

Prize Money Faring Daymakers, Grass Pastures Are The Finest

By J. LINCOLN DEWAR

The customary exhortation to make an early start on hay making has fallen upon rather muddy ground and the hay-makers even are now past the eighth day of July with few being sunny so far. With a recent rain it should the weather not improve a very serious problem will be facing hay makers. However, there are compensations in the very finest pasture

ever, with profitable meat and production resulting. Nevertheless, in spite of a discouraging start in July, though clouds appear to have taken over very permanently.

We had the opportunity of tending one of the twilight grassland field days sponsored by the Department of Agriculture and were impressed by

Jews Taking Up Cause For Former Nazi Guard

By HANNS NEUERBOURG

FRANKFURT (AP)—A new youth centre in the West German Ruhr bears the name of Kurt Gerstein, a lieutenant in the Nazi SS (elite guard) who had the job of supplying poison gas for the Auschwitz death camps.

This does not mark a blatant revival of Nazism in Germany. In fact Gerstein's cause had been taken up by Jewish organizations.

"If there had been thousands more like Gerstein, there would have been no Auschwitz," says Harry Wygoda, 45, a Frankfurt fur dealer and one-time concentration camp prisoner.

Gerstein died under mysterious conditions shortly after the Second World War, but he provided important evidence which was used at the Nuerberg war

his church. Dibelius in turn informed Swedish clergymen of what was going on in the Nazi camps. He was allegedly turned away when he sought an audience with the papal nuncio in Berlin, and later wrote:

"Could one expect that an ordinary citizen can do something when even the vicar of Christ does not want to listen to me although tens of thousands are murdered."

INSPIRES PLAY

Years later the unsuccessful visit to the apostolic mission in Berlin inspired German author Rolf Hochhuth in writing his largely fictitious play, The Deputy.

In 1945 Gerstein surrendered to the Allies and gave the most detailed report on Nazi crimes ever to reach Allied hands. As proof he supplied bills for Zyklon B.

The Allies could not be sure of Gerstein's anti-Nazi efforts and he was interned. He died July 25, 1945, in a Paris prison. Officially the cause was suicide, but there have been recurrent rumors that he was murdered by SS fanatics held in the same prison.

In 1950 a German court ruled that Gerstein was a Nazi offender because he voluntarily stayed in the SS after realizing that he alone could not halt the Nazi crimes. Testimony by prominent German churchmen failed to impress the court.

His widow, Elfriede Gerstein, appealed the decision but this too was rejected.

Wygoda heard of the Gerstein case and got Mrs. Gerstein's permission to reopen it. Jewish organizations in Germany and France have taken up the cause.

ACROSS THE ISLAND

Grass Crews On Sides Of City's Main Street

By NEIL A. MATHESON Provincial-Farm Editor

NOTES WRITTEN by John Morris in 1875 recalled his early days here when Charlottetown "had 12 or 15 houses scattered here and there and had a pathway to it and at each side there was good grass."

Mr. Morris was the great, great grandfather of the late Jack Morris, and his cousin, T. Harry Morris, Charlottetown both of whom helped me compile the information for today's column.

John Morris was born in County Carlow, Ireland on March 19, 1794 and came to this country in the ship "Four Brothers" in 1823.

He built the first brick house in Charlottetown in 1824 and was lauded at by the grand jury. A prominent citizen, Mr. Dockenwiff told me "it will fall within the year". But the old house is still standing 140 years later. Folk here know it as the building that houses the Harland Apartments on Water Street.

Harry Morris tells me

"THERE WAS one great mill, about three miles from town owned by a Mr. Wright and to the old notes, which was the spot that is still known as "Wright's Bridge" on the St. Peter's Road, though I have no proof of that statement, and am open to correction.

There are many interesting revelations including "the members of the House of Assembly brought their food with them generally." Unfortunately Mr. Morris did not say how many members there were. He also omitted to give first names of people to whom he referred.

Roads Nothing But Bridle Paths

THE FIRST roads "were nothing but bridle paths. The first road leading to Malpeque, was opened by a Mr. Yates The Old Town Road was opened in 1797.

The first store and the first mill were owned by a Mr. Brecken and a Mr. McKay."

I found this paragraph interesting though a bit unusual. "The first church was built in 1795. It came here and the first minister of the Church of England was a Mr. Desbrisay—the church was open to all. A Mr. Bulpitt, a Methodist, preached in the church for many years before he got his present building."

There was not a regular school but Mr. Bulpitt had a school. Mr. Morris recalled that of a Mr. Chappel who kept the first post office, had a weathervane, the shape of a fish over his house, which indicated the way the wind was blowing and "by this he could tell when the wind was fair for the Packet"—A Mr. Smith kept a small vessel that ran between Pictou and Charlottetown.

THERE were no wagons or gigs in town when Mr. Morris came, but a Mr. Cambridge got a Carriole (a small open wagon) from Quebec soon afterward. There were a few saddles on the Island.

The court house was built sometime before I came here, and it was used for the House of Assembly, and all public assemblies.

"Grain was carried to the grist mill on horseback, and made into oatmeal." There were "a good many dances and thickening frolics when I came," the notes report.

Some Moose Reported On Island

BEARS, lynx and wild cats were on the Island. There were moose but they were not native. Mr. Morris observed "Island papers reported many bears were killed in earlier days and there are few here now in 1875."

The first blacksmith was a Mr. Robinson, he had a shop on the main street in Charlottetown. A tailor was named Trampling and a shoemaker was named Hood.

All of the Morris statements were in a reply to a series of printed questions, but it is not indicated who was seeking the information. One question listed a series of 28 localities, from Souris to West Cape and asked, "How did people from those areas get to Charlottetown before they got their present roads?"

The reply said "very few of those people ever got to Charlottetown and those who did came by blaze. They rode on horseback or travelled by the shore or seaside. A blaze is when the trees are cut with an axe in a straight line.

THE FIRST brewer was a Mr. Baslam on the road to Malpeque, the old notes indicate. For people who had to travel from Malpeque to Charlottetown there was "an empty house on the water wharf."

The first houses were lighted with oil and very few had candles on the Island. Mr. Morris did not know when people started to use kerosene for lighting.

Dr. S. Crox was the first medical man he recalled. He lived in Charlottetown.

The first house was one in which Col. Desbrisay, father of the parson, lived.

"We Seldom Had Mails In Winter"

HERE'S AN interesting commentary on life in Charlottetown 125 years or more.

Question—"Where did the mails cross in winter?"

Answer—"We seldom had mail in winter."

It took about two months for letters from England to reach here. "I don't know what the postage was but the postmaster kept it for his fees."

Musset mail was not used in the earlier years. Farmers who lived close to the sea hauled sea weed from the shore. Lime was used on land after his first days in this colony (as it was then) but was used later.

"Fruit was not held on the Island about 1840 Governor Sir Charles Fitzroy had bounds from the Duke of Grafton, old papers contain many accounts of such bounds."

To plant potatoes in the ground, people made holes in the earth and dibbled them in. A dibbler was a pointed instrument for making holes in the ground for seeds, bulbs or young plants, the dictionary says.

"There were very few bridges in the country 80 years ago."

Mr. Morris knew of plowing being done in January and February, and had heard of some being done in March; which indicates the weather must have been somewhat different at that time.

Teachers Officiated At Weddings

REPLYING to a query "How were weddings celebrated in time of your earliest recollection?" Mr. Morris wrote "I was married about 60 years ago (about 1819) by Mr. Desbrisay according to the rites of the Church of England, but there were others married by schoolmasters. There was a law making all valid."

Before I leave Mr. Morris's notes on Charlottetown, I must note his answer to a question on one occasion to the history of the Island written by John Stewart. I find in the library that Stewart in 1865 suggested there were about 70 houses in Charlottetown, an observation I record without comment as I have no way of finding which estimate was closer to the truth.

IT WAS the late Jack Morris who first made the notes of his great, great grandfather available to me, though Harry had also told me about them at that time. And it was to Harry's home that I went a few days ago to discuss certain phases of the interesting old document, even as I looked over the interesting group of pottery pieces which he is burning while we are producing in his home on St. Clair Avenue.

It sounds simple to listen to Harry explain how he does certain things, but it's easy to see too that the Morris couple have a flair for producing something that is artistically different and most attractive.

CENTURY FARMS

Most of the Century Farm signs were sent out prior to July 1. Once these signs were displayed a new wave of interest became apparent on the part of quite a number of persons who hadn't applied for one who hadn't displayed interest in the signs.

Most of the original stock of signs is now exhausted and it has become necessary to set a definite deadline beyond which no further application for signs will be considered. Accordingly, applications received after July 20 will not be considered other than for information and are asked to govern themselves accordingly.

MODERN AND TRADITIONAL

Two of the Lorne Valley Farmers' Institutes made a community contribution by combining a dinner with a program of entertainment and the presentation of Century Farm plaques to some 12 persons meriting these in the surrounding area.

Our own knowledge of Lorne Valley we know that it is a progressive district with its farmers carrying on a modern type of agriculture. In addition though, it has managed to preserve some of the valuable traditional qualities of agriculture manifested in community effort and by a regard for the history and achievements of the community.

The 12 farmers who received the plaques had all a background of association with agriculture going back over 100 years. In all cases they could be described as "good farmers."

It is interesting to note that while we are this year celebrating the Centennial of the Charlottetown meeting that many of the families receiving recognition as Century Farms had been engaged in agriculture for many years before the meeting took place.

These families have certainly made contributions to nation building and have provided a continuation of a community building on which high regard should be placed.

IMPORTANT MEETING

Probably the most important gathering this week from a rural standpoint at least is the annual convention of Women's Institutes.

This year the Island members are honored by having one of their number, President of the national organization, present also the President of the Nova Scotia Women's Institutes.

We have in the past expressed in this column commendation for the fine work being done through the Institutes. The provincial organization has been a member of the Federation of Agriculture for some years and the director in every case has made a valuable contribution to the Federation Board.

The Institute members have had a program directed over the years to improvement in home, school, and community. In many cases many of the associated problems have been solved or improved.

While grateful advice is hardly ever appreciated, we would suggest that if the women are looking for new worlds to conquer on Prince Edward Island that they could make a valuable contribution by an increased interest and activity in matters related to agriculture. The farm wife has an important role to play in agriculture, the future of our agriculture is in the policy making field can be of very considerable value.

FARM EDUCATION

Endorsed at the recent annual convention of the Federated Women's Institutes were two resolutions dealing with training in agriculture. One resolution called for the setting up of an additional and separate training in agriculture. The second resolution pointed out the need of providing re-training for those in agriculture in order that they could adjust to changes in their place.

The Institutes in each province were urged to draw attention of appropriate departments to the importance of agriculture in this respect.

BOARD MEETINGS

During the past week both the directors of the Dairymen's Association and the executive of the Federation of Agriculture met for mid-sum-mer meetings.

The Dairymen approved the assessment voted at the annual meeting and the executive carrying on the booth during the Home Week, for the selection of a Dairy Princess for the possible visit of the British Dairy Queen, for supporting the Pasture Improvement Competition, and decided on action with respect to the different resolutions presented at the annual meeting.

The Superintendent reported to the meeting on production and quality matters and advised the meeting of pro-

TWO YACHTS FINISH OCEAN RACE

The yacht Ilaa, seen here, with R.M. Ellison of England at the wheel, crossed the finish line at Newport, R.I. Thursday, just an hour ahead of the 21-foot French steop, Goll, handled by Jean Lacombe. The Ilaa, rigged as a Chinese junk, lost her foremast in a storm a few days after leaving Plymouth, England in a single-handed Transatlantic race, won by French Naval Lieut. Eric Tabarly on June 10. Five Britons and a Dane are still at sea. The Ilaa has an automatic steering vane at the stern.

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