

ment figures from stage, radio and television appear on the boards to play to audiences of farmers and fishermen, business men and clergymen, men, women and children — and Her Majesty Queen Elizabeth.

But that type of entertainment is only one of the many facets of the tremendous structure. As easily as it switched from screen to live performance, its theatre so does it move easily from art galleries to libraries, reception rooms to coffee shops and to long and sorely needed areas for the holding of great conventions.

And then there is the centrepiece, showpiece of the whole showpiece, Memorial Hall with its glass roof of diamond-shaped pyramids and its glass doors which look out on the ancient Provincial Building where the men it honors sat down "and built themselves a land."

FULFILLS NEED

Memorial places Ch'town high in entertainment circles

Progress in an entirely different field came to this capital city to celebrate Centennial Year when a new world of entertainment variety was unfolded in the Fathers of Confederation Memorial Buildings.

In itself the new building complex set individual construction records when its cost ran over the 5½ million mark, but that was only incidental.

What were important were two facts concerning it: one, it was a gift of all the provinces and the Dominion of Canada to honor those men who 100 years ago "just sat down in Charlottetown and built themselves a land"; and two, it provided a long-needed setting for types of entertainment seldom seen here.

This was fully illustrated when the Memorial Theatre was opened for the Dominion Drama Festival finals held here for the first time.

From then on the types of entertainment were of such wide variety as to call for a change of dress all the way from white tie and tails for adults to blue jeans and ponytails for teenagers. From opera to folk singers represented only one of the many startling changes in tempo the buildings presented last year.

And yet the giant building complex has been one of the most controversial subjects here since Confederation itself. So entirely different in concept from what traditionally-minded Islanders expected, it has evoked remarks ranging from ridicule to almost fanatic enthusiasm.

Yet some of the comments of those who are accustomed to picking their way with ease through architectural undertakings are truly enlightening. Here are a few:

STANDARD SET

"As the first building to appear in Canada on the eve of the centenary celebrations for Confederation, it will set a standard of architectural excellence and suitability that will not likely be surpassed". This came from the report on the competition for architects.

"Of very high quality and shows great imagination and sensitivity.... a beautiful expression of the event it commemorates." Sir Basil Spence, eminent British architect, said.

"It is a magnificent design. I'm sure it will receive worldwide acclaim", Dr. E. R. Arthur, Toronto, chairman of the Jury of Award.

A description of the structure

reads as follows: The visitor to the building immediately experiences the impact of style. It is plain yet striking, forceful yet not overpowering, monumental yet graceful. It has the simple lines of a modern building yet the grace and beauty of the Delphic architectural features associates it with the great classical traditions.

What is has accomplished in the short span of its existence to date is to raise Charlottetown from a second or even third class power in the entertainment world to a position of eminence through having a theatre which is the delight of managers and performers alike.

And already Islanders have seen some of the top entertain-



HER MAJESTY OPENING THE MEMORIAL COMPLEX

Designing Causeway poses many problems

By DON MacLEOD

The most progressive transportation concept in the history of Prince Edward Island is that of a nine-mile causeway between Borden and Cape Tormentine.

For many years, political parties have been promising the as time goes by it appears that the link with the mainland is coming closer to a reality.

At one time, the causeway proposal was the exclusive realm of the politician, but now it has been revealed that several private firms have made proposals to the federal government that causeway construction be done by private enterprise.

One firm suggested that a causeway without provision for railway traffic could be built for about \$80,000,000.

The rail question is a big one and the Liberal Party of the province took a stand that rails must be included while the Conservatives, self-labelled in 1959 as "the ty of the causeway," say that unless a satisfactory alternative is proposed, the causeway must have rails.

Causeway studies are still going on but meanwhile two ice-breaking ferries each year at this time bravely battle the ice floes of Northumberland Strait, keeping the province's link with the mainland intact.

There is little doubt that construction of a causeway will have its difficulties. However, it must be remembered that the science of engineering is advancing rapidly and many ideas are brought forth by engineers who believe those ideas might lead to solving some of the difficulties.

A glance at the map will show that a bottleneck exists between Borden and Cape Tormentine not only for tidal movements but also for moving ice. Just below Borden, near Tryon, the tides meet and this creates a mixture of currents between Borden and Cape Tormentine when the tides are running north along the shores of Prince Edward Island and New Brunswick and running south in the middle of Northumberland Strait.

This is one reason why a study of ice conditions is a difficult matter. Ice from the Gulf of St. Lawrence and O'Leary Bay drifts southward in very heavy quantities through the Strait and with certain wind at times breaks very hard into the Borden or Cape Tormentine. This ice varies from one foot to at least 15 feet in thickness and with the pressure of tides and winds moves at a rate of three to five miles an hour. The pressure of these millions of tons of ice is tremendous.

Some persons who have studied the causeway proposal say that if a causeway were attempted it would be difficult for engineers to figure out how much of the causeway would be lost each winter through the movement of ice.

Others say that if a causeway was started and construction

was completed for three miles out from each side, it is estimated that the current going through the opening would be at the rate of about 12 miles per hour.

It is suggested that the loss of portions each winter during construction would add enormously to the over-all cost of the causeway.

WATER LEVEL

It has been estimated by tidal experts that if a solid causeway were built, the rising water level on the west side would be from two to three feet. This would cover a considerable portion of shore land. Engineers have figured that every bridge

from Port Elgin to Shediac would have to be rebuilt due to the rise in water levels.

Referring to tides, some observers say it is impossible, so far, to estimate the changes that would be brought about on the Prince Edward Island side from Egmont Bay around North Cape and along the north side of the Island.

It has also been said that so far it is impossible to figure causeway effects on lobster fishing.

Some persons have estimated that a causeway would cost well over \$100,000,000, even if it were part causeway, part bridge or part tunnel. Some engineers

have made estimates ranging from \$150,000,000 to \$300,000,000. Quite a few people suggest that another powerful train and vehicle-carrying ice breaker working with the MV Abegweit would provide adequate transportation for the next 10 to 12 years.

WEATHER HAZARDS

Another question is weather conditions. It has been suggested that at times it would be impossible to move across a causeway on account of snow storms, heavy spray periods and sleet storm. In regard to sleet, one observer said "we already know that twice recently the railway tracks and the highway at Borden were so covered with ice from sleet and spray that it took hours and hours before trains and vehicles could operate over a very short distance of only 100 yards. What would happen in a case like this on nine miles of causeway?"

Some other suggested questions in connection with the causeway are how many ships use the Northumberland Strait and what size are they? What is the tonnage of freight moved across the Straits each year?

Should ferries run if a causeway is built? Would the south east side of the causeway be free of ice similar to the Canso Causeway?

Could gas and oil be pumped into the province along a causeway? Could all freight traffic on a causeway with rails be handled at night? What would happen to the Northumberland Strait lobster, herring and mackerel industry? These are just a few of many questions that have come up in connection with the proposed causeway. Observers say many questions need answers before proceeding with such a project.



FUN-LOVING

That's the word for the

1965 VALIANT



Double Your CHOICE

with the larger, livelier Valiant 200's. Long and low and sensibly-sized, the Valiant 200 series gives you a whole new world of choice. 16 new models to pick from, including the ultra-glamorous Signets, the sleek Custom 200's, the elegant 200's—each in a design that's varied to fit individual needs. Yours to pick and choose!

ONLY FRANCHISED CHRYSLER DEALER SERVING EASTERN P. E. ISLAND

Buy your new Valiant from McKenzie Motors, a responsible franchised dealer where customer satisfaction and service come first.

McKENZIE MOTORS

SOURIS

PHONE 76-2

Fine Island Products

BY

"SEABROOK FARMS"

Known Across Canada

"They're Grown So Much Better"

FINEST QUALITY QUICK-FROZEN GOSS

Seabrook Farms Frozen Foods Ltd.

NEW ANNAN

P. E. I.

Committee asks change

OTTAWA (CP) — The newly-formed Louis Riel Committee recommended Friday that Ottawa be turned into a federal district to make it "a living example of Canadian biculturalism."

The committee, a group of about 30 local French-speaking professional men, university professors and civil servants, called on Prime Minister Pearson to immediately seek the necessary constitutional amendment to transfer power over Ottawa municipal affairs from the Ontario government to a federally-appointed commission.

The committee, formed Feb. 1, said French-speaking Canadians have a right to ask that the federal government take the proper steps to ensure "a truly representative national capital."