The Georgetown Herald

SIXTIETH YEAR OF PUBLICATION | Georgetown, Wednesday Evening, June 2nd 1926 | 1.50 per Annum in Advance; $2.00 to U.S.

The Georgetown Herald
J. M. MOORE,
Publisher and Proprietor.
Member Canadian Weekly Newspaper Association

G.N.R. Time Table

GOING EAST	
Passenger	7.23 a.m
Passenger	9.14 a.m
Passenger	10.18 a.m
Mail	11.55 a.m.
Passenger	3.48 p.m.
Mail	6.30 p.m
Passenger	8.25 p.m
Passenger, Sunday	7.21 p.m
GOING WEST	
Passenger	7.28 a.m
Mail	8.13 a.m.
Passenger	2.12 p.m
Mail	4.50 p.m
Passenger	6.02 p.m
Passenger	7.08 p.m
Passenger, Sunday	10.24 a.m
GOING NORTH	
Mail	8.00 a.m
Mail	4.55 p.m
GOING SOUTH	
Mail	11.15 a.m
Mail	7.34 p.m

Canadian National Electric Railways
Toronto Suburban Railway

EASTBOUND Daily Train		WESTBOUND Daily Train	
No. 2	7.19 a.m.	No. 1	7.35 a.m.
" 4	9.57 a.m.	" 3	9.35 a.m.
" 6	11.57 a.m.	" 5	11.35 a.m.
" 8	1.57 p.m.	" 7	1.35 p.m.
" 10	3.57 p.m.	" 9	3.35 p.m.
" 12	5.57 p.m.	" 11	5.35 p.m.
" 14	7.57 p.m.	" 13	7.35 p.m.
" 16	9.57 p.m.	" 15	9.35 p.m.
" 18	11.53 p.m.	" 17	12.06 a.m.

Train Nos. 1 and 4 run daily except Sunday

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SPEAK KINDLY.

Speak kindly, for our days are all too few
For any angry strife;
There is deep meaning, if we only know,
In our brief life.
No nobler mission can be ours if we
A pang can stay;
Or if, amidst the rush of tears we see,
Wipe one away.

Speak kindly, graciously, for all around
Are pains and smarts;
The very air is full of moans and sound
Of breaking hearts;
Seek, seek to bind them up as once did He,
Thy gracious Lord,
Then surely will His hand bestow on thee
A bright reward.

EXTERMINATE THE FLY

The summer of 1926 was high holiday for those pests, the fly. After all of years of struggle, the flies won a victory which we hope was just a temporary one. But in case they are encouraged to fresh deeds of daring-do it will be well to adopt military tactics by attacking first. It is a matter of health and sanitation, but even if there were no menace in the dirty feet of the flies, they are not exactly attractive companions, and the less we see of them the happier we are. Beginning with the weakest weapons we find poison and sticky paper. A certain amount of this is necessary to catch those flies that get inside in spite of our vigilance, but great care must be exercised to keep poison where it is beyond chance of accident. And the sticky paper should be securely fastened where it will bother no one but the flies. Screen doors, with no holes and no cracks are next. These should have spring catches so that the most careless will not be able to leave them standing wide open. Then there are commercial sprays which are used about doors and the gathering places of flies to discourage their assembling. Last and best, are the means of prevention which make cure unnecessary. While it is not possible to exterminate flies altogether, they can be kept under control.

Many interesting experiments have been conducted to test the possibilities of treating manure, which is the principle breeding place for flies. Borax in solution, used in the proportions of 1 pound borax to 16 cubic feet of manure, has been found most effective in destroying the larvae. General cleanliness, the liberal use of fresh paint and whitewash, and careful disposal of garbage, all help to keep flies in control. Indirectly, a garden and grass plot near the house helps a lot, for it keeps us up to a standard of beauty and neatness which makes us careful not to hrow food scraps about near the house. On the score of health and comfort it pays to give some attention to the problem of fly control.

RECOVERED CAR

Some time after midnight Saturday morning Mr. F. C. Island had his car, a new Oldsmobile Six that had only run some three hundred miles, stolen from his garage on Second St., Orangeville. Saturday forenoon a farmer driving into Acton noticed a car standing on a side street in the outskirts of the town and reported the fact to the Chief of Police. The Chief had a garage man tow the car into town and set about finding an owner, but it was late on Monday before he managed to get in touch with Mr. Island, who immediately motored to Acton, identified and recovered his car. One of the back fenders was broken and the batteries had run down, as the thieves had left the lights on. Otherwise the car was apparently undamaged and had only been run some fifty miles. A McLaughlin Touring Six, which the local authorities have since learned was stolen in Toronto, was abandoned on a side street near the foot of the East Broadway hill Friday night or early Saturday morning. One theory is that this car was stolen by the parties who broke into Thompson's store in Caledon and that they ran out of gasoline and abandoned the car here and then broke into Mr. Island's garage and stole his car. This of course is merely a theory and may or may not be.

SHEEP OWNERS NOW BETTER PROTECTED FROM DOGS

The last session of the Legislature passed legislation which gives better protection to sheep breeders against the ravages of dogs. Ontario municipalities are now required to pay sheep owners the loss sustained from being worried by dogs, set by the valuers or arbitrators, whether the sheep owner has taken his affidavit that it was not his own dog. If the owner of the dog is known, then the municipality is entitled to collect from the owner the full amount of damages. A further new provision states that if no sheep valuator has been appointed by a municipality, or one appointed does not act, the Minister of Agriculture for the Province may appoint an arbitrator to award damages when any occur and require the municipality to pay him. Every municipality in the province is required to collect the dog tax and the amount must be at least $2 for a male dog, if only one is kept. $4 for each additional male dog, and $6 for each additional bitch, unless spayed, when the tax will be the same as for a male.

Develop Helium Wells

Experimental work that is expected to ultimately lead to the development of helium gas in Otario on a commercial scale will be carried on this summer by the Ontario government and the University of Toronto at the government's helium wells at Inglewood. Officials are expecting that activities will be productive of further discoveries in connection with this non-inflammable gas. It is expected that an extracting plant will be erected on the property within the course of a few weeks. The Inglewood wells have a good pressure and despite the fact that one well has been tapped for over a long period of years the pressure is still high.

—Miss Nellie Paul of Trafalgar township, met with a painful accident last Thursday morning. She was assisting her father to build a fence on their farm. The head of a mallet in the hands of Mr. Paul, flew off and struck Miss Paul, rendering her unconscious and inflicting a gash in her head which required several stitches to close.

KITCHENER BUS AND BRAMPTON TRUCK COLLIDE

Mrs. J. H. Stevens, Daughter of Mr. and Mrs. J. W. Kennedy, and Mr. Kenneth McDonald Among the Injured.

The narrow hollow at the farm of Peter Dunton, Centre Road, Britannia, was the scene of the worst accident that has ever taken place in this section of the county, on Wednesday afternoon last, when a heavy motor truck driven by Levi Garbutt of Brampton and the Kitchener--Toronto bus, making its afternoon trip to the city, collided within 75 yards of Mr. Dunton's gate, causing serious injury to eight persons.

As there were no eye-witnesses to the accident, and as neither Garbutt nor William Vanzant, driver of the bus, can give any definite idea as to how the accident happened, its course, up to the present, is more or less of a mystery. As far as can be ascertained, Garbutt was ascending the rise from the south, preparatory to taking the slope to the hollow, and the bus was descending the hill on the north, getting ready for the slope on that side. As there are deep ditches at either side of the road at this point, it is possible that both drivers were keeping fairly close to the centre of the road and that either one was waiting for the other to draw over. Garbutt says that he did not realize that the motors were so close until the crash. The bus driver says that he has no recollection of the meeting of the vehicles whatever.

When the two ponderous motors came together there was a terrific crash and the chairs of the bus were thrown from their moorings on the floor to the front of the bus, passengers being all mixed up with the furniture and one another. One lady travelling with two little children managed to hug them close to her and to brace her feet at the time of the impact, getting off with some cuts and bruises, while the children were but very little hurt.

The driver of the bus, Vanzant, of Toronto, was badly cut about the head and when taken to Peel Memorial Hospital was unconscious. He was able to speak at 9.30, but was very weak from the immense amount of blood that he had lost. Leonard Vender of Detroit, a young man about 25 years of age, was also brought to the local hospital, and he too was unconscious, becoming semi-conscious during the night, and was able to talk a little this morning, though still very much dazed by the shock and his injuries.

Mrs. J. H. Stephens, Toronto, was taken to the General Hospital, Toronto, suffering from four fractured ribs and injuries to her back. Miss Victoria Cotton, also of Toronto, had injuries to her lower limbs, and was badly shocked. Two other men were hurt, one being a Mr. Carroll of Kitchener, who received treatment at the hospital and later went to his friends, the other receiving medical aid and hurrying to catch a train for Chicago, for which purpose he had taken the trip to Toronto on the bus.

Dr. Heggie and Dr. Vanderlip went down and rendered first aid, calling the Brampton ambulance for removing the injured men to Brampton. Dr. Sutton and Dr. McFadden of Cooksville came up, and the Port Credit ambulance was requisitioned, while motorists passing at the time of the accident did everything in their power to assist the injured, conveying some of those less badly hurt to the city.

The two motors were badly wrecked. They came together at a right angle at the west side of the road, and the force of the impact was demonstrated by the appearance of the front ends of both truck and bus after the accident. The engine of the bus, one of the largest models, was cut right out of the frame, while the engine of the milk truck was rammed back into the chassis.

The radiators were crumpled, the castings and steel work bent and twisted out of all possibility of reclamation, while the frame of the bus was so badly warped that the passengers had to be removed through the windows, the doors being jammed tight. The cab of the milk truck was smashed, and the escape of the driver, Levi Garbutt, and his companion, Dick King, from immediate death, is a live topic today. King was hurt somewhat seriously, cut and bruised, but Garbutt got off with an abrasion on the leg.

The appearance of the interior of the bus after the accident was terrifying. In addition to the furniture and baggage of the passengers scattered all over the front end of the floor, broken glass was strewn over everything, and splashes of blood showed the extent to which the passengers and driver had been injured.

The bus is scheduled for a rate of 22 miles per hour, and was running on that schedule when it left Brampton on the regular afternoon trip a few minutes before the accident occurred. This line has been operating for the past four weeks and the service has become a very popular one, three buses being required to carry the crowds on the 24th of May.

W. J. Hollinger, manager of the Kitchener Bus Line Company, by whom the bus that figured in the mishap is owned, declared that Officers Carroll and Fewtrell, of the Provincial Police, absolved the driver of the bus from blame for the mishap. Mr. Hollinger stated that there were nine people in the bus at the time, including the driver.

The weight of the motors and the extent of the smash made a job of clearing the road a heavy one. By 8.30 p.m., however, the bus was in tow on its way to Toronto, while the truck had been removed to the side of the road.—Conservator.

Early Murphies.

It seems hard to credit it, but many farmers in Nassagaweya Township, west of Milton, whose potatoes were left in the fields last fall, have discovered that, owing to the great depth of snow which came early, the murphies are quite unharmed by frost and they are now but gathering them in and will reap the benefit of a high market.

Call Accepted by Pastor.

Recently the Orangeville Presbyterian Church extended an unanimous call to Rev. T. B. Kaine of Englehart. Yesterday Orangeville officials received word that the minister had accepted the invitation, and induction services will be held May 31. The large brick building on West Broadway, purchased by the congregation, is being renovated as a church, and will be formally opened on May 30.

—Bartlett's Big stock-reducing sale of boots and shoes is now on. Be sure to get your share before it is too late.

Notes and Comments

FIVE MINUTES' reflection on the part of sane minded people should be sufficient to warn them of the exceedingly speculative nature of most securities offered by salesmen who peddle their spurious wares about the country. A new industry is usually established in a town or city, and if it is at all promising the citizens of that municipality will usually be ready to subscribe for all necessary stock. There are plenty of men and corporations with money to invest, and any promotion backed by honest, earnest men has no need to peddle its stock about the country, or appeal to the widows and orphans for support.

BACK OF ALL prosperity and national growth there is national sentiment, national pride, national conscience. In these three great attributes we are weak, and thus fail in the first great essential of a growing population. Let us look about at the things that are ours if we will only rise up and take them; let us appraise our resources at their true value, and let us view our opportunities in a spirit of optimism and courage such as features the race of stalwarts that first made Canada a land of industry and happy homes.

A DOLLAR BILL may carry to its receiver the vilest infection. It is a sponge that takes up filth and disease germs from every hand through which it passes and from everybody with whom it comes in contact. We hope our delinquent subscribers are not holding back their dollar bills for fear they may carry some contagious disease to us. If they are, we assure them we are safe, having had the mumps, whooping cough, measles, scarlet fever, smallpox, and a variety of other diseases. So bring along your dollar bills and we will give you a nice clean receipt for them.

A RECENT investigation shows that the average boy spends his 8766 hours in the year in this way: Sleeping, 3285 hours or 37.5 per cent.; school, 1000 hours or 11.4 per cent.; eating, 550 hours or 6.3 per cent.; church, 100 hours or 1.14 per cent.; and leisure, 3831 hours, or 43.66 per cent. It is what the boy does with the 3831 hours of leisure that interests thoughtful grown-ups, and it is this interest that leads to the leadership and the devotion of time, energy, and money in such organizations as the Boy Scouts. A boy's character is often determined by where and how he spends his leisure hours. To know that your boy is, in his spare time, learning useful things through Scouting and at the same time having that gang instinct directed into proper channels, must be satisfying to his parents.

A BOY IN high school told us the other day that he was going to quit school and learn a trade. He argued that the man with a good trade today earned more than the graduate with the higher education. Evidently this lad had been thinking for himself. Or perhaps he had listened to a discussion by men who held white-collar jobs. It is true that we have been stressing education to such an extent that we have turned out too many men seeking white collar jobs and too few brickmasons, plasterers, carpenters and plumbers. But is that anything against getting an education? There is no reason why a boy who graduates from a high school would not enter one of the trades. He will be all the better equipped to lay brick or plan sewers if he has trained his mind with geometry. Don't you quit school, son, if you are able to go on, because some other fellow can earn big wages as a plasterer. You keep on getting all the education you can, and then when the other fellow is still spreading mud on flat walls you may be moulding cornices or doing interior decorating at still higher wages. You won't have to take a job as a shipping clerk or time-keeper because you can add a column of figures without the help of an adding machine. Overalls are more useful to the boy with an education than a white collar and if you are the right kind of a boy you can wear both.

Hanging Dead in Barn.

Hanging by a rope from a rafter in the hay mow on his farm, Sixth Line, Trafalgar Township, Joseph Featherstone was found dead by his wife Thursday. He had been in ill health for some months, but Friday morning was apparently better, and appeared in good spirits. An inquest was held in the Trafalgar Township Hall by Coroner Dr. W. Wilkinson. Mr. Featherstone is survived by his widow, two sons and nine daughters.

Milton in Darkness.

As the result of an automobile accident at Main and Commercial Streets here on Monday night, in which a large touring car ran into and hurled a coupe against a Hydro Electric pole on Main Street, opposite the Commercial Hotel, breaking the main transmission wire, the electric lights in the whole town were put out of commission for several hours. The coupe was badly wrecked, but the occupants fortunately escaped with slight injuries.

Don't Plant Diseased Potatoes.

It would seem wise on the part of everyone who plants potatoes to make a thorough examination of the stock before planting. If people plant diseased potatoes they are committing a crime, because they are propagating a disease in the district which may spread and do much damage to another grower's crop. With diseased seed potatoes being offered in many markets and by many who sell direct from the farm, it will pay the grower to put on his specs and carefully look over the offering before ordering shipment.—L. Stevenson, Director of Extension, O. A. College.

Celebrates 76th Birthday.

Police Magistrate Robert Crawford celebrated his 76th birthday Wednesday by taking 30 town and county officials with him on a picnic to Victoria Park, Kitchener. The party made the trip by bus, among them being County Crown Attorney W. S. Morphy and Mrs. Morphy with their daughter, Frank Jackson, County Registrar, Richard Partridge, Superintendent of the County House of Refuge, and Mrs. Partridge; Dr. R. G. Edwards, Town Treasurer, and Mrs. Edwards; and School Inspector W. J. Galbraith and Mrs. Galbraith. Magistrate Crawford has been on the Bench in Brampton for 19 years and has been Treasurer of Peel County since 1894.