

THE GUARDIAN

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"The Strongest Memory is Weaker Than
the Weakest Ink."

CHARLOTTETOWN, MONDAY, APRIL 11, 1949

New Industries

During the present year, if the expectations
of the Industrial Development Division of the
Federal Department of Trade and Commerce are
fulfilled, between 100 and 150 new industries
from abroad will be established in Canada.

About 60 per cent of the new establish-
ments will come from the United Kingdom, 30
per cent from the United States and the rest
from France, Belgium, Holland, and the Scan-
dinavian countries, mostly.

The anticipation is that the firms will bring
roughly half their equipment with them, and
buy the rest for upwards of \$35,000,000 in Can-
ada.

The additions will bring the industries
"from outside" up to an impressive total, since
about 2,000 United States branch plants and
their affiliates, half of them manufacturing es-
tablishments, are already located in the Domi-
nion, together with more than 450 British firms
or branches thereof.

Could not some of these new industries be
encouraged to establish themselves in Prince
Edward Island? This is a matter to which our
new Department of Industry might well give con-
sideration.

Following Drew Formula

The leader of Manitoba's coalition Govern-
ment, Premier Douglas Campbell, who happens
to be a Liberal, does not agree with his pre-
decessor in that office, Hon. Stuart Garson, now
Federal Minister of Justice, who described the
question of Dominion-Provincial relations as a
"phony issue," concocted by the Federal Op-
position. The view Premier Campbell takes cor-
responds very closely to that expressed in the
House of Commons by Hon. George Drew, Pro-
gressive Conservative leader, that the substitution
of Federal subsidies for Provincial taxation
powers is subversive of the independence of the
Province.

In his first prepared speech on the subject
of Dominion-Provincial relations since his advent
to office, Mr. Campbell has declared that, while
the position of his Province had been improved
by the enlarged subsidies it is receiving under
the Dominion-Provincial pact, a new agreement
should be reached between the Federal and
Provincial authorities under which "the Provin-
ces can have a substantial taxing field available
to them." Premier Campbell also says that it
is necessary that a Dominion-Provincial conference
be held immediately after the forthcoming Fed-
eral election, in order that the terms of a new
and better agreement may be negotiated.

This conflict between Manitoba's former
Premier and his newly arrived successor in office
is significant, because these divergent viewpoints
emanate from two well known members of the
Federal Liberal party. Although Premier Camp-
bell is as prominent a Liberal as Mr. Garson, he
follows the Drew formula rather than that of his
predecessor in office, so far as the question of
Dominion-Provincial taxation rights is concern-
ed.

No Mere Gesture

Commenting on the Dominion-wide wel-
come extended to Newfoundland on its entry
into Confederation, the St. John's Telegram re-
marks:

"Such a reception will be appreciated by
the new citizens of the Dominion and by most
of them will be as cordially reciprocated. This
is not a new comradeship for many Newfound-
landers. From 1914 to 1918 and again from 1939
to 1945 they served in large numbers in Canada's
fighting forces on land, sea and in the air or in
the Mercantile Marine, and side by side with
Canadian units in many fields the Royal New-
foundland Regiment shared in the sacrifices and
the successes of the battle waged to crush op-
pression. They have learned the fellowship of
labour in the mines and in the banking fleets
of the neighbouring Province. In the schools and
universities of the Dominion many Newfoundland
students have acquired the training to fit them
for their life's work. In trade and commerce, so-
cially and culturally between Newfoundland and
Canada there have long existed the closest as-
sociations, and in entering into the family re-
lationship the people of both countries are merely
performing the gesture of clasping hands to give
expression to a friendship that already exists."

With an eye to the time-wasting proce-
dure followed in the weeks of formal debating
in the House of Commons our Newfound-
land contemporary says: "As New-
foundland is about to return to the system of
parliamentary administration, it would be worth
considering whether the practice by which mem-
bers avail themselves of the opportunity to
occupy the time of the House unnecessarily,
either for the purpose of filibustering or merely
to display their oratorical ability, might not
be changed. Except in the case of ministers
who have to deal with measures pertaining to
their respective departments or of the leader
of the Opposition in offering criticism to pro-
posals, a rule that other speakers should be
permitted not more than a ten or fifteen minutes'
period in which to express their views — a suf-
ficient length of time for most people to state
their opinions—would materially expedite busi-
ness and save the House the tedium of having
to listen to long-winded speeches. It would save
money as well. The daily Hansard covering the
proceedings already makes a substantial vol-
ume and represents the labours of stenographers,
scrutinizers, proof readers, printers, publish-
ers and others."

EDITORIAL NOTES

Holy week.

American Civil War this date 1861.

But for the fact that our shipping season
has not yet opened, we might have been in the
thick of this seamen's dispute.

Halifax has seen the end of the investiga-
tion into the alleged municipal graft scandal,
only the Commissioner's report remaining to be
published.

Whatever may be the merits of the present
dispute between the seamen's unions the
action of crews in striking while their ships
are away from Canadian ports is indefensible.

Descriptions of the new uniforms author-
ized for the Navy, except for Petty Officers' sum-
mer uniforms, sound remarkably like the "rid-
dly" variety so dear to the sailor in wartime and
so steadfastly condemned by the powers-that-
be.

The visit of Premier Jones to Ottawa was
probably not entirely concerned with freight
rates but even in an election year no subject
more vital to this Province could have taken
him there.

Mrs. Sybil Banks, 24-year-old English war
bride, has a job which directly helps her home
folk in England. With her husband, Kenneth
Banks, Toronto, she is busy packing 50,000 cases
of oiled eggs for Britain. The eggs are dipped
in a vegetable oil which seals the pores of the
eggshell.

A leading British nuclear physicist is re-
ported as admitting that scientists are "no smarter
than anyone else" and their "mumbo-jumbo just
conceals ignorance." He further contended that
scientists should learn to express themselves in
simple language. Science seems to be following
the well-worn path beaten by the clergy and
lawyers of old.

That the only channel left for spreading
democratic ideas in foreign countries is through
technology, is the depressing verdict of a To-
ronto medical missionary returned from China.
"The hills of the world are burnt up," the Globe
and Mail quotes him as saying, "they need re-
seeding with new ideas. If we don't plant them,
others will."

It is hard to say which part of a revelation
by Agriculture Minister Gardiner is more distur-
bing. He revealed that large numbers of lead
coated pails have been used in maple syrup
production resulting in the presence of lead poison
in the product, and also that since 1936 the
Federal Government has paid almost \$2,000,000
to producers in Quebec to convert to safer uten-
sils.

Cecil Rhodes Memorial school, Winnipeg, is
over-run with rats. On investigation by one of the
trustees he was informed by the caretaker that he
had set three traps last week-end. He caught a
rat in each trap. The caretaker said one young-
ster had killed a half-dozen rats within the
last three weeks with a broom. A teacher said
she had seen four rats jump from a wastebasket.
The trustees agreed it was time to make a
clean sweep of the rodents, which, while mak-
ing sport for the boys, were getting on the nerves
of their teachers.

From Regina, says The Letter-Review, come
more amusing stories. Saskatchewan Govern-
ment organized a great scheme for painting farm
buildings; spent \$92,000 on it; received \$52,000;
is now selling the equipment and liquidating the
enterprise. School Trustees Association in Sask-
atchewan has pointed out to the Government
that school authorities would prefer not to pay
unnecessarily high premiums for the privilege of
insuring with the Government agency. School
trustees, like municipal authorities, have to
deal directly with taxpayers; are far more in-
terested in their tax bills than in Socialist theory.

Henry Clay, American statesman and
protectionist, born this day 1777. In 1811 he
was elected to the United States House
of Representatives, and served as Speaker sev-
eral times. He helped to urge on the war with
Britain in 1812. From 1808 he was a pioneer of
protection. As regards slavery he took middle
ground, so that he was mistrusted by slavehold-
ers and abolitionists alike. This position enabled
him to play the part of mediator between North
and South, and he became known as "the great
pacificator." He was a great orator, and made
several attempts to be President: "Government
is a trust, and the officers of the Government
are trustees; and both the trust and the trust-
ees are created for the benefit of the people,
not of the trustees."

Mr. Robert Reid talking in the B.B.C.'s pro-
gramme "Across the Line" declared: "Real dyed-
in-the-wool Londoners are hoping that the day
may not be far distant when they'll hear ring-
ing out of the roof tops and spires of the Strand
once more — the bells of a famous Church,
playing a famous tune. Something rich went out
of London! Life when German bombs rained down
and hit St. Clement Danes, leaving only a fire-
blackened shell to remind us of that loveliest of
nursery rhymes 'Oranges and Lemons.' But the
other day when I was 'bussing down the Strand
and passed this island ruin, I noted that workmen
were busily erecting scaffolding up the outside
of a tower which survived the raid, as did the
outer walls. By some miracle, the bells of St. Cle-
ment's were also preserved and the scaffolding
going up was the first step towards the rebuild-
ing of a church which has a thousand years of
London history behind it. On the day we hear the
tune of 'Oranges and Lemons' sounding above
the roar of buses and the sounding of taxi
motor horns—well, we'll dance a little jig, even
if it's only in our hearts, for we'll know that
war-battered London has taken one step further
from the nightmare days of the early forties."

PUBLIC FORUM

This column is open to the
discussion by correspondents
of questions of interest. The
Guardian does not neces-
sarily endorse the opinion of
correspondents.

WEST RIVER BRIDGE

Sir,—Surely if further argument
were needed as to the urgent
necessity for a bridge across the
lower West River, the experiences
of the past winter should serve to
emphasize beyond all question the
hardships and inconveniences suf-
fered so long and for the most
part so patiently by the residents
of the south side.

Until very recent winters, the ice on
the river this season was of the
usual good quality to ensure
safe travel, except for a few days
(one can scarcely say weeks) with
the result that people were tempt-
ed to take risks which they would
otherwise not have done.

Late in March, a farmer with a
courage born of desperation, es-
caped the trip down the river to
Charlottetown as the roads were
practically impassable and the
trip by ice boat at Rocky Point a
rather unpleasant and risky mode
of travel. The result was that
the man lost a fine horse and he
and his two companions passed
through a nasty experience which
they will not soon forget.

A little later, a child at Rocky
Point needed hospital treatment,
and had to be taken to Charlottetown
by ice boat, surely a most
harrowing ordeal for both
parents and child, and especially sad
as the death of the child followed.
Many more incidents might be
related, the wonder is that more
real tragedies have not occurred.

I cannot believe that the Pre-
mier and members of his Govern-
ment are really hard hearted, or
intentionally callous and indiffer-
ent. They just haven't lived over
here, and so fall to realize the
terrible insistence of the situa-
tion.

I noticed that Mr. Bell said in
the Legislature that he had ad-
vised farmers over here to sell
their farms. I would like to ask
the hon. member, "To whom would
he sell?" Surely many would
wish to buy out farms, and have
to live themselves under such ad-
verse conditions. No, I'm afraid
that is not the answer to the
problem.

As to the Rocky Point ferry,
well, perhaps enough has been said
on that subject both publicly and
privately. Everyone knows full
well that, even when functioning
regularly and efficiently, this boat
is a very poor substitute indeed
for a bridge by which people
could travel at any time of the
day or night, and in any emer-
gency of life or death.

As the situation now stands, it
is going to be confoundedly in-
convenient walking up town from
the boat with maybe an egg crate
in one hand, and a cream can or
what have you in the other, and
returning with the same, plus one
of one's most necessary purchases,
plus a couple of sore feet.

However, let us keep on hoping
that "some blessed day" some-
thing definite will be done about
providing us with this sorely
needed bridge, and at least let us
have improved ferry service in
the meantime, for we lose hope
altogether, the future will indeed
be black for the south side resi-
dents.

I am, Sir, etc.

NIL DESPERANDUM

Merchant Shipping
Since The War

(Monthly Review of The Bank
of Nova Scotia)

"As abnormal movements of goods
and unusual conditions of operation
have abated, the shipping shortage
has gradually eased. The market
has become more competitive and
freight rates are substantially below
their peak," says the current
Monthly Review of The Bank of
Nova Scotia, summarizing its
survey of the international ship-
ping situation since the end of the
war.

The readjustment has so far been
a orderly one. The increasing
supply of new and efficient tonnage
has been matched by a withdrawal
from operation of much of the
"marginal" supply — in this case,
the U. S. government-owned war-
built freighters. How far the ad-
justment will go, and what form it
will take, depend fundamentally on
the volume of world trade. In this
connection, the Review quotes a re-
cent article in the Economist which
pointed out that "if the Marshall
and other plans enjoy a real de-
gree of success the volume of inter-
national trade is more likely to ex-
pand than to contract in the next
decade."

However, much also depends on
national policies with regard to
shipping. The increasing supply is
now arising chiefly from the ur-
gently pursued replacement pro-
grams of the major European
maritime countries. They are im-
pelled by the necessity of restor-
ing and expanding their external
income and by the need to divert
their limited resources of dollar ex-
change toward the purchase of
badly needed goods and away from
the hire of shipping services which
they could perform for themselves.
The Review says that "it is clear-
ly desirable, from the general view-
point of restoring world trade and
eventually removing currency and
other restrictions, that countries
which have long provided efficient
ocean-carriage service should con-
tinue to do so."

"There is thus a strong case
against unduly protective shipping
policies on the part of non-
European countries, both because
of present trading difficulties and
because they increase the risk of a
long period of economic stagnation
in world shipping." This is not to
deny that such countries have, in
varying degree, real interests in
matters of national shipping. "The
need," says the Review, "is to



clarify the problem by defining
these essential interests and by
measuring them in terms of ship-
ping capacity and the costs in-
volved in providing it. For a
country like Canada, with a strong
interest in the economical car-
riage of her overseas trade and
concerned with selling her pro-
ducts to countries whose ability
to buy depends in part on their ship-
ping income, the problem of de-
ciding what are essential trades
and essential routes for her own
ships is a difficult one."

The Review traces the de-
velopments in the shipping situa-
tion which form the background to
these conclusions. It points out
that the war brought about a
radical redistribution of the world's
merchant marine — the emergence
of the United States with more
than half the total tonnage in ex-
istence, heavy losses in the fleets
of most other allied nations, and
the almost total eclipse of the
enemy fleets. Except for the U. S.,
Canada was the only country
to achieve a major expansion,
emerging with a fleet of well over
a million gross tons of ocean-go-
ing vessels. Between 1946 and 1948
there was a substantial reshuffle
of shipping in the direction of,
but by no means back to, the pre-
war pattern. About 8 million gross
tons of the U. S. government-owned
war-built fleet have been sold
abroad, of which the major war-
time losers bought about 6 1/2 mil-
lion gross tons. By mid-1948, only
Britain among these countries had,
by purchase and new building, re-
gained her pre-war tonnage plus
the Netherlands, Belgium and Den-
mark had almost done so. Italy had
some two-thirds of her pre-war
fleet. Tonnage under the U. S.
flag was still well over three times
as large as in 1939, and a number
of other countries had expanded
their fleets substantially. The total
tonnage in the world was about the
same as in 1946 — around 70 mil-
lion gross tons against 58 millions
in 1939.

For several reasons effective
capacity has been much smaller
than the tonnage figures would
suggest. The Review cites the
heavy losses of specialized types of
ships, especially of refrigerated
freighters and the smaller sizes
suited to coastal and short-sea
routes, continued military and
naval use of shipping, the general
need for reconversion and re-
pair, and the time needed to trans-
fer ships to private owners and re-
distribute them among nations.
Perhaps equally important have
been the disruption of normal
routes and cargoes, slow turn-
around in many of the world's
ports and heavy one-way de-
mands on shipping. For example,
the huge shipments of coal from
the United States in 1946 and 1947
employed a very large number of
vessels, and drew into use a sub-
stantial part of the U. S. "sur-
plus fleet."

Under these circumstances, and
with sharp increases in operating
costs, says the Review, shipping
shortage continued and freights
rose further in the two years after
the war. It appears that rates in
1946 were generally 2 1/2 to 3 times
those of 1937, tramp rates showing
larger increases than conference
rates (those established by regular
lines). Freight rates were generally
strong throughout the first half
of 1947; tramp rates showed a
further substantial rise and con-
ference rates continued up — as
they did in 1948 though at a slack-
ening pace. Tramp rates, however,
declined sharply in the summer of
1947 and throughout most of 1948.

An index compiled by the Nor-
wegian Shipping News fell by
nearly 25% between January and
October last year and averaged
18% lower in the last quarter than
a year earlier.

This break in the high level of
postwar freight rates reflects a
return to more normal conditions.
The general expansion in Euro-
pean exports and the resumption of
British coal exports have eased
one-way traffic problems, and
time lost in turn-around has been
somewhat reduced. With progress
in restoring their fleets, overseas
countries have been able to relax
their controls and to allow their
ship owners to seek business more
freely. The most conspicuous re-
sult of these developments has been
the sharp decline in the number
of U. S. government-owned ships
run by U. S. private operators
under charter. The Review com-
ments that the retirement of these

The Poet's Corner

LINES IN PRAISE OF LITTLE BOYS

My heart inclines to little boys—
I like their monkeyshines and noise,
Their strident strutting and their
boasting,
Their predilection, too, for coating
On butchers' sawdust, leaves and
ice.
I just think little boys are nice.

I like their darling, grimy paws,
Their wobbling faith in Santa
Claus.

Their shabby teeth, their shaggy
hair,

Their shining eyes and their des-
pair.

I like their pungent, earthly smell—
I just think little boys are swell!

—Margaret Fishback, in the Herald
Tribune, New York.

Old Charlottetown
(And P. E. I.)

LORD'S DAY ACT

The preamble of an Act passed
by the General Assembly of Prince
Edward Island in the year 1780
tells its own story:

"Whereas the due observance of
the Lord's Day in this Island has
been hitherto much neglected, and
many abuses of the same have been
committed, to the manifest pre-
judice and dishonour of Religion,
and the shameful violation of pub-
lic decorum and good order."

This statute enacted that "no
person shall open shop, etc., or sell
or send out any goods on the Lord's
Day," the only exception being with
respect to vendors of milk and
fresh fish, who were permitted to
ply their business "before the hour
of nine o'clock in the morning and
after five of the clock, in the after-
noon of the said day."

HOLE-IN-ONE CAROM

PUEBLO, Colo., April 7 —(AP)—
Here is how Samuel T. Jones, Jr.,
Pueblo business man, shot the first
hole-in-one in his career:

As he was about to tee off on the
120-yard No. 6 hole at the Pueblo
Golf and Country Club, his glasses
fell off and broke.

Jones swung anyway. The ball
headed toward the No. 7 tee, hit a
tree, ricocheted off a water foun-
tain and rolled into the cup on No.
6 green.

The Age-Old Story

Show Thy marvellous loving-
kindness, O thou that sittest by
Thy right hand, them which put
their trust in Thee from those
that rise up against them.

ships "highlights the difficulties
of operating none-too-economical
ships under high-cost conditions at
a time when competition is in-
creasing, rates are falling and the
dollar shortage is affecting the
ability to employ ships whose ser-
vices must be paid for in hard
currency."

National Wildlife Week

By GEORGE F. BOYER
Dominion Wildlife Management Officer

In recognition of the valuable
role that wildlife plays in our
Canadian Way of Life, the Domini-
on Government has set aside a
special week each year. This year,
National Wildlife Week, as it is
called, falls on the period between
April 10 and April 16. As a special
act of recognition to Canada's
great conservationist, Jack Miner,
it includes his birthday.

It might be well for us, during
this week, to consider the benefits
which we derive from the wild
creatures, our responsibilities to-
wards them and their past, present
and future in relation to our
needs.

The economic benefits which we
derive from wildlife are far more
widespread and complex than are
apparent on the surface. Much of
Canada's land surface is made up
of areas on which game and forests
form the principal crop. To these
areas every year come tourists
with their cameras, guns and fish-
ing rods. These tourists eat and
sleep in our country, they hire
guides and buy clothes and equip-
ment. In this way the wildlife,
which they pursue as sportmen,
or watch as nature lovers, becomes
a source of income to our business
men. Tourists bring accommodation,
foods, gasoline, sporting goods and
other services.

In the more remote parts of
Canada the inhabitants depend on
game for their chief source of
meat. Our herds of caribou stand
between the aborigines and starva-
tion. These same people also de-
pend greatly on fur bearing
animals for necessities of life, such
as tea, sugar and flour.

Even in the more civilized areas,
every year, large numbers of fur
bearing animals are trapped and
the skins form a source of income.
Chief among these fur bearers is,
perhaps, the lowly muskrat.

Another economic benefit is de-
rived from the work which our
small birds do in keeping down
the vast numbers of harmful insects
which would otherwise soon be-
come so abundant as to endanger
our crops and forests. Hawks and
owls also keep mice, rats and other
injurious rodents in check. These
latter birds are unwisely con-
demned by many as some species
also take a few game birds. Be-
fore condemning hawks and owls
we should make it a point to
acquaint ourselves with the findings
of scientists in relation to the food
habits of these birds. To the un-
initiated all hawks are "Chicken
hawks." There is no such species
as the "Chicken hawk," but the
Goshawk, uncommon in the Mar-
itimes, will, when forced by extreme
hunger, raid the farmer's chicken
yard.

We derive much of our recrea-
tion from hunting, fishing, and
nature study. These recreational
benefits are also closely related to
economy, as money must be spent
in the enjoyment of our sports.

It might be well, also to consider
that benefit which is so hard to
describe. For want of a better word,
we might call it the aesthetic value
of wildlife. There are few of us who
are not thrilled by the arrival of
the geese in the spring, or the
Robin's song. It would be a sorry
day if our walks in the woods did
not bring forth the sighs and
sounds of the wild creatures.

In the past we have been very
destructive to wildlife and other
natural resources. Men, prompted
by greed, laid waste to vast areas
of forest land without a thought
for conservation or the future wel-
fare of mankind. Entire species of
animals and birds were exterminat-
ed by market hunters and other
selfish people. The idea of con-
servation and protection of game
came into being as the result of
this destruction. Laws were made
to establish seasons and to en-
sure a supply of breeding stock.

At the present day we see the re-
sponsibility for the protection of
non-migratory species in the hands
of the provincial and state govern-
ments. The Federal Governments
of Canada and the United States
look after the protection of many
species of migratory birds, includ-
ing the waterfowl. Due to the
migratory habits of these birds it
was realized that local governments
could not provide proper protec-
tion unless co-ordination was main-
tained by a central body. For this
purpose the Migratory Birds Treaty

was signed affecting Canada and
the United States. Now these birds
are provided with equal protection
in all parts of their range.

The main responsibility for the
conservation laws rests with the
various governments. As the gov-
ernment represents the people and
as the people all share in the
benefits of wildlife then each
individual bears his share of the
responsibility of maintaining this
resource. It is our duty to obey
the game laws and see that others
do likewise.

Many of our serious minded
sportsmen belong to Fish & Game
Protective Associations. These men
have pledged themselves to practice
conservation. Branches of these
Associations all over the Maritimes
are furthering the cause of con-
servation by being true sports-
men themselves and teaching others
to follow their example. Besides
this, these associations are lead-
ing in the establishment of migratory
bird sanctuaries and program-
mes for feeding wildlife in winter
and improving habitat conditions.
Many people, also, who do not be-
lieve in hunting or fishing are
doing their part too.

Let us all follow the example
of these people and take advantage
of wildlife week to pledge ourselves
to the future of our wildlife. We
can well begin by teaching our
children to know and respect the
wild creatures. No effort is too
small, be it a bird house built by
a small boy, or a handful of
crumbs thrown out to the birds in
the winter.

Lenten Meditations

The Times, London

TIME AND ETERNITY

The passing of time as recorded
by the calendar of the years is a
reminder of the setting in which
human life is placed. In his best
moments man is always aware of
his relationship with eternity. He
may appear to be a creature of cir-
cumstances, tossed to and fro, but
his final anchorage, St. Paul
points out, is not in things temporal
but in things eternal.

To keep in mind this aspect of
the Christian faith is not easy in
the day-to-day business of life, and
to hold on to it amid the seemingly
untoward events which afflict man
is a real test of faith. The belief
that God has designed man's life
on the scale of eternity rather than
of time shows in true perspective
man's frequent displays of pettiness.
How the Christian man acquires
himself in face of disappointment,
hardship, sickness, and death thus
gains a new importance. He may
show himself to be a victorious pil-
grim of eternity or a craven sub-
ject to time and its changes and
chances. The New Testament bears
ample testimony to the belief in
eternal life which permeated primi-
tive Christianity and in every period
since then this certainty of life be-
yond death has given assurance and
steadfastness to believers. A sim-
ilar emphasis in Christian teaching
now might provide true exaltation
of spirit and action as a needed
corrective in human outlook.

It is a mistake to assume that
this belief makes Christianity an
"other worldly" religion only. On
the contrary, this link between time
and eternity can provide a power-
ful stimulus to all forms of Chris-
tian service in the present life. It
can give the impetus of a mission-
ary religion sent out into the world
to claim all peoples for the faith,
improving their life and fighting
oppression and wrong dealing. The
application of this faith to man's
needs springs naturally from God's
design in matching temporal af-
fairs with eternal values.

All this proceeds from the belief
that when time and eternity were
joined in Christ, a new appraisal
of human life began. By His
life, death, and resurrection man
was raised in stature and entered
into a new realm of living, being
endowed with some of the qualities
of eternal life. Man is constantly
debating this great reality, but
nothing that he does can destroy
its validity or remove the hope it
creates.

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Show Thy marvellous loving-kindness, O thou that sittest by Thy right hand, them which put their trust in Thee from those that rise up against them.

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