

Thoughts For Our Time

By His Eminence Cardinal McGuigan
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THE WORLD AND THE DEVIL

A strange ambiguity besets modern times. We are witness both to a revolt against God and, at least to some extent, a return to God. One aspect of the revolt against God that is being more and more lost sight of is the place that Satan plays in it. We know from Scripture that Satan is the father of lies and that he from the beginning is a murderer. Falsity and violence are the chief attributes which Scripture ascribes to Satan. These two things are only too tragically typical of the present century. Because of our constant wars, we are liable to think that violence is the chief of Satan's manifestations. It is arguable, however, that falsity is more essentially a Satanic device.

Today when we are confronted with the problem of the devil, or Satan, we find that mankind is divided in its opinion about him. On one hand, some are strangely fascinated by this mysterious personality, on the other hand, there is almost total scepticism as to his existence and his influence on the course of human events.

Modern man has acquired a somewhat morbid preoccupation with every species of the abnormal and sensational. Our newspaper stories bear witness to this fact. He is in need of ever increasing and more violent stimuli. For all of his agnosticism, modern man shows an ever increasing curiosity regarding the occult which amounts to a degrading and superstitious religiosity, such the devil cannot help but be accounts for the fascination that some moderns show for Satan.

At the same time, there is on the other hand an almost total scepticism as to his actual existence. He is bundled away, discarded and forgotten.

Neither of these attitudes is healthy or Christian. Of course, no one believes any more in the demon king, got up in horns and dressed in blazing red. But today, the devil's actual workings in the lives of men are accounted for on purely psychological grounds. Some go so far as to say that men no longer need the help of the devil in order to damn themselves.

What should be the attitude of Christians towards Satan? No one can doubt his existence is declared many times in Scripture. It makes a great deal of difference in our interpretation of many things whether or not we take seriously the existence and influence of the devil. Consider our inter-

CENTRAL GUARDIAN

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LITTLE THEATRE — Annual meeting, City Hall, Friday, June 13 at 8:00 p.m.

RECITALS, Pupils of Miss Lillian McKenzie, Miss. Bac., Monday and Wednesday, June 16 and 18, Kirk Hall.

THREE FLIGHTS WEEKLY to Sydney, Nova Scotia. Phone Maritime Central Airways Limited, 2061.

COME and enjoy Lads and Lassies Pipe and Drum Band—Scottish dancing and songs at Caledonia Friday, June 13.

ENGAGEMENT — Mrs. Edith Quick, Georgetown wishes to announce the engagement of her daughter, Violet Ruth, to John George, son of Mr. and Mrs. Herbert George, marriage to take place first week in July.

ENGAGEMENT — Mr. and Mrs. Gavin Reid, Victoria Cross, announce the engagement of their daughter, Thelma Lee, to David Alexander, son of Mrs. and the late Alexander Seaman, Brackley Beach. Marriage to take place in the near future.

THE ANNUAL Tea and Meeting of Notre Dame Alumnae will be held this afternoon 5:30 to 7:30. All members plan to attend.

ENGAGEMENT — Mr. and Mrs. Peter Sinclair, of Ottawa wish to announce the engagement of their daughter, Beverly Margaret, to LAC. Ivan Kendrick Mitchell, son of Mr. and Mrs. Ivan S. Mitchell, Fortune Bridge, Prince Edward Island, at St. James United Church, Ottawa, on Saturday, June 28th at 7:30 p.m.

HAMPTON PRIZE WINNERS—Congratulations are being extended to Mr. Richard Ferguson who was successful in receiving a diploma at the Convocation exercises in Prince of Wales College on Friday, May 30th. Richard also received the Royal Air Force Bursary for the best all-round air cadet in third or fourth year.

Richard is the son of Mr. and Mrs. Edwin Ferguson, Hampton, and grandson of Mrs. Cora Leard, Charlottetown. Another of the students, Mr. Ian MacQuarrie, received a 2nd Year Certificate and also won the Alumni Association prize which was awarded to the most deserving student in 2nd year at Prince of Wales College. Ian is the son of Mr. and Mrs. John MacQuarrie and grandson of Mr. and Mrs. W. A. MacQuarrie and Mrs. Helen Mullins, all of Hampton. AF.

PERSONALS

Mrs. Fred Bell and Mrs. Shirley Simpson of Summerside motored to Halifax recently. Mrs. Bell returned by plane the next evening.

Professor Heath N. Macquarrie and Mrs. Macquarrie, Brandon, Manitoba, are at present guests of Mrs. Wilfred Macquarrie, St. Peter's Road, Charlottetown. Prof. and Mrs. Macquarrie were accompanied on their trip to this Province by their niece, Miss Claudie Dickey of Crandall, Man.

Miss Fernie Bell, formerly of Summerside and now of Halifax, left by motor recently for Boston and other American cities. She was accompanied by Mrs. Shirley Simpson of Summerside and Miss Kathleen Allan and Miss Marie Dee of Halifax. They expect to return in about ten days.

Demand For Coordination Of Bus & Rail Services Reviewed Before Legislative Committee

Following is an extended report of some of the important points made by Mr. Frank A. Gaffney, Chief of the Royal Commission on Transportation Research for the Canadian National Railways, Montreal, in his evidence before the Legislative Transportation Committee here on Monday:

"Mr. Robinson has presented to you his Bus Franchise application from the Railways. I think it would be well that I give you a brief outline of the plan in more detail, and that in doing so I place before you all of the facts which lead up to our appearance before your Committee. It may be that by so doing it will be possible to clear up any misunderstandings which may be prevalent as to the position of the Railways in these negotiations."

"I want to say first, and to emphasize it, that the Railway is not here asking for anything. We are here in response to recommendations which have been made to the Royal Commission on Transportation by the Government of Prince Edward Island, and by the associated Boards of Trade, as well as the various witnesses on behalf of the Government who appeared at the sittings of the Commission."

"In chronological order a proposal to co-ordinate highway and rail services on Prince Edward Island was placed before Mr. R. C. Vaughan, then President of the Canadian National by Mr. B. Graham Rogers. Mr. Rogers suggested that the Railways study a plan whereby the Railway passenger services on Prince Edward Island would be co-ordinated with bus services. In a letter, dated December 11th, 1948, Mr. Rogers set out his plan in detail. In essence he suggested:

1. Within Prince Edward Island a sharp reversal of several present rail schedules—even against time worn traditions.
2. In support of this Mr. Rogers suggested on the South Coast, Georgetown and Murray Harbour runs that a reversal of schedules would serve the people better and save the Railway a lot of money. That instead of the train leaving Souris in the morning, it should leave Charlottetown in the morning and be a mixed train. That passengers could then come to Charlottetown in the morning by bus in much shorter time than by the existing Railway schedules. That mail going out on a morning train from Charlottetown would mean a "saving" of up to 24 hours. That the same saving could apply to Express. That passengers coming in by bus in the morning could then make connections to the Mainland, and on Montreal or Boston. That the example mentioned in the foregoing might be advantageously applied to other schedules.
3. That trains Nos. 41 and 42 be substituted for their operation. In support of this, he stated: "These bus schedules would be so arranged that 7 days a week passengers from one end of Prince Edward Island to the other could connect with your Ocean Limited or Scotian for Montreal, the Boston train from Moncton (6 days weekly), and the Ocean Limited and Scotian at Sackville for Halifax. As explained, this service has been requested by the people of Prince Edward Island for many years, and they are really entitled to it, and by co-ordination with the buses seems to be the only way that it can be achieved."
4. An early morning bus trip from Moncton around 8:00 a. m., arriving Charlottetown at approximately 2:00 p. m. The return bus trip to leave Charlottetown around 4:00 p. m., arrive Moncton 10:00 p. m. to make connection with the Maritime Express.

Mr. Rogers further stated: "A Railway operated pick-up and delivery trucking service, similar to that operated in other provinces, is very badly needed on Prince Edward Island, and as this is a small place, this trucking service should handle Express and Mail in certain areas."

Royal Commission Hearing

These representations as above mentioned were made by Mr. Rogers in late 1948. Machinery was immediately set in motion on the Railway to study the merits of the proposal submitted by Mr. Rogers. Such a study, as I am sure you know, involves a great deal of work and consumes a great deal of time. While the study was in progress the Royal Commission on Transportation, under the Chairmanship of Mr. Justice Turgeon came to Prince Edward Island to hear representations from various persons and bodies as to conditions in the transport industry. The Government of Prince Edward Island presented a brief to that Commission and amongst other things had this to say at page 11:

"Except during the Winter months (December—March), passenger travel by train on Prince Edward Island is light as the public prefer to travel by automobile or by bus, which saves time and provides a more direct service to rural communities."

Further on page 77 paragraph 5, the following appears: "A comprehensive review of the transportation agencies and facilities has been included, as Prince Edward Island presents, geographically, a logical area for the complete co-ordination of all means of transport in the handling of mails, freight and passenger traffic."

On page 84 the following appears: "The passenger and mail service is further slowed down by the operation of mixed trains. From an economic point of view the railways are justified, for, except during the winter months, passenger traffic is very light."

Again on page 84 the following statement is made: "The elimination of mixed trains and the co-ordination of bus schedules for the handling of passengers would result in considerable savings to the railways and at the same time enable a more expeditious movement of this traffic."

"Arrangements could be effected whereby the forwarding of mails by bus would eliminate many of the inconveniences and delays now experienced."

"A similar co-ordination of rail and trucking services would enable not only substantial savings but provide a better service to shippers and primary producers in getting their produce to markets."

"Air transportation would provide additional facilities for the adjustment of all forms of transport designed to fulfill its proper function of service and development."

"Present transportation facilities in Prince Edward Island have been outlined in detail for the information of the Commission. The Government of Prince Edward Island submits that this Province presents a logical area for a complete co-ordination of all transportation agencies, and suggests that the Commission recommend the establishment of measures designed to ensure co-operative action by the various bodies concerned."

That the Government of Prince Edward Island was not alone in suggesting the co-ordination of rail and highway facilities is instanced in an excerpt from a Joint Brief presented by The Charlottetown Board of Trade:

Gaudet - Duncan Wedding

A very pretty June wedding took place at the Holy Redeemer Church on Tuesday, June 9th at 8:30 o'clock, when Mary Bernice, daughter of Mr. and Mrs. Fred Duncan, Charlottetown, became the bride of John Francis Gaudet, foster son of Mr. and Mrs. Patrick Murphy of Moreil. Rev. Reginald Phalen of Tracadie performed the ceremony.

Appropriate hymns were beautifully rendered by Mr. James Power accompanied by Mr. Alec McLean at the organ.

The bride was given in marriage by her father and looked very charming in a floor length gown of white Chantilly lace and nylon net over satin with long fitted bodice. Her finger tip veil of tulle illusion fell from a coronet of mother of pearl. She carried a bouquet of American Beauty roses.

The bridesmaid, Miss Rita Gallant, wore blue lace over taffeta. Her circular veil fell from a tiara of blue seeded pearls. She carried a nosegay of pink roses.

Mr. Francis MacDonald, a friend of the groom, was best man. Jack and Freddie Duncan, brothers of the bride, were the ushers.

The reception was held at the home of the bride following the ceremony. The toast to the bride was proposed by Rev. Reginald Phalen and responded to by the groom.

Beautiful selections were rendered on the piano by Mr. Alex McLean during the breakfast.

After the reception Mr. and Mrs. Gaudet left on a honeymoon trip to Boston. On their return they will reside in Charlottetown.

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ANNUAL MEETING
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WEDNESDAY, JUNE 11TH, 1952

Guest Speaker
LIONEL A. FORSYTH, Q.C.
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RECEPTION, HOTEL LOUNGE 6 P.M.
Dinner, Main Dining Room 6:30 P.M. Price \$2.00

Kindly call the Secretary, Phone 1874, by Wednesday Noon for reservations.

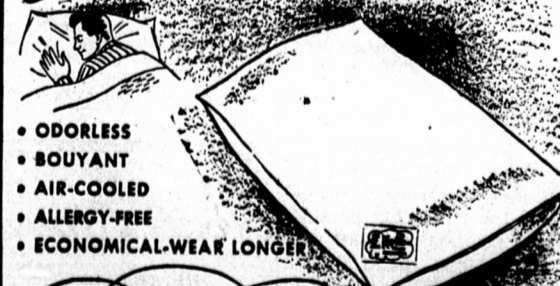
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Card Of Thanks

I wish to extend my sincere thanks to the doctors, nurses and staff of the Prince County Hospital and the Rev. Father LeClair for their kindness to me; also all those who sent cards, letters, treats, etc. and visited me while a patient there.

Miss Aletha Noonan, Bedouque.

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