

Unofficial Daylight

There was no official business at last night's meeting of the City Council. Unofficially, however, Daylight Saving Time was adopted, to be brought unofficially in force, presumably, by an unofficial proclamation. Lest school children be confused by the procedure, the Council wisely decided that the change would not apply until the end of the present school term.

This apparently will give Charlottetown citizens a constant choice of times. For all official purposes it will be necessary to refer to Standard Time but unofficially we will have our clocks set at Daylight Saving Time. In response to a request for the time, it will only be necessary to ascertain whether an official answer is required or not and then give the appropriate reply.

There will still, in the words of the Time Uniformity Act, be "one standard uniform official time in use throughout Prince Edward Island." There will also, however, be at least one unofficial time. Legal opinion, applying the classic rules of statutory construction, maintains that every word in a statute must have some meaning. It follows, it is argued, that if there is an official time, ergo the parliamentary draftsman must have contemplated an unofficial time.

Many an accused has escaped punishment on less lucid reasoning. It is questionable, however, if the City Council and its members can effectively divorce themselves from their official status and remain a Council at all. There is no disguising the fact that the intent of the Legislature has been flouted in this instance, and its enactment made meaningless. And the technicality on which the Council has acted may easily be removed at the next session of the Legislature, if it should so be determined. In that case it would be a short-lived triumph, and perhaps a costly one in further dealings with the supreme legislative body of the Province, on which the City and all our municipalities depend for their own governing authority.

Angus Macdonald's Diary

"It is a safe prediction," writes Grant Dexter in the Winnipeg Free Press. "that the stature of Angus L. Macdonald as a national figure will grow with the years. To the writer's knowledge there are five diaries by Cabinet ministers of World War II. Col. Ralston kept one. Mr. Macdonald did likewise. Mr. Power kept a diary, at least of the conscription crisis. Mr. Crerar kept a record sporadically. And, of course, Mr. King's voluminous diary is well known. "Of the five, it will be found that Mr. Macdonald's is by far the most detailed. He was a constitutional lawyer whose training and interest lay in government. He had a sure grasp of the constitutional aspects of the crisis. He was no admirer of Mr. King, but his diary is objective. He kept it as a matter of duty, knowing that Mr. King was also active in this field. Mr. Macdonald was determined that future historians would have the truth.

"For obvious reasons Mr. Macdonald's insistence upon conscription, apart altogether from his attitude towards Mr. King, blighted any chance he might have had of becoming leader of the Liberal party. But Angus L. Macdonald never regretted nor abated his views on conscription and returned to the premiership of his beloved Nova Scotia where he was unbeatable politically."

Longevity Records

What is the life span of Homo Sapiens? The Bible mentions that Methuselah lived 969 years, an age open to varying interpretations. In the last few years, the National Geographic Society says, age claims have run all the way to 148 (a Javanese), 160 (the Turk Zaro Agha), 176 (Baba Harainsingh of India), and 180 for an unidentified Russian woman. Recently some Americans have counted their years well above 120. A Dane, Christen Jacobsen Drakenberg, was said to have married at 111 and lived to 145. Thomas Parr (Old Parr), a Shropshire lad, died in the reign of Charles I at a reputed 152. To demographers, however, most claims are highly suspect because verifiable records are lacking. Memories frequently fail as years accumulate. Also, communities often confer patriarchal prestige on claimants to great age, thereby inviting exaggeration.

The 1940 U. S. census reported 410 persons 109 years old and over, 150 men and 260 women. Officials, however, caution

that these figures should be taken with a large grain of salt. Eight states—all northern but one—listed no one in that category: Wyoming, Maine, Montana, South Dakota, Rhode Island, Vermont, New Hampshire and Nevada. All the southern states claimed inordinately large numbers, ranging to 40 in Mississippi, 41 in Alabama and 51 in Texas.

Ten years later the census reported 4,475 centenarians in the country. Experts also regard this number with a skeptical eye. Better established seem to be the findings of an English actuary early in the century. He found 30 authentic British centenarians in 800,000 lives. Authorities thus estimate that this year, with the population up considerably over 1950, the U. S. has approximately 4,500 centenarians.

Careful investigators suppose man's maximum longevity to be 112 or 113 years, maybe 115. An exact figure is elusive. Furthermore, there is always the possibility some older sometime can prove greater antiquity. Most scientists agree man's life span—the extreme duration of his life—has changed little, if at all, since the start of recorded time. This, however, contrasts with the great extension modern science has won in the average length of man's life.

Few noteworthy characters in history have even approached an age of 112 years. Titian, the Venetian painter, and Fontenelle, the French author, reached 99. George Bernard Shaw and John D. Rockefeller lived well into their 90's. In fact, few forms of any kind of life exceed the century mark. Trees top 100 years, particularly oaks and the giant sequoias that stand multiple centuries. Some turtles outlive man. They are probably all.

EDITORIAL NOTES

St. George's Day.

Canada needs more than six times her present naval strength to equal the wartime strength of the R.C.N., according to the senior British naval liaison officer in this country. Pointing out that loss of the first battle might mean loss of the war, Capt. V. A. Wight-Boycott emphasized that a navy must be ready "from the word go."

The unofficial report that the Queen will have a permanent royal residence in each Commonwealth country is not a new subject for speculation but has been given point by Her Majesty's extensive travels. It has its attractions but if it should prove impractical the Queen still has the local Government House in which she is mistress rather than guest.

Hardly a day passed but some employee was injured, sometimes fatally, recalled Mayor Howard Campbellton, N. B., contrasting early conditions with the present safety record of the C. N. R. in the Maritimes. It may be recalled, by the way, that it was the outstandingly good record of this Province that made the Maritime record so satisfactory.

The Federal debt burden has been lightened considerably it is pointed out in the Bank of Montreal Business Review. In March, 1939 it was 55 per cent of the value of national production, and in 1946 it was 112 per cent. It has now fallen to 46 per cent. Scant hope is seen in the budget, however, of prospective lower tax rates in view of defence and contractual payments together totalling 80 per cent of all expenditures.

The production of butter in Canada showed a gradual decrease from 286 million pounds in 1948, to 257 million pounds in 1951; and since then a gradual increase to 303 million pounds in 1953. Total butter consumption has been consistently higher than production, but has, nevertheless, decreased from 370 million pounds in 1948 to 328 million pounds in 1953. Per capita consumption of total butter averaged 28.7 pounds in 1948 and 22.2 pounds in 1953, approximately the same as for the previous two years. Consumption of creamery butter per capita averages about three pounds per capita less than of total butter.

William Shakespeare, English dramatist and poet, was born, it is thought, this date 1564, died this date 1616. By the time he was twenty he seems to have become established as an actor and playwright and the narrative poems "Venus and Adonis" and "Lucrece" appeared in 1593 and 1594. He seems to have prospered and owned a home and shares in an actors' company and theatres. His plays cover the entire range of human life, treated on the highest imaginative level. They demonstrate that what can be done with drama can be done through no other medium. The wide action and rapid change of scene of the plays suited the simple Elizabethan theatre, but not until motion pictures has it been possible to present them properly with elaborate scenery.



Fashion Model

The Poet's Corner

FORBEARANCE

Hast thou named all the birds without a gun?
Loved the wood-rose, and left it on its stalk,
At rich men's tables eaten bread and pulse?
Unarmed, faced danger with a heart of trust?
And loved so well a high behavior in man or maid, that thou from speech refrained?
Nobility more noble to repay?
O, be my friend, and teach me to be thine!

—Ralph Waldo Emerson.

Old Charlottetown

and P. E. I.

FORAN SHOP FIRE

"Shortly after 11 o'clock last night Police Sergeant Cameron discovered that the tailoring establishment of Mr. P. J. Foran, on Queen Street, was on fire. He at once gave the alarm, and there was a prompt turnout of the fire department. Before the engines settled down to business, however, several citizens did good work with buckets. During the fire the hose was attached to a hydrant in the neighborhood, and although there was not any pressure on at the time, a stream was thrown several feet higher than the burning building. The fire originated in the press-room of the tailoring shop of the establishment, from which it spread to a clothes room in the front of the building, working along between the walls. "The building, which is of wood and three storeys high, is owned by the Connolly estate. It is but partially damaged, and is insured in the City of London, represented by John MacEachern, for \$2,000. Mr. Foran's stock is also insured in the London and Lancashire Company, for \$2,000. Mr. Foran, we understand, gave employment to twenty-four hands, who will thus be thrown out of employment until he resumes business, which he proposes doing as soon as he can secure suitable quarters."

A School For Survival

(Montreal Gazette)
There have been several remarkable examples in the last year of bush veterans surviving forced landings in northern areas. For the past few years the R. C. A. F. has sought to provide its airmen with the training necessary in such emergencies. Canadian fighter craft are especially designed for the long ranges and the severe temperatures of the Canadian North. To the Air Force the members of its aircrews are even more important than its aircraft. Aircrew, too, must be enabled to withstand the North's demands. The R. C. A. F.'s survival course, rated the toughest in the world, is teaching 2,000 men a year that anyone can survive in the Arctic, and it is teaching them how it is done. The course begins in Edmonton with three days of lectures, films and instruction. Then each class of 40 moves to a base camp in the foothills of the Rockies, where further instruction and demonstrations take six days. Then the class is divided into groups of eight or nine for a five-day trek. This is the bush survival course. It is followed by a similar course in Arctic survival, conducted at Cambridge Bay on Victoria Island, in the Arctic Ocean. The basic principle taught in each course is that with equipment and rations available in an aircraft, survival is possible, even a measure of rough comfort. The trick is to learn how to live, as much as possible off the country itself. Parachutes make tents or lean-tos, parachute shrouds make fish-nets, snares for game, and laces for snowshoes (the snow-

Beating The Heat Barrier

United Kingdom Information Office

The much-publicized "sound barrier" of high speed flying has now been succeeded by the "heat barrier." Of the two the heat barrier is perhaps the easier for the layman to understand, and for a time it was thought that aviation progress had come to a halt. The fifty-year history of powered flight, however, is well sprinkled with milestones marking spots where aviation progress seemed likely to "come to a halt." The so-called "Barrier of the Speed of Sound" has proved to be merely such another passing place. As soon as the scientists realized exactly what the problem was they were designing experimental aircraft to defeat the trouble. Today there are many service fighters capable of diving at supersonic speed.

But the 1,000-mile-an-hour airplane has now brought the designer up against this trouble with frictional heat. It is a problem which is quite simply stated. An airplane flying at great speed through the air is heated by friction and, at really high speeds, it can be heated so much that it will glow red-hot. An extreme example is that of a meteorite which, when it enters the earth's atmosphere at enormous velocity, becomes incandescent, and is seen as "falling star." The temperature rise with speed can be roughly expressed as a simple formula—aircraft speed in mph divided by 100 and the answer squared to give the temperature increase in degrees Centigrade. As an example: An aircraft flying at 700 miles an hour would have a temperature rise of 700 divided by 100, giving us an answer of seven, and seven squared is forty-nine. The aircraft therefore would be heated up by 49 degrees Centigrade. Since the aircraft would, at that speed, usually be flying high and in cold air of perhaps minus 30 or 40 degrees Centigrade, the actual temperature of the aircraft would only be ten or twenty degrees Centigrade—which is quite reasonable.

You can, however, see that a 700 mph dash at low level in a hot country, with the surrounding air already at forty degrees Centigrade would give a total result of eighty-nine degrees Centigrade—or not far short of the boiling point of water.

That is why, in a recent world speed record flight at low level by the Supermarine Swift (which did 735 mph in a temperature of forty degrees Centigrade), the pilot, Lt.-Cmdr. Lithgow, declared it was like flying "in an oven." The theoretical frictional rise would have given the aircraft an additional fifty-three degrees Centigrade, and a total temperature of fifty-three degrees Centigrade. In fact, of course, it takes some time for the machine to heat up and Lithgow was only on his low level runs for a few seconds. Had he continued them over a long period he could not have survived without considerable refrigeration.

When we come, however, to the speeds of the future we can quickly see that the problem reaches quite staggering proportions. At atmospheric height, and in a surrounding air temperature of minus fifty-seven degrees Centigrade, an aircraft flying at twice the speed of sound would achieve a temperature of 118, degrees Centigrade. At three times the speed of sound—2,000 mph approximately—the aircraft temperature would reach 335 degrees Centigrade. At such a speed and heat the present aluminum and other light alloys, plastic cockpit covers and the like, used in aircraft construction, would become useless. That is why titanium is now of such importance for aircraft manufacture, because titanium has considerable heat-resisting properties.

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NOTES BY THE WAY

Like any well-dressed man we have a suit for every day in the week but ours is the same one—Brandon Sun.

The finest exercise you can give your heart is when you reach down and lift somebody up.—Galt Reporter.

Housecleaning tip: If you cover your shelves with newspapers, callers will know when you cleaned them last.—St. Catharines Standard.

Today's automobile is so tough that even a teenager can scarcely wear it out before the installment payments are completed.—Kingston Whig-Standard.

Short, short story in New Zealand want ad: "Engagement ring, two-stone diamond and platinum—Swap for good two-stroke motorcycle."—Edmonton Journal.

Toronto people have taken to joy riding on their new subway. As it cannot be for what they see it must be for what they can avoid seeing.—Port Arthur News-Chronicle.

Any woman under 35 is a girl, at least in the books of the Department of Labour, which in documents refers to "working girls of 14 to 35" but to "women" in higher age groups.—Bramford Expositor.

Police in the U. S. have been told to watch for midget A-bombs that might be smuggled in suitcases. It is a logical conclusion that, if the hotel and the surrounding buildings totally disappear, it was an A-bomb the bearded stranger had in his overnight bag.—Toronto Star.

Changes in the equipment and designing of kitchens will make that room the centre of family life in every home, so the Canadian Restaurant Association was told in Toronto. If so the kitchen will regain the place it had in family life of pioneer days, but in a different form. With the cooperation of architects, small electric units are being installed in kitchens with an eye to eliminating the use of such materials there are several ways in which the heat barrier is being tackled. The obvious one is by refrigeration, although that involves a great penalty in weight. It may also be possible to cool the fuel and use that coldness in a heat exchanger to keep the cockpit air under control. Insulation and reflection, too, will have to play their part. It could be that only the leading surfaces of the machine are subjected to great heat rises, and that would simplify the matter—but this is still a matter of scientific dispute.

The problem, then, is obvious. The solution to it is still a matter of research—but, if aviation history is any guide, this new "barrier" will in the fullness of time, also be conquered by science, just as all the others have been.

The Age Old Story

Let no man deceive himself. If any man among you seemeth to be wise in this world, let him become a fool, that he may be wise. For the wisdom of this world is foolishness with God. For it is written, He taketh the wise in their own craftiness. And again, The Lord knoweth the thoughts of the wise, that they are vain.

NIAGARA FALLS, Ont. (CP)—The famed Maid of the Mist steamboats will go into operation on the Niagara river earlier than usual this year. Prevailing fine weather spurred preparatory work on the boats and landings, which usually open some time in May.

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