









# Religion Is Patriotism

## It is the Root of Personal Righteousness, the Mainstay of Social Order, the Bulwark of International Peace

### The Makers of Canada

The earliest settlers in Canada were roused by the Call of the Church to develop a noble and useful citizenship. Young and old were invited to turn their eyes from material things, and to regard the splendor of unseen realities. Knowing that Religion is the only true safeguard of stability in the State, they built Churches, Schools and Colleges, to train men for the Christian Ministry, and to spread abroad in the land the benefits of education. This they did in their poverty, and thus directed the course of history in Canada to this day.

### The Testing of Canada

Because of such sacrifices, there arose in Canada a public spirit hostile towards all injustice, dishonesty and cruelty. The War tested the moral fibre of the Canadians of a later day. Would they choose material ease and wealth, or would they risk all in defence of freedom and the rights of the weak?

Over 400,000 men voluntarily offered their lives, and endured hardship as good soldiers for the defence of equity and fair dealing in all human relationships, and for the vindication of public right. Nor were the people at home less steadfast. Besides bearing the national cost of the War, they gave voluntarily for the help of the soldiers more than \$90,000,000. Canada nobly stood the great trial.

### The Menace of To-day

That conflict is ended. Now comes another test. Not only in Canada, but all over the world, sectional and class struggles for material rewards and for mastery threaten the present basis of Society. The vision of spiritual values gained in the War is in peril of being forgotten. The supremacy of sacrifice, the nobility of service, the reality and glory of the Unseen and Eternal, the promises of Christ; these were the things by which we lived during the War. Now there is great danger that they may fade from view, giving place to selfishness and the love of ease.

The great non-Christian peoples of the world comprise two-thirds of the human race. They are mastering our modern scientific knowledge, and if they remain Pagan may yet turn it to our destruction. Paganism stands for the supremacy of Might, the very ideal

we fought and conquered in more than four years of war.

### Victory only through Christ

How can we retain the heavenly vision? How can the world be guarded against another attempt to establish the Pagan ideal? Only through the Church of Jesus Christ. There is no other agency or society that has any possibility or hope of bringing about a full

realization of the brotherhood of all mankind, and the reign of the Prince of Peace.

### What the Church Has Done

All the progress of humanity in Civilization for the last 2000 years has been inspired, directly or indirectly, by the Gospel of Jesus Christ. It has ended slavery, protected life, ennobled women, educated the children and safeguarded their lives, sanctified the home, established schools, missions and charities.

Victory places upon the shoulders of the Allied Nations the responsibility for directing new conditions to right ends. Canada must do her share.

### The Coming Era

The Church must prepare to meet the needs of the new day. Old standards of life with old habits of thinking and of giving will be wholly inadequate. We must do in our day what our fathers did in theirs. The hope of the world is bound up with the strengthening and extension of the Church of Jesus Christ.

### The World's Need is Spiritual

I speak as one standing upon the watch-tower, and know what the need of the land is. It is not material, it is spiritual. Get the spiritual, and the material will follow. The wounds of the world are bleeding, and material things will never heal them. And that is why I hail any movement which brings the great spirit of brotherhood. The one need of England and France today is the healing and the brotherhood of the Cross of Christ.

—Rt. Hon. David Lloyd-George.  
Before the Brotherhood Convention, London, September, 1919.

## The Forward Movements

FIVE Christian Communions, Anglican, Baptist, Congregational, Methodist, and Presbyterian, are convinced that the time has come to rouse all Christians to a clearer understanding of their calling and stewardship in Christ, their King. They believe that the Church should be equipped adequately with men and money to enable it to meet the needs and opportunities of the New Day.

These five separate Communions are of one mind as to their be-

lieve in God, the Father Almighty, Maker of Heaven and Earth, and in Jesus Christ, His Son, Our Lord. They now

declare to their respective constituencies, and also unitedly, to the Canadian people, that the only effective method of making good citizens is by urging men to a more faithful practice of Christianity, by inculcating personal faith in Jesus Christ. They insist that there is no other dependable way of correcting evil tendencies in individual and national life. They call the people to repentance. To all Christians their message is, "Awake, Arise. Fight the Good Fight, For Canada and For the World."

EACH of the Communions named is in the midst of a Forward Movement. Each is seeking by prayer and by earnest effort to accept all its responsibilities. Each is striving to extend its activities in Canada and in Foreign Lands.

Your Church needs your help, but, far more, you need the help of your Church to learn the difficult art of living wisely and well.

Consult your Clergyman. He serves you and your children. Ask him how and when you can serve in this day of national emergency. Give yourself to the task. Say: "Here am I, send me."

# The United National Campaign

Representing the Simultaneous but Independent Forward Movements of the Anglican, Baptist, Congregational, Methodist and Presbyterian Communions in Canada

### OUR NATIONAL ECONOMIC PROBLEM

The following interesting extract from an article by Mr. E. W. Beatty, president of the C. P. R., appeared recently in the Montreal Gazette: "So much for the manner in which the transportation machinery of the country is carrying out its obligations to the Canadian producer. Other aspects of the transportation problem are less satisfactory. There are many people who look upon Canadian Railways as custodians of fortunes which cannot be expended. That bookkeeping should be simple and inexcusable in its losses and vanishing profits to a railway as it tries to a corner is to these people unthinkable. It apparently does not occur to them that to the public it is more important than to the Canadian producer that the good reputation of the railway securities in the world of investment should be carefully guarded. To those, however, who understand these things, it is not so much a matter of the national standpoint of broad public interest, as it is once apparent that the Canadian public pays a very low rate for the quality of service rendered, and that a time is rapidly approaching when, if Canadian railway securities are not to be made less desirable to investors than almost any other kind of industrial security, railway rates will either have to go up, or railway operating costs go down. Such persons recognize that it is not because the situation of the railways is an easy one that certain companies have been able to show such a large profit to actual cash invested in the industry—but because in the past the shareholders of such companies have been as they are to-day, careless persons willing to supply the means for constructive enterprises in which no one but themselves had faith, and because, too, their officers have been skilled, energetic and loyal business men, assisted by staffs filled with the spirit of pride and devotion to their work. This, indeed, is the thing which has made it possible for Canada's railroads to function successfully during the war without making anything like the demands that foreign roads—less efficient in serving their community, yet earning the same rates and paying the same wages—have made upon their public checkbooks. I do not believe that this strain upon the railways and this tendency to weaken the general reputation of Canadian Railway securities should continue. The servant, after all, is worthy of his hire, and railway capital is not less worthy a servant than other forms of capital whose earnings have not been so consistently depressed. "The net earnings during the war years, of those companies which showed net earnings, would have been much lower had the same railroads been making expenditures for maintenance which circumstances would have justified, but which conditions prevented during that period. These savings have now to be made up. During 1919 the Canadian Pacific laid 70,000 tons of steel rail. In place of say, 2,000,000 lbs. worth 44c in 1914, the Canadian Pacific laid 4,434,000 lbs. at 85c per lb. The substantial advance in the rate of railway wages is well known. Further advance may be necessary within the very near future, as indicated by discussions in the United States. The price of coal for locomotives was \$3.00 in 1913. Now it is \$4.77. The cost of hauling an average train (freight or passenger) one mile has risen from \$1.64 in 1913, to \$2.49 in 1918. It is higher to-day. The operating expenses of one mile of line in 1915 were \$4,162; in 1918, \$7,046, and to-day they are even greater. On the other hand, railway rates, taking all classes of revenue together, have advanced scarcely 25 per cent. I venture to say no other industry in the Dominion can show such moderation."

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