

a time, and I found that this town has approximately a population of eleven thousand, and in general the residents of Amherst, I believe, are not much opposed to our work but many are in favor, again I found that this Church has been wounded in the past years and the wounds are not all together healed yet, and the building we have "that we call our Church" and worship in, is not suitable to our work here, it is on "one of the main streets leading into town", and is greatly in need of repairs. I consciously believe that we as a people with the message we have to give this town ought to make the necessary repairs to our building as soon as possible, "For how can we escape if we neglect so great salvation". Now having this conviction I am making an appeal to all that read this article to pray for this cause and also as I am starting a building fund, I appeal to all who are concerned to consider this matter, and take it up with our God and Saviour and find what He will have you to do—to help us in this needy work, and then take steps to do His will, and He will reward you in Heaven.

And I pledge to you that all funds collected for this cause will be used to the best of our ability and the Grace of God in building or repairing a place of worship in this town where He has called me to labor. In the meantime I will do my best.

May God bless you and guide you in this His glorious work. A Merry Christmas and Happy New Year, I greet you all.

REV. B. D. PRICE.

Temperance Column

THE SLAUGHTER ON CANADIAN HIGHWAYS

According to statistics released a short time ago, an average of forty-three persons were killed in motor accidents on Canadian highways every week in 1949. That works out to a few more than 2230 deaths from this cause during the year, or if you put it in another form, one person was killed every four hours, day in and day out during 1949, on our highways. In 1948 there were 2070 traffic deaths, ten years before that there had been 1585. Thus, we have registered an increase of something more than 40 per cent during the eleven-year period from 1938 to 1949. In addition to those killed in these highway accidents, an average of 843 persons were injured each week last year, some of them permanently. Someone who has compared these figures with our wartime casualties, claims that we are now suffering a higher death rate on our highways than we suffered in the Air Force during the war. Surely then, one does not speak rashly when he talks of "slaughter on our highways".

Going on with some figures a bit further, tedious as it may be to follow a mass of figures, although in this case they concern a very vital problem. Taking Canada province by province, Ontario with about 40 per cent of all the motor cars registered in Canada, had 844 deaths; Quebec came next with 648 and British Columbia next with 171. Although Vancouver is the third largest Canadian city its death rate in street accidents amounted to only six (this has been disputed by some officials as too low), whereas Montreal had 132, Toronto 106 and Ottawa 29. Nova Scotia had 102 deaths in highway accidents during the year, New Brunswick 90, and Prince Edward

Island 14. The total number of accidents was 115,225, an increase of 22,363 over 1948. Apart from the loss of life, the estimated property damage resulting from these accidents ran to more than nineteen million dollars. Again this was an increase of at least 30 per cent over 1948.

The big question that emerges is: How did this awful loss of life and property take place? Were the motor vehicles or the drivers primarily at fault? According to an analysis of the findings in these accidents, 85 per cent of them could be attributed to the drivers and only 15 per cent to mechanical defects in the vehicles. In other words, drivers out of condition or control accounted for five to six accidents for every one caused by cars out of condition. It would be interesting to know how many of these drivers got out of control as a result of drinking alcoholic beverages. Quite obviously this side of this national problem is not given much attention in the press or in the more run-of-the-mill demands that something be done about the mounting toll of accidents on our highways.

What CAN be done about the problem? Are we going on with this increasing slaughter on our highways and city streets and not take drastic steps to curb it? Undoubtedly stiffer penalties for offenders, and here we have in mind the many drinking drivers especially, would have a certain effect. More careful enquiry about who gets drivers licenses would also be to the good. Yet, as one faces the problem with a full realization how closely it is tied in with the consumption of alcoholic beverages, one wonders how far these moves would be effective. Just as long as alcoholic beverages can be so easily obtained—and did not one hotel keeper the other day come up with the suggestion beer and ale should be sold at grocery stores in order to increase "moderation"—and just as long as drinking is looked upon with the favor it is now, frankly we do not have much hope that the situation can be handled successfully. As we see it, this tragic toll of lives and property on our highways, in so many instances due to drinking drivers, is but part of a bigger problem, that of an order of society caught in the tentacles of the most vicious traffic with which mankind has ever had to deal—the liquor traffic. No matter what you do so long as the traffic flourishes unchecked, many people are going to pay the price in terms of life.—Forward.

EXPRESS CHRISTIANITY

- In the home—by love and unselfishness.
- In business—by honesty and diligence.
- In society—by purity, courtesy and humility.
- Toward the unfortunate—by sympathy and mercy.
- Toward the weak—by helpfulness and patience.
- Toward the wicked—by overcoming evil, without compromise.
- Toward the strong—by trust and co-operation with good.
- Toward non-Christians—by witnessing for Christ and His gospel.
- Toward the penitent—by forgiveness and restoration.
- Toward the fortunate—by rejoicing with them without envy.
- Toward God—by reverence, love and obedience.—The War Cry.

JESUS CARES FOR BEREAVED

By R. Barclay Warren

It was a beautiful warm day late in October. A few leaves had fallen but most of them in all their glory, tinted in shades of gold and crimson, were still held proudly aloft against the pale blue sky. The stately evergreens added to the beauty of the scene.

Softly we trod into the cemetery on the hillside. There amidst flowers we laid the body of the young mother. Two little children, aged three and five, were playful. Nature had kindly shielded them from the full realization of their loss. Their father, still stunned, knew better the significance of the expression, "What is home without mother?". Relatives and friends, overflowing with sympathy, were there in great numbers.

Yes, it was sad. Yet there were some features which alleviated the sadness. The young mother had testified that she was trusting in Jesus Christ as her Saviour. Somehow we sensed His presence there. As He was moved with compassion for the widow of Nain as she led the procession accompanying the body of her only son, so He was compassionate here.

In fancy we saw Him weep with friends here as He wept at the grave of Lazarus. We were assured that He cared and that assurance brought comfort to us all.

"Does Jesus care when I've said good-bye
To the dearest on earth to me,
And my sad heart aches, till it nearly breaks,
Is it aught to Him? does He see?
Chorus: O yes, He cares, I know He cares,
His heart is touched with my grief;
When the days are weary, the long nights dreary,
I know my Saviour cares."

TOO MANY MARTHAS

In Luke 10:38-42 (R.S.V.) we read, "Now as they went on their way, He entered a village; and a woman named Martha received him into her house. And she had a sister called Mary, who sat at the Lord's feet and listened to his teaching. But Martha was distracted with much serving; and she went to Him and said, 'Lord, do you not care that my sister has left me to serve alone? Tell her then to help me.' But the Lord answered her, 'Martha, Martha, you are anxious and troubled about many things; one thing is needful. Mary has chosen the good portion, which shall not be taken away from her'."

Martha was doing a good work. But she was "distracted with much serving" and "anxious and troubled about many things". There are many Marthas: good souls. It was Martha who hurried to meet Jesus when she learned of His coming after the death of Lazarus. Jn. 11:20. She served when Jesus dined at Simon's house. Jn. 12:2. But Martha was missing something. She didn't have time to sit at the feet of Jesus and learn. Nor did she have the depth of devotion or spiritual perception that would prompt her to anoint Jesus beforehand for his burial as Mary did. She was a busy woman—too busy.

How many of us are Marthas. We haven't time to enjoy Jesus. We are too busy working for Him. But He wants us as well as our work.

He wants our fellowship, our devotion.
"Take time to be holy,
The world rushes on;
Much time spend in secret.