

Religion and Life

By Very Rev. George C. Pidgeon, D.D., LL.D. First Moderator of the United Church of Canada (Copyright)

LOVING KINDNESS OF GOD

It is well to open the New Year with a word of prayer... We are doing that very thing...

This is the key to the problem: How could Abraham ever have felt that it was God's will for him to offer Isaac, child of the covenant...

Then one day he felt the call to do this very thing. He went all the way in obedience. The story of that long journey to Mount Moriah is one of the most pathetic in literature...

The significant fact in this story was not that Abraham felt called to sacrifice his son, but that God refused it. Here was a revolution in human attitude...

Look at another scene of the same character, but this time in the forests of Germany. The time is about 700 A.D., thousands of years after Abraham...

Then to the crowd he said that a tree of blood could not be a sacred tree, and called his helpers to cut it down. This they did, as the horror-stricken people watched, some expecting their god to smite...

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them. Then turning to a fir tree, he said: "Here is a tree without a stain of blood on it; this is the symbol of the religion of love."

Another scene—in the heart of China in the 19th century. A man who thought foreign missions a racket went to China to find facts to expose them. As he was being driven long after dark he noticed a bundle by the roadside, and thought that he saw it move. He insisted on going back to investigate and found an infant who had been thrown out to die. He took the child up to save it, but in all that region the only place he could find where the child would be welcomed and nursed back to health was a little Christian mission.

Look at the succession—Abraham centuries before Christ, Boniface centuries after, A Christian mission centuries later still, proclaiming the loving-kindness of the Lord and calling men to deeds of mercy.

Now that is our call today. For the first time in the world's history, statesmen of the world are joining Christian missionaries in the belief that the only way of preserving freedom for all is by assisting backward races to rise out of their poverty and misery into plenty and mutual helpfulness.

We believe that a God of love hears the cries of the hungry and the unhealed; if so, He will move all who listen to Him to share their abundance and knowledge and skill with all who are in darkness, need and distress at home and abroad. A new emphasis on this Christian obligation and a new vigilance in watching for opportunities to give practical effect to God's love will make us the distributors of His bounty and the lovers of Him who "came not only to be served, but to serve, and to give His life a ransom for many."

Address and Presentation

On November 30, many friends of Mr. and Mrs. John Sanderson assembled at their home, York Point, to honor and congratulate them on the event of their recent marriage.

The bride and groom were escorted to nicely decorated chairs by Mrs. Reggie Butler and Mr. Goldie McKinley. An address was read by Mr. Reggie Butler, expressing on behalf of those present the pleasure which the occasion afforded and extending a warm welcome to Mrs. Sanderson (Marie) as she becomes a member of the community. Mr. Goldie McKinley then presented the happy young couple with a generous purse of money. Johnnie read in words of sincere thanks and appreciation on behalf of himself and his bride.

A delightful evening of cards, refreshments and social pastime was heartily enjoyed. Following is the Address:— To Johnnie and Marie— In recognition of the important event which has recently taken place in your lives, we have gathered here tonight to extend our congratulations and good wishes.

While your younger friends look forward to the happy times you and they will share, the older one look back through the years. You remember your Johnnie as a small boy, later as a big boy, off to the fairs, winning your first prizes. Then you were grown up, and it was rumored that Johnnie Sanderson was interested in a cute little girl from Winsloe, in a cute little girl from North River where before you three generations of your name have been respected and enterprising citizens.

Marie, we welcome you to our community. May you find happiness and contentment among the friends you have already made, and those you will make down through the years. For you both, we wish the best, and we ask you to accept this gift as a token of our goodwill, and may "God give you length of days to live together. To walk love's path, with fearless eyes, brave feet. To know that two who bear all things together will build a home that shall not pass away."

Your Friends and Neighbors. Swansea is the main centre of the United Kingdom's copper, tinplate, and zinc industry.

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THE ANNUAL MEETING of the Churchill Congregation will be held Wednesday, January 13th, at 7.45 p. m. Rev. Donald Nicholson, Minister.

MENT'S QUICK LUNCH.—Monday Special, Chilled Tomato Juice, Spaghetti and Meat Balls, Rolls and Butter, Tea, Coffee, or Milk. 55 cents.

PROMOTION—Miss Phyllis Burhoe, daughter of Mr. and Mrs. E. C. Burhoe, 206 Fitzroy St., has been promoted to the head office of Remington-Rand Co., Toronto. In October Miss Burhoe left Charlottetown where she has been with the company since its formation six years ago, to join the branch office in Toronto. Her promotion to the head office was announced last week.

IN MEMORIAM

REBECCA BRYENTON MALLETT

Mrs. Rebecca Bryenton Mallett, widow of the late Hammond W. Mallett of South Burnaby, Vancouver, B. C., was born at Union Road, P. E. I., August 8, 1867, the youngest daughter of Mr. and Mrs. Christmas Bryenton, and died at South Burnaby, October 29, 1953, in her 87th year.

Her childhood, girlhood and early womanhood were spent on the Island where she received her grade school education. She was a member of a large family and after the other members had left home she remained to care for her father and youngest brother, her mother having died when she was 19 years of age.

She went to the United States accompanying an older sister in 1894 and located in the city of Cleveland, O., where for many years she was caretaker and practical nurse for an invalid lady, for whom she tenderly cared until the lady's death. She resumed her practical nursing in several homes in the city until she was married in 1923 to Hammond W. Mallett, a schoolmate and friend of her girlhood days.

They made their home in Kuna, Idaho, where for 20 years they were engaged in farming and milling, until their retirement in 1943, when they purchased a home in South Burnaby, Vancouver, and moved there. Here they found many relatives and friends who had come from Eastern Canada to the West.

After a lingering illness her husband died July 8, 1953 and she was left alone. A faithful wife she had ministered in their home for 30 years, with love and devotion, and solicited of the health and welfare of him she loved, and soon followed.

Not only in the home was her service outstanding but also in the church and community. Her radiant spirit, her faith in God, and love for all with whom she associated won for her the esteem and admiration of many hearts.

She leaves to mourn their loss, one brother, Rev. W. H. Bryenton of the North East Ohio Conference of Methodism, five brothers and four sisters preceded her in death—also there are many nephews and nieces living in different parts of Canada and the United States and a host of friends who will ever remember her interest in their welfare.

The funeral service was held in the Royal Oak Funeral Chapel, conducted by her pastor, Rev. W. J. Melvin, D.D., and Rev. W. J. Selder of the United Church of which she was a member. The body was laid to rest in the beautiful Ocean View Burial Park.

"You aren't dead—Life has set you free! Your years of life were like a lovely song, The last sweet poignant notes of which, held long, Passed into silence while we listened, we Who loved you, listened still expectantly! And we about you whom you moved among Would feel that grief for you were surely wrong— You have but passed beyond where we can see."

For us who knew you, dread of age is past! You took life, tiptoed, to the very last; It never lost for you its lovely look; You kept your interest in its thrilling book; To you, Death came, no conqueror, in the end— You merely smiled to greet another friend!

Card Of Thanks

I wish to extend my sincere thanks to Doctors Irwin, McDonald and Laidlaw, nurses of the P. E. I. Hospital and to those who sent cards, treats and who visited me while in the hospital. Mrs. Gordon Douglas, Mount Stewart, R. R. No. 1, P. E. I.

The great English bowler, Dr. W. G. Grace, captured 102 wickets in his first-class cricket in 1896.

Strange But True

By F. H. MacArthur

If your lips would say to you slippers, Five things observe with care: Of whom you speak—to whom you speak— And how—and when—and where.

A musical bed—and where. A Rajah who wishes to remain incognito has a bed wrought of the Arabian Nights. It is made of silver, covered with plates of silver, engraved. When the Rajah lies down the bed begins to glow out soothing music. May he always rest in peace.

It is a curious fact that the Seminoles, Indians who live in the Florida Everglades held captive Negro slaves long after the American civil war had ended and slavery was abolished in the U. S. A.

Oceans of perfume flowed in ancient Egypt, for the people were encouraged to perfume their bodies every Friday. The dead were anointed with aromatic essences, sherberts and sweetmeats were flavored with fine vegetable extracts. Perfumes filled the air, the homes of the wealthy, and saturated the letters and presents which were constantly being exchanged.

The ladies' bathed in perfumed water, and the men used scented oils on their hair, and both sexes made use of red, yellow and green scented soap. During festivals incense was burned in the streets, so that even the poorest might be regaled by the mere act of breathing.

One of the best methods of obtaining perfumes is by the use of grease. The process is called maceration. The best fat employed is marrow, which is melted in warm water and strained. While it is still warm, the flowers are thrown in and left to steep for several hours. They are then taken out and fresh ones put in the grease. This is continued for several days. The grease and perfume are then separated by the use of alcohol. Refined olive oil is sometimes used for delicate plants, such as jasmine and cassia, which will not stand the use of heat.

Here's how some of our famous popular songs came into being. "The Old Oaken Bucket," was written by Woodworth in New York City during a dry, hot summer of 1817. The author came into his house, drank a glass of water and said: "How much more refreshing it would be to take a drink from the old oaken bucket that used to hang in father's well." "There's a swell title for a song." So Woodworth just sat down and wrote the lyric as we have it.

"Woodman Spare That Tree," was the result of an incident that happened to George Morris. A friend's mother owned a little place in the country which she was obliged to sell. On the property grew a large oak which had been planted by his Grandad. The new owner proposed cutting down the oak, and Morris's friend paid him \$10 for a bond that the tree should be spared. Morris heard the story, went to see the tree, and wrote the song. Strange but true.

Thomas Moore's fine song, "Oft In The Stilly Night," was penned after the author's family had ridden down the hills of adversity. One of his children died young, another became the black sheep of the family, and a third was killed in an accident.

"The Light Of Other Days," was written to be introduced into Balfe's opera, "The Maid of Artois." The opera is forgotten, but the song still lingers on, and is as popular as ever.

And now we come to that immortal song, "Home, Sweet Home." John Howard Payne wrote the piece to help out an opera he was preparing, and at first it had four stanzas. Payne never got a nickel for it. The opera was a flunk when it was played in the Covent Theatre in London. But he managed to say the song was a huge success, and 100,000 copies were sold the first year. In two years the publishers cleared \$10,000 by its publication. No wonder Payne could write afterward: "How often I have been in the heart of Paris, Berlin, London, or some other city, and heard people singing or bands playing my 'Home, Sweet Home' without having a shilling to get myself a meal, or a place to lay my head. The world has sung my song till everyone is familiar with its melody; yet I have been a wanderer from boyhood, and, in my old age, have to be subject to humiliation for my bread."

"Old Folks At Home" sold over 400,000 copies. Of this sum the author received \$15,000. "Rock Me To Sleep" is the work of a woman, Mrs. Allen. She wrote it after dreaming that her mother had rocked her to sleep the night before. Ruseen Co., of Boston, earned \$4,000 from its sale. The authoress received the princely price of \$5.

"Auld Robin Gray" has a curious story behind it. The song was written by Lady Anne Lindsay. One day she called her younger sister and told her, "I have been writing a ballad, my dear. I am oppressing my heroine with many misfortunes. I sent her Jamie to the sea, and broken her Dad's arm, and made her mother ill, and given her Auld Robin Gray for a lover, but I wish to burden her with a fifth sorrow within four lines. . . . Help me to one."

"Steal the cow," said her sister. The cow was at once lifted by me, and the song completed. "Bonnie Doon" was the Emperor Napoleon liked.

Getting Up Nights

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Shipbuilding Days In Prince Edward Island

By J. F. L.

In the archives at Prince of Wales College, there is a complete record of all ships registered in P. E. I. from 1871 to 1947. Were it not for the untiring efforts of the late Preston Ellis of Port Hill, who spent several months, previous to his death, in searching the thousands of records stored in the attic of the Provincial Building, it is quite possible that the history of this important industry might never be known.

In his search he was unable to locate any building records for the period from 1791 to about 1830 and it was necessary to use the Customs covering the registering of ships for that period. While a number of ships were registered it is quite possible that many of them were built at other than Island points and possibly registered on the Island.

In the list as compiled by Mr. Ellis there is a total of 4667 ships registered. Of this total Charlottetown and New London accounts for 190 each; Mt. Stewart shows 180; Murray Harbour, 169; St. Peter's, 159; Grand River and Summerside each 159; Rustico 144; Souris 138 and Hillsborough River 136, with the balance being built or registered from 162 other different places.

The peak years for building were 1864 with 135 ships, 1866 with 233, 1865 with 132, 1854 with 115, 1857 with 113, 1856 with 99, 1847 with 97 and 1850 with 96 ships. The peak ten year period was from 1870 to 1879 when 917 ships were registered with 852 shown as built on the Island.

For the purpose of comparison I have broken the list into ten year periods, endeavoring to show the number of each class built, where built and the owner or person registering. The first record of any ships built was in 1781 when two are shown, one at Charlottetown and the other at Vernon River, both in small, of around 30 to 40 tons. In this period up to 1800 only 79 small ships were registered, only 5 of which were over 100 tons.

Around the first years of the previous century about 1810, experienced shipbuilders began arriving from England and the work started with a rush. From 1800 to 1810, 35 ships were registered ranging from 31 to 242 tons. From 1811 to 1820 there were 132 ships built ranging from 14 to 389 tons, six were over 300 tons, five between 201 and 300 tons, 13 between 101 and 200 tons; the balance were under 100 tons.

In the period of 1811 to 1820 311 ships were registered, of which 268 are shown as having been built on the Island. In the period of 1821 to 1830, 272 ships are shown as built, of which 163 were under 100 tons, 40 between 101 and 200 tons, 28 between 201 and 300 tons, 21 between 300 and 400 tons and 8 over 400 tons.

Ships were now being built at Charlottetown, Bedque, Hillsborough Bay, Rustico, Port Hill, Covehead, Bideford, Souris, Three Rivers and Tryon. In the period of 1831-1840, 366 ships were shown as registered with 323 being built on the Island. 175 were under 100 tons, 114 between 101 and 200 tons, 16 between 201 and 300 tons, 11 between 301 and 400 tons, 3 between 401 and 500 tons with two over 500 tons; the largest was of 575 tons built at Three Rivers.

Ships were now being constructed at almost every available place. In this period 18 were built at Murray Harbour, 16 at St. Peter's, 14 at Rustico, 15 at Charlottetown and Hillsborough Bay, 10 at Port Hill and Bideford, 10 at Three Rivers and 9 at Bedque. In the period of 1841 to 1850, 476 ships are shown as built with 136 of these buildings and owners name (This is the first period in which building records are complete). There were 171 ships between 101 and 200 tons, 39 between 201 and 300 tons, 25 between 301 and 400 tons, 9 between 401 and 500 tons and seventeen over 500 tons of which the Richmond of 1162 tons was built at Port Hill.

Ships were now being built at over fifty locations with 41 at Rustico, 28 at Murray Harbour, 28 at Hillsborough River, 27 at St. Peter's 25 at New London, 23 at Orwell Bay, 18 at Souris, 17 at Port Hill and Grand River, 19 at New Glasgow, Tryon River and Bay Fortune each built 16 ships, 14 at Bedque, 12 at Richmond Bay while Three Rivers, Rollo Bay and Charlottetown accounted for eleven each.

In the period 1851 to 1860, a total of 847 ships were registered with a tendency to constructing larger ships. There was built in this period 314 under 100 tons, 327 between 101 and 200 tons, 122 between 201 and 300 tons, 42 between 301 and 400 tons, 20 between 401 and 500 tons, 8 between 501 and 600 tons, 7 between 601 and 700 tons, 2 between 701 and 800 tons, one over 800 tons, two between 900 and 1000 tons, 2 over 1000 tons of which the Ethel of 1310 tons was the largest.

Building was now being carried on at over 60 different locations. Charlottetown headed the list with 60 ships, St. Peter's built 49, Hillsboro River, 44, Pinette and Three Rivers each, 48, New London 39, Souris 34, Rustico 35, Vernon River 34, Grand River 30, Orwell Bay 28, Georgetown and Richmond Bay each 24, Port Hill and Bideford 23, New Glasgow 23, Mt. Stewart and Plaquid each with 22, while Bedque Bay and Summerside together accounted for 36.

The period 1861 to 1870 was the peak period of building. No less than 914 ships are shown as built in about 60 different yards, 257 were

under 100 tons, 336 between 101 and 200 tons, 224 between 201 and 300 tons, 52 between 301 and 400 tons, 22 between 401 and 500 tons, 7 between 501 and 600 tons, two between 601 and 700 tons, three between 701 and 800 tons, two over 800 tons and one over 1000 tons. This period shows a much larger number of ships over 300 tons, of which there were 89. J. C. Pope headed the list with 14; James and John Yeo together had 17, William Richards 7, Angus McMillan 4, Benj. Davies 3, Dan Green two and various others one each.

The period 1871 to 1880 showed a decided falling off in building, 571 were registered of which 176 were under 100 tons, 136 between 101 and 200 tons, 150 between 201 and 300 tons, 35 between 301 and 400 tons, 21 between 401 and 500 tons, 24 between 501 and 600 tons, seven between 601 and 700 tons, 5 between 701 and 800 tons, two between 801 and 900 tons one of 962 tons, one of 979 tons, one of 1144 tons, one of 1180 tons, and two over 1200 tons, the largest of which was the 'Jessie MacLeod' of 1480 tons built at Vernon River.

In this period, Mount Stewart seems to have hit the high spot with no less than 104 ships shown as built or registered, ranging from 60 to 649 tons. Summerside came second with 47 ships, ranging from 200 tons to the Gondiller of 1049 tons.

It was in this period that the 'Charles E. Lefurgey' of 975 tons was built by John Lefurgey. This

ship is perhaps the best known of the larger ships built on the Island for she was years called to all parts of the world by the late Capt. Joseph Read of Summerside. Other places showing considerable building in this period were Cardigan and Cardigan Bridge with 37 ships, Murray Harbour built 25, Souris 24, Bay Fortune and Grand River each built 23; Bideford and Port Hill combined for 29, Egmont Bay 18, Alberton 16, St. Peter's 12 and Georgetown 10.

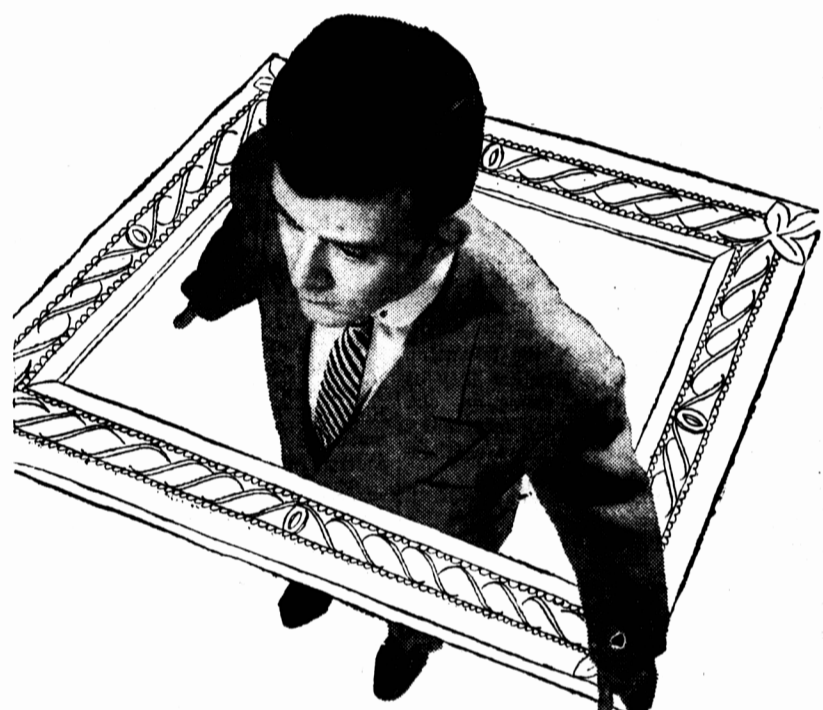
The period 1881 to 1890 again showed a further decline in building only 132 ships were built. There were 65 under 100 tons, 16 between

101 and 200 tons, 21 between 201 and 300 tons, 14 between 301 and 400 tons, eight from 401 to 500 tons, three from 501 to 600 tons, one over 700 tons, one over 800 tons and one of 975 tons.

Mount Stewart, which had built over 100 ships in the previous decade, fell off badly; only ten ships were registered as built in this period, Summerside also declined, dropping from 47 in the previous decade to ten. Only 11 ships were built at Bideford and Port Hill; Bedford had eight, Cardigan had seven, while Charlottetown and Hillsboro, which were large building centers in earlier days, show

Continued on page 14

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