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ACROSS THE ISLAND

Canada Champions Suggested For Hall

By NEIL A. MATHESON

AS CHAIRMAN of the Board of Directors of the P.E.I. Sports Hall of Fame, I cannot nominate candidates for that honor. However as columnist of this paper, I can suggest who someone else might nominate. My suggestion is that the curling rink of Dr. Wen MacDonald, Johnny (?) Squarebriggs, Doug George and Danny O'Rourke be nominated this year. As Canadian champions they should be a shoe in for the honor, I suggest.

If the department of education selects names for the board in the near future – most of the present ones are outdated, unless they are reappointed – we should be having a meeting of the Board very soon. Lobster Carnival at Summerside comes up next month, which means that action on the nominees should be forthcoming.

The Name Is 'Leonard MacKenzie'

LAST WEEK'S column had a detailed story of the Iona Recreational campsite which is being developed by Leonard MacKenzie and his family. The name is Leonard, not the one I mistakenly used.

I have heard many comments, all of them favorable, to Mr. MacKenzie's idea of a campsite with recreation to keep visitors, mature and kiddies, interested and happy while they enjoy their holiday.

Ice Breaking Efficiency

AN OLD story on "Ice Breaking efficiency" has some comment on the ice breaker Earl Grey that I had never heard, nor read before.

The writer at that time noted that the Earl Grey as an ice-breaker was very reliable and, for the first time, the equipment provided allowed for an approximate attempt to fulfill the ferry requirements covering ferry service for "passengers and mails" that had been promised in the pact of Confederation.

But, and here's the different reaction, the item added: "It became apparent however that this service had little value, insofar as the Island's commerce, or the marketing of her produce, was concerned. Trade was still dormant during the winter months for the reason that almost all of the native produce, such as potatoes, turnips, eggs, cheese, etc. was of a perishable nature such as would not allow transshipment.

In zero weather, while other frozen foodstuffs such as meats, suffered by being placed in the heated holds of ships, consequently claims for spoiled shipments were frequent due to some commodities becoming frozen and others being thawed out.

Excessive Freight Rates

THE SITUATION was further prejudiced by handling charges in and out of the ships, and the short hauls involved which created excessive freight rates. It was therefore still advisable to anticipate as much as possible the crippling advent of winter and to provide suitable storage for goods of a perishable nature which could not be shipped prior to the close of navigation.

The ferry service therefore fell far short of the ideal embodied in the consent of the Island to Confederation, and the agitation which ensued, together with the degree of success attained by ice-breaking railroad ferries on the Great Lakes and in the Strait of Canso, determined the building of an ice-breaking train ferry, in accordance with the best practices then known.

We now have a Queens University professor, Dr. John Deutsch, telling us we should have Maritime Union. Back in those days we had another Queens teacher, Professor A.K. Kirkpatrick, investigating and reporting on the establishment of the most suitable route for a car ferry between Prince Edward Island and New Brunswick.

The Borden-Tormentine route we know so well was chosen, but Kirkpatrick had reported on the principal particulars (?) of nearly 40 ice-breakers and ferries in operation in many parts of the world.

Specifications Recalled

THE OLD item says Kirkpatrick reported that an ice-breaker should be built with an ice-breaking bow with bow propeller of nickel steel, and forward engine of 2,000 indicated horsepower. There would be twin screws aft and engines of 2,500 indicated horsepower each. There would be sea cocks designed for encountering lolly ice; heavy ice-belt plating; two railway tracks to accommodate twelve freight cars, and to load and unload over the stern; with accommodation for passengers as well as crew.

The suggested dimensions were length 260 feet, beam 50 feet, light draught 16 feet and loaded draught 18 feet.

The recommendations formed the basis of the conception of the SS Prince Edward Island which was designed and built in 1915 by the English firm of Armstrong, Whitworth and Company Ltd., a firm that had earned an enviable reputation for the building of large ice-breaking vessels for the Russian government."

Sherwood Area

THE VILLAGE of Sherwood "is as large, if not larger, than the present boundaries of the City of Charlottetown".

The statement will surprise some readers, but it comes from Chief Commissioner John Richard who has made a number of unusual and interesting contributions to this column in the past.

Sometimes referred to as "the bedroom of Charlottetown", Sherwood has approximately 700 homes and there are 1,400 children under the age of 16 years. Again Mr. Richard is the authority.

John has a number of interesting references in the page or manuscript he sent me. But I like particularly this historic reference that takes our minds back to the pre-railway days.

A Stagecoach Stop

A LONG-AGO Stagecoach stop was at what is now Belvedere Corner, “approximately where the Belvedere store is now located”. This was a stop on the road from Charlottetown to the Eastern end of the province, Mr. Richard explains.

At Duncan Heights is the three-storey square structure and former residence of Sir George E. Coles, one of the Fathers of Confederation. Also in the area was a large piece of land owned by Hon. J.C. Pope, from which the present Pope Avenue derived its name.

Another sidelight is most interesting. Sherwood’s “Centennial Park” was opened in 1967 and the commissioners chose the site because of its historic value.

THE PRINCE of Wales, later King Edward VII, visited Charlottetown in 1860. He and Governor George Dundas rode out to the area, which was then known as the Estate of Glynwood, to get the fine view of the countryside and enjoy a glass of wine. “The site is one of the highest topographical points in the Greater Charlottetown area.”

The estate was settled at that time by Henry Longworth and named after the family’s former home in Ireland, Mr. Richard writes.

The Prince planted a small Linden tree when he visited Glynwood. After showing signs of old age the Linden tree was cut down several years ago.

Stories which have come down through the years say the Prince strode from the residence, with his glass of wine, to a vantage point which is now the highest point in the park, and enjoyed the view from there.

‘Observation Area’

THAT AREA of Centennial Park has appropriately been named the “Prince of Wales Observation Area”.

The wine glass he held that day is now a cherished possession of an elderly lady in Kings County, Commissioner Richard relates. Somehow I think I know who she is, although I am far from being sure enough of her identity to suggest it here.

John Richard observes, “It is from this brilliant event in Island history that some place names in Centennial Park have derived their names.” He lists Glynwood Drive, Longworth Circle and Prince of Wales Observation Area as already noted above.

Incidentally Sherwood is the name given to the area, most of which at least, was previously known as Central Royalty.