

The Churches and Social Needs

By J. S. WOODSWORTH, Director, Bureau of Social Research of the Three Provinces of Manitoba, Saskatchewan and Alberta

CHANGED social conditions in Canada demand changes in church organization and methods. A quarter of a century ago the population of Canada was largely homogeneous, agricultural and rural. Today the population of Canada is heterogeneous, increasingly industrial and urban.

Under modern conditions even the country demands co-operative effort. The farmers are realizing this and have organized extensive financial and social co-operative enterprises. The educationalists are beginning to realize it and to establish consolidated schools. The churches lag behind. They are still attempting to cover the field with denominational agencies. The result is overlapping and inefficiency.

Especially is this true of Western Canada, where the population is composed of such diverse elements. Even interdenominational cooperation as now attempted does not meet the case. We think of a town in Northern Manitoba with a population of some five hundred, consisting mainly of Canadians, Old Country English, Irish, Scotch, Icelanders, Dutchmen, and Poles. What provision is there for the religious needs of this district? A Church of England student, fresh from the old land, comes from the next town every Sunday morning to conduct a service in the school-house for a little group of a dozen people. A Roman Catholic priest visits the district about once a month to conduct mass and baptize the children. A Lutheran minister pays a visit to the Icelanders about once every six months. There is an arrangement—regarded by the people as temporary and unsatisfactory—by which the Presbyterians have withdrawn their students. The Methodist is an inexperienced and untrained young Englishman. There is little moral or religious leadership. Unless there is a change that concerns so far as the church is concerned—will lapse into paganism. In this particular case, a more experienced man has recently been sent in, but what can he do in the face of such divisions?

If organized effort is needed in the country, how much more in the city?

In every line of activity, it is the key to success. How business men combine to suppress such unbusinesslike methods of church and social work as prevail remains a mystery. In the religious and charitable work of the downtown districts of our larger cities, we find chaos and inefficiency. Owing to the shifting population the old church buildings are now in the heart of a semi-business district which, however, is more densely populated than ever before. The difficulty is that the present residents are "boarders," "labor people," "Old Country immigrants" and "foreigners."

Under such circumstances many of the churches sell their buildings to advantage and follow their members to the better residential districts. Others maintain a struggling existence—each with its faithful little band attempting to support a poorly paid minister, who is breaking his heart trying to do the impossible.

In the meantime the problems are steadily growing and becoming more menacing. Moral and political corruption are eating their way into the very heart of our civic life. Yet the church stands helpless. Social injustice goes unchecked; yet the church offers no leadership. Is it any wonder that many follow false lights? Unco-ordinated effort would work wonders. It would prevent duplication and waste. It would increase efficiency and multiply results. But its moral effect would be of still greater importance. Not only would the church present a united front to the forces of evil but it would be dominated by a new ideal. The very union would be the domination of a new ideal! No longer would it be the community for the church, but, rather, "the church for the community."

The various denominations may have been admirably fitted to meet the needs of the countries which gave them birth or the needs of an earlier day in this country. We submit that they do not adequately meet the needs of Canada to-day. The Church Union Movement is, at bottom, a reaching out toward an organization that will save Canada.

The Jarvis Record

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TWENTY FIVE YEARS ON THE JOB



THIS is the first of a series of biographical sketches of Canadian Pacific Railway men who have been a quarter of a century and over in harness. These men, principally graduated from headquarters, and by their own perseverance, hard work and faithfulness to duty, gained for themselves high honors in railroad service.

H. W. SWEENEY, assistant freight Traffic Manager of Western Lines, was born at Three Rivers, Que., Oct. 13, 1862. He was educated at St. Joseph's College, Three Rivers, and St. Boniface College, Quebec. He joined the Canadian Pacific Railway service Sept. 18, 1888, as telegraph operator at St. Boniface, when the Ontario and Quebec railway was opened between Montreal and Toronto via Smith's Falls and Ottawa. From 1885 to 1886 he was relieving agent on the Ontario Division; 1886 to 1888 agent at Clarenceville, Myrtle and Dundalk; 1888 to 1891 agent at Galt; 1891 to 1896 travelling freight agent, Toronto; 1896 assistant general freight agent, Toronto; on July 1, 1901, he was appointed general freight agent, Winnipeg. In March, 1908, he was promoted to assistant freight Traffic Manager of western lines, which position he now holds. He is using the first desk occupied by a freight Traffic Manager on the C. P. R. lines, and says he would not exchange it for the best mahogany desk made.

FRED. E. GAUTIER, purchasing agent, western lines, was born at Clonville, in 1854. He was educated in Paris, France. He is a university B.L. His first service was in the French marine department. He served in the marine department, Canada, also very protection service abroad. He was sent to Winnipeg in 1888 by George Stepien, then president of the Canadian Pacific Railway. In March of that year he was clerk in the local freight office. In May he was put in charge of the supplies in General Manager Van Horne's office. In June he was appointed private secretary to Mr. Van Horne. In August he was in charge of purchases, with no title. During three months, in 1888, he was acting local treasurer, while also in charge of purchasing department. In January, 1900, he was appointed assistant purchasing agent, and in February, 1912, he was appointed purchasing agent, which position he now holds.

W. B. LANGAN, assistant freight Traffic Manager of Western Lines, was born at Three Rivers, Que., Oct. 13, 1862. He was educated at St. Joseph's College, Three Rivers, and St. Boniface College, Quebec. He joined the Canadian Pacific Railway service Sept. 18, 1888, as telegraph operator at St. Boniface, when the Ontario and Quebec railway was opened between Montreal and Toronto via Smith's Falls and Ottawa. From 1885 to 1886 he was relieving agent on the Ontario Division; 1886 to 1888 agent at Clarenceville, Myrtle and Dundalk; 1888 to 1891 agent at Galt; 1891 to 1896 travelling freight agent, Toronto; 1896 assistant general freight agent, Toronto; on July 1, 1901, he was appointed general freight agent, Winnipeg. In March, 1908, he was promoted to assistant freight Traffic Manager of western lines, which position he now holds. He is using the first desk occupied by a freight Traffic Manager on the C. P. R. lines, and says he would not exchange it for the best mahogany desk made.

HENRY WILLIAM SWEENEY, local treasurer, Winnipeg, is a son of the late Col. J. P. Sweeney. He was born at Montreal, Jan. 22, 1868, and educated at Montreal High School. He entered the service of the Canadian Pacific Railway as junior clerk in the treasury department, June 9, 1886, and was appointed cashier in 1893. In April, 1894, he was appointed paymaster on lines east of Montreal. In September, 1897, he was appointed paymaster on all lines east of Montreal. Jan. 22, 1908, and local treasurer of Winnipeg in 1908. His work embraces territory covered by the provinces of Manitoba, Saskatchewan, Alberta, and part of British Columbia, and includes jurisdiction over the paymasters' offices at Winnipeg and Calgary. Mr. Sweeney has been with the company 31 years and more than eight years in his present position as local treasurer at Winnipeg.

ADLETS Pay-- Try Them

The LONGEST TUNNEL in AMERICA OPENED

The completion of the Connaught Tunnel through Mount Macdonald in the Selkirk Mountains in British Columbia, with its five miles of double track railway lines, costing over one half million dollars, reveals many interesting developments in construction work on the Canadian Pacific Railway since the railway began operation in 1881. The first news newspaper story after the opening of the Connaught Pacific Railway "Tunnel" in February, 1912, near Flat Creek, near Oak Lake, near Brandon, Manitoba. That year was the worst snow cover the prairie had ever experienced. One night a blizzard, caused by an engine which burst down and had to stop to "blow up" across every few miles, "jumped" the crew. The universal fuel on locomotives then was wood. Train No. 1 of the daily days left Winnipeg at 7 a.m., stopping at Porcupine in Prairie, 60 miles west, for dinner and reaching Brandon at 6.30 p.m. The bulk of freight work at that time consisted of coal and lumber. The construction season in 1912 was the best.

The Connaught Tunnel is now the longest Canadian construction project in the world.

The tunnel is 13,223 feet long, with 12,377 feet owned and controlled by C.P.R. Its equipment is valued at \$506,577,266.22, not including ocean, lake and river steamers. Its equipment includes 2,255 locomotives, 2,781 passenger cars, 37,188 freight cars, and other cars, 8,227.

It has 65,000 employees with a monthly pay roll of \$3,625,000 in 1916. It carried 12,322,973 passengers in 1916. Its capital stock is \$260,000,000; preferred \$90,681,921; debenture stock \$179,294,582; mortgage bonds \$4,350,189.

It has given 7,000 men to the British Empire; 179 have been killed and 400 have been reported as wounded. It has 15,900 miles of pole lines and 102,700 miles of wires.

It has a fleet of 50 steamers, exclusive of the Atlantic service; Great Lakes; ferry service; B. C. Lake and River; B. C. coast service; 28; Bay of Fundy service, 2.

Its gross earnings, according to the annual report in 1916, were \$129,481,985; expenses, \$86,255,965; net earnings, \$49,225,920.

No ocean services include Canadian Pacific Trans-Atlantic, Trans-Pacific Lines and Allan Line.

It circles the world by land and sea.

The irrigation project of the company in Alberta will irrigate portions of a tract of 5,000,000 acres of land, east of Calgary.

The western system, comprising 1,500 miles of canals and ditches providing for the irrigation of 370,000 acres of land has been completed.

The great irrigation dam at Basano, Alberta, built by the C. P. R., was opened April 25, 1914. It is 700 feet in length and contains more than a million cubic feet of earth and concrete.

The Canadian Pacific Railway as seen Canada increased from 4,000 population to 8,000,000; it has seen capital wealth increase from a few millions to \$9,229,000,000; it has seen 3,500 miles of railway lengthened to 25,800 miles, with annual salaries and wages of \$111,762,972; it has seen scientific farming produce millions dollar crops, tremendous strides in medicine and surgery and a transformation in social conditions.

It has seen the trade of Canada develop for 12 months in 1916 to \$2,028,000,738, an increase of \$891,274,237 over 1915.

Canada has seen eight Governor-Generals since the Canadian Pacific Railway began operation. They were the Marquis of Lorne, Lord Aberdeen, Lord Stanley, Earl of Londonderry, Lord Minto, Earl Grey, Duke of Connaught and Duke of Devonshire.

The following premiers have held power since its inception: Sir John A. Macdonald, Sir John Abbott, Sir John Thompson, Sir Mackenzie Bowell, Sir Charles Tupper, Sir Wilfrid Laurier and Sir Robert L. Borden; and the great railway company has seen Canada come third in the world's wheat crop estimate in 1916, with 376,303,600 bushels and 771,001,000 bushels of other grains and holdings.

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Keep hens this year

EGG and poultry prices, the like of which have seldom or never been experienced, certainly make it worth anyone's while to start keeping hens. By doing so you have fresh eggs at the most fitting cost. At the same time you have the splendid satisfaction of knowing that you are doing something towards helping Britain, Canada and the Allies achieve victory this year.

Increased production of food helps not only to lower the cost of living, but it helps to increase the urgently needed surplus of Canada's food for export. It saves money, provides special for eggs and poultry at high prices, and saves the labor of others. No effort is needed for more vital war work.

The Ontario Department of Agriculture will give every possible assistance by affording information about poultry keeping. Write for free bulletin which tells how to keep hens (address below).

"A vegetable garden for every home"

Nothing should be overlooked in this time of the war. The Department earnestly invites you to help increase production by growing vegetables. Even the smallest plot of ground, when properly cultivated, produces a surprising amount of vegetables. Experience is not essential.

On request the Department of Agriculture will send valuable literature, free of charge, giving complete directions for preparing soil, planting, cultivation, etc. A plan of a vegetable garden, indicating suitable crop to grow, best varieties and their arrangement in the garden, will be sent free to any address.

Address letters to "Vegetable Campaign," Department of Agriculture, Parliament Buildings, Toronto

Ontario Department of Agriculture

W. R. Massey, Minister of Agriculture

Parliament Buildings Toronto 11

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