

"GRANDPA TAKES TO SKIS"

Said Grandpa one day, As he stood plucking hay From the loft to the team in the stable...

To the south it was bent, To the north Grandpa went; And the skies they went east, and went west...

ERIN

Provincial Constable Joe Cluff, traffic officer in this district for the past two years, has been transferred to Winton, it was announced in Guelph last Friday...

OAKVILLE

As a means of raising money for the food for Britain Fund, the Oakville Lions Club is sponsoring a show at the Gregory Theatre...

GEORGETOWN

Lt.-Col. James M. Ballantine, D. S.O., was buried with full military honors in Greenwood Cemetery on Saturday afternoon...

Shirning responsibility for a legal error, Mayor Gibbons said he regretted to announce that the board of voters in the December election is illegal and that a new vote will be necessary before the money can be granted...

EVERYBODY! SAVE ELECTRICITY. Help maintain the high level of employment and production that means greater prosperity for all.

The Sunday School Lesson

SUNDAY, JANUARY 22nd, 1948

GOD'S FELLOW WORKERS

Golden Text.—We are fellow workmen for God. 1 Cor. 3: 9. Lesson Text.—2 Cor. 5: 20-6: 10. Exposition.—I. The Christian as an Ambassador, 5: 20, 21.

In order that there shall be no mistake as to what is meant, emphasis is laid upon the ambassador's objective. It is that sinners shall be reconciled to God. To be reconciled to God means to bring one's heart and life wholly into obedience to Him—Fellowship with God is impossible as long as there is sin between the sinner and God...

The word "become" in v. 21 implies that there is not merely the righteousness of Christ imputed to us but we are expected to embody in our living and actions all that His righteousness implies (2 Pet. 3: 18). A child of God should not only be a redeemed sinner, he should be a holy character. He is not merely forgiven, he is forgiven to be a saint. So that by life as well as confession, we glorify God (Rom. 1: 6-8; 1 The. 1: 4-10).

Note the urgency in v. 2. "Now is the accepted time, now is the day of salvation" is not so. Thousands die every hour in our world. People are rushing on to a Christless eternity without God and without ours. Ours is the task of bringing the knowledge of salvation to lost people. How wretchedly wicked it is for a Christian to fail to do for others what someone has done for him. Jesus lived under a sense of urgency (Mk. 4: 34-39). In three short years, He finished His work, but did more than all others of His time put together. We must recover the sense of urgency. Christians are responsible for the saving of souls by bringing them to the knowledge of Jesus.

All true work is better done under discipline, either that which we impose upon ourselves or that which may be imposed by others (Eph. 6: 5-9). Look at the rigid but wholesome discipline Paul describes in the Corinthian passage, "Giving no offence..." a safeguard very necessary for ministers and Christian workers. How carefully speech, manners and habits should be purified so as to truly honor Christ (Col. 3: 17). "Approving ourselves as the ministers of God." No Christian worker can have satisfaction in his or her work as long as they cannot approve themselves. God is greater than our hearts (1 Jno. 3: 20). Positively, we are to endure conditions which may be distressing because we are always to be seeking God's best under all circumstances. We may even be poor, but we have a great capacity to make others rich (v. 10; Ac. 26: 29; Rom. 15: 13). It is the lot of many in Christian work to be confronted with great difficulties, to cope with which they require considerable patience. This is not to be wondered at. The world and its people are no friend to grace. Jesus was often opposed by those who should have helped Him (Jno. 6: 66; 7: 48; 8: 43, 44; 10: 37-39; 18: 1-5). While Christian work in this world has many

English Industrialist Urges That People Come to Canada

Much of Europe's distress could be alleviated by encouraging the emigration of peoples from Europe and Britain to countries which grow more food than is domestically consumed. In other words, instead of taking food to Europe, bring Europeans to the food.

This was the argument advanced by Lord Barnby, president of the Monarch Knitting Company Ltd., at a press interview in Toronto. In Canada on his annual inspection of the company's plants, the tall English peer declared that one of the first steps in the European relief program should be the stimulation of world trade by dispersing peoples from places where they cannot make a living to places where they can do good work and where they are needed. These people would help to produce more food to send to the millions still left in Europe.

Answering a question with regard to insufficient shipping, Lord Barnby said that there was considerable shipping laid up in the United States and that the U. S. should make "as its very first contribution to world recovery the reconditioning of these ships preparatory to turning them over for this movement of peoples to food, clothing and jobs."

A member of the British government's Overseas Settlement Board before the Second World War and always a strong advocate of greatly increased emigration from the U.K. to the dominions, Lord Barnby said that it was no secret that the British High Command were apprehensive of the task of feeding more than 45,000,000 people if the Isles were cut off from food sources in the event of a future war. "The problem is a tremendous one and it will not get less," he said. "But the problem could be solved to some extent by encouraging more people to emigrate to Canada and Australia and other dominions. It was immigration which built up the Commonwealth and there is nothing ungratifying about advocating a continuation of the policy."

He commended the Ontario government for its air immigration policy and thought that if a more co-operative policy were pursued between the British government and the federal governments of all the dominions, then the resulting increased immigration would rebound to the benefit of everyone. He also felt that "Canada should open its doors to what he termed 'the many desirable people from Northern, Western and Central Europe.'"

Before the war there was some opposition to immigration, particularly from some labor groups, he went on. There was a feeling that more immigrants meant only more competitors for jobs. "This was a mistaken idea," he said. "Actually, immigration produces more employment and hence, for unions, more dues."

Labor was now changing its mind, particularly in Australia, he declared. New Zealand was also rapidly changing its attitude, and in South Africa there was a movement afoot to bring in, not only immigrants, but whole industries. It would be just as good for Canada, he felt, to have projected into it the accumulated experience of generations of British and European industry.

"The best policy for all concerned," the Monarch Knit president said "is to disperse the best immigrants to the places where production and prosperity can be increased. By pursuing that policy, Canada in the west and Australia in the east can better meet the problems of the future. We in England can also better ourselves that way, more so than by keeping the people at home."

FERTILIZER USE UP

Use of fertilizer in the United States more than doubled during the war years. In 1946 about 15 million tons were used compared with the annual pre-war average of 7.3 million tons. In 1946 American farmers used five million tons more than they did in 1942.

The increase in consumption in Canada has been just as great and 650,000 tons of all kinds of fertilizers were used in 1946-47 compared with 1939-40.

Chronicles of... Ginger Farm

Written Specially for The Acton Free Press GWENDOLINE P. CLARKE

Here is an economy hint for those who are interested—and you will be if there are any in your family who are hard on stockings, have cold feet, or for any other reason are in the habit of wearing footlets. In which case why not make them yourself? That is what I have just been doing. To make them cut a paper pattern from a "store" pair—it is really quite simple. Cut all in one piece with a mitted seam over the toes and a curved seam at the heel. Cut your footlets from the garter top of old stockings or from underworn. Machine the seams, then turn down a single narrow hem all around the top, thread through it a strand of round elastic—and there you are—a pair of footlets for about five cents—or the price of the elastic. And by the way, the elastic can be used again after the original footlets are worn out. These footlets are particularly good for children—saves wear—and tear on the stockings and keeps little feet warm. They can be worn either under or over regular stockings. Well, there's my good deed for the day—and I hope it will be of use to those of you who are anxious to save the odd quarter.

Hasn't this been a bleak, cold week? The farthest I have been is down the lane to the mail-box. And that, believe me, is often far enough. Sometimes I think the four winds of heaven gather momentum for miles around and then let loose in a sudden burst of fury when they strike our farm. And of course when the lane is full of snow and walking difficult that adds to the fun. At such times I often have to turn about face sometimes to get my breath. But still it could be a lot worse. Bob's big, heavy truck with its dual wheels does help keep the lane open and leaves a nice wide track to walk in—although that same track can disappear in an awful hurry when the snow starts a drifting.

For extra protection against the wind I often take an umbrella and then let loose in a sudden burst of fury when they strike our farm. And of course when the lane is full of snow and walking difficult that adds to the fun. At such times I often have to turn about face sometimes to get my breath. But still it could be a lot worse. Bob's big, heavy truck with its dual wheels does help keep the lane open and leaves a nice wide track to walk in—although that same track can disappear in an awful hurry when the snow starts a drifting.

Often I think of those days out west and wonder if cars are running and roads kept open on the old prairie trail from Champlin, in Saskatchewan, to our half-section farm at a point nine miles north of the village. In those days I think there was not even a car running at all in winter. Sleighs and cutters were the order of the day—and in them we would get around and have a very good time. Driving home from a party on a cold, crisp night, with the Northern Lights crackling and changing color and shape every few seconds was awe-inspiring—and something to remember. But the woman who was driven twenty-five miles to the nearest hospital for a Caesarean operation she, too, had something to remember. Mother and Baby both survived the ordeal.

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