the viaduct crossing the two upper road crossings swing into place and lock in place. The viaduct is overhead, built to the height allowance for all freight and all types of traffic. It is a structure of the Northumberland Strait.

This aforementioned bridge is drawing a close to completion from the old Hillsboro bridge, dismantled and built of new materials. The viaduct bridge, its upper crossings and approaches. The approximate cost of the viaduct when completed will be in the vicinity of eight-eighty million dollars.

After Monday, April 8, the new government at Ottawa will be interested in accompanying the viaduct to the best of transportation. The building of this simple piece of work will start in June and will go a long way to fix up our Canadian unemployment situation. It will save one clock work shifts over the next three years.

By Sir, etc. J.M. QUINN, Charlottetown.

POLITICAL REFLECTIONS
Sir, — Once again an election is drawing to a close and we are very unvarnished one at that. However, Destiny must have something in store for us (otherwise), in store for us. We are "muddling through," and we reduce the weight of the combined materials to forty-two million yards.

Because the specified fill there will be four crosswise steel culverts 20 feet in diameter by 126 feet long placed well

below low water tide to allow any modern fishing craft to move in and out of the water to accommodate their fishing industry, together with a steel viaduct bridge, a 400-foot road crossing, each one 40 feet wide when bridge is open for traffic. When open, the viaduct crossing the two upper road crossings swing into place and lock in place. The viaduct is overhead, built to the height allowance for all freight and all types of traffic. It is a structure of the Northumberland Strait.

This aforementioned bridge is drawing a close to completion from the old Hillsboro bridge, dismantled and built of new materials. The viaduct bridge, its upper crossings and approaches. The approximate cost of the viaduct when completed will be in the vicinity of eight-eighty million dollars.

After Monday, April 8, the new government at Ottawa will be interested in accompanying the