PAGE 4

THE TOUCH OF GOD Down and the fields crusted white with show. Where the damp mists hang and the chill winds blow, And searcely a gleam from the sky breakr through. And you'd think that never a days I felt the sun and I knew the sed Was but awaiting the touch of God

thown where the blues of settule And the curtain of leveliness hange over all And reaccely a glad brave light stunes through And you'd think that a happene never gren felt a presence beside me stand And I touched a hand that had

-----SPRING ASSIZES

touched Cod's hand.

Halton Spring Assizes opened or Monday of last week before his Lordship, Chief Justice Meredith, and or criminal, though there were four trans Pacific royage of 50,000 Canateen prisoners in the jail, and Sheriff! dian fish eggs from Vancouver to Webster presented the Judge with a Kole. The shipment pressitated pair of white kid glovus. There were ten applications for naturalization from aliens. Five of eggs were packed in ice and had to them were Italians, three living at be kept at an even temperature dur-Milton Heights, and two at Christie. ing the entire voyage. His Lordship took the papers with him and will give his decisions on them in due course.

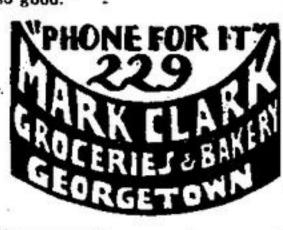


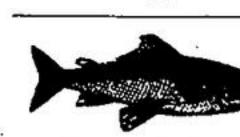
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Here and There

Claims stated in the Red Lake gold mining field are keeping the recorder's office busy Prospectors are of the belief that the area from End Lake to the Manitoba boundar; is promising and already many square miles of territors west of Red lake has been staked.

During the eleven months ending February 28, the ordinary revenue of the Ibominus was \$337.898,449 or an increase of twenty-nine millions over the sum of \$308.304.207 for the corresponding period of the previous year. Ordinary expenditure is about the same as a year ago. On February 28 last it totalled \$276,629,417.

Archie Ger, the good-natured chef on the Canadan Pacific liner Empress of Asia, superintended the extremely careful handling. The

Lord Allenby, conqueror of Paiestine, was greeted by huge crowds off his arrival in Montreal in March. The leaders of the local militia were on hand to do homage to the famous general who placed a wreath on the monument to Canada's fallen soldiers in the Windsor Station Viscount Allenby also spoke at the St. Denis

aystem announces the introduction of a new and valuable variety of field peas which may mean to the field peas what Marquis has meant to the growers of wheat in the west. The new variety is a selection from a cross made at Ottawa between Mummy and Black Eye Marrowfat varieties.

Gross carnings of the Canadian Pacific Railway aduring 1925 amounted to \$183,356,006, as compared with \$182,502,156 in 1924, while working expenses last year totalled \$143,201,230 as compared with \$145,274,914 in 1924, leaving a balance, after deduction of fixed charges, of \$25,216,259 for 1925, as compared with \$22,656,955 in 1924.

In an interview in Montreal recently, E. W. Beatty, president and chairman of the Canadian Pacific Railway, said that the National Conference of Education, scheduled for April, would be of incakulable importance for the future of the Cana-Clark's Bread dian people. Mr. Beatty is chairman of the Montreal Committee which Try our bread, and you will be undertook the organization and fin-

> Count Thun Hohnstein, one of the wealthiest men in Czecho-Slovakia, who arrived on the Canadian Pacific liner Montcalm recently, is to purchase a large tract of land around Calgary. Count Hohnstein, owner of large properties in Czecho-Slovakia, is well versed in scientific farming and came to Canada to verify reports concerning the great possibilities which await the right type of settler.

A party of twenty-five schoolboys arrived at Montreal in March. under an arrangement between the Mardonald Agricultural College, Ste. Anne de Bellevue, and the Canadian Pacific Railway. At the college the boys receive a short training in the rudiments of Canadian farm methods and are placed in suitable positions on farms in the spring. An experienced supervisor devotes his ehtire energy to see that the boys are well taken care of.

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GEORGETOWN

Ancient Bogey Laid to Rest

Canadian Pacific President Outlines His Company's Attitude to Railway Situation in Important Statement-Believes Improvement in National Conditions Will Provide Best Solutions of Railway Problems.



the had falled because for ahead of ing the bills. national or commercial necesaties and were taken over by the Government to prevent their physical disaction of the Government was varling the consequences of the excursion of the government into busttation and economic ilis

Never Wanted C. N. R. were told that the Canadian Pacific facts are not in the possession of anxious to arquire them and had both there is bound to be some waste tion facilities at lower rates than are made no offer of any kind for them. due to duplication of facilifies; that charged in any other country in the Parliament was later urged to sup- when companies are in competition, world. The officers of the two sysport government acquisition of the each must preserve and expand its tems get along in as complete har-Grand Trunk partly on the ground business else it will dis and that mony as you would expect or I would that otherwise those roads would be healthy competition is good provided want. We both realize that our fugobbled up by the ('. P. R.

dered that possibility almost ridicumake the purchase more attractive mination. These fundamentals do the purchase at all.

HERALD BLOCK

Chair- Pacific. So long as there is gov- trailon, as would inevitably be the man and Presi- erament ownership, political consid- case, to constitute the greatest podent of the Can- erations will be involved, and where littical and commercial menace this adian Pacific, there are political considerations country could possibly experience. made an import- there are many rumours and much As conditions are, there is no sounder ant contribution propaganda and publicity. The or safer principle than those laid to public under- changes which have reduced Canada's down in the letter and apirit of the standing of the railways to two large systems, one Railway Act which stipulates for rea-Canadian rall- governmentally and the other pri- sonable rates and probiblts unjust way situation, vately owned and operated, have in- discrimination and has regard to ser-Mr. Beatty brief- terjected to a greater extent politi- vice and its costs as a factor in dely outlined rail- cal considerations as part of business termining what a shipper abould pay way history, administration. They naturally in-When ambitious terest men in public life and tax-Spur of Competition Needed. railway projects set afoot after payers, the former providing the the completion of the Canadian Paci- necessary funds and the latter pay- enquiry was conducted by the Senate

Private Initiative Landed. "The Canadian Pacific pays in Fed- decelop a discussion in respect of a sedution and to save the credit of eral taxes \$5.479 per day for the pri- possible solution of our transportat anada and Canadian institutions, the vilege of engaging in railway compe- tion problems. Asked if I believed in tition with the government of its own a railway monopoly for this country. ously viewed. Some opposed it fear- country. The things upon which the I answered that while no one should progress of this country has here- attempt to forecast conditions for the tofore depended are those upon next few years with that certainty bess; others approved because they which our future prosperity will like which would justify a definite and resarded Government ownership as a wise depend. Private initiative and unchangeable view, I did not believe banacca for most of our transpor- the effort of corporations, groups in a monopoly. I said I thought a of men and individuals are what will merger would involve difficulties in make for Canada's commercial pros- administration which were scarcely perly and economic stability. I be- contemplated and which would in The successive steps towards gov- lieve with the late President Harding time affect the character of the serernment acquisation of these proper- that there should be less govern- vice given. I did not know how it ties was justified by some who fav- ment in business and more business would be possible for an enterprise ored it by the bogey of the Caundian in government. And so, when you with one hundred to one hundred and Pacific Railway Company. When ture your minds to this railway prothe absorption of the Canadian blem, remember that public opinion tained in the highest state of efficien-Northern was proposed the people is often misinformed because the cy without the spur of competition. had actually made a very favorable those who advocate one theory or "These two systems are strongly hid for them. "The Canadian Paci- another; that where you have two competing and the people of Canada fic." raid Mr. Beatty, twere not houses and not enough guests to fill are obtaining excellent transports-

the minimum of waste is secured by ture prosperity is inextricably linked "There existed objections that ren- economical administration. "The burdens of the country are busis remote. There existed by heavy and should be reduced so far of criticism of our past railway miastatute absolute prohibition against; as reasonable and with expedition. any arrangement of amalgamation. | The Canadian Pacific has endeavored Duplication by the Grand Trunk of to give the best service possible, and then existing Canadian Pacific fact- to show its faith to the country by be more profitable to devote our lities rendered its acquisition unner reasonable expansion of its facilities minds to methods of improving our cessary and unwise. The Grand where public necessities required national conditions. Our problems Trunk could not be divorced from "Nothing is more important to the revolve around the necessity for more the Grand Trunk Pacific with its successful operation of Canada's rail- people, lower taxation and definite enormous liabilities, which, I had ways than fair rate schedules. Pres- fiscal policies national in their purgine, no corporation in Canada could sure is periodically brought to bear pose and their scope. If we will think of assuming even if able to do looking to the granting of rate con- remedy these conditions we can face so. Lastiy, the acquisition of the cessions on ground of national or our railway problem with the cer-Grand Trunk had never been suggest- local interest, and I fear many Can- tainty of settling it when our persed to the Canadian Pacific or by the adians feel that a difference in the pective is clearer because our know-Canadian Pacific, and had never been character of ownership of these rail- ledge is more precise, and when we considered or contemplated in any ways involves a difference in attitude way or by any means, direct or indi- towards the matter of adequate severect. It was the old familiar bogey, nues. The only existing problem resnamely that of securing an imagin- pecting rates is their reasonableness ary secondary purchaser in order to and freedom from 'unjust disert-

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n an address to spiracy to take over or in some way Honalized because I would regard the Montreal injure the property of our competi- nationalization of these bufe proper Canadian Out tors and that these are encouraged thes, without competition and polirecently, E. W. by those friendly to the Canadian tically influenced to their adminis-

"A year ago a careful, unbiased to obtain the personal views of men of acknowledged authority on finan-

with that of the country.

takes-serious though they have turned out to be. It would, I think, see our railways respond to the impetus which the country alone can give to them. Railway re-arrangements, can save money but they cannot create new traffic and in the last to those who had some doubt as to not change with the character of the analysis traffic volume, which means, whether or not they wished to make ownership of the two principal com- the country's development and commercial prosperity, will determine "Methods have not changed and "I hope I will not live to see the the extent of the transportation burperiodically come runours of con- day when Canadian rollways are na- dens.

Vaper Valley, a virginal tract of

General conditions on the prairies and in British Columbia indicate that Western Canada is headed for a period of real prosperity. Charles Murphy, general manager of the Canadian Pacific Railway, Western Lines, after a periodical trip of inspection, stated that farmers and business men alike have not been so optimistic on the prairies in years.

West. He found it.

During the month of January 1926, 15,706,700 pounds of refined augar valued at \$960,183 was exported from Canada as compared with 197,400 pounds valued at \$14,893 for January 1925. Of the total amount the United Kingdom took 11,750,000 gounds while Sweden was second on the list with 2,250,-000 pounds.

A commission of three professors and also at the government experidistricts.

and \$43 for women.

National Discipline."

Roy Andrews Chapman, the famous explorer of New York, has sailed for the Orient on the Cunadian Pacific liner Empress of Russia bound for the Gobi desert where he will endeavour to establish definite proof that Ancient Asia was the Mother of Life in Europe and America. The Andrews caravan includes noted scientists, taxidermists, photographers and a motion picture cameraman.

With a population of 9,000,000 Canada has as much foreign trade as the United States had with a population of 76,000,000. Mining production in the Dominion is as great as when the United States had 38,000,000 people while Canada manufactures, as much as the country across the border did with 50,000,000 inhabitants. Today the Canadian per capita export trade amounts to \$134 while in the United States it is only \$37.

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Here and There

hand 135 miles from Vancouver, between Fort Doug'as and Lillowet on the Canadian Pacific Railway line, te to be the location of a large medical sanitarium and hunting lodge which is to be established this summer by a syndicate of Van-

On March 3 a crowd of representalive citizens gathered at the Canadian Pacific depot at Vancouver to welcome His Honor Lieutenant Governor Robert Randolph Bruce, of British Columbia. Forty years ago the hardy Scot left his ancestral home in Inversere, Scotland, to seek his fortune in the Canadian

in agriculture will make a survey of the province of Ontario to ascertain the soils best adapted to the culture of tobacco. The commission will act under instructions from the Minister of Agriculture. Soil tests are to be made on various farms mental stations within the tobacco

Government statistics show that the average wages per month paid to farm helpers in the summer of 1925 over the whole of Canada was \$40 for men and \$22 for women. The value of board received was reckoned at \$23 for men and \$19 for women. The total received, therefor, for wages and board in 1925, was \$63 per month for men

At the third triennial conference of the National Council of Education to be held in Montreal during the week of April 5, men famous in the world of music will del. er addresses which should add much to the knowledge of the subject. Sir Hugh Percy Allen, professor of music in the University of Oxford and conductor of the Bach Choir at London, will speak on "Music rs a

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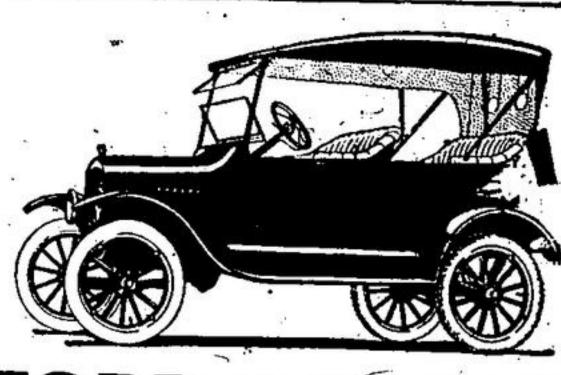
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