



THURSDAY MORNING, DECEMBER 27, 1923

EDITORIAL

The New Year—1924

In a few days the year 1923 will have been completed, and the New Year, 1924, will have received its welcome. We turn our backs upon the past; we face the future with hopefulness and determination. There is a duty before us; let us meet it. There are burdens which must be borne, let us bravely take up and patiently bear the burdens. There are difficulties and uncertainties in the path; let us with a steady eye and unfaltering step go forward. The past year in many respects was a wonderful year for Canada. We have forged forward along almost every line of material progress. Nature has poured for us an almost continuous stream of blessings from her copious stores, and our commerce has caught up this treasure, distributing it throughout this land and through the lands across the seas. The dying year was a good year to us as a nation, and though sorrow came to many, there still was more of joy than sorrow, more of laughter than tears. As loyal Canadians we naturally hope to continue to strive for the attainment of the noblest individual and national ideals. We would work in harmony with each other efficiently, so that the cumulative result of our efforts shall long last when 1924 shall have followed all the other years of departed time into the sepulchre of the ages. In our homes, in our business, in our communities, in our nation, we wish to do and be all that is possible for men and women to accomplish. We hope to find the wider, clearer vision. Quickened by the thought that we have less time in which to work, let us enter upon our work with renewed spirit; thankful that we have a new opportunity, and hopeful that good results will reward our faithful effort!

"Canada as the States See Her"

While we realize that the people of Canada would not regard exaggerated flattery in the light of a compliment, we believe "we remain within the confines of simple truth when we remark that no nation in history has met the financial demands of war with greater good spirit and carried the financial burdens with greater intelligence than the vast Dominion that tops the North American continent. Ten years ago Canada's debt was less than \$350,000,000. On January 1, 1923, it was \$2,516,920,000—over two billion dollars added by the war. Were it not for the fact that the bulk of this colossal debt is owed within the Dominion—Canadians themselves owing bonds to the extent of \$1,000,000,000—the interest payments would doubtless drain the country dry, reduce the exchange value of the Canadian dollar to a ruinous figure and plunge Canadian finance and business into a chaotic condition. As it is, the semi-annual interest payments go into hundreds of thousands of Canadian homes, and provide money for the payment of his Federal taxes, from which the interest payments are drawn. At the time, Canada might have met the enormous demands of the war by borrowing from New York, but the wisdom, as well as the patriotism in resisting the temptation and instead placing the burden immediately upon the shoulders of her own people is now apparent.—Bert E. Collyer, in the *Refugee*.

Safety for All

"Safety for all" appears to be a most desirable slogan in this day and generation when too many chances are taken by the average individual. Increased safety is a demand that should be made by modern industry, as accidents reported to our Provincial Compensation Board have shown a very large increase in 1923 over the same period in 1922; in fact, each month in 1923 so far has averaged nearly 1,000 more accidents than in 1922. This must give considerable food for thought to management and men, for both employer and employee stand to lose time and money by the preventable accidents occurring in industry to-day. It has been truly said "accidents do not happen, they are caused," and in many cases it must be apparent that certain conditions or practices are bound to lead to accidents. For this reason those vitally interested in industry in Canada, and that means all of us in the country, should take a share in securing greater safety for all.

No Slowing up of Highway Construction

It is quite reassuring to hear the following from Hon. George S. Henry, Minister of Public Works of Ontario: "But there will be no slowing up in the construction of highways. We are going right on to build roads as people need them." I quite appreciate the value of improved highways. It extends throughout our whole economy." This was the conclusion of a message to the Ontario Motor Truck Owners' Association meeting in Toronto last week.

Future of Canada

"Humanly speaking, nothing can prevent the people of Canada from becoming one of the greatest nations upon earth, and it is well that their patriotism should be inspired by a complete and fully-established historical record, covering centuries which are one long tale of heroic struggle with nature and mankind, savage and civilized. It is time the study of Canadian history should be taken up with new energy and upon lines, so far largely neglected, to give to the coming generations of Canada deeper insight into their history."—London Daily Telegraph.

Western Farmers' Crop Profitable

It is surely gratifying of late to have official evidence of prosperous returns to the farmers of the west, in their organized capacity. An eight per cent. cash dividend was announced at the 13th annual general meeting of the Saskatchewan Co-operative Elevator Company at Brandon recently. The financial report showed a net profit of \$422,212.25. Out of the net profit \$137,400 was taken for the dividend, \$152,358.27 was placed to the elevator reserve account, the former now standing at \$1,705,075.73, an increase of \$243,005.11, and the latter at \$42,814.70, an advance of \$152,358.28 over last year. The company's assets are \$7,876,814.95; share capital subscribed \$3,878,500, of which \$1,710,052.50 is paid up. The company handled a total of 42,880,825 bushels of grain, as compared with 37,335,000 bushels the preceding year.

Sir Donald Mann on the British Political Situation

Speaking to The Globe last week upon his arrival in Toronto from England, following the cancellation of his proposed trip to Russia, owing to the sudden death of his partner and friend, Sir William MacKenzie, Sir Donald Mann commented upon the political and economic situation in the Old Country. "While I believe that protection is the best remedy for the economic difficulties of Great Britain," he said, "I am led to believe that the result of the present situation will be the formation of a Labor Government. This Government will, however, be moderate in dealing with the many problems which will confront it. The moderate element in the Labor Party far outnumbers the extreme element, and will see to it that nothing of a radical nature is done. I do not think that there is any cause for alarm at the prospect of Labor assuming the reins of Government."

The Passing of Brampton Conservator's First Editor

Fifty years ago A. F. Campbell commenced the publication of the Brampton Conservator. While his successors were making merry in celebration of the completion of the 50 years' history of the paper, he was nearing the end at Washington, D. C., where he has resided for a short time with his sister, Mrs. Grafton. He passed away on Tuesday, 18th inst. He is survived by one son and three daughters, only one of whom, Mrs. Joseph Moore, resides in this country. His son is in the public service at Ottawa. A. F. Campbell was born in Chinguacousy, taught school at Brampton, established the Conservator, filled all the municipal offices in Brampton, was defeated in a contest for the Provincial Legislature in 1886, was elected for Algoma in 1890, retired at the end of the term and contested Peel for the House of Commons in 1898 without success. He was a fluent and effective speaker, an ardent advocate of "One flag, one language, one school system" for Canada.—Conservator.

EDITORIAL NOTES

Hon. Mr. Henry, Minister of Public Highways, gave a hint the other day that the owners of heavy motor trucks may expect considerably higher license fees next year. A gasoline tax is evidently being considered also.

"Acton's Hydro system is debt free" is the rosy heading of an editorial in the Free Press of that town. One reason why they are "boosting" it is they have 431 consumers of electric current. Brussels, when their opportunity comes to sign up, should keep this in mind.—Brussels Post.

The result of the Federal bye-election in Richibucto, N. B., last Thursday, by which Alexander Dorset, Conservative, was elected by the death of A. T. Leger, Liberal, puts the Liberal Government in about as precarious a position as the Baldwin Conservative Government is in Great Britain.

An increase of over three hundred million dollars in the total of Canadian trade in the twelve months ended October 31st, as compared with the previous twelve-month period is shown in the monthly summary issued recently by the Dominion Bureau of Statistics.

There would appear from the figures for building construction for the eleven months of the calendar year ending November 30, to be no ground for pessimism in Canada. Business is apparently on the up-grade, as indicated by the following comparative figures which show an increase of 13 per cent. over the same period in 1922.

The faithful old house dog is evidently coming to his own at last. An American insurance company has reduced its burglary rates on residences where there is a watch dog. This company finds that a dog is the most trustworthy burglar alarm. But if we're to have dogs to every house that has this class of insurance the assessors will have a big contract.

The automobile is becoming a revenue producer for all the provinces. For the first time in the history of the Province of Alberta, the number of auto licences issued has passed the 40,000 mark. Receipts from this source now total \$733,000 to date, the amount received last year being \$718,000. Revenue from the gasoline tax in that province is already \$206,000, and is expected to reach the estimate for the full year of \$30,000.

"Pay cash," is one of the best slogans for a household. The first of the year will be an excellent time to adopt it. One of the best agents for filling the poor house is a charge account. Paying cash puts a constant check on buying while a charge account encourages reckless purchases. It's so easy to buy and "have it charged"; but when the day of reckoning comes it is not so easy to settle the bill, and many a conscientious merchant is accused of adding to the bill simply because the customer cannot realize all his moments of past foolishness.

Neighborhood News—Town and Country

LORNE SCHOOL

The Christmas examinations at Lorne School, No. 12, resulted as follows:

Mr. IV—Lucinda Graft, Mary McEwen, Anna Wiggin, Hector Guthrie, Ethel Graft.
Mr. III—Lebbie Hawkmaster, Joyce Murray, Vernon Murray, Rosina Waller, Willie Harrop, Ted Harrop.
Mr. II—Thelma Graft, Ruby Murray, Roy Denby.
Mr. I—Surfance Macdonald, Harry Murray, Janey Trapp, Chester McMurphy, Howard Graft.
First—Laura Johnston, Agnes McAdam, Wallace Hawkmaster, Bob Anderson.
Primer—Willie McLean.
Anne Macdonald, Teacher.

GEORGETOWN

Dr. and Mrs. Wm. M. Hall, of Jackson, Michigan, spent Saturday afternoon with Mr. and Mrs. J. J. Gibbons.

Boys are warned against playing on the arena roof. If they continue to do so they will be prosecuted.

Mr. and Mrs. John G. Smith, called on friends in town on Friday.

Mrs. H. Drury has returned home after spending several weeks in the hospital.

Hundreds of children were at the Radial Station last Saturday afternoon to welcome Santa Claus and when he arrived all were treated to candies.

The Boy Scouts escorted him around town.

Mrs. Minnie Coffin, who has been in poor health for some time, was taken to Hospital last week for treatment.

Mr. O. E. Barber, of Ashtabula, Ohio, who was a speaker at the Kesekeraw Convention in Toronto, was a guest at the Hotel Astoria.

Mr. Alfred Cole has been transferred from the Georgetown Branch to the Head Office of the Bank of Montreal in Montreal.

The Ladies' Club have selected officers for the coming season as follows:

Pres., Mrs. P. B. Coffin; Vice-Pres., Miss Annie Hickey; Vice-Pres., Miss Annie Lester; Secy., Mrs. M. M. Wick; Trustee, Mrs. M. H. Haskins; Coaches, Mr. J. L. Thompson; Mr. Angus Duncan; Social Committee, Mrs. Dan Livington; Mrs. Ed. McWhirter; Mrs. George Adams; Miss A. Cole—Herald.

BURLINGTON

The local hockey teams have held a competition of strength in the exhibition arena, and indications are that Burlington will put two strong teams on the ice.

Friday afternoon the boys, Mr. and Mrs. Walter, of Water Street, was the scene of a delightful Children's Party. Little Miss Joan Bell entertained the boys and girls of the Burlington East End School with a Santa Claus party.

Miss Iris, have purchased a farm between Oshawa and Bowmanville, and will take possession this week.

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Mr. Alex. C. Higgs has shipped over 120 boxes of apples to supplies store in the town. Included among those receiving the apples are the Primes of Wales, Duke of Connaught, Duke and Duchess of Gloucester and many other notables of England. This should help to boost the district.

Mr. John Ford met with a unfortunate accident on Tuesday morning, on the road on the hillside of the district when he fell on the bank of the truck passing over both his feet. He is progressing as well as can be expected.

Monday morning about six o'clock, the firemen were summoned to a blaze on the roof of the barn at the Freeman House, which was burning quite merrily. The boys responded promptly, and extinguished the fire before it made any progress.—Gazette.

ERIN

Several thousand Christmas trees were sold last two weeks from Mill Street.

They bring a fair price in the city.

Mr. Joseph Collins, of Erin and Hillside, has wife and two sons, and will be greatly missed in church and social circles.

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WHAT A RAIL MUST STAND

Have you any idea of the strain to which a steel rail is subjected? The Metropolitan Magazine illustrates it by showing the picture of the Canadian Pacific Express. The train is shown to be moving at a great speed, and the wheels are rapidly forwarded. It is like a succession of whirling blades from a thresher.

Thirteen tons of weight upon each wheel! That means that thirteen tons of weight, fully loaded, are flying instantaneously from the rail, and that is enough to injure a horse.

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