

Religious Forum

Stop! Look! Listen!

There are on all our highways signs and signals placed for the comfort and protection of the traveler. There are checkboards, red disks, red and green lights, curve arrows, wig-wags, soft shoulder, fresh gravel, narrow bridge, cattle crossing, railroad crossing and various other signs and ways of warning. The first object is safety. It is a great comfort to see the care that has been taken at every curve and danger place, as well as in placing pointers to show the way to every village, town or city. Care, labour and expense have not been spared in all these things. One is many times made to feel grateful for all this consideration that we may travel so comfortably and safely. We do not mean to infer that there are no accidents, but these are generally the result of disregarding signals and signs or not exercising proper traffic precaution.

What an illustration we have in the above of another road—the highway of life. This may be taken in two senses, the highway of the physical life, or the highway of the spiritual life. Over the first we all must pass and over the latter we all should pass. We have a very great responsibility upon us as to how we travel either way. We may travel both honourably, successfully and usefully, enjoying the way; helping and encouraging fellow travellers, or we may allow ourselves to fall, and be a discouragement, or hindrance, or even a menace to others. A great deal will depend on whether we recognize the value of signs, signals and warnings so liberally placed along the road.

The highway of the spiritual life has been laid out, and built, and finished by the God of the whole earth. It was expensive. There was no road, or way, and no means to make one for us to pass over to the heavenly city. Human skill, or labour, or sacrifice could not bridge the gulf, or find a way over the morass that sin had made. It was this deplorable, despairing state that man had sunk into that brought forth the love of the Almighty and He undertook to build a road for fallen man to come over to Himself. His Son became the price to be paid. Through this infinite costliness the gulf was bridged, the morass removed, and now from man to God there is a highway accessible to all, and passable for all. As we are born physically that we may live and pass our allotted term over the road of life, so we must as essentially have a spiritual birth to pass over the highway to God and heaven.

There are dangers along the road to heaven. There is plenty of opportunity for trouble, or accident, or even wreckage along the way. But the Master builder has liberally and sufficiently placed signs and warnings and encouragements. If we fall there is no excuse for us. Every danger spot is marked and every instruction or direction that can be required is placed right where needed. You will find greatest comfort in travelling this way and will be surprised beyond measure at the care, labour and expense that have

not been spared for your safe journey. Then let us stop to get our location—see where we are travelling. It may appear to be upgrade to better things but that is to be expected, but it is downgrade to failure and eternal loss. Let us look for every sign of danger or defeat as well as for the fingerboard to point us on to the good and right. Lastly let us listen to every prompting or correction of conscience and to all the wise counsel of the One who will travel with us as pilot, companion and helper to the end of the journey.

Miss Macphail's Letter

When will the election be? That is the question uppermost in the minds of many Canadians. There was some talk of the voting being held the last days of April; one very prominent member of the House of Commons even had the date decided, but most members are far more uncertain as to the dates of prorogation, dissolution and the general election. The whole matter is tangled up with the desirability of the Prime Minister's presence at the King's Jubilee in early May; the revision of the voters' lists and the statutory requirement of thirty days notice of election.

While none of us know when the election is to be held, we all felt that the Prime Minister, who does the deciding, had more than a hunch as to the time, but it seems not. Speaking in Toronto recently, he is quoted as having said: "The election will come upon us like a thief in the night." It is really as bad as that! I have heard many harsh things said about the regime of the Rt. Hon. the Prime Minister, but I had not heard anyone call it one long night! And the thief—it is such a harsh word. The statement did nothing to clear the uncertain situation.

Many talk of prorogation at Easter. I see no hope of it, with the budget, the bulk of the estimates and the legislation which one would expect to follow the report of the Price Spreads Commission, still to come. With the House unlikely to sit during the Prime Minister's absence in England, the end of May would seem the earliest date by which the session could end. If that is so, a late June or July election is probable. However, having succeeded in the last contest with the voting in July, the government may be disposed toward the same month again. July may be the Prime Minister's lucky month, who knows? Are we not all a bit superstitious at times?

The great desire of members of Parliament is that the ordeal will not be too long postponed. Like other humans we want to be able to enjoy the glories of the summer. At last the almost insipid unanimity which has distinguished this session, from the beginning was broken by a vote of no confidence, moved by the Hon. Ian Mackenzie, in the following words: "This House regrets that notwithstanding the specific promises made prior to the election of 1930 and many times since reiterated and despite the fact that extraordinary powers to deal with unemployment have been repeatedly secured from Parliament, the present administration, after five years of office, has not yet sub-

mitted to Parliament any definite or effective policy to deal with widespread actual unemployment or distress which continues to be Canada's most urgent national problem."

Mr. Mackenzie's speech was largely political. He quoted in an amusing fashion brief extracts from the many speeches made by the Prime Minister, out of the House, during the depression years, but he ended his speech on a constructive note, suggesting a national relief commission, census of unemployment, public works on a large scale, an extension of the War Veterans' Allowance Act, a nation veterans scheme with bond interest cut to 2½ per cent, and an issue of 420 millions of new currency on the basis of gold possessed. Mr. Mackenzie made it clear, however, that he was speaking for himself and not for his party. Many members took part in the debate which resulted in the Liberals and 'The Corner' supporting it with the single exception of Mr. Carmichael of Saskatchewan. The Government, of course, voted against the motion.

Prolonged debate has taken place on the Farm Loan Act and has now begun on the Farmers' Creditors Arrangement Act. There is a close connection between the two. Any farmer who finds himself unable to meet his obligations, try as he will, can, under the Farmers' Creditors Arrangement Act, appeal to the Official Receiver and after submitting affidavits by his creditors as to the amount of his debts, make plans with the assistance of the Official Receiver for the composing of his debts. This is just another way of saying that the creditors agree to take fewer dollars than those named, in order to be able to get any at all. They are, therefore, very anxious to have the amount paid within a stated time.

Where can the farmer borrow the several thousand dollars needed to compose his debt? Let me give you a case in point: A hard working farmer had a debt with bank interest and all totalling \$4,160, which was adjusted by the Official Receiver to \$3,500, but this amount must be met in late May, which leaves the farmer in as financially embarrassed position as before. It cannot matter to him whether he loses all his property because he owes the first sum or the second.

The Hon. Mr. Rhodes, Minister of Finance, said that the principal factor in the drying up of the sources of credit money for farmers was the moratorium acts in the various provinces. This statement was challenged by Mr. Coote, who stated that the fall in farm prices was the cause. People would not lend to the farmer since they saw little hope of being repaid. He gave the following amusing proof:

A neighbour had sent a cow (canner) to Calgary on July 15th, 1934. It was sold by Wood and Weiller, livestock commission agents. The cow weighed 870 lbs. and sold at 50 cts. a cwt. When freight charges of \$2.61, yardage 35 cts., hay 30 cts., yard fee insurance 5 cts., and selling commission 75 cts. and brand inspection 10 cts., were deducted from the total selling price of \$435, the farmer had 19 cents left.

On the bottom of the statement sent the farmer, this note appeared: "Please call at the office next time you are in town and we will give you this credit in cash. We cannot very well issue a cheque for this a-

mount." The farmer is still insisting that he get the cheque; he wants to frame it.

Mr. Coote still further supported his statement by giving figures supplied him by the Bank of Commerce, which they had used as a basis for a recent monthly letter. The farm cash income for the years 1926, '27, '28, '29, was \$4,012 million and for the next four years, \$1,744 million. That is, the farm cash income dropped in four years by \$2,268 million. This, Mr. Coote said, was the cause of farm debts. The gigantic sum was sufficient to have paid off every farm debt and to have left over \$1000 for every farm family in Canada. Much of this loss was due to adverse exchange.

A determined effort was made by many of us to have the administration charges of the farm loan carried by the government as is the case in unemployment insurance, old age pensions, etc. Farm members in all parts of the House showed a deep interest in this debate. I took the position that since government policies of tariff, exchange, immigration, etc., had adversely affected farmers' prices, it was but fair to relieve them now of the administration costs of the Farm Loan, more particularly when this had already been done in the cases cited above.

The action of the present Ontario government regarding farm loans, or rather, inaction, came in for a good deal of criticism. George Spotton, M.P., said that the Heburn government had been "cruel" to the farmers by depriving them of loans, while the Hon. J. C. Elliott stated that 231 loans had been negotiated. Personally, I have not been able to locate one of them in my constituency.

The government has been taking the attitude that, had as things are for the farmer in Canada, they are at least better than any place else. Dr. Donnelly gave comparative figures of farm prices in United States and Canada, showing that in almost every case, Canadian prices were lower. Mr. Coote showed that in exchange, Argentina, Denmark, Australia and New Zealand, enjoyed advantages over us ranging from 60 to 25%. And Brazil had reduced all farm mortgages one half. Australia reduced interest by 22 per cent. two years ago and also paid in bonuses to farmers by way of prices and fertilizer, \$44 million. Great Britain paid bounties of millions of pounds, in South Africa reduced interest charges to farmers to 3½ per cent, and Denmark and New Zealand enjoyed many concessions not made to the Canadian farmer.

Only secretary made an analysis of the 234 members who give their ages in the Parliamentary guide and found that the oldest member of the House is 79 years of age; that 23 members are over 70 years of age; that the youngest is 33 years old and the average age is 56.3.

The Week at Ottawa

Creation of a grain marketing board as an integral part of a comprehensive program of reform affecting the farmers of Canada was the significant announcement contained in a resolution placed on the order paper for to-day (Friday) by Prime Minister R. B. Bennett.

Authoritative reports indicate this board to be but one item in a broad government program, which would include salient features as under:

1. Marketing of Canada's grain crops by the grain board.
2. Investigation of the entire freight tariffs of the railways in an effort to reduce the cost of moving livestock and grain in Canada.
3. Plans to encourage the production of barley for export.
4. Development of the livestock industry.

The text of the Prime Minister's resolution is as follows:

"Resolved that it is expedient to bring in a measure to establish a board to be known as the Canadian Grain Board with power to purchase, receive and take delivery of wheat, oats, barley, rye and flaxseed, or any one or more of such grains for marketing and to sell, store, transport and market such grains, and to provide for the appointment of such clerks, employees and assistants as may be necessary and for the expenses of, and arising out of, the operations of the board."

Old timers on Parliament Hill are recalling the success which attended the operation of the old Canadian Wheat Board in 1919, the year following the war, set up by Sir Robert Borden.

The Liberal want-of-confidence motion on the government's methods of dealing with unemployment went down to defeat with a small roll of members voting; the result being 93 to 69. It will be recalled that the Prime Minister clearly stated that he is fully aware that unemployment insurance is not intended to alleviate the lot of the unemployed, a problem which the government will deal with adequately during the present session.

The bill to amend the Farm Loan Act by increasing the credit facilities of the Dominion Farm Loan Board to \$90,000,000 and to abolish principal boards, passed the committee stage and is ready for third reading. This measure has been commended from every side of the House.

A statement issued Thursday by Hon. Robert Weir, Minister of Agriculture, announces increased grants to fairs and exhibitions by the Dominion government. Class "A" summer and winter fairs may now qualify for as much as \$5,000 from the government; Class "B" grants will be up to \$2,500 in Quebec and \$3,000 elsewhere. The reasons given by Mr. Weir for the increase are: 1. Adequacy for increasing and extending prizes to necessarily limited during the past few years on account of reduced grants.

2. To allow better provision by fair boards to obtain necessary judges of required calibre. 3. To assist in developing what is considered one of the most important phases of exhibition work—boys' and girls' work and junior activities.

It was also revealed that the Canadian Radio Commission is contemplating construction program designed to give complete coverage from coast to coast. If ratified, the program would mean the erection of new stations or increasing power of existing stations in Nova Scotia, Montreal district, Toronto district to cover Northern Ontario, Saskatchewan and British Columbia. It is understood that the entire scheme involves an expenditure of something less than \$1,000,000. Associated with the scheme would be a plan to extend the hours of national broadcasting.

EAST BERKELEY

(Intended for last week) Some of the farmers are quite busy hauling logs to Mr. Mitchell's mill at Berkeley.

Some of our citizens attended a party at the home of Mr. and Mrs. Chas. Thompson at Harkaway in honor of their 25th wedding anniversary. We wish them many more years of wedded happiness.

Mrs. Alex. Young and babe have returned home from Dr. Carefoot's hospital at Markdale.

Mrs. John Steer has returned home after visiting with friends in Toronto and Brampton.

Some of our citizens are laid up with the cold.

ARTEMESIA COUNCIL

Artemesia Council met at Flesherton on Monday, Feb. 11th, with the members all present and the Reeve, Mr. J. A. Davis, presiding. The minutes of the last meeting were read and on motion adopted. The following communications were read: Ontario Temperance Federation with blank resolution regarding repeal of the beer and wine amendments to the Liquor Control Act; the Secretary of the Municipal Association asking the Council to enroll as a member thereof; Grey County Educational Association regarding medical examination in Public Schools. These were laid on the table.

Accounts presented and passed were: the Clerk, registering births, marriages and deaths in 1934; \$16; C. C. Middlebro, legal services; \$7; The Municipal World, dog tags, \$12.40; stationery, \$19.90; County Office Supply Co., assessment rolls, \$19.61.

Accounts for direct relief, aggregating \$60.25, were ordered to be paid.

J. F. Jamieson was paid \$6 for sheep killed.

The Collector was instructed to strike from the roll \$5.00, being statute labor returned in error against Alex. Hergott.

Pay Sheet for work on roads was presented and ordered paid as follows: Div. 1, \$1.65; Div. 3, \$36.13; Div. 4, \$12.00.

Refunds were ordered as follows: Geo. Goodwill, \$2; W. R. Meads, \$2; Geo. Walker, \$2.54; Geo. Cairns, \$2; Mrs. F. Lyons, \$1.54.

C. R. Itic May Join Jack Rabbit Hunters

Dear Readers,—I have put in my application for membership in the Jack Rabbit Hunt Club but I don't know whether I will be accepted or not. I enquired from Postmaster Plevins and he told me that Ran Brady was the president with Harold McInnis as secretary and Carman King treasurer. Buck Singleton, Stan Kidd and Jack Johnston are on the Board of Managers. They have given me a list of requirements necessary for membership and I am trying to be in a position to qualify this week. One of the questions which I must answer is: "What is the difference between a Jack Rabbit and a Donkey"? This is a hard one to answer but I am sure I will be able to tell them apart. Another requisite is to be in possession of a first class gun. I borrowed Jack Johnston's good gun one day when he was out and he notified the Provincial Police and I put it back before they found out who had it. I have asked several of the fellows around town for the loan of a good shooting iron but up to date the only weapon available is a bow and arrow which Dan Murdoch has had since he was a kid. I'll keep on trying until I find something which will give me a proper status in the Hunt Club. I haven't been able to get into the skating rink since the night I tried to play with Rocklyn and Cherry Grove and I have made up my mind that they don't want me.

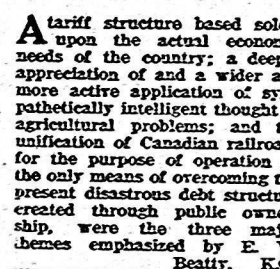
I was glad last week to see that Bob Acheson at Proton Station was ready to come to my buzz-saw bee, on condition that he be allowed to pitch horseshoes with Tom Wilson, Ed. Colgan and Haze Freeman. I am going to arrange for a game with Jim Hill, John Hannan, Walter Perkins and myself against Bob and me. If we can't beat that bunch at getting ringers and leasers then we'll undertake to cut the wood ourselves. Keep your eye on the ground so that you will be on hand for the big game when the date is announced.

I saw Ab. Erskine looking at the files in Jim Crowston's the other day and I am a little suspicious that he is thinking of organizing an orchestra. If he is I am going to get in on this as I was a member of Bob Bowers' musical organization away back in the early days when musicians were musical. We'll have more to say next week.

C. R. Itic.

Three Major Canadian Problems

Tariff, agriculture and railway situation discussed by E. W. Beatty, K.C., LL.D., Chairman and President, Canadian Pacific Railway—Urges unified effort to solve questions threatening integrity of State.



E. W. BEATTY, K.C., LL.D., Chairman and President, Canadian Pacific Railway.

Pointing out that the Canadian people pay for the railway services which they receive, and all the costs of Government, Mr. Beatty emphasized that the railway problem was in reality the problem of every individual citizen.

The cost to the public in freight charges of moving a ton of goods in Canada was as low as in any other country in the world. Unhappily the full advantage of these low rates was not retained because taxes paid by the railway were added to the actual freight charges. The real cost of transportation in Canada was not as cheap as it seemed to be, or as it should be. Two current suggestions for improvement in operating efficiency were, first, the adoption of mechanical equipment and secondly, a drastic reduction in wages. Owing to the huge investment in existing equipment, and the difficulty of finding capital to finance new equipment, he indicated that progress along the lines of the first suggestion would necessarily be slow.

Mr. Beatty argued strongly against reduced wages, and pointed out that railway employees spent wages as well as earned them. He felt that the railway as well as other wages were out of line with the returns to the farmers for their labor, but emphasizing his belief that the remedy lay in an increase in the farmers' earnings rather than a lowering of the standard of living among railway workers.

Another suggested solution was the proposal to increase freight rates. The freight rate trend was downward, and Mr. Beatty would greatly prefer to see an increase in rates until everything possible was done to eliminate waste.

The argument that there was no waste in transportation and all that the country needed to do was to await the return of prosperity was not, Mr. Beatty considered, sound. Restoration of business to the high levels of 1925-1929, would not come as a gift of heaven, or overnight, but only as a result of national industry and thrift.

Mr. Beatty replied to arguments that under his unification proposal the Canadian Pacific would take over the assets of the Canadian National while the liabilities would be left to the Government. "Unified management will do nothing of the kind. The physical assets of the Canadian National will remain the property of its owners. Similarly the liabilities of the Canadian National must remain the responsibility of the Government and the liabilities of the Canadian Pacific must remain that of its owners. However, if the assets of both companies are administered by unified management an end will be put to the waste of competition and the owners of the Canadian National will receive more money with which to meet their obligations."

The fact that only 2% of the excessive debt of the Canadian National Railways was due to the errors of private capitalists, or the arguments that such a plan to divide the net earnings of the unified properties to give to each group of owners the net earnings which would have resulted if each had operated their own railway, together with a fair share of the savings resulting from unification. There is much misunderstanding in this regard. Many have confused the total net earnings from unification. The increased earning power of the combined properties arising from unification is another matter. My plan contemplates the division of such increased earnings on a fair basis. This is a matter which can only be settled by negotiations between the interested parties but obviously the shareholders of the Canadian Pacific would have to concede to the Government at least one-half of the net gain resulting from unified management. Those who have said the Canadian Pacific would claim the lion's share have either misunderstood my proposal or purposely misrepresented it."

"In conclusion, Mr. Beatty again pointed out that if such a plan had been adopted 20 years ago, or even 15 years ago, the national debt of the country would be reduced by hundreds of millions less than it was today. "You and your children will pay it. Are you in favor of piling it up?"

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