

THE GUARDIAN

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

CHARLOTTETOWN SATURDAY, OCT. 7, 1950

Thanksgiving

Thanksgiving Day is set in our calendar when the world is filled with the glory of October sunshine...

For the people of Canada there is good reason indeed for humility and gratitude...

We do not really know what a poor harvest means in this Province. It is only when we relate our physical well-being to that of hundreds of millions on the edge of destitution throughout the world that we get the true picture...

Officially celebrated on Monday, Thanksgiving will also be generally observed in the churches tomorrow...

Navy Day

Today is being observed throughout Canada as "Navy Day" and tomorrow as "Battle of the Atlantic Sunday."

With only a few ships at the outbreak of the Second World War, the Royal Canadian Navy by 1942 was the main strength of the North Atlantic escort system...

The achievement was remarkable, but should not lull this country into thinking that when the need arises it will again be possible to create a fleet to do the job...

The men of the Naval service have shown that they are capable of doing the job of keeping the sea lanes open.

Newspaperboy Day

This date has been set aside by the International Circulation Managers' Association as a tribute of appreciation to the boys who carry newspapers straight from the printing press to the home...

Fire Prevention

As will be noted from advertisements and articles appearing elsewhere in today's issue, special emphasis is being placed next week on fire prevention...

Children as well as their elders can participate in this campaign, thereby making it a community effort in the broadest sense of the term.

EDITORIAL NOTES

The Battle of the Marne, 1914.

Loss of the "Fairy Queen" this date 1863.

The Miramichi Fire, which practically wiped out the whole of that N. B. area, this date 1825.

Monday is Thanksgiving Day and no one of us need seek very long to find much for which to be thankful.

The Red Cross is proving its usefulness once more in the New Brunswick forest fires, it is prepared—the essential of such an organization.

Attention is called to the comprehensive review of our agricultural activities in today's issue by Mr. W. R. Shaw, Deputy Minister of Agriculture.

The vacant Senatorship is no longer a live issue, though the opinion has been expressed that Mr. MacNaught, M.P., might be persuaded to give up his seat to serve in the Upper Chamber.

Princess Astrid, the 18-year-old daughter of Norway's Crown Prince Olav, will enter Oxford University this month as an undergraduate at Lady Margaret Hall College.

Over 6,000 pairs of shoes, worth \$30,000 and made on special lasts for the narrower feet of Canadian women, have been shipped by a Norwich, England, firm.

Though the new Lieut.-Governor has been inaugurated, His Honor will not be installed in Government House for some time yet, the necessary overhaul of internal arrangements having to be undertaken first.

The one million dollars mentioned by Lt.-Col. Storey as being spent by Islanders annually for mail-order goods is equally available for local purchases.

A large number of citizens will greatly miss Centenarian William H. Teed, whose funeral takes place today.

It ill becomes us to say what U. N. forces should do about crossing the 38th parallel in Korea, but there is nothing to prevent us fervently hoping that they will finish the job and bring about a united, free Korea...

Mr. Walter MacKenzie's name is mentioned as a prospective Conservative nominee in Queen's in addition to that of Mr. Angus MacLean.

The sowing of floating mines was condemned at the Hague convention, 1907, which applied the principles of the Geneva conference to naval warfare.

The C. C. F. is advocating the re-imposition of general price control. As no one can be compelled to operate for long at a loss, the policy necessarily means subsidies for almost everything...

Northern Ireland sent nearly \$1,750,000 worth of linen to Canada in the first half of 1950—an increase of over \$500,000 dollars over the same period in 1949.

Thanksgiving



Old Charlottetown

(And P. E. I.)

"FOR THESE HIS MERCIES"

Text of a proclamation issued by His Excellency, Lieutenant Governor Sir Dominick Daly, 23rd September, 1854:

"Whereas Almighty God has been pleased, in His infinite mercy, to spare the Inhabitants of this Island from the ravages of the Cholera, which has smitten down great numbers of the creatures of His hand elsewhere; and moreover has, in His great goodness, rewarded the husbandmen of this land with a bountiful harvest this season: I have thought fit, and with the advice of Her Majesty's Executive Council, to issue this Proclamation, enjoining that a General Thanksgiving to Almighty God for these His mercies be observed throughout this Island, on Thursday, the 19th day of October next; and I do entreat that the said day of Public Thanksgiving be reverently and devoutly observed by all Her Majesty's subjects within this Island, as they value the favour of Almighty God; and that all ministers do hold public services in their respective churches or chapels on that day."

FAIRY QUEEN DISASTER

"The ship Fairy Queen, Captain Bulzeez, left Charlottetown on Friday, the 7th of October, 1863, at noon with a strong N. W. wind. She had a fair passage across, passing Gull Rock, off Caribou, at 5.15 p. m. The sea was very heavy, but everything had been favorable until that point was reached. At 5.30 p. m., however, the tiller rope parted, and the ship broached to starboard, nearly in the trough of the sea, and began to leak badly. Repairs were effected to the tiller rope, and the ship got before the wind again — still leaking badly. The fires then went out, and the engine stopped. The ship again fell into a trough of the sea. She came to anchor at 7 p. m., and all hands kept balling for several hours. At 11 o'clock the master, officers, engineers and most of the crew took to the boats and left the ship. They alleged that having only two oars in each boat they could not pull to windward and save the passengers, who were thus left to perish, and all gave themselves up for lost."

"Dr. MacKenzie then took a list of all on board as no one expected to survive — the ship sinking fast by the bow. At two o'clock the vessel settled and turned over — engulfing all hands in the sea. The shell of the hull next morning was riding at anchor bottom up. Mr. Allan Cameron got ashore on part of the round house, after drifting about six miles. He reported having seen three ladies sink, Martin L. Wilkins, E. L. Lydard, H. G. Prince, Jr., Marshal and Parker (of Musquodibit), one seaman and two boys — in all eight persons — got on part of the wreck, and after eight hours of suffering drifted to land on Big Merigonish Island. Shortly before reaching the shore they just grazed a reef of rocks, which if they had struck, every soul would have been swallowed up in the raging surf."

"The captain and crew had been examined and it is said, had by the advice of the passengers, been arrested. The captain said that his men had cut the boat he was in adrift, and would not allow him to approach the wreck. "Those drowned were the two Misses DeWolf (nieces of the Hon. Charles Young, brother of the late Sir William Young), Dr. MacKenzie, Mr. McKay (of East River); a young woman, name unknown; the steward, and a fireman, name unknown."

PUBLIC FORUM

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

WARNING TO CHILDREN

Sir.—The recent publication in your paper of a letter from the Chief Constable of Charlottetown which warned children of this city against the careless use of sling shots, bows and arrows, B.B. guns, etc., is highly commended by the Canadian National Institute for the Blind. We know from experience that 50 per cent of the blindness in Canada today could have been prevented if proper precautions had been taken in the past, and those of us who have lost our sight as a result of childhood accidents are particularly hopeful that parents and guardians will constantly urge the children of today to be cautious with their play things so that they can grow up with God's gift of vision still in their possession. We can assure them that the limited pleasure to be gained from playing with sling shots, bows and arrows, etc., is unquestionably not worth the penalty of spending a lifetime in darkness. I am, Sir, etc. G. E. WOOD, Field Secretary.

The Poet's Corner

A CHILD'S GRACE Here a little child I stand, Heaving up my either hand; Cold as paddocks though they be Here I lift them up to Thee, For a benison to fall On our meat, and on us all.—Amen. — Robert Herrick (1591-1634)

The Age-Old Story

And God spake all these words, saying... Thou shalt have no other gods before me. Thou shalt not make unto thee any graven image, or any likeness of any thing that is in heaven above, or that is in the earth beneath, or that is in the water under the earth. I am, Sir, etc. G. E. WOOD, Field Secretary.

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The Battle Of The Atlantic

(E. C. N. Press Release)

The Battle of the Atlantic began on the day that war was declared. It did not cease until the last surrender of the last enemy submarine had been accepted. It was at once the longest, and in many ways the hardest battle of the entire war.

Around it centred not only the struggle by sea, but the heroic defence of Britain and the landings in North Africa and on the Continent of Europe which finally brought an end to the strife of years. Had the life-line in the Atlantic not been held, these great and fortunate enterprises could not have been undertaken. Yet, the Atlantic Battle was, in the main, unspectacular for it was waged against a hidden foe whose attacks were made for the most part under cover of darkness and from below the surface of the waters. Because of the need to use storm-swept Northern sea routes, each passage was a restless adventure and many were laden with hardship. The demands made upon both men and ships called for miracles of endurance. The miracles came about: the demands were met.

When the first flame of conflict struck the world in September of 1939, the Royal Canadian Navy consisted of thirteen ships and less than two thousand (1,819) officers and men. Of the ships, only six were fully effective fighting units. Their names were the destroyers "Saguenay", "Skeena", "Fraser", "Ottawa", "Restigouche", and "St. Laurent". Three were lost during the war.

The tiny fleet expanded, under the stress of dire necessity, to a force of high on four hundred fighting ships served afloat or ashore by nearly ninety-thousand men and six thousand women.

Our ships served in the Mediterranean Sea, in the Pacific Ocean, in the far northern waters of the Caribbean, in the English Channel and the North and Irish Seas. In the North Atlantic alone, more than 26,000 merchantship voyages were brought to safe harbour. In their holds were close to two hundred million tons of cargo — the fruits of the earth and of the skill and toil of the men and women of the New World engaged in the rescue of the Old.

This proud record was not achieved without sacrifice. Almost thirteen hundred of our sailors gave their lives in battle against the enemy or the elements. Many others shed their blood in the heat of the conflict. Twenty-four of our ships fell victim to the enemy's assault. Nor did the sacrifice end there. The hardships of long separation from home and family, of sleepless vigil in the chill dead of darkness upon the waters, of struggle against wild weather and the danger and emergency of life at sea in wartime — all these have taken their toll in years of life which, in a world of peace, could have been better used. Yet it is to those stout-hearted souls who dared so much and endured so much that we owe the security we now possess. Their sacrifice has held for us all the quiet Christian way of life.

It would be hard indeed to believe that the great achievements of the longest struggle of the war could have been possible without an inspiration beyond the power of man.

NAVAL PRAYER: "O Eternal Lord God, who alone spreadest out the heavens and rulest the ranging of the sea; who hast compassed the waters with an end until day and night come to an end; be pleased to receive into thy almighty and most gracious protection the persons of us thy servants and the Fleet in which we serve. Preserve us from the dangers of the sea, and from the violence of the enemy; that we may be a safeguard unto our most gracious Sovereign Lord, King George, and his Dominions, and a security for such as pass on the seas upon their lawful occasions; that the inhabitants of our Empire may in peace and quietness serve thee our God; and that we may return in safety to enjoy the blessings of the land with the fruits of our labours, and with a thankful remembrance of thy mercies to praise and glorify thy holy Name; through Jesus Christ our Lord, Amen."

Prayer of Admiral Nelson on the morning of the Battle of Trafalgar, October 21, 1805. "May the Great God whom I worship, grant to my country, and for the benefit of Europe in general, a great and glorious victory; and may no misconduct in anyone tarnish it, and may humanity after victory be the predominant feature in the British Fleet. For myself, individually, I commit my life to Him who made me, and may His blessing light upon my endeavours for serving my country faithfully. To Him I resign myself and the just cause which is entrusted to me to defend. Amen, Amen, Amen."

Prayer of Admiral Sir Francis Drake on entering Cadiz Harbour, April 19, 1587. "O Lord God, when thou givest thy servants to endeavour any great matter, grant us also to know that it is not the beginning but continuing of the same until it be thoroughly finished, which yieldeth the true glory; through Him that for the finishing of thy work laid down His life, our Redeemer, Jesus Christ, Amen."

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NOTICE

The Edison Electric Co. Ltd. has recently been incorporated and has taken over the business of "The Edison Electric." All persons indebted to The Edison Electric are required to make immediate payment at the Office of The Edison Electric Co. Ltd., formerly occupied by The Edison Electric, and any persons having any claims against The Edison Electric are requested to file the same at the office aforesaid for payment. To those who have heretofore favoured The Edison Electric with their business we extend our appreciation, and we bespeak for them as well as the general public the full co-operation of The Edison Electric Co. Ltd. and its employees in the future.

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