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Notes and Comments

Church Law in Civil Courts

A judgment handed down by Mr. Justice Forest in the city of Hull, Quebec last week, will fairly shock many people in Ontario who do not keep abreast of such matters. Not so much the judgment but rather one of the reasons advanced is strange. Justice Forest ruled that Cpl. J.M. Hamlin and his Scottish bride were not legally married since both were only nineteen, an age that requires parental consent. With this view there is nothing new, and it is acceptable throughout Canada, we think.

However, the Chief Justice went on to say that one of the two parties was a heretic (a person not baptised) and because the Roman Catholic church does forbid marriage to a heretic, the marriage is annulled.

The absence of consent of the parents was sufficient to annul the marriage, but what the R.C. church has to do with the matter in our civil courts is hard to understand. It is still more difficult to understand why Quebec judges introduce their church laws into the civil courts and get away with it. No judge in Ontario would make the observation made by Justice Forest without a sharp criticism being made. In fact the Attorney General's Dept. would promptly look into such conduct, but the Dominion authorities just shut their eyes to this thing that has gone so far that it is high time some authority should speak out.

In the case of the Hamlin couple they have been remarried with the consent of the parents at least.

Retain 40 Mile Speed Limit

The announcement has been issued stating that the 40 mile limit would be retained for automobiles for a limited time at least. This is for the sake of keeping down the accident toll, Ottawa explained, since there are so many unsafe tires being used. Surely, if 40 miles will keep down the accident toll, we should retain it all the time. Such an announcement would lead one to think the lid would be lifted off control just as soon as we get away from the war with the Japs. Then we start war on the highways here at home.

SUNDAY SCHOOL LESSON

Lesson for August 26 Golden Text—Let us therefore follow after the things which make for peace—Rom. 14:19. The Lesson as a Whole. Far more important in the chapters indicated for this lesson, is the account of Jacob's experience at the Ford Jabbok, than any effort made to adjust his personal relationships, either with his wronged brother Esau, or with the men of Shechem. On that night at Peniel, when the arrangements had all been made by which he hoped to placate his brother, Jacob had a meeting with God, which influenced his whole after-life. We often speak of "Wrestling Jacob," but to use this term is to miss the whole force of this experience. The Wrestler was the unseen One, whose purpose it was to subdue Jacob's will and to bring him into harmony with God. Jacob struggled against this until his thighbone was put out of joint and his natural strength failed. Then, in confessed weakness, he clung to Him who had broken him down and upon confessing himself to be all that his name implied, a supplanter, he was given the new name of Israel, a prince with God, for as a prince he had power with God and had prevailed. This is ever true of the man who bows in confessed weakness, sinfulness, and insufficiency before God; limping, or halting on his thigh from that time on, Jacob bore in his body the constant reminder of that midnight struggle, and although at times the old Jacob nature manifested itself, yet it was the Israel-life that was prominent. The pilgrim character was taken up. Like his forefathers, he had his tent and his altar. The old self-sufficiency had disappeared to a large extent and it was as a subdued, chastened man that he met his brother and took his place among the inhabitants of the land.

Verse by Verse Gen. 33:1—"Esau came, and with him four hundred men." Esau had become a typical Palestinian sheik with his retainers, all men of war. Jacob dreaded the meeting, which he could not avoid, so he made special preparation by which he hoped to placate the man his conscience told him he had wronged so long before. Verse 2—"He put the handmaids and their children foremost, and Leah and her children after, and Rachel and Joseph hindmost." This arrangement of his family indicates the mixed conditions which a polygamous relationship engendered. The order in which the mothers and the children were placed showed plainly where Jacob's deepest affections were. The beloved Rachel would be the last to meet the warriors of Esau's band. Verse 3—"He passed over before them, and bowed himself to the ground seven times until he came to his brother." In true Oriental fashion, he abased himself before the man he had offended, recognizing him as the elder brother to whom special deference was due, though he knew well that God had said, "The elder shall serve the younger." (chap. 25:23). But he realized it was no time to stand up his rights or his dignity, so he took the lowly place, honoring Esau in the presence of all his retainers. Verse 4—"Esau ran to meet him, and embraced him, and kissed him." Manifesting a spirit of grace that must have astonished Jacob, Esau received him with the utmost cordiality and gave no evidence of the old-time resentment he had felt toward him. Verse 5—"Who are those with thee?" In kindly tones, Esau inquired as to the family of his brother, and learned how God had graciously blessed him in this regard during the years of exile. Verses 6 and 7—"The handmaidens, Leah also, and Rachel bowed themselves." The four mothers and their children did obeisance to their powerful, warlike brother-in-law, and uncle thus acknowledging him as a great chieftain and the titular head of the family, according to the flesh. Verse 8—"What meanest thou by all this drove which I meet?" Esau then inquired concerning the flocks and herds that had preceded Jacob and his immediate household, which he had met on the way to his brother. Jacob replied, "These are to find grace in the sight of my lord." He had not dared to believe that Esau would give his favor freely, so he was attempting to purchase grace by a present. Is not this the thought of men generally as they think of trying to earn the favor of God? But grace in favor to the undeserving, and is never purchased in any way. Verse 9—"I have enough, my brother." Esau's magnanimity was the assurance that Jacob's past offenses had been forgiven and forgotten. He bade his brother keep the intended present for himself. While this may have been, partially, mere Oriental politeness, yet it showed a spirit of grace that was as remarkable as it was unexpected. Verse 10—"If now I have found grace in thy sight, then receive my present." This was putting things on the right basis. It was not now an attempt to purchase grace, but it was the expression of gratitude for grace received. It meant much to Jacob that Esau had met him so kindly. Verse 11—"He urged him, and he took it." Explaining that he had abundance and could well afford the proffered present, Jacob persuaded Esau to receive it as an expression of the gratitude of his heart. Verse 17—"Jacob journeyed to Succoth, and built him an house." For the time being, the pilgrim character seemed forgotten, but the location at Succoth proved to be only a temporary stopping place. He had promised God to go to Bethel and there worship when he returned in peace to the land of Palestine (chap. 28:18-22). It was not until after the shameful affair at Shechem that God reminded him of this, and he went up to Bethel (chap. 35:1-7). Verse 18—"Jacob came to Shalem, a city of Shechem, and pitched his tent before the city." Once more, dwelling in a pilgrim's tent, he sought to settle near a prosperous city of the inhabitants of Canaan. It proved to be a sad mistake, as the next chapter shows. Verse 19—"He bought a parcel of a field, where he had spread his tent." This was the piece of ground which he afterward gave to Joseph (chap. 48:22). It was in the region near to Jacob's well, where, centuries later, the Lord Jesus met the Samaritan woman and gave her the living water (John 4:5). It is evident that although he purchased it with current exchange, he had to defend his title by force of arms. Verse 20—"He erected there an altar, and called it, El-elohe-Israel, that is, God, the God of Israel. Thus he claimed his new name and

acknowledged the Lord as his God. The Heart of the Tesson For twenty years Jacob had lived with the haunting fear of his brother Esau's vengeance hanging over him. When, at last, he returned to the land that God had given him by covenant, he found that his brother had risen above his old hatreds and was ready to let bygones be bygones. So it often is in our lives. The things we have dreaded turn out to be needless worries, specially if we learn to take God into account and trust Him to see us through. Jacob's experience at the Ford Jabbok was the fit prelude to his meeting with the brother he had wronged. NAVIES PLAYED PART IN VICTORY The following was the contribution made by the Royal Navy, the Royal Canadian Navy and other Dominion Navies working under British control, the Royal Air Force and the Royal Canadian and other Dominion Air Forces towards victory in the Battle of the Atlantic, the longest and one of the most crucial battles of the war. In five years and eight months, 75,000 merchant ships have been escorted in or across the Atlantic in 2,200 ocean convoys, the largest of which contained 167 ships. All these were covered by Naval escorts, and in addition over 1,250 of these convoys were also covered by our shore-based aircraft. From the end of 1941 onwards, increasing use was made by the Royal Navy of merchant ships fitted first with catapult aircraft of the Royal Air Force Fighter Command and then of the Naval Air Arm, to provide air cover to convoys against the depredations of German long range aircraft. These were supplemented by aircraft carriers of the Royal Navy which, together with very long range shore based aircraft of the Royal Air Force, also provided protection to convoys against submarines in the mid-Atlantic. Throughout the whole campaign, convoys and their escorts were shielded by ships of the Fleet against attack by surface ships of the enemy. Outstanding examples of this cover were the sinkings of the Bismark in May, 1941 and of the Scharnhorst in December, 1943. The total number of ships lost was 574, equivalent to only one ship in every 131 which sailed. There were days in the Battle when there were as many as 700 cargo ships at sea in the Atlantic and 100 warships protecting them. More than 200,000,000 miles were sailed by merchant ships in convoy in the Atlantic, and Naval escort vessels made some 13,200 separate escort voyages of many days duration in protecting these convoys. They were also escorted by aircraft of the Coastal Command and the Royal Canadian Air Force, involving no less than 43,800 sorties.

Better retain the 40 mile limit all the time as a matter of safety to those who want to live. It's plenty fast enough.

Bacon Crisis Looms

The anticipated postwar export bacon crisis is looming more quickly than even the pessimists predicted. The other day, with considerable fan-fare, the first mild cure Danish bacon since the spring of 1940 arrived on the British market and competition for Canada's greatly expanded hog industry became a reality. Incidentally this event neatly coincided with the recent packing house strike which for a week or more threatened sudden extinction to a \$100 million a year export.

It is exceedingly doubtful, The Financial Post says, whether the Danes can do much more than make fairly large token shipments to Great Britain just now. True, their agricultural industry largely escaped direct war damage but for anything like full functioning it is dependent on outside cheap feed. Adequate supplies of this will not be possible until world shipping has been restored to normal. Token shipments and shrewd publicity, however, can do Canada a great deal of harm unless our authorities take prompt counter measures. To hold a substantial proportion of our enormously expanded bacon market in Great Britain we must make United Kingdom customers fully familiar with the present situation and its peculiar and self-imposed handicaps.

The bacon that Canada shipped to Britain during the war years was not of the highest quality nor will it be until much better transport facilities are available. We were forced to expand our industry much too fast. Main emphasis was on volume, and for a while also on fat. Britain needed food and fat—delicate flavor and mild cure were not encouraged, could not be afforded, and would not survive slow and exposed war shipment. At the present desire of the British Government we lowered our standards to meet the new conditions. It was not a matter of profit but war economics. Actually, much of the bacon exported in the last four years has been a gift to the Mother Country in partial acknowledgment of the magnificent fight being put up against the aggressors.

Those points must be emphasized in Britain, now offered fresh, mild cured supplies from a country only a few hours away. And we must keep on emphasizing them until we have reorganized our industry to produce a higher type hog and fast transport across the Atlantic again allows us to ship a mild cure. At the same time there is most urgent need for a re-education of Canadian hog producers, stressing the vital necessity of new, high quality if we hope to retain permanently a substantial share of the British market.

The prosperity of a great industry and at least a quarter of a million of our farmers are directly involved.

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WEDNESDAY and THURSDAY — AUGUST 29 and 30

"Since You Went Away"

The Royal Air Force Coastal Command and the Royal Canadian Air Force have carried out over 76,500 sorties in offensive patrols in the transit area, involving altogether in offensive and defensive anti-U-boat operations over 850,000 flying hours, and over 100,000,000 miles flown. In addition, Bomber Command, besides giving direct support to Coastal Command by patrolling over the sea during a critical period in the middle of the war, made further valuable contributions to victory, by attacks on capital ships in harbors, submarine bases, pens, building yards and factories, and by finally sinking the Tirpitz, thus materially weakening the German offensive power at sea. Nearly 260,000 British mines have been laid in all theatres of war by Naval minelayers and aircraft of Bomber Command. A large proportion of these were laid round the U-boat bases of Germany and occupied Europe and as barrier mine fields to protect coastal and ocean sea lanes. Over and above these Atlantic commitments, nearly 1,500 merchant ships were escorted by Naval escorts, including ships and aircraft carriers of the Home Fleet, in 75 convoys to and from North Russia. Upwards of 107,300 merchant ships were escorted in some 7,700 British coastal convoys. Extensive British convoy systems were also maintained in the Mediterranean and in the Indian Ocean. Four hundred and sixty German and 65 Italian U-boats have been sunk by our Naval and Air Forces. In addition, from preliminary information obtained from German records and captured officers, some 120 more U-boats appear to have been sunk from various causes, not finally assessed. Eighty-one midget U-boats were also captured or sunk in the North Sea. All these U-boats



BY THE WAY, YOU'D BETTER TAKE THIS BUS THE NEXT ONE MAY BE CROWDED!