

let himself go limber and dropped down on Christ. Could the condition be made simpler or easier? And yet everything is in it.

It is a good many years ago since a book entitled "Letters from Hell," made a sensation in the religious world. It was a deeply moving book, marked by profound insight, great pathos and great beauty. One of the deepest passages sums up what I have been trying to say: "It is, indeed, a strange fancy, prevalent among men, that only the wicked go to hell. You poor deluded ones, listen to my words, it is incredible, I assure you, how little is needed to take a man to hell—that is to say, if he dies without having found his Saviour. For without Him the soul is unable to bear the smallest weight of wrong; while with Him—yes with Him—she will wing herself to Heaven in the face of mountains of sin."

Farm Tractors and Tariff

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Meanwhile the following comparisons are eloquent of the advantage which has accrued to production from the rebate:

Total number of tractors of all kinds, and parts thereof imported into Canada during the fiscal year ending March 31, 1917, 2,792; value, \$3,259,670.

Total number imported during the fiscal year ending March 31, 1918, 5,733; value, \$6,012,343.

Total number of tractors, for farm purposes, costing not more than \$1,400 in the country of production, entered for consumption in Canada from February 7, 1918, to the end of October, 8,684; value, \$7,993,916.

The proper comparison is between the last figures, and the figures for 1917, which show that four times the number of tractors, over twice the value, entered Canada during the nine months of the free entry, than entered of all varieties during the previous 12 months. Quite a number of those which entered during the past fiscal year, must have entered during February and March, when the duty was being rebated.

Total Saving to Farmers

The duty on tractors is 20 per cent., plus 7½ per cent. war tax. The saving to the farmers by the rebate of the duty was, therefore, \$2,195,576.90.

One of the problems facing the manufacturers in their campaign to secure export trade is undoubtedly that of the wages of labor, which at present are very high. Competition can only be met with the rest of the world by decreasing the cost of production. The lowering of wages can only be brought about by cheapening the cost of living and the cost of living can best be decreased by increased production of foodstuffs. By no better method can that be brought about than by decreasing to the farmer the cost of production.

The question is indeed a test case. On the deciding of it by the government, a very great deal depends both from the economic and the political viewpoint.

Government Railways Unified

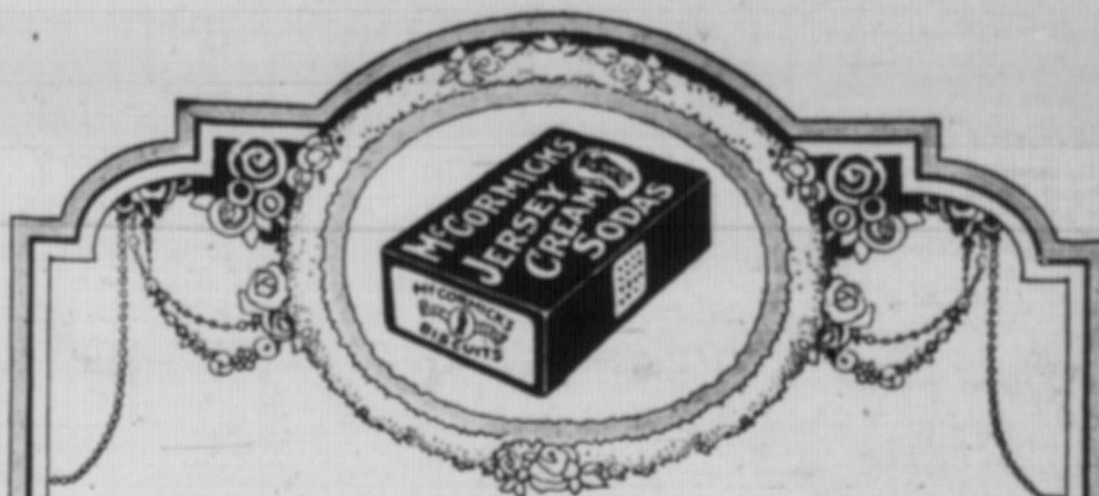
An order-in-council has been passed at Ottawa, transferring the management and operation of the Canadian government railways of Canada, which consists of the Intercolonial Railway and its branch lines and the National Transcontinental Railway between Winnipeg and Moncton, over to the Board of directors appointed to manage the Canadian Northern Railway system. This transfer now places all railway owned by the government under the direction and operation of this board.

There has been added to the board, Thomas Cantley, of New Glasgow, N.S.; A. P. Barnhill, St. John, N.B.; and Sir R. Laporte, of Montreal.

A System of 14,000 Miles

In making this change the government now has a system of about 14,000 miles, extending from Sydney, N.S. to Vancouver, B.C., and all under the one management.

The board of directors a few weeks ago re-organized the Canadian Northern system and will now proceed with some changes that may be necessary, on account of adding these railways to the Canadian Northern system.



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If a canvasser doesn't call mail your cheque to Navy League of Canada, 611 Notre Dame Investment Building, Winnipeg.

This space contributed to the campaign by R. S. ROBINSON, Fur Dealer, WINNIPEG, Man.