

## Archaeological Discoveries Reported In Central Iran

TORONTO (CP)—Dr. Cuyler Young, an archaeologist, has returned to Toronto after making two major discoveries in Central Iran, the Royal Ontario Museum said here.

During an 11-month expedition he found:

- A three-ton, 5½-foot high stone relief, carved by Assyrian invaders in biblical times to mark their conquests. Its inscriptions are the first written evidence of Assyrian penetration into Iran. The relief, of steel, now stands in the National Museum of Tehran as one of its treasures.

—A buried townsite which records man's early progress in Central Iran from 5500 B.C. to 1600 B.C. The site has yielded remains of two civilizations previously unknown in this region. Dr. Young plans to return next summer to begin a major five-year program of excavation there. In Iran, Dr. Young drove over 25,000 miles of dry, mountainous territory searching for a site for future excavation. The Assyrian stele, he said on his return here, was a "happy by-product."

The stele had been uncovered some time earlier by townspeople of Najafabad, a village about 200 miles southwest of Tehran. It was identified by Dr. Young and scientists from the archaeological service of Iran.

Dr. Young's major discovery, the buried town site of Goda Tepe, is about five miles from Najafabad. To the casual viewer it looks only like a hill, about 97 feet high at its centre and about 1,300 feet across. Inside it are the ruins of dozens of villages, built one on top of the ruins of another.

At the bottom of the hill is the earliest civilization, which dates back to 5500 B.C. when the world was still in the new stone age. Above it are walls and pottery fragments from more advanced cultures.

The first was the Bruk culture, which flourished in Mesopotamia when man was just beginning to build cities and to learn to write. This is the first time evidence of this culture has been found on the Iranian plateau.

**CULTURES NEW IN IRAN**  
In his probes this year, Dr. Young has also uncovered evidence of two other cultures.

## ACROSS THE ISLAND

### Retired Master Tells 1942 'Torpedo' Story

By NEIL A. MATHESON  
Provincial-Farm Editor

A RECOMMENDATION that several officers and men who served on the SS Prince Edward Island during a wartime submarine attack should get recognition, is contained in a letter from John R. B. Maguire, retired senior master on the Borden-Tormentine ferry service.

It is apparent from Captain Maguire's letter that these men contributed in great measure to maintaining a car ferry steamer for the Borden-Tormentine route during the grim years of World War 2. The SS Prince Edward Island, sunk in 1941 en route to drydock, it was not until the summer of 1947 that the MV Abegweit was made available.

Had the Prince Edward Island been put out of action all that would have been available would be the Scotia. It would have provided very limited train ferry service in the ice-free months. But it would have had to tie up during the months when an ice-breaker was needed. The situation would really have been grim for this province.

The letter, which is reproduced here, gives some of the most interesting details of the escape of the SS Prince Edward Island from an enemy submarine on a voyage down the St. Lawrence from a refit at Lauzon, Quebec in September, 1942.

### Escape Story Is Colorful

Capt. Maguire continues:

"I was in charge of the ship on that occasion and she did not have signs of the convoy around her."

"We were in the front line of the convoy and on the starboard side as we were to leave the convoy about five miles from North Cape, P.E.I., and to proceed down the Northumberland Strait on our own."

"The first torpedo hit a Greek ship, about 400 feet on our port side, and they immediately began to launch their boats. We were proceeding on four coal-burning boilers—at that time only two boilers had been converted to oil. The other four were not converted until 1946, Capt. Maguire explains.

Bruce Stewart and Company, Charlottetown, had started to convert two boilers to oil in the winter of 1941-42, and during all of that winter the ship was more or less crippled, as with only four boilers under steam she was lacking one-third of her power.

Those two oil-burning boilers had been completely converted to oil while she was in for the refit at Lauzon, Capt. Maguire explains.

Getting back to the encounter with the enemy submarine in the St. Lawrence, Capt. Maguire says:

### Ship Escaped Under Full Power

"Immediately the action of the submarine began the two oil-burning boilers were cut in to serve it, and due to the manoeuvrability of the ship with full power, we escaped two torpedoes aimed at us."

"The phosphorus in the water was so bright", Captain Maguire recalls, "we on the bridge could see the torpedoes coming through the water, and although the ship was manoeuvred to escape them, they passed very close to us."

"Realizing that there was not at that time any other ship which could take over on the Borden-Tormentine run, and supply service for P.E.I., the airports at Summerside and Charlottetown—there was a full-scale military airport here then run by the RCAF, and later by the RCAF—Capt. Maguire explains "as we did not have a weapon of any sort, I decided to save the ship if possible, so I rang for full speed ahead, got out of there and headed for Borden."

The Master didn't break silence on the radio telephone "which at that time was only of frequency for 50 miles, and for Borden station."

"If I wished," Captain explains, "I could not have asked for permission to leave the convoy, so our whereabouts was not known until we were sighted from Borden", he recalls. And what an anxious few hours that must have been for the people who were responsible for maintaining that cross-strait service.

### Four Men Win Special Praise

THE RETIRED Master explains that he wishes to give credit to four men for their action on that occasion.

"The ship travelled at 18 and three-quarter knots while at full speed. Her bearings had all been 'white-mettled'—similar to putting new bearings in a car," he explains.

"The work had been supervised by R. A. MacPherson, chief engineer, and the late Frank Dalziel, Sr. The work had been done so efficiently under the careful supervision of these men that not one of the newly-installed bearings became hot under the full-steam ahead conditions, Capt. Maguire recalls with appreciation.

"There are two men to whom I wish to give credit," adds Capt. Maguire. "Capt. H. MacKenzie, was quartermaster on watch at the time, and the chief engineer came and asked for permission to go down in the furnace room."

But, explains Capt. Maguire "H. G. MacKenzie who was at the wheel, and had heard the remark, spoke up 'Captain, put a man at the wheel and I will go down and trim coal', which he did, and along with him went Clarence Waddell. A man was put at the wheel. 'There was no other volunteer'."

"THESE MEN SHOULD GET SOME RECOGNITION FOR THEIR BRAVERY IN ACTION", Capt. Maguire emphasizes.

In contrast to the reaction of these men, the former Master explains "Many others started to lower the lifeboats, and I had to send Capt. John G. Dicks of Georgetown, P.E.I., who was mate on watch, with a club to drive them from the boats". The men would have been drowned, Capt. Maguire explains, with the ship travelling at the speed.

I thank Capt. Maguire sincerely for his most interesting letter and commend to the responsible people, the recommendations that the men singled out for their bravery under fire, should receive some award. Most certainly they earned recognition. Most certainly they merit the thanks of a grateful people. The only regret is that the recognition has been so long delayed.

### Alternative Almost Unthinkable

IT IS impossible for present generation people to realize just how much anxiety Island people felt concerning the cross-strait service when a single incident, enemy action or some other cause, could have cut us off from the mainland at any time.

Capt. Maguire modestly passes on all of the credit to the others, but I suggest that this man must have played a large part in the successful attempt to elude the submarine's torpedoes and get his ship back safely to Borden.

Capt. H. G. MacKenzie referred to is now senior master on the ferry service at Borden.

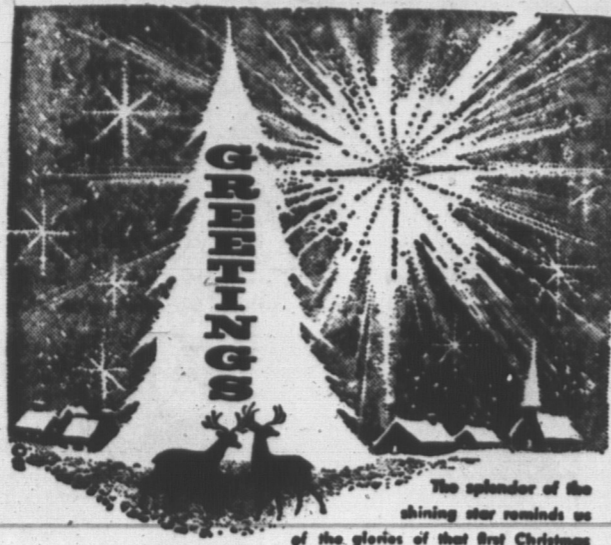
I'm serious about that recognition suggestion. Our own province could recognize them suitably, if no federal department is interested. A suitable certificate could be prepared by the province, and presented by our Lieutenant-Governor, or by Premier Shaw himself, depending entirely on what the premier and his government might decide.

### Sincere Greetings, Best Wishes

Once again the Christmas season is here, and that's the signal to extend most sincere wishes to everyone who reads this column. I wish the season could be gay and merry for all of you. Unfortunately that is impossible, some are too near to deep sorrow from the loss of loved ones—this applies, indeed, to some of my closest neighbours and friends.

To these, and others like them I hope that the 'Source of all comfort' will bring ease from your burdens, and somehow show a hopeful ray of light ahead.

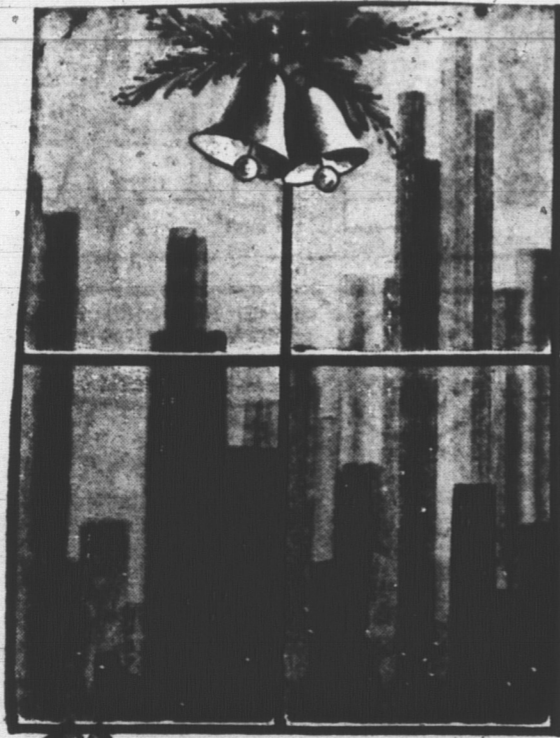
There is also a recognition on my part of the splendid support and co-operation from so many, many readers. If it were not for your continued interest, and your helpful suggestions, this column could not possibly be maintained at the high standard which your informed comment and suggestions have made possible.



The splendor of the shining star reminds us of the glories of that first Christmas night, making our hopes brighter.

Cyril and Roy Leard

Alberton P. E. I.



Ring Out, Ring Out, The Bells Of Christmastime! May joys be yours!

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P. E. I. Alberton

P. E. I.



Send his bell to send very best wishes for a fun-filled holiday to all.

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P. E. I.



May the "glad tidings of great joy" that so filled the shepherds with wonder that first Christmas bring the same love and peace to you and yours this Christmas Day.

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Mayor E. Champion

Councillors



Silent Night, Holy Night

May the joyous spirit of peace, love and kindness born on that Holy Night bless your home and family, always. At Christmastime, all of us here wish all of you every happiness and the best of good fortune. Our grateful thanks for your friendly patronage.

TOWN OF BORDEN

Mayor G. C. Bell

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## Joy at CHRISTMAS



As you and your loved ones gather together to share the blessings of this great holiday season, we extend, to you and yours, our warmest wishes for a bright and happy future.

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