

# Business and Professional DIRECTORY

WHEN in need of professional or specialized business of any kind, consult this directory and here you will find listed reliable professional and business firms, of P. E. I.

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## BOOKS, ART, MUSIC

(By P. E. I.)  
(Continued from page 6)

Through the National Gallery of Canada, Her Excellency has obtained a loan of about thirty landscapes by contemporary artists, including Franklin Brownell, R.C.A., Emily Carr, Clarence Gagnon, R.C.A., Lawren Harris, A. Y. Jackson, A.R.C.A., Arthur Lismer, A.R.C.A., David B. Milne, Peter Haworth, Lillias Torrence Newton, A.R.C.A., Will Ogilvie, George Pepper, and J. W. Beatty R.C.A.

This is a great encouragement to native Canadian art and a stimulant, especially to the younger artists.

Paintings by many of these artists have been shown in Charlottetown at the Harris Gallery this past year.

In reviewing the ninth annual Exhibition of the Canadian Society of Painters in Water Colour this spring, G. Campbell McInnis wrote of Pegi Nicol and Carl Schaefer—"Whether it is that Pegi Nicol and Carl Schaefer are more at home in water-colour than in oil or not, they are both at the top of their form in this showing. The chief feature of Miss Nicol's painting, apart from its colour, is its immediacy. As for Carl Schaefer, I cannot believe that in the next few years he will not become perhaps our most important landscapist."

Examples of the work of both of these artists were shown here in the first Exhibition brought to Charlottetown by the Prince Edward Island Art Society.

Those who heard the two-piano team Reginald Godden and Scott Malco'm play in Charlottetown last winter will be interested in their present appearance in Toronto in a five-piano group. This remarkable body of brilliant Canadian pianists is unique in the fact that each of its members is entitled to stellar ranking in his own right. Besides Malcolm and Godden in the Group are Alberta Guerrero Ernest Seitz and Reginald Stewart.

Toronto audiences also greeted Nelson Eddy enthusiastically in his appearance in the final auditorium concert last month. For one of his encores Mr. Eddy sang a highly dramatized version of Mousorgsky's "Song of the Flea" which demonstrated his marked acting ability.

The "Song of the Flea" was one of the solos of Stephen Slepoushkin of the Russian Imperial Singers heard in Charlottetown this month.

## The Housewife

(Continued from page 8)

### MARMALADE CAKE

1/2 lb. (1 1/2 cups) flour;  
4 ozs (4 heaping tablespoons) butter;  
3 ozs. just under 1/2 cup fruit sugar;  
1 egg;  
2 ozs. (2 tablespoons) marmalade;  
1 teaspoon baking powder;  
1 enough milk to produce a stiff batter.

Rub the flour and butter together, with the baking powder sieved in with the flour, add the other drys, beat the egg before adding it, the marmalade, and the milk. Bake in a well greased round tin in a moderate oven for one hour.

### POUND CAKE

1 lb. (3 1/2 cups) flour;  
1 lb. (2 well packed cups) butter;  
1 lb. (2 full cups) fruit sugar;  
8 eggs;  
Pinch of salt;  
Juice of 1 lemon;  
1/2 teaspoon baking powder.

Cream the butter, beat it with the sugar till light and almost white in color. Add the egg one at a time, beating after each addition (good beating prevents curdling of the batter), and lemon juice, then the flour, baking powder, and salt sifted together. Bake in a well greased tin for 1 1/4 hours in a steady oven. Half this amount makes a fair sized cake, and I think myself it's one of the world's best—particularly if you will go to the trouble to ice it with almond icing and cover that with a balled white icing. It keeps, of course, indefinitely—if you don't let your left hand know where your right hand put it.

## LIQUOR ITEM STRIKES SNAG

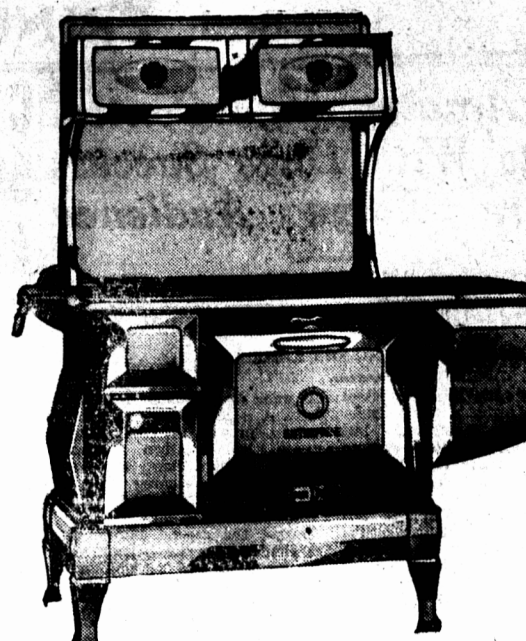
### Dominion Provision Runs Afoul Of Provincial Law.

(C. E. By Guardian's Special Wire)  
OTTAWA, May 29—A joker was discovered today in the wording of the budget resolution enabling Canadians to return from the United States or other foreign countries with \$100 worth of duty-free goods. It stipulated not more than one quart of liquor could be included in the duty-free goods, but Conservative members read another law prohibiting import of liquor except by provincial commissions.

They also pointed out a Canadian could import his bottle of liquor but run the chance of being arrested and charged under a provincial law with illegal possession.

The resolution passed through committee stage after revenue minister Daley admitted the liquor pro-

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## The Bobolink

(Natural history notes contributed by the Pioneer Jack Miner League) One of the most beautiful birds that visit our province in spring

and early summer is the bobolink. While we do not consider him a rare migrant, yet he is not very commonly known in our land. Even the casual observer will have little difficulty in identifying him. The male in spring plumage is a

very beautiful bird, while as a songster he stands high in the list. Indeed we feel that he is the sweetest songster that visits our home. He is a bird that is quite easy to observe as he will sit for a long time on the same twig, every once in a while singing his beautiful song, and then he will spring into the air and on quivering wings pour out his song again, then very often alight on the same twig from which he sprang. Some birds are very hard to study as they are continually on the move. Not so with the Bobolink. The female and juveniles are very dull colored and might easily be mistaken for a female English sparrow. We have spent many happy moments as we have watched him in his play and merry-making. In early spring and summer he frequents the hay and clover fields. During his visit to us he is a most exemplary bird, having no bad habits and many good ones. His food while here consists mostly of insects with a few weed seeds thrown in. The Bobolink therefore is of great value to us and should be given complete protection. However he does not always remain the good boy as we know him. During his migration to South America, his winter home, he stops for a while in South Carolina and there he becomes a pest. He alights on the rice fields sometimes in thousands and does considerable damage to the growing crops. The farmers shoot many of them and sell them as food. What a pity he strays into such devious paths. He is known down there as the rice bird and not as our beautiful bobolink. His spring coat has turned to a dull color more in keeping with that of the female and he also loses his sweet song of the springtime. We have been waiting day by day for our little friend who has not yet returned to us from his winter home. We long to hear his sweet song again, and only hope he has not met a miserable death as a rice bird in the Carolines. If he should happen to visit your home this early Summer do not fail to observe him, welcome and protect him and you will find in him a most interesting little friend.

## We Drivers

A Series of Brief Discussions on Driving, Dedicated to the Safety, Comfort and Pleasure of the Motoring Public. Prepared by General Motors

### No. 6—POWER AND SPEED

Most of our motor cars will go so much faster than we ever care to drive them, that no doubt people often wonder why so much speed is built into them in the first place. Of course, automobiles aren't built with the idea of pleasing the manufacturer or the engineer or the salesman. They are built to suit the men and women who are going to drive them. And there are certain things that people insist on in their cars. It happens that some of those things are of such a nature that when the engineers provide them, an ability to go fast just naturally results.

For instance, nearly everybody likes to get going as promptly as possible. Now that's just a matter of the power we have in our engine and how our car is geared.

Then there's the business of hill-climbing. That may not mean as much in some localities as in others, but cars have to be built to suit us wherever we may live and wherever we may want to go.

Engineers tell us that they could build a fairly low-powered car that would pull us up the steepest hill. But if they did, they would have to gear it so low that when we got over the top and onto a level stretch, we could only go crawling along at a rate that wouldn't satisfy even the most conservative drivers.

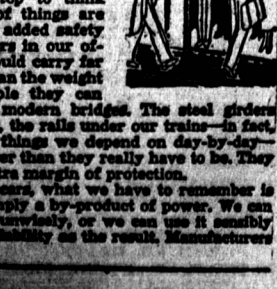
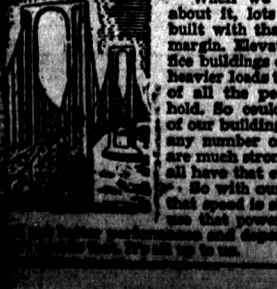
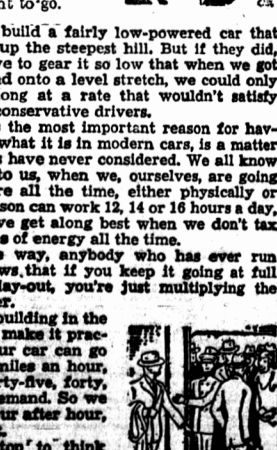
But perhaps the most important reason for having our power what it is in modern cars, is a matter that many of us have never considered. We all know what happens to us, when we, ourselves, are going at high pressure all the time, either physically or mentally. A person can work 12, 14 or 16 hours a day, but we know we get along best when we don't tax our last reserves of energy all the time.

In the same way, anybody who has ever run machinery knows that if you keep it going at full capacity and full speed day-in-and-day-out, you're just multiplying the chances of a breakdown, sooner or later.

And that's how it is with a car. By building in the ability to run at high speed, engineers make it practical to run at reasonable speed. If our car can go seventy, eighty or maybe even more miles an hour, then it won't have to strain to go thirty-five, forty, or somewhat faster if circumstances demand. So we can drive it along at sensible speeds hour after hour, day after day, without over-working it.

When we stop to think about it, lots of things are built with that added safety margin. Elevators in our office buildings could carry far heavier loads than the weight of the people they can hold. So could modern bridges. The steel girders of our buildings, the rails under our trains—in fact, any number of things we depend on day-by-day—are much stronger than they really have to be. They all have that extra margin of protection.

So with our cars, what we have to remember is that speed is simply a by-product of power. We can't have speed without power, or we can't use it sensibly unless we have power to spare.



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