

IN MEMORIAM

MRS. BLANCHE LEA

Mrs. Blanche Lea passed away quietly early Sunday morning, May 25, 1952, having been a semi-invalid for several years. She was the daughter of the late Robert and Mrs. Lord, a niece of the late Rev. William Dobson, and was born at Tryon, P. E. I., January 16, 1878. She received her early education in Tryon School, later attending Mt. Allison University before her marriage to W. Brenton Lea who predeceased her 27 years ago. She was a faithful and industrious member in all the activities of Tryon United Church until her health failed. In her later years she made her home with her daughters. She leaves to mourn the loss of a loving mother the following children: Wanda (Mrs. H. M. Howatt); Amy (Mrs. W. F. Rogerson); Wendell, all of Charlottetown; and William D. of St. John, N. B.; also eight grandchildren. The following brothers and sisters also survive: Lottie, Amy and Wright of Edmonton, Alta.; Beatrice (Mrs. H. H. Lea) of Jarvis, Alta.; and John D. of Craupaud, P. E. I.

A short funeral service was held from the MacLean Funeral Home conducted by Rev. John T. Irwin, who also gave the address during the service at Tryon United Church assisted by Rev. R. L. Bacon, the minister of the church. Two of her favourite hymns were sung and the floral tributes silently expressed the love and esteem in which she was held. The pallbearers were Austin Smith, Fred Leard, Vernon Lord, Sheldon Dixon, Lloyd Stordy and Archie Thompson. Interment was in the Tryon Cemetery.

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Strange But True

By F. H. MacArthur

A few years back two Englishmen, Mr. Brock Farrar and G. A. Smith (the latter a photographer) visited the Temple of Katargama in the jungles of Ceylon to secure motion pictures for a travelogue. The photographer set up his camera to take a picture of the temple. Just at that moment the whole party observed a native girl dancing on the steps. The girl showed plainly in the finder of the camera. At the end of the filming she suddenly disappeared. When the film was later developed the temple stood out clearly, but there was no trace of the dancing girl.

Insects can adopt different designs. Larvae can look for all the world like ordinary twigs. Butterflies are able to imitate other species distasteful to their own enemies and flies can imitate bees and wasps which are avoided by the birds.

The image on the retina of the eye can be "fixed", as a photographic plate is fixed by dropping the eye into a solution of alum immediately after a person dies. Botanists have illuminated plants with X-rays and in this way secured a great variety of plants, most of which had no survival qualities. Recently it has been found that certain chemicals can also cause mutations.

Back in 1791 a sheep rancher in Massachusetts discovered that one of his ewes had given birth to a male lamb having short, boned legs. He crossed the freak lamb with normal sheep and realized his dream—short legged offspring which were unable to jump fences. The new strain became quite popular with sheep raisers for many years, or until the development of a better breed.

It has taken men a long time to devise safeguards to protect themselves against usurpation by their leaders of greater power than that which has been entrusted to them by the people.

Oceans of blood and rivers of

BURGESS BEDTIME.

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there is nothing like a good dinner that is filling. Little Toad wished that Old Mr. Toad had been around to see him swallow that worm.

Later that night Little Toad found the biggest earthworm he ever had seen. It was a kind of worm called a Nightcrawler. What a dinner that would make! If he could just swallow this fellow he wouldn't have to hunt for a thing more for the rest of that night. He was just about to try to swallow it when a voice right behind him said, "Don't try it. Never try to do the impossible. A lot of time is wasted by people trying to do the impossible when they should have sense enough to know it is impossible. That worm is too big for such a person as you. I'll swallow it for you."

This Old Mr. Toad started to do, but even he had a hard time and had to stop swallowing several times before he got that Nightcrawler down, all but his head which still hung from a corner of Old Mr. Toad's mouth.

"I wonder if I'll ever be big enough to do that," said Little Toad.

tears has been shed in their process, which is still going on in too many parts of the world. But man always was and still is an individualist at heart. He may temporarily be forced to give up much of his freedom for one cause or another, but his desire for independence makes him sooner or later throw aside the imposed yoke. Every revolution in the world can be traced to the loss of personal freedom. Every drastic change of government may be traced to the same cause.

The present "tax-to-death" system imposed by every nation on its subjects for building gigantic war machines may, if not soon halted, lead to a complete breakdown of our present order of civilization.

The natives of the beautiful Hawaiian Islands were a healthy intelligent people before the white man carried T.B. and pneumonia to the island, and the natives never had occasion to develop the necessary protection.

It is interesting to note that certain species of animals when suddenly brought into contact with other rare species, have vanished from the earth. Similar phenomenon occur also with insects, plants and trees, the cause being parasites, to which they were not accustomed.

The eyes of an octopus have two corneas, the outer one being perforated and the inner one dividing the lens into an inner and an outer section. What is more amazing still, this strange sea creature's eyes have a mysterious, almost human look.

The earliest civilizations were founded on cereals. Wheat followed the march of men from the mountains of Afghanistan into the Tigris-Euphrates valleys; barley came down the River Nile for Abyssinia into Egypt, but without the benign influence of sun and rain, the earth would not have yielded her bountiful harvest of grain for the human race.

The natives of Tanganyika still pound their corn for porridge with a pestle in a mortar hollowed out of a log. They grind their mealies on a slab of stone by pushing a stone muller back and forth. They seldom use yeast, preferring unleavened bread.

Indeed, all primitive peoples resorted to this back-aching labor before the invention of the grinding mill. First came the hand device quern, then oxen were used to drive the millstones round. Later man learned to harness the winds for this purpose. And later still, water power came into use.

Today's modern grinding mills are made up of powerful steel rollers that tear and chew the grains into a powder of increasing fineness. The flour finally passes through a screen of very fine silk.

While we have improved the method we have lost much valuable food material in the new process. The old way of milling gave a coarse flour, but it retained nearly all the whole of the grain. Nowadays the outer skin is first removed and with it goes most of the Vitamin B. Next goes the germ which contains all the fat and Vitamin A. Next the outer layer of the grain with most of the pectin, leaving the central portion containing little else than starch. So when we fill up on white bread we are not getting much energy food.

ARCTIC DEPTHS

Greatest depth in the Arctic Ocean has been charted at 17,850 feet, compared to 35,400 in the Pacific.

Air Navigation In The Canadian Arctic

The following article by Peter Inglis, Southam News Service, appeared recently in the Ottawa Citizen:

Summerside, P. E. I.—Air navigation in normal latitudes is a good deal like walking in the dark across a familiar room: you bump into a chair and you know you are a bit to the left of where you should be; you feel the edge of a carpet under your foot and you know how far you've gone; you reach out a hand and there, more or less where you expected to find it, is the light switch.

Air navigation in the Canadian Arctic is more like walking in the dark across an empty and unfamiliar gymnasium.

The Canadian Arctic is unlike anybody else's Arctic in one important way: it contains the magnetic North Pole (centered at present on Prince of Wales Island, nearly 1,500 miles due north of Winnipeg, and moving slowly southeastward).

Over the magnetic pole and for a broad area around it—an area which in practice takes in almost all Canada's Far North and Farther North—the basic tool of air navigation, the magnetic compass, is useless.

Variation Ch-----

It is useless because the magnetic pole covers an area, not a point; because the pole is surrounded by a region of magnetic disturbance in which compass indications vary from day to day; because the pull on the compass needle for a long way around the pole is almost straight down and ordinary instruments are not delicate enough to accurately measure its small horizontal component; finally, because variation—the angle between magnetic north and true north—changes rapidly over short distances in the polar regions and therefore unless you know very exactly where you are you have no way of telling where the compass is pointing.

In the Arctic it is extraordinarily hard to tell exactly where you are from the ground beneath you. For nearly three-quarters of the year, land and ice are a uniform white and it is difficult to see where one ends and the other begins; it is equally difficult to distinguish some types of ice from some types of land in the picture presented by a radar scope; in any case, the available maps are not completely accurate in the details of coastlines; there are none of the landmarks of normal latitudes—rivers, towns, railways, roads—in the area of magnetic disturbance around the pole, radio reception is erratic; in any case, in almost totally uninhabited country there can be few radio aids.

Obviously, therefore, it has been necessary to work out new techniques for Arctic navigation. Equally obviously, because of the particular conditions in the Canadian Arctic, the RCAF has had to take the lead in working them out.

Many of these techniques have been developed at Central Navigation School here—Canada's "University of Navigation"—in conjunction with the Defense Research Board.

Test Techniques

Some of the newest techniques and the instruments to employ them are being tested, at the time of writing, on the Arctic air operation which is the "qualification exercise" of the Spec N's—the Specialist Navigators who are the elite of the business.

The nature of these tests is secret. But it is a fair guess that at least some of them will be concerned with the most urgent of today's navigational problems: how to get Arctic navigation on to a one-man basis.

The present system requires two navigators. It is based on three main things: the grid, the astro compass and the gyro compass.

The grid is an arbitrary system of lines drawn on the map, replacing the normal parallels of latitude and meridians of longitude, which are a poor system of reference in polar regions because the meridians come together at the true pole.

The astro-compass determines direction by the sun and stars (and is therefore useless during the long Arctic twilight; hence the computation of the exact length of twilight is important in Arctic navigation).

The gyro-compass is a normal aircraft instrument, subject to vagaries known as drift (caused by the rotation of the earth) and precession (caused by its own mechanical construction) as a result of which it does not indicate true north for any length of time. The astro compass is used, at short intervals, to keep check on it.

In Separate Log

Under this system, the lead navigator concerns himself with the regular plotting, computation and log-keeping; the second navigator concentrates on keeping tabs on direction by comparing the readings of the gyro compass with the astro compass and recording them in a separate log.

The trouble is that in wartime a complement of two navigators in each aircraft would be a luxury the country could not afford. But in wartime the Arctic would become Canada's only military frontier; the Arctic would become the

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North American continent's first line of defense.

One-man Arctic navigation will probably be attained, in the end, by the development of better instruments—in particular, more dependable gyro compasses—and by simplification of the mass of paper work involved.

When it is attained, much of the credit can be given to the learned and little-publicized men of Canada's "University of Navigation", Central Navigation School, Summerside, which quietly leads the world in bringing truth to the simple words of the navigator's motto: "Man is not lost".

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