

Girl Guides Looking Ahead To Centenary World Camp '57

Prince Edward Island guides and guiders are looking forward with even more than usual eagerness to the Girl Guide Camps which are scheduled to be held in this province during the month of July. The Girl Guides Association is very strict in regard to Guide Camps being conducted only by thoroughly qualified personnel. In connection with the two camps being planned, a trained commandant from Halifax will be in charge of the first, and for the second, a commandant is coming from Quebec. Also, a group of guides from the Magdalen Islands will be joining local guides at the second camp.

Guide Camps are always popular, and are looked upon as the highlight of the Guide's year, to which the other activities lead up. But this year, particular interest is being shown, for great stress is laid on camping in the list of qualifications necessary for those who may be fortunate enough to be able to attend the Centenary World Camp planned for August, 1957, and the guides will want to make as much progress as possible during the local camps this summer.

The first world Girl Guide camp ever to be held is scheduled to open at the Girl Guide Camp, Doe Lake, Sprucedale, Ontario, in August, 1957. Girl Guides of 35 countries are to be invited to come to Canada for this 12-day Centenary World Camp.

In announcing the event, today, Mrs. W. Rankine Nesbitt, Chief Commissioner for Girl Guides in Canada, said a steering committee has been set up in preparation for the world camp, August 8-19, 1957, celebrating the 100th anniversary of the birth of the founder, Lord Baden Powell.

Capacity enrollment is set at 1,500, with Canada's quota limited for the present to 405. If other

HAMPTON

Friends in Hampton and South Melville are pleased to learn that Anita Toole, four year old daughter of Mr. and Mrs. Ellison Toole, who recently underwent an appendix operation at the Charlottetown Hospital, is now convalescing.

Mr. George Farrow, son of Mr. and Mrs. William Farrow, has returned to his home here, following services given in connection with the C.N. Railway in the Province of New Brunswick.

Favorable reports have been received concerning the condition of Mr. A.E. Best and Mr. Clifford Sherren, patients in the P.E.I. Hospital following operations performed and medical treatment received at this institution.

The residential property of Mr. Howard Myers changed hands on

May 2, the purchasers being Mr. and Mrs. Marshall Konderson, of Stanchel. Mrs. Konderson was formerly Miss Halliwell, daughter of Mr. and Mrs. Wm. Halliwell, previous to her marriage, both she and her husband are receiving a welcome to this community.

Mr. Ian Mac Quarrie, student at Dalhousie University, son of Mr. and Mrs. John MacQuarrie, has been spending the weekend at his home here. Ian's friends are pleased to learn that he is recovering from (what an x-ray revealed) a fractured ankle bone, sustained during activities on the University Campus.

Trout fishermen are reporting poor catches in the streams where trout regularly abound, due to inclement weather conditions.

Friends of Miss Earla MacKenzie will be pleased to learn that she has entered upon her duties at the Government Unemployment office at Toronto. The Mac-

Kenzie family recently moved to Toronto from their former home at Long Creek, and are well known in this community.

Using the Order of Service for "Family Day" at the Services of Public Worship in the Churches throughout this pastoral Charge on May 6, many were present to hear and enjoy the inspiring message taken from the words: "Train up a child in the way he (or she) should go; when they grow older they shall not depart therefrom; all uniting with the choir in singing the Children's hymns suitably adapted to this special Service.

Daily transportation to markets of potatoes and turnips continues, the bags becoming lighter as the price increases.

Weekend visitors here, included: Mr. Glenn MacPhadyen, twin brothers, Everett and Curtis, Mr. Donald Glover, Misses Barbara Dunsford, Marjorie Ferguson, Audrey Thompson, Sadie MacPherson.



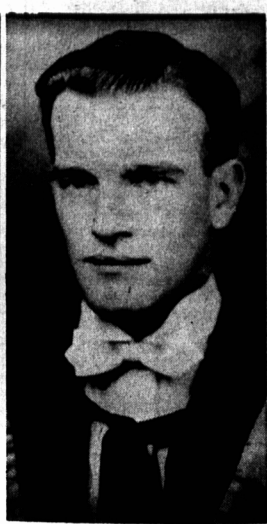
URBAN J. MacLELLAN



LEO D. O'QUINN



FERNAND A. POULIN



NOEL H. MacMILLAN

S. D. U. GRADUATING CLASS

Urban Joseph MacLellan, arts, was born at Indian River on August 1, 1904, and after receiving his early education there, entered St. Dunstan's in the fall of 1950. He became Sec.-Treas., of the Dramatic Society and member of U.S.C., during 1953-54; vice-president of the Students' Union and assistant business manager of Red and White the following year; and then president of the Dramatic Society. He participated in all intramural sports.

He plans to work for the Hudson's Bay Company in Winnipeg.

Leo Daniel O'Quinn, science, was born in Millville, Nfld., March 6, 1935. He attended St. Benedict's School, St. Ann's School and St. Bonaventure's College before coming to P.E.I., in 1953 as a sophomore at S.D.U.

He has taken an active part in all intramural competition as well as being a member of the M.I.D., for two years. His service in the U.N.T.D., qualified him for a commission in the R. C. N. (R).

He plans to be a meteorological officer in Government service.

Fernand Albert Poulin was born January 25, 1935, at Valley Junction, Quebec and received his early education there. He went on to St. Jean Eudes in Quebec City and St. George's Seminary in St. Georges. In 1955 he came to St. Dunstan's and in his relatively brief stay has distinguished himself in both curricular and extra-curricular activities.

Freddy plans to come back to St. Dunstan's again next year to take up engineering.

Noel Hubert MacMillan, science, was born at Charlottetown, December 22, 1932. He attended Model School, Queen Square School and Prince of Wales College, obtaining his junior matriculation. In the fall of 1952 Noel came to St. Dunstan's and this year receives the degree of Bachelor of Science.

VELOS PRESS BILLS

PROVIDENCE, R.I. (AP)—Gov. Dennis J. Roberts Wednesday vetoed two bills which had been attacked nationally as restricting freedom of the press, since being passed 10 days ago. One of the bills would have made slander or libel a criminal offence in Rhode Island, with penalties up to 10 years in prison and \$5,000 in fines. The other would have prohibited news pictures, televising or radio broadcasting of court sessions.

Air Defence Command Operations Described

By DAVE McINTOSH
Canadian Press Staff Writer
OTTAWA (CP)—At 35,000 feet, the plane seemed to be in a vacuum, as if it had been cut adrift in space and forgotten eons ago.

Under cloud, the earth was invisible. All around the haze. Above were bright Venus, orange Betelgeuse, the belt of Orion, the dipper and the bear.

Inside the plane, it was quiet. The headsets, face masks and crash helmets shut out the high-pitched wail of the CF-100 interceptors' two jet engines. Over the inter-communication system, the pilot and navigator could hear each other's breathing through the oxygen tubes.

ALERT FOR BOGEY
But the plane was not forgotten. "Credo 29," barked the voice from ground control radar, hundreds of miles away. "Starboard 330."

Fighter pilot Lt. Al Marshall cranked the CF-100 into a tight turn. "Steady on 330," he told ground control.

"Bogey 25 at 30 right," said ground control.

In the rear seat, navigator FO Hugh Anderson peered into the radar scope inches in front of his face. He knew the bogey, an unidentified plane, would appear on his radar scale degrees to the right and 25 miles away.

Soon he picked out the tell-tale blip on the green screen. Marshall was peering into the haze ahead. Anderson manipulated the radar antenna with a control at his right hand, not taking his eyes from the scope.

"Lock-on," he reported quietly to Marshall.

LOCKED ON TARGET
He was telling the pilot that his radar now was locked onto the target automatically.

A small dot inside a circle appeared on Marshall's scope. All he had to do now was guide the plane so that the dot stayed in the middle of the closing circle. He did not have to look for the other plane. He knew it was there.

The CF-100 was closing in on the bogey at a 90-degree angle, known as lead collision course. With about four seconds left, the interceptors' rockets were fired automatically by radar—or would have been if this had not been another practice interception.

The dot on Marshall's scope suddenly disappeared, to be replaced by a cross. This was the signal to break off. Marshall veered away quickly. The CF-100 passed just behind an American B-47 bomber of Strategic Air Command.

Day and night, year in, year out, this exercise is practised until the routine is honed down to the last accurate split second.

So far, all the bogeys have proved friendly. But some day they might be enemy bombers. Canada's nine CF-100 squadrons are ready.

BASED AT UPLANDS
Marshall and Anderson form one crew in 428 (Ghost) Squadron, based at Uplands field a few miles from downtown Ottawa. During the

Second World War, the squadron carried out more than 300 bombing operations from the RCAF's No. 6 group in England.

Marshall, from Peterborough, Ont., and Toronto, is 35. did a tour on Spitfires in Italy with the City of Windsor Squadron during the Second World War. Anderson's navigator, is 27, a native of Ottawa, son of an airman and a graduate of Royal Military College.

They may be in the air three times during the day and night, checking on unidentified planes—the squadron has to follow up two or three a week—but mostly training, training, seeking perfection.

The key to the entire operation is radar—radar on the ground and radar in the plane. Anderson is not so much a navigator as a radar operator. His chief job is the lock-on.

There is little worry about navigation because the CF-100 is under the constant control of ground radar in the Pinetree chain. Orders on courses, speed-wide open is "bust-er"-heights and target distances come from the ground by VHF very high frequency radio voice transmission.

EFFICIENT AIRCREWS
High, so high they are out of sight and sound of earthlings, the aircrews work quietly, efficiently with Pinetree, watching, waiting, ceaselessly, restlessly.

With the American bombers, they work far above commercial air routes but, when returning to base, have to follow the regular air routes and are under control of the civilian tower. Trans-Canada Air Lines also uses Uplands and every conceivable safety precaution is taken. Over Ottawa, the CF-100s cannot fly below 5,000 feet.

Security forbids giving exact figures, but the CF-100 can fly fast and high and reach height quickly. Squadron 428 hopes to obtain soon new Mark V CF-100s which can climb even higher.

On some interceptions, such as with the B-47s, the closing speed may reach more than 1,000 miles an hour. At such speeds, there is normally time for only one pass at the bogey. So the first pass

them day and night. There were 11 B-47 bombers over Canada this night, being intercepted constantly as they passed from one squadron's range into another's. Ft. Lt. Kyle Thompson of Ottawa made five interceptions.

Marshall said that one time, during a dawn interception of a B-47, the bomber crews waved the CF-100 in close so they could take snapshots of it.

"The American tourist," Marshall said with a grin.

There is obviously a camaraderie between the bomber and fighter crews. The U.S. Air Force rates the RCAF squadrons high on their efficiency and capabilities.

Later, on the ground, P.O. Lou Rorcn, 25, of Assiniboia, Sask., a navigator, said the B-47 crews must get "twitzy" with Canadian and American fighters intercepting

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VILLAGE OF SPRING PARK
A special meeting of the ratepayers of the Village of Spring Park will be held in Spring Park Community Hall, Wednesday, May 9th at 7:30 p.m. for the purpose of electing a Commissioner to fill the vacancy created by the resignation of Commissioner Preston G. Hillier. (Sections 17 and 23 V.S.A.)
Signed:
The Commissioners of the Village of Spring Park,
J. EDMOND ARSENAULT, Chairman.

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