

**The Acton Free Press**

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G. A. KELLY, Editor  
TELEPHONES—Editorial and Business Office Residence

## EDITORIAL

### Nothing To Do About It

Whether one likes it or not, the chief topic of conversation these days is the weather. Of course it's something that no one can do anything about except talk. Perhaps its popularity as a subject is because it affects so many of the plans of man. Now, for instance, on Monday a number of plans were made with which the weather interfered.

Monday was the regular meeting night of Council. But Reeve McCutcheon was in Hamilton and was unable to reach Acton that night and the storm interfered otherwise and the meeting was postponed. Acton hockey boys couldn't possibly make the trip to Fergus and the game was cancelled and no doubt a lot of other plans that affect individuals and activities were changed.

The next morning the sun shone, citizens started digging out and the road clearing work made headway against the snow and in a few hours traffic was again normal. But the weather made the headlines on Monday and the storm held sway.

### Beware of the Rackets

A picture racket that has swindled thousands of dollars from residents of Northern Ontario is being aired in the courts and the racketeers are being sent to jail. The money lost is, however, not likely to be recovered. One woman paid \$3,000 and got nothing. It matters little what the type of racket was, but the lesson it teaches is clear. Don't give any money or cheques to the travelling salesman; and deal where the individual who serves you can easily be reached and has sufficient to make good if his products are not up to the mark.

The country is full of individuals going from place to place and living by means of these rackets. What is good for the average citizen is good for the business man too. He is bound to be the victim of these rackets if he deals with the stranger promoting them and has no stake in any community. There are a multitude of advertising rackets going the rounds that are good only for the outside promoter. The best value is to be found in the local newspaper, that gives honest service and employment in the community. Beware of the racketeers, and look with suspicion on the stranger who has "exceptional bargains."

### Tackling the Relief Problem

Ontario is preparing to tackle unemployment relief and plug the holes through which public funds are leaking. From 1930 to October 31st, 1938, gross expenditures on direct relief have been \$188.7 million. The Dominion's share of this huge bill has been \$57.6 millions; the provinces, \$55.9 millions, and the municipalities, \$45.2 millions.

In a shuffle of responsibilities, designed to sharpen the Department's attack, E. A. Horton has been appointed to the newly created position of Director of Unemployment Relief. He has been relieved of his work as Deputy Minister of Public Welfare, but retains the position of Deputy Minister of Municipal Affairs, as well as the new post.

As an opening broadside, the Department will investigate the administration of relief in Toronto. In 1938, the city's relief expenditures amounted to \$3,465,452, comprised of \$972,507 for current relief and \$2,492,945 for servicing relief debentures and principal retirement. This amounted to 3.86 mills of taxation; \$460,000 more than in 1937, of .35 mills.

A survey of relief administration in Ottawa resulted in a saving of \$400,000 in 1938, for which the municipality received a tax reduction of \$120,000. At this rate of saving, Ottawa will benefit to the extent of approximately \$1 million during the next 10 years.

And if a better example is set by the cities, the relief problem of the smaller municipalities will also be easier to handle.

### EDITORIAL NOTES

No Benefit to the Small Towns

It is noticeable that in a recent report of the number of loans under the Home Improvement Plan, none are listed as having been made in municipalities under 5,000 population. The report also shows that most of the loans are in the cities of over 40,000 population. For instance, of a total of \$17,604,125.65 covered in this report, \$9,103,623.62 went to the larger cities.

This is not due, we think, entirely to the fact that there is a greater need for houses in the larger centres, but more likely because loans are easier to secure in the larger centres than in the smaller communities. It is a well-known fact that companies, through which the loans are negotiated, do not look with favor on spreading their loans over a number of communities. The cost of caring for these amounts is perhaps the reason.

At any rate, figures prove that the larger centres are growing larger and the smaller communities receive little help in their growth although both must contribute to a common fund to make these loans possible.

### Words

On Saturday Prime Minister Chamberlain addressed the world. Sunday, Mr. George McCullagh addressed Canadians. Monday was Hitler's turn from Germany and Mussolini was due on Wednesday, and Chamberlain again on Saturday. We parte this early in the week. Most every day 245 members of parliament talked to each other and the galleries at Ottawa and the Senate talked.

Of course we didn't hear it all. Most folks have to earn a livelihood by means other than talking or listening to others talk, & we are like most other folks. Stock markets were visibly affected by these talks and of course business was to a degree affected also. One newspaper heading the other day read, "Markets Hanging on Words of East European Statesmen."

Our world has broadened. World affairs are the everyday concern of everyone. The battle of words goes on and the battle of wits to analyze and read the veiled meaning seems part of an ever-day task. Sometimes one longs for the days when tasks were easier, when letters were cheering, to get news from friends who are more limited and wonders whether the human frame was built to carry such loads. At any rate, the week we heard from Mexico City, where Mr. E. J. Barry, a former Actonian, is now basking in the sun at Marie Mich.

When wintry blizzards are at their worst it is sometimes one longs for the days when tasks were easier, when letters were cheering, to get news from friends who are more limited and wonders whether the human frame was built to carry such loads. At any rate, the week we heard from Mexico City, where Mr. E. J. Barry, a former Actonian, is now basking in the sun at Marie Mich.

## The Sunday School Lesson

FOR SUNDAY, FEBRUARY 26th

### PETER INCHESSES AT PENTECOST

Lesson Text: Acts 2: 12-18, 30-41.

Time—Sunday, May 28th AD 30.

Place—Jerusalem.

Exposition—The Meaning of Pentecost, 12-18.

Some thought that the disciples were drunk. That some sought to attribute the state of the disciples to intoxication is not strange. The effect of both wine and the Spirit is to stimulate. But the wine stimulated unnaturally, the other supernaturally. The stimulation in the one case is followed by wretched reaction; but in the other one is lifted permanently to a more exalted state of joy and blessing, vision and power (John 5: 18 ff.). Peter went to the right place to get an explanation of this strange scene, not to human philosophy, but to the Word of God. It was but a fulfillment of one of the great Old Testament prophecies (Isaiah 2: 28, 29). The completed fulfillment of this glorious prophecy lies still in the future, a future that may be very near at hand, and this great outpouring of the Spirit is to be followed by judgment, blood, fire and vapour of smoke, a darkened sun and blood-red moon. That will be the "day of the Lord," and a great and notable day. Then, as now, whosoever shall call on the name of the Lord shall be saved.

H. "God hath made Jesus both Lord and Christ," 30.

The crucifixion of Jesus, the wickedest act ever committed, was nevertheless a part of God's eternal plan of redemption, but was none the less a free act of "lawless men." Jesus could not be held fast by death. No more can we, if we are in Him. David, "hundreds of years before, had caught a glimpse of the Greater David who would go down into Hades, but who would not stay there, who would not even say corruption, but would be raised before corruption had overtaken His body." Peter, though an eye-witness to the resurrection, goes to the Scripture for proof before appealing to his own experience. Peter's testimony adds its place and our testimony has its place, but the first place belongs to the Word of God. Peter and the rest were witnesses of the fulfillment of this prophecy. Their testimony is unimpeachable. There was still another witness to the certainty of the resurrection—Jesus, that was the outpoured Spirit (v. 33). The outpouring of the Spirit, which was a fact that Peter's hearers could see for themselves, was clear proof that Jesus was risen and ascended, and the gift of the Holy Ghost to-day is the experimental proof that Jesus is now at God's right hand.

H. "What Shall We Do?" 37-41.

These convicted Jews cried out to know what they were to do. Peter's answer was very plain and perhaps nothing in the Bible makes the way of salvation and blessing plainer. "Repent," i.e., change their minds about Jesus. They were to change from that attitude of mind that crucified Jesus to that which accepted him as "Lord and Christ." This, of course, involves repentance of sin, i.e., renouncing all sin. And it involves the absolute surrender of our wills to Jesus our Lord.

"Be baptized." There was to be outward water baptism. But there must be more than the mere outward symbol; there was to be the great inward fact for which the outward symbol stood, the renunciation of sin, faith in Christ and the putting on of Jesus Christ (cf. Gal. 3: 26, 27; Rom. 6: 3, 4). Being "baptized in the name of Jesus Christ" means more than having some water sprinkled upon you or being immersed in some water; while a certain baptismal formula is repeated, it means confession and renunciation of sin, faith in Christ's death and resurrection in our behalf, identification with Christ in His death and in His resurrection. When there is real repentance and real baptism there will be remission of sin and there will be reception of "the gift of the Holy Ghost" (v. 38).

The gift of the Holy Ghost is the blood-bought birthright of every believer in Jesus Christ. If one does not have the gift of the Holy Spirit, experimentally, it is either because he does not claim his birthright by simple prayer and faith (Acts 4: 31, 8, 15, 16), or else because he has not really made Jesus Lord and Christ by the absolute surrender of the will to Him and of identification with Him in His death and resurrection by a real baptism of which his water baptism was a symbol.

The promise given as the language used and the context unmistakably demonstrates it (v. 34, 35, 22-28), the promise of the baptism with or gift of the Holy Spirit was for them as well as for the apostles and not only for them, Jewish believers of the apostleship, but for their children, the Jewish believers of generations to come, and not only for them, but for all that are afar off, even as many as the Lord can God grant call unto him, i.e., for Gentile believers of every coming century of the world's history. In other words by God's own most explicit statement, the baptism with the Holy Spirit is for every child of God, Jewish and Gentile, in every age of the church. It must be remembered that in the baptism with the Spirit means anything real and definite, anything like what is meant in apostolic days, namely professed Christians do not have it, but we may have it, and ought to have it.

During the past twelve months the Trans-Canada Air Lines has grown steadily and surely. With the fleet of planes assembled and thoroughly tested under Canadian conditions, the staff trained, the ground facilities gradually taking shape over the transcontinental route, we are flying on daily schedules between Montreal and Vancouver, between Lethbridge and Edmonton and between Vancouver and Seattle. The just-mentioned service, which has been in operation for more than a year, connects the two cities by two flights daily and carries passengers as well as mails. Postal matter is being transported by night between Winnipeg and the Coast, and by day between Montreal, Ottawa, Toronto and Winnipeg. Our personnel is becoming more and more familiar with the eastern section of this route. We are making a painstaking study of terrain and weather conditions, and such details as landing fields and lighting are being carefully developed by the Department of Transport, with a view to night schedules between Montreal and Winnipeg. Air express is carried from Montreal to Vancouver, between Lethbridge and Edmonton, and, by arrangement with Prairie Airways, from Regina to Saskatoon, Prince Albert and North Battleford.

Between April, 1937, when the company was incorporated, and the end of the year, Trans-Canada activities consisted largely of organization. In September, 1937, we acquired the Canadian Airways Limited service between Vancouver and Seattle and in that month we began our first commercial operations with two Electras. In the following month, we took delivery of three new Electras, ordered in April. Orders for four Super Electras were placed with the Lockheed Aircraft Corporation at the same time and in December six more were ordered.

Contracts for construction of a hangar and office building at Winnipeg and for hangar at Lethbridge were awarded in November.

By that time, pilot training was in full swing. Chosen for ability, experience and character from a large field of applicants, the men were put through a rigorous course in six stages and very few failed to measure up to the standards demanded of them. This is a tribute, I think, to our Canadian airmen.

At the end of the year, 1937, there were sixteen pilots, three in the Vancouver-Seattle service, two awaiting instruction, four in advanced training and seven in training. The maintenance and repair staff divided between Winnipeg, Regina, Lethbridge, Vancouver and Seattle, consisted of twenty-two men and there were fourteen in the communications and dispatch department. The total number of employees at the end of 1937 was seventy-one.

Last December, a daily (except Sunday) training schedule was flown between Winnipeg and Lethbridge. In January of this year, advanced pilots began flying from Vancouver across the Rockies to Lethbridge.

The Department of Transport installed a twenty-four-hour meteorological service at Winnipeg, Regina, Lethbridge and Vancouver, and a sixteen-hour service at intermediate points, in February.

We were enabled to undertake some night flying and in March we began carrying mail between Winnipeg and Vancouver.

While the movement was on regular schedule, it was by daylight and in good weather only and the postal matter was picked at random from the ordinary mails. In March, we flew 38,484 miles on the route between Winnipeg and Vancouver. The following month, the flying mileage was increased to 82,176. Occasional night flights were made between Winnipeg and Regina.

The Department of Transport installed the latest instruments and other devices for the elimination of hazard. The pilots are well-chosen and scrupulously trained in the handling of the equipment and before the take-off every flight is scientifically planned.

I need hardly say that the first word in the policy of the Trans-Canada Air Lines is safety. Our Lockheed Super Electras are fast enough to give transcontinental service as rapid as that of any other air line. But before speed and regularity of schedules comes the comfort of passengers and before that, their safety. All our efforts are bent toward this end. Notwithstanding the encouraging eagerness of the Canadian people to see their new transportation system in full operation as quickly as possible, we could not feel justified in beginning until we were ready, until every cog in the machine was perfectly adjusted.

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