

Here and There

In accordance with its new policy the Department of Health at Ottawa has appointed twenty physicians as inspectors of immigrants in European cities. They are to report for duty at once.

Manager D. McNair, of the Associated Growers, states that at the end of last week 100 cars of "Mac" (Macintosh Red) apples left the Ontario Valley for New York and that 50 cars of Jonathans will move out to Sweden, South Africa, Great Britain and New Zealand.

The Canadian Pacific Railway is again offering a prize of \$100 to the Canadian showing the best spring wheat at the International Hay and Grain Show in Chicago. It was announced at the office of the agricultural department of the company. The show will be held in November.

The grand total of Canadian trade for the twelve months ended August was \$2,331,000,000, as compared with \$2,144,000,000 for the year before. Import figures are up, and exports down; the former being \$1,000,000,000, as compared with \$957,000,000 the year before and exports \$1,331,000,000, as against \$1,187,000,000.

A boom in muskrat farming is on the horizon in Western Canada. Following the acceptance by the Provincial Governments of the Prairie Provinces of the Dominion Government's offer to turn over swamp lands to them for leases to residents for purposes of muskrat farming there has been a change of opinion. Alberta has had 500 of them and Saskatchewan over 500.

British Columbia is ever of producing all the bulbs, rose bushes, fruit trees, ornamental trees and seeds that the Canadian people can use. It is claimed by authorities here, millions of dollars each year go out of Canada for nursery stock that could be raised in British Columbia and delivered to buyers several weeks earlier than it could be imported from overseas.

Boys and girls resident at Manitoba, Saskatchewan and Alberta are now engaged in a series of boy-girl contacts in which the Canadian Pacific Railway is offering a trophy to the winning teams of each province, in addition to which the winners will be taken to Toronto, to 24th, at the Empire Fair (Nov. 16th to 24th).

"Mac" settlers are coming from the United States to make homes in Canada than in any year since 1920," said J. E. Ryan recently in Winnipeg, travelling colonization agent from the St. Paul office of the Canadian Pacific Railway. "Personally," he said, "I have brought 70 families this season and have every reason to believe that the total will be well over 100 before the end of the year. All the settlers have money—some very well supplied."

Prof. Robert Wallace, commissioner of Manitoba mines, told the Canadian in Winnipeg recently, that mining developments such as had never been equalled in the history of Manitoba were likely to feature the next six months. Mining, he said, had to be looked upon as a business proposition. It so happened in this country that mines are found in places to which access was not easy and no railroad could be expected to lay tracks into the north country until it knew prospects there.

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Famous Indian Treaty Opened New Empire for Settlement



1—Chief Dick Hood, Chief of the Blackfoot and descendant of Chief Crow Foot. 2—A group of old time Crow Foots. 3—A group of old time Crow Foots. 4—A group of old time Crow Foots.

Fifty years ago, or in the late summer of 1877, only a few days before the first locomotive engine entered Western Canada, the most important treaty between the Canadian Government and the Indians of the plains was signed. It was treaty No. 7, the one that threw open a new empire for settlement. The historic document was signed on the banks of the Bow River just east of Calgary and near the Canadian Pacific Railway station at Calgary. It is, possibly, a greater tribute to the red men than to his white brothers that the terms of the treaty have been lived up to in every detail. On September 22, 1927, the fiftieth anniversary of the memorable occasion, a group of people from all various tribes of Indian natives of the Royal Canadian Mounted Police gathered at the historic spot for an impressive memorial service where a coin and tablet had been

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They all expect me to speak now for them and I trust the Great Spirit will put into their hearts to be a good people—into the minds of the men, women and children and their future generations. "The advice given me and my people has been very good. If the police had not come into the country, where would we all be now? But men and women were killing us so fast that few, indeed, of us would have been left today. The police have protected us as the feathers of the bird protect it from the fangs of winter. I wish them all good, and trust that all our hearts will increase in goodness from this time forward. I am satisfied. I will sign the treaty."



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Credit AUCTION SALE

Registered and High Grade Jersey and Holstein Cattle, Yorkshire and Tamworth Pigs. The undersigned has received instructions from J. L. Clark to sell without reserve on Thursday, October 27th at 10.15, sixth line west Ching, near North Street, N.W. corner of

Registered Jersey—Cows 5 yrs., due Oct. 25th; cow 6 yrs., due Feb. 1st; cow 7 yrs., due Jan. 23rd; heifer 3 yrs., due Feb. 1st; heifer 2 yrs., due Nov. 1st; Bull 13 months old, Bull 7 months old. Grade Jerseys—Cows 7 yrs., due Oct. 26th; cow 8 yrs., due Feb. 1st; cow 9 yrs., due Jan. 5th; heifer 22 mos., due Oct. 26th; heifer 24 mos., due Oct. 26th; heifer 26 mos., due Nov. 3rd; heifer 30 mos., due Nov. 15th; heifer 3 yrs., due May 5th; heifer 4 yrs., due Nov. 24th; heifer 4 1/2 yrs., due Dec. 1st; heifer 5 yrs., due Nov. 13; heifer 3 yrs., due Jan. 17th; heifer 22 mos., fresh, heifer 20 mos., bred; heifer 22 mos., bred; heifer 20 mos., bred; heifer 2 yrs., bred; heifer calf 8 mos. old; heifer calf 10 mos. old; heifer calf 12 mos. old; heifer calf 13 mos. old. Holstein Grades—Cows 7 yrs., fresh, cow 6 yrs., due Oct. 26th; cow 5 yrs., due Oct. 26th; cow 8 yrs., due Nov. 3rd; cow 7 yrs., due Nov. 13th; cow 9 yrs., due Feb. 14th; cow 7 yrs., due Dec. 20th; cow 8 yrs., due Nov. 20th; cow 6 yrs., due Nov. 9th; cow 6 yrs., due Nov. 12th; cow 8 yrs., due Nov. 1st; cow 6 yrs., due Nov. 11th; heifer 3 yrs., fresh, heifer 3 yrs. calf at foot; heifer 2 yrs., due Oct. 24th; heifer 2 1/2 yrs., due Nov. 3rd; heifer 3 yrs., due Nov. 1st; heifer bred Aug. 20th; heifer 2 yrs., bred July 23rd; heifer 2 1/2 yrs., due in Feb.; 3 heifers 2 1/2 yrs., bred in Aug. Yorkshire Grades—Cows 6 yrs., old, calf at foot; cow 6 yrs., due Oct. 26th; cow 11 yrs., due Christmas; cow 8 yrs., bred in June; cow 8 yrs., due March 1st; heifer 5 yrs., due Feb. 1st; heifer 5 1/2 yrs., due Feb. 1st. Guernsey grade cow, due Feb. 5th; Guernsey grade heifer, fresh. Pigs—Yorkshire sows and pigs ready to wain, Yorkshire sow and pigs 2 weeks old, Yorkshire sow, due Oct. 23rd; Tamworth sow, due Oct. 23th; Tamworth sow due Oct. 23th; Tamworth sow, due Nov. 1st; Tamworth sow, due Nov. 2nd; 10 pigs 4 months old. A quantity of mangels and turnips. In case of bad weather, sale will be conducted under cover. TERMS—11 months credit on approved joint notes. \$25 and under cash. Sale starts at 2 p.m. W. A. WILSON BEN PETCH DONALD H. CLARK Auctioneers

Wood! Rails \$3.00 single cord, delivered; Maple slabs \$3.50; hardwood \$4.00 single cord. J. H. Smith, phone 84 r 13, Georgetown.

OLD TIME DRIVER AGAIN AT THROTTLE



When "The Confederation," the largest locomotive, not only in Canada, but in the British Empire, left the Canadian National Railway terminal at Toronto, to take part in the "Pageant of the Iron Horse," at Baltimore, Maryland, John Ryburn McIntyre, a pensioned engineer, who commenced his railway career 62 years ago, emerged from his retirement to take the throttle of "The Frothick," the oldest wood burner in the Dominion, which was also brought from honorable retirement for this event. Together the two "pioneers" escorted "The Confederation" out of the yards to take the rails for its trip to the big parent which is intended to depict the evolution of rail transportation. "The Frothick" locomotive 1 Brad weighed 23 1/2 tons. Mr. McIntyre remarked, as he looked over the old line and compared it with the modern Canadian product, "and when I retired on pension the Grand Trunk system was putting in aerovine locomotives weighing 22 1/2 tons." By comparison, "The Confederation" type weighs 320 tons. Again, Mr. McIntyre noted that he had driven the engine during the second British Rail-Canadian National Railways Photographs.

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League of Nations Turns to Telephone



Emergency sessions of the League of Nations will soon be held by telephone, according to Secretary-General Sir Eric Drummond. Special telephone equipment is being constructed for installation in the League headquarters (shown above) permitting Geneva to link up with Paris, London, Brussels, Berlin and Rome, and via transatlantic service with Washington and Ottawa. In the event of extraordinary developments, when a speedy decision is vital, much precious time can be saved by telephone discussion. The information is of especial interest to Canada, whose representative Senator Raulo Dalgaard (No. 2 above) and Senator N. A. Belcourt (No. 3) have taken much prominent part in recent League discussions. (No. 2) Sir Herbert Ames, formerly M. P. for the St. Antoine Division, Montreal, was for some years financial adviser of the League.

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Transportation Epic of North America. The epic of transportation in America from the days when pioneers trekked across the plains with their luggage on poles dragged by dogs and ponies to the history of 250-ton locomotives thundering across the country hauling hotels on wheels at 70 miles an hour was staged at Baltimore recently during the Centenary Exhibition and Pageant of the Baltimore and Ohio Railroad this fall. Canadian interest in the "Pageant of the Iron Horse" was keen as this country was represented at Baltimore by the latest type of passenger locomotive, the latest type of the "2-10-0" Pacific class locomotive number No. 2338, which drew the Premier of Wales, Prince George and Premier Baldwin during their recent trip across Canada. Engineer W. R. Creighton (who has been with the Canadian Pacific 24 years) and Fireman R. Thomas (22 years) not only piloted the Prince of Wales train, but took the locomotive from Toronto to Baltimore for the Pageant of the Iron Horse. This locomotive is capable of a maximum speed of 90 miles per hour, weighs nearly 500,000 pounds and can handle 16 steel cars on fast schedule. On the opening day of the Pageant this locomotive took its place alongside a half dozen other giants from the roads of various countries. Notable among these from across the water was the huge new "King George V" of the Great Western Railway and the fastest that England has produced. During the opening parade of these locomotives the band played "Land of Hope and Glory" and "Rule Britannia" in honor of the countries they represented. The Pageant is recognized to have been the greatest transportation exhibition ever staged. Every period of railway history since steam was first used for railway locomotion was represented and the result was a strange collection of contrivances that made the crowds stare in wonder as they pushed along under their own steam. The 250-ton marvels of present day railroads they presented to accept as something tangible but not the curios that have been preserved from nearly a hundred years back. Perhaps the most interesting exhibit was "Peter Cooper's 'Tom Thumb' the first locomotive built in North America being constructed in 1825. The bankers of the B. & O. Railroad, who so impressed with it and the evident vision of steam that they were willing to go ahead and organize the road a century ago. Real Indians utilized a romantic dash to the scene. They whooped past the crowds on their feet pointing and then returned to guide the visitors down to view their encampment a short distance away. One of the outstanding features of the Pageant was the dress of those who manned the old-time trains and the passengers who made the journey early day around the tracks in front of the crowds. The costumes were true to the period which the locomotive and train represented and added sufficient color to make the exhibition one of the most picturesque and historical yet staged.