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"The Strongest Memory is Weaker Than the Weakest Ink."

CHARLOTTETOWN SATURDAY, SEPT. 16, 1950

Seasonal Difficulty

The one great obstacle to expanding tourist facilities here is the shortness of the season. Resort operators must, in little more than three months, cover their operating expenses and annual charges. The result is that the Island is tapping only a fraction of its potential tourist system, yet it is impractical to take steps to attract greatly increased numbers without providing the facilities for receiving them.

The islands of the West Indies, and to a lesser extent Bermuda, are faced with a similar problem. They, however, provide a winter vacationland and find the summer to be a slack period so far as travel is concerned.

One possible solution might be to provide hotel accommodation afloat, complete with all forms of entertainment, and enable it and its staff to follow the seasonal migrations of holidaymakers. Capital cost and overhead might be higher than for similar accommodation on land but that would be more than compensated for by its year-round use.

Horned Cattle Controversy

A controversy has been stirred among livestock breeders by the order of the Canadian National Exhibition that only hornless steers could be shown at the fair. This applies to animals destined to the slaughter houses—not breeding stock. The chief objection to the CNE ruling, says the Ottawa Citizen, has come from breeders of beef cattle that grow horns. They contend it will throw their business to such competitors as breeders of hornless types such as Polled Aberdeen Angus, Polled Herefords and Polled Durhams.

But Ottawa livestock experts consider the action at the Toronto fair an excellent move. It follows the lead of the livestock show in Moncton, where for years no horned steers have been admitted. In Western Canada, packers have been trying to encourage cattle raisers to dehorn the steers. It is a simple matter to stop horns from growing by applying a caustic when the calf is young. Packers wish to prevent the waste caused in meat and hides when steers gore one another in crowded cattle cars. A horn thrust may waste 25 pounds of beef.

Agriculture officials say it would be better if all cattle were dehorned. Indeed, the trend is that way. True, people like to see cattle with horns. But these add nothing to the animal's health or productiveness.

Mysterious Generals

Who commands the various units of the invading North Korean army? The question intrigues an American exchange which points out that the North Korean units are always identified, but never the commanding officers — an unprecedented situation in warfare.

Military intelligence services historically make a point of knowing who the enemy's commanders are because each commander traditionally reacts in an individual way to particular conditions and tactics. By knowing what the reaction of the opposing commander is likely to be, strategists can plan a more effective fight against him.

But the U. S. intelligence service apparently doesn't know the names of the North Korean commanders, despite their importance to U. S. tacticians, our American contemporary says. "Whoever they are, those men commanding the North Korean forces, they are not beginners. Perhaps these North Korean generals, no matter what they call themselves now, had names which ended in 'ski' and 'off'."

Communist Lie Nailed

The delayed report by the United Nations Commission on Korea has now been published. It nails finally the Communist lie that the South Koreans launched the attack, with its implication that the so-called Red aggression is a United States myth.

No citizen of the United States was a member of the Commission. Its chairman was the Indian delegate, Mr. Anup Singh. The other members were from Turkey, China, El Salvador, the Philippines, France and Australia. The report was unanimous.

The Commissioners state that they always regarded partition of Korea as arbitrary and tragic, that they made "several overtures to the regime in the north with a view to exploring the possibilities of unification." They add: "Unfortunately the regime in the north was not only non-cooperative but hostile in its attitude to the Commission."

There follows certain information which is not generally known. "A few days prior to the military attack from the north," the Commissioners report, "the northern regime issued a plan of its own for unification. We sent a representative from the Secretariat of the Commission to personally receive this plan, accepting as bona fide the intentions of the sponsors of the scheme."

The similarity between this Red tactic and the Japanese precedent of lulling the United States with a peace mission on the eve of Pearl Harbor, will strike every reader of the report, also the fact that the Commissioners are in no doubt whatsoever as to the source of the aggression. The manoeuvre then was in progress and the Commission had taken action towards consideration of the northern scheme. "Then came the sudden and apparently well-planned and organized attack that frustrated all our efforts and brought with it horrible sufferings to the people of Korea."

This is the verdict which will pass into history.

EDITORIAL NOTES

Tomorrow, 15th Sunday after Trinity.

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Tomorrow is Battle-of-Britain Sunday, the tenth anniversary of Britain's, and the world's, great hour of peril.

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Mechanization spelled the doom of harvest excursions to the West and now bids fair to do the same to the annual migration of potato pickers to this Province.

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It looks as if Federal civil servants can expect a worth while Christmas box in the form of wage increases now under consideration.

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Parliament stands adjourned till February 14, and it is sincerely to be hoped nothing will occur to necessitate another summons before Christmas.

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The City Championship Rifle Match is being shot today. Marksmanship is a sport which, in times like these, is also the expression of good citizenship and practical patriotism.

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Many, far too many, leave here to seek employment elsewhere due to our lack of industries apart from our primary ones, but judging by the latest economic survey of the Island, those who remain at home fare not too badly, both in town and country.

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Another native Islander is making a name for herself as a writer of children's books. "Lucky Orphan" by Ida Cecil Moore, now of New York, is being well received in the United States, and the Canadian edition should prove highly popular here.

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Alfred Noyes, English poet and critic, born this date 1880. He gave the Lowell Lectures in America in 1913 on "The Sea in English Poetry", and the following year was appointed Professor of English Literature in Princeton University. He has published a large number of works, including "The Loom of Youth", "The Flower of Old Japan", "Drake" (an English epic), "Mystery Ships", and "William Morris", in the English Men of Letters series.

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Ottawa observers have not missed the fact Minister of External Affairs Lester Pearson has been handling defence policy matters during House of Commons debates on joint foreign and defence department policy, thus taking a load from the shoulders of Defence Minister Brooke Claxton. A cabinet shuffle is freely predicted for before the end of the year, says an Ottawa correspondent. The assumption in some quarters, based on this circumstance, is that Mr. Pearson will take over Mr. Claxton's portfolio. Mr. Claxton's future scene of operations is still a question-mark.

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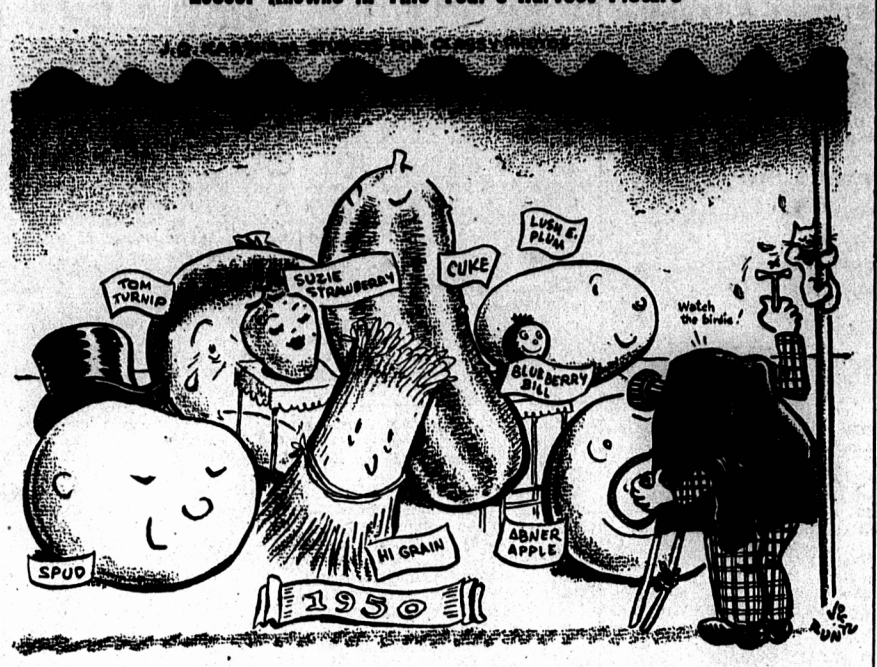
More than 3 million people live on some 733 thousand farms in Canada and more than 25 per cent of Canadians from the Atlantic to the Pacific make their living on farms that produce a large percentage of Canadian exports. The story of the people who work Canada's farms, their different methods of farming, the crops they grow, and the various services available to them in maintaining this primary industry is told in a new booklet entitled "Farming in Canada", available on request from Information Service, Department of Agriculture, Ottawa.

Lesser Knowns in This Year's Harvest Picture



PUBLIC FORUM

This column is open to the discussion by correspondents of questions of interest. The Guardian does not necessarily endorse the opinion of correspondents.

NEW FEDERAL BUILDING

Sir,—I note a lot in the Guardian about the new building in Charlottetown. If it be so urgent as some seem to think why not extend the present Post Office to Richmond and Grafton streets, and add a wing to each side of the Court House which should give enough office space for some time to come and no lands to dicker about.

I am, Sir, etc.,
JOHN H. DOUCETTE
Renfrew, Ont.,
Formerly of P.E.I.

APPRECIATION

Sir,—May I, through the medium of your paper, express my appreciation of a play entitled 'There Goes The Bride" which was presented in Little Pond on July 14th by a group of young people from Morell.

Several times a year it is necessary for me to visit New York City on business and while there I usually attend a musical comedy but never have I had a more enjoyable evening than that in Little Pond.

Here in Boston I follow all the items in your paper and have often wished to see some of the plays mentioned, so please give us visitors to your fair Island each summer more of this kind of entertainment.

I am, Sir,. etc.
R. J. MCCORMACK
East Boston, Mass.

COMMUNITY PLANNING EXPANDS

Sir,—Every city in Canada over 30,000 population today has an official community planning board. Altogether there are about 150 planning boards or commissions active in Canada, most of them on a city or town level, some of them with authority for a group of neighbouring municipalities.

The idea of community planning, has caught on. As a result, planning agencies in Canada this year are spending over two million dollars on their activities.

Community planning too is now taught at Canadian universities. Prior to 1945 Canadians had to go to the United States to study planning. Courses are now on the calendars at McGill, the University of Manitoba and the University of British Columbia.

The need to extend planning is still great. It is likely that the volume of new construction in Canada will be very heavy in the next few years. For this and other reasons, we must have more and better community planning.

One of the major obstacles to community planning, especially in residential areas, is that many builders and their clients are not aware of the full possibilities of working together new federal housing legislation with provincial planning legislation.

Officials of the Community Planning Association hope that much to remedy this situation will be done at the national conference on planning, to be held in Ottawa, October 6 and 7. The theme of this year's conference will be "Making good use of our new housing laws."

I am, Sir, etc.,
ALAN H. ARMSTRONG
Ottawa.

The Poet's Corner

ROOKS

There where the rusty iron ilex,
The rooks are cawing all the day.
Perhaps no man, until he dies,
Will understand them, what they say.

The evening makes the sky like clay.
The slow wind waits for night to rise.
The world is half content. But they
Still trouble all the trees with cries,
That know, and cannot put away,
The yearning to the soul that flies
From day to night, from night to day.

—Charles Hamilton Sorley.

Royal Canadian Air Force

The British Commonwealth Air Training Plan produced more than 131,000 aircrew during the Second World War.

The R.C.A.F. carried out 213 Search and Rescue operations during 1949.

R.C.A.F. flyers learn how to cope with Arctic conditions at the Air Force survival school operated in northern British Columbia and in the Arctic.

The R.C.A.F. reached its all-time peak strength in January, 1944, when it totalled over 215,000.

Out of 131,000 aircrew graduated under the British Commonwealth Air Training Plan, nearly 73,000 were members of the R.C.A.F.

The CF-100, the R.C.A.F.'s new all-weather, long-range jet fighter designed and built in Canada, has been named the "Canuck."

Air Force Day, the annual occasion when R.C.A.F. stations hold open house, comes on the first or second Saturday in June. First held in 1947.

Air Marshal W. A. Curtis, Chief of the Air Staff, is the only Canadian chief of staff ever to have served in all three armed services.

Summerside, P.E.I., is the home of the R.C.A.F.'s navigation training centre, the Air Navigation School.

Clinton, near London, Ont., is the centre for radar and communication training in the R.C.A.F.

The R.C.A.F. won the Olympic and world ice hockey championships in 1948.

The R.C.A.F., which was officially created in 1924, is actually Canada's fifth air force.

Establishment strength of the R.C.A.F., when created in 1924, was 68 officers and 307 airmen.

In 1948 the R.C.A.F. covered 911,000 square miles of Canada by aerial photographs.

The first trans-Canada flight was made by air force officers in 1920, from Halifax to Vancouver.

About 22,000 Canadians served in the R.F.C., R.N.A.S. and R.A.F. during the First World War.

Forest fire patrols were an important part of the R.C.A.F.'s duties during its early days.

The R.C.A.F. received its first Hurricane fighter in June, 1939.

No. 110 City of Toronto Squadron arrived in the United Kingdom February 25, 1940.

The R.C.A.F. ensign was approved by the King in June, 1940.

Squadron Leader (now Group Captain) E. A. McNab scored the R.C.A.F.'s first aerial victory in the Battle of Britain.

No. 1 Squadron (R.C.A.F.) destroyed 30 enemy aircraft during the Battle of Britain.

The R.C.A.F.'s Woman's Division was created July 2, 1941.

Eight R.C.A.F. squadrons took part in the aerial battle over Dieppe.

No. 6 (R.C.A.F.) Group became operational January 1, 1943.

Twenty-nine of the 133 flyers who breached the Mohne dam were R.C.A.F. members.

The R.C.A.F. Staff College was formed in Toronto August 1, 1943.

A total of 48 R.C.A.F. squadrons served overseas during the Second World War.

Canada's Air Detection Corps was disbanded Nov. 15, 1944.

The Air Force Amateur Radio System was formed April 1, 1946.

The McKee Trans-Canada Trophy award for 1946 went to Group Captain Z. L. Leigh, R.C.A.F.

The first R.C.A.F.'s Air Force Day was held June 14, 1947.

The R.C.A.F. took delivery of its first Vampire jet January 22, 1948.

The R.C.A.F. now awards double wings to all aircrew.

The R.C.A.F. celebrated its Silver Jubilee on April 1, 1949.

The R.C.A.F. Survival School was formed Dec. 15, 1949.

Flying time for the R.C.A.F. during 1949 was approximately 113,000 hours.

The R.C.A.F. made the first non-stop trans-Canada flight in January, 1949.

Air Vice Marshal G. M. Croll was the first R.C.A.F. Chief of Air Staff.

R.C.A.F. strength in August. 1939, was 4,061.

No. 110 City of Toronto Squadron was the first R.C.A.F. squadron to arrive overseas in the last war.

Old Charlottetown

(And P. E. I.)

ROAD CONDITIONS

"We have roads, it is true, but of the worst possible kind; all our main post roads lead directly over the summits of all the hills that are to be met with in the route through which they pass. In the spring of the year, they are all but impassable. In the summer, it is true, by patching here and mending there, without the least pretense to system or regularity, or with a view to permanence, a tolerably smooth surface is obtained, lasting about two months in the twelve. The instant the autumn rains begin, and the intercourse is greatest, the roads are cut up into deep ruts and gullies; holes are suffered to exist that threaten danger to life and limb, and to shorten the story, our roads though they have increased in number, are no better in quality than they were twenty-five years ago.

"In 1824 the road to Malpeque went by a route which was hilly in the extreme. In the first year of Governor Ready's administration, an entirely new road was projected from Bagnall's to Glover's, and, what was more to the purpose, completed in the course of the next year, though the revenue of the Island then amounted to but £4,000. Now, despite the necessity of having a main post road that will communicate with Summerside, one of the principal entrance ports of the Island, free from those intolerable hills that lie between this and Bagnall's, and a shorter and altogether easier one to man and beast, and although the revenue is now upwards of £40,000, still there is the same roundabout way of getting to St. Eleanor's and the Gulf Shore.

"The Island is out of debt, triumphantly exclaims the Examiner. What then? We had much sooner see it £40,000 in debt, provided there were level roads to all parts of this Island, and a daily communication with the mainland by way of Pictou and Shediac. What is £2,000 a-year interest to a growing country when the advantages of internal communication are considered? It would not be more than five shillings out of the pocket of any farmer on the Island—how much would good level roads, dry and firm at all seasons, put into it? That's the question. Make a steamboat bridge, so that every man who has business with the Island in any part of the world, can be certain of getting to it or returning from it any day in the week while the navigation lasts, and you will make every farm in the Island worth 50 per cent more than it is now in three years time."

—Hazzard's Gazette, Feb. 2, 1856.

The Age-Old Story

Happy is the man that findeth wisdom, and the man that getteth understanding... She is more precious than rubies: and all the things thou canst desire are not to be compared unto her... Her ways are ways of pleasantness, and all her paths are peace. She is a tree of life to them that lay hold upon her: and happy is every one that retaineth her... The wise shall inherit glory.

Geological Changes in P.E.I.

Text of an address by the late Mr. Thomas May before the Natural History and Antiquarian Society of Prince Edward Island, 1899

About thirty odd years ago I was travelling by public stage from Charlottetown to Lot 9. On my way there I crossed Lots 12 and 11, and was struck by the level nature of the country; the long stretches of barren land, the gravelling nature of the soil, and the frequent boulders to be seen scattered about, lying on the surface of the ground. These boulders were of hard grey stone, entirely different from the red sandstone to be seen in the rocks all over the country.

A few years after this I made a survey of a tract of land on Lot 11 which had supplied the railway contractors with material for ballasting the road-bed of the railway. This tract of land consisted of a gravel bed about twenty acres in extent and about seven feet deep. The gravel consisted of hard grey, yellow and white pebbles, of little more than half an inch in diameter on the average, mixed up with yellow sandy clay.

Again last autumn, when making a survey of Lot 12, I travelled from Ellerslie Station along the South Junction Road to the Western Road. I observed along the sides of the fields piles of grey stones, all of moderate size, some about a foot in diameter, most of them a great deal smaller, which had been picked up off the fields. They were more or less angular in shape, with the sharp edges somewhat worn off.

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Captain Richards, of Bideford, informed me that he had formerly shipped hundreds of tons of these stones for ballast. On the fields themselves one could see thousands of smaller stones which were too small to pick up. There did not seem to be any clay or gravel mixed up with them. The question is how did these foreign boulders, stones, gravel and clay come there,

The usual answer is that they were brought there by ice. This can be accepted as a general answer, as we know of no other agency capable of bringing large blocks of stone a hundred miles or so from distant mountains where is now found the same kind of rock as that of which the boulders consist, to a level country with no higher land immediately surrounding it which is cut off from the mainland.

But were they brought here by glaciers moving over the face of the earth, or by icebergs floating in the sea? I think by the even distribution of the boulders, stones, gravel and clay over the surface of the ground, and no appearance of any disturbance after being deposited, that they were deposited by icebergs floating in deep water. So then I venture to conclude that our Island was at this period at the bottom of the sea.

• • •

Then we want to know what was the probable depth of the sea at that time. This can only be guessed at, but it may be arrived at approximately by observations made elsewhere. Last autumn I spent ten days in Halifax, and during that time I went frequently to the park, which is situated at the extremity of the peninsula formed by the Halifax Harbour and Bedford Basin on the one side, and the North-West-Arm on the other.

One day when walking out there I noticed near the entrance situated next to Halifax Harbour a rounded rock about 5 feet above the level of the sea and jutting out about 50 feet from the shore. I immediately walked out to it, and found, as I expected, that it was a rock over which a glacier had travelled. The rock was comparatively hard and its strata was inclined at an angle of about 30 degrees with the horizon. Its surface, however, was almost perfectly smooth, as if planed by a huge plane. In fact the rock looked like the top of a polished globe.

But on looking closely at this smooth surface, numerous lines or grooves could be seen, all parallel or nearly so, and pointing in the general direction of Halifax Harbour; that is, of the valley of which the harbour and Bedford Basin are a part.

Now these lines or grooves were caused by stones or boulders embedded in the bottom of the glacier, as is known from observations made on existing glaciers.

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Continuing my walk to the other side of the park, about a mile away, on the North-West Arm, I found another rock on the bank about 30 feet above the shore, smooth and polished like the previous one, and with parallel lines and grooves on the surface pointing in the general direction of the valley of the North-West Arm.

A few days later I made another exploration of the park and found on the very summit of the hill dividing the two valleys of Halifax Harbour and the North-West Arm, on the ridge of which the Citadel is built, and at a height of about 200 feet above the level of the sea, another smooth rock with numerous lines and grooves on its surface all pointing in one direction. I had no means of ascertaining whether this direction was the same as the two previous ones.

The first thing that these rocks indicated was that these two valleys had been filled with ice up to the summit of Citadel Hill, which taking into account the depth of the harbour, would give us a depth of ice of 300 feet at least; but when we take into consideration that the grinding force indicated on the top of the hill was equal to that indicated below, there must have been several hundred feet of ice above that again, and consequently six or seven hundred feet or perhaps one thousand feet was the depth of the glacier at this point.

But observations made elsewhere show that glaciers as they travelled down the mountain sides, gradually got thinner, and might be only one-third their original depth when they reached the sea. Consequently the icebergs that floated across the site of Prince Edward Island might have been only 300 feet thick or less, and the depth of water about the same.

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Two years after my first journey to the west end of the Island, I made another journey in that direction and went as far as the North Cape, where I stayed some three weeks at a fishing stage about a mile from the cape on the east side. I was making some surveys in the surrounding country, but when I was not so engaged I spent the time shooting along the coast.

During one of these shooting expeditions I walked from the east side of the Cape to the west side along the cliffs as far as the low brush then growing in that direction would let me. Just at this point, about 30 feet from the edge of the cliff, I came upon a long ridge of clean gravel about a foot high or less, which was running almost parallel to the edge of the cliff into the bush. How far it went in that direction I could not see, but it at once gave me the impression of a sea beach, where the gravel and shingle had been piled up by the surf.

The cliff was about sixty feet high and the ancient beach showed an elevation of the land to that extent. Consequently we have now indications that the land at first underwent an upheaval of perhaps three hundred feet from the bottom of the sea, and afterwards a further upheaval of sixty feet.

• • •

Now I shall describe several facts that I have observed that go to show that the last movement of the land in Prince Edward Island has been a subsidence. In 1872, I was employed on the survey of the Prince Edward Island railway and when making the survey of the Souris branch we crossed the mouth of the Marie River, which falls into St. Peter's Bay. It is a shallow twist of the sea where it enters the bay, about 25 or 30 feet wide and only a small stream further up. Where we crossed there was less than two feet of water, and apparently a hard sandy bottom.

An iron bar was obtained and driven into the sand to see if there was rock underneath the sand. Suddenly the bar almost disappeared. On taking it out we found it had gone into soft mud. We procured a longer bar, but found no bottom to the mud. Finally, on procuring a still longer bar we found over thirty feet of mud. This clearly showed that the original bed of the stream had been excavated by the running water at least 30 feet below its present level.

But the level of the sea was now thirty odd feet above this, and under the present conditions the river could not possibly excavate its bed much below the level of the sea. The only explanation there is that the land has sunk at least 30 feet, and during the process, the gully, 30 feet deep, formerly excavated by the stream, had gradually filled up with mud.

(To be concluded)

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