

The Georgetown Herald

SIXTY-THIRD YEAR OF PUBLICATION

Georgetown, Wednesday Evening, July 4th 1928

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

Canadian National Electric Railways
Toronto Suburban Railway

EASTBOUND		WESTBOUND	
Daily		Daily	
No. 50	6:15 a.m.	No. 1	7:35 a.m.
" 2	7:10 a.m.	" 2	8:30 a.m.
" 3	8:05 a.m.	" 3	9:35 a.m.
" 4	9:00 a.m.	" 4	10:40 a.m.
" 5	9:55 a.m.	" 5	11:45 a.m.
" 6	10:50 a.m.	" 6	12:50 p.m.
" 7	11:45 a.m.	" 7	1:55 p.m.
" 8	12:40 p.m.	" 8	3:00 p.m.
" 9	1:35 p.m.	" 9	4:05 p.m.
" 10	2:30 p.m.	" 10	5:10 p.m.
" 11	3:25 p.m.	" 11	6:15 p.m.
" 12	4:20 p.m.	" 12	7:20 p.m.
" 13	5:15 p.m.	" 13	8:25 p.m.
" 14	6:10 p.m.	" 14	9:30 p.m.
" 15	7:05 p.m.	" 15	10:35 p.m.
" 16	8:00 p.m.	" 16	11:40 p.m.
" 17	8:55 p.m.	" 17	12:45 a.m.
" 18	9:50 p.m.	" 18	1:50 a.m.
" 19	10:45 p.m.	" 19	2:55 a.m.
" 20	11:40 p.m.	" 20	4:00 a.m.

No. 50 will run daily except Sunday.
No. 54, 56, and 58 daily June 16th to Sept. 3rd.
No. 41 daily from Sept. 10th to Sept. 20th to Acton only.
No. 59 daily from June 16th to Sept. 3rd to Acton only.

C.N.R. Time Table

GOING EAST	
Passenger	7:23 a.m.
Passenger	8:31 a.m.
Passenger	10:19 a.m.
Mail	12:49 p.m.
Passenger	4:00 p.m.
Passenger	6:02 p.m.
Passenger	8:25 p.m.
Passenger, Sunday	7:31 p.m.

GOING WEST	
Mail	7:40 a.m.
Passenger	8:58 a.m.
Passenger	10:28 a.m.
Passenger	12:58 p.m.
Passenger	4:50 p.m.
Passenger	6:52 p.m.
Passenger	9:08 p.m.
Passenger, Sunday	10:24 a.m.

GOING NORTH	
Mail	8:55 a.m.
Mail	4:56 p.m.

GOING SOUTH	
Mail	11:23 a.m.
Mail	7:10 p.m.

DIRECTORY

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THE tire that gives the most mileage has extra miles *Built-In* at the factory. Firestone uses the best materials, purchased economically in the primary markets. Special processes, including Gum-Dipping, add to quality—yet cost is reasonable, due to modern factories and facilities. Your local Firestone Dealer saves you money and serves you better. Let him handle your tire requirements.
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Repairs to all Makes of Cars Gas, Oil, Grease, Etc.
Radio and Car Batteries Re-charged
A. BRUNTON
College View Phone 336 Georgetown

There are Two Sides to this Story
MOST people think of their Chevrolet dealer as a NEW-CAR dealer... partly because of the large number of new Chevrolets which they see on the streets. But, while new car sales are the Chevrolet dealer's biggest reason for being in business, they form only one side of his activities. He must not only sell cars but he must also exchange them.
Every good, successful Chevrolet dealer must also be a good, successful Used Car dealer.
From his experience in selling Chevrolet cars, he knows motor-car values. He knows that it is just as important for him to sell a Used Car as a new car. He knows that Used Car buyers have a right to as much for their dollar and are entitled to as complete satisfaction as new car buyers. He knows that satisfied Used Car owners will eventually become prospects for new cars. He knows the value of good-will.
In short, car business as Chevrolet dealers depends on our reputation as used car dealers. That is why you are sure of a square deal and a round dollar-for-dollar value, when you buy a U.S. car here. 507-7-282C

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We Carry a COMPLETE Line of Balloon Tires
Do you ever have trouble getting your size of balloon tire? We have got it. There are a lot of balloon tire sizes. We can carry them all because we specialize on Good years. Only one brand to carry--- the best. So we can keep all sizes. And if we do run out, we can get them quickly. That is just part of the service we render. And remember, Good-year prices are low.
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WM. C. ALLAN
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Patch-Work Quilt
Did grandma ever tell you about the patch work quilt?
That lies across the sofa in her room?
It is made from scraps of dresses that she wore when she was young.
And some of them were woven on a loom.
Sometimes when it is raining and I can't play out of doors,
She lets me spread it out upon the floor.
And as I choose the pieces I'd like to hear about.
She tells me of the dresses that she wore.
It isn't just the dresses that Grandma tells about.
It's the things that happened when she had them on.
And almost every piece that's in that dear old patch work quilt,
Holds the memory of a sorrow of a song.
Oh things were very wonderful when Grandma was young,
You ought to hear her tell about it all.
The ladies all were beautiful, the children all were good,
And the men were all so gallant and so tall.
She calls the quilt her memory bed, and every little piece,
Is a flower blooming in its scented fold.
There are red ones for the roses and blue for "don't forgets"
And yellow ones for sunflowers of gold.
There's one she calls sweet lavender, that smells like baby clothes,
And one of purple like the sunset skies,
I never ask about these, or the grey one like the rain,
For when I do dear Grandma at ways cries.
My Grandma told me once that life is just a patch-work quilt,
Of births and deaths and marriages and things.
And that sometimes when you're looking for a lovely piece of red, you only find a knot of faded strings.
But she says the red is redder when it's by a piece of brown,
And grey is not so grey by sunny gold.
Oh, I hope I'll have a lovely patch-work quilt like Grandma's,
To show to little children when I'm old.
Natalie W. Price.

School Report
Following is the June promotions for SS. No. 16, Esquewaugh, in order of merit.
Sr. IV to Sr. IV—Wilfred Minto, Margaret Burt, Helen Bennett, Harold Bennett.
Sr. III to Jr. IV—George Henderson.
Sr. III to Sr. III—Frances Forbes, Irene Bennett.
Sr. II to Jr. III—Billy Bennett, Harold Scott, Lloyd Burt, Stuart Minto.
Sr. I to Jr. II—Janet Henderson, Ruth Lindsay, Elmer Burt, Philip Forbes.
Helen M. Akitt, Teacher.

Stewarttown
Promotions for Stewarttown School are as follows:
Sr. IV to Sr. IV—Pass Robert Harris, Gerald Graham.
Sr. III to Jr. IV—Hon. Eddie Lunan, pass, Dorothy MacLean, Edward Hicken, Betty Smith.
Sr. III to Sr. III—Hon. Mary Standish, pass, Norma Smith, Sam. Tennant.
Margaret Hodge.
Sr. II to Sr. III—Pass Charlie MacLean, Walter Hodge, Francis Donkison, Lillian MacLean.
Sr. IA to Jr. II—Hon. Dorothy Wilson, Harold Lunan, pass, David Hodge.
Sr. IB to Sr. IA—Hon. Jack Jenkinson, pass, Lillian MacLean.
Sr. I, May Hicken, Harold Wilson, Jack MacLean.
Jr. Pr. to Sr. Pr.—Douglas Lawson, Jean Tennant.
Mary Standish recommended to Jr. IV. Jack Jenkinson recommended to Jr. II.
Teacher M. M. Peden.

Numerous
Daughter—"Did you have many love affairs, Daddy?"
Soldier Father—"No, child, I fell in the first engagement."
She—"Preddie hasn't been out an evening or taken a drink for three weeks." He—"Turned over a new leaf." She—"He turned over a new car."
Teacher (pleased)—"Well, well, Johnny, I notice you have washed your face this morning."
Johnny—"Yes, we had grapefruit for breakfast."
Two Albertonians who were visiting London for the first time discovered that there was no soap in their hotel bedroom, and one rang for the chambermaid.
"Ye might bring a wee bit o' saps," he suggested.
The girl, not understanding the request, simply got at him in their hotel.
"Hoote, lassie," he grunted testily "can ye no understand plain Scotch?"
The maid sighed with relief and shortly returned with two tumblers and a bottle.

90th Anniversary of Presbyterian Congregation and 50th of the Present Building
The following history of Nova Presbyterian Church, which held successful anniversary services on June 24th, was unavoidably held over from last evening's issue.
The Nova Presbyterian congregation was organized in the year 1838, ninety years ago, with some 30 charter members, among whom were Robert Reid, father of our esteemed senior elder Robert Reid, John Humphrey and Samuel Currie. In these early days the congregation met in the houses of the people, and the first communion was held in the home owned and occupied by the MacPherson family, east of our present church building. The first session was composed of Robert Reid, John Humphrey and Samuel Currie.
Before a year expired the Presbytery decided to build a church house, and in the beginning of the year 1839 land was purchased for that purpose and for a cemetery. Since the church was built in the village all this land as well as additional land purchased in 1853 together with three-tenths of a new presented by R. Noble has been used as a cemetery which ranks among the finest in the country.
Before the year 1875 the service of prayer was conducted by a preacher and the Psalms of David and certain paraphrases which are still dear to Presbyterian people constituted their Book of Praise, but now in the 37th year of its history the congregation resolved to purchase an organ to aid them in the service of praise, and Miss Margaret MacPherson was appointed to the position of organist and continued to function in that capacity for many years with great acceptance.
During the first few years of its history the congregation was served by itinerant ministers who each remained for a year more or less, but the congregation could not remain long satisfied with such irregular service in the year 1849 the Rev. Mr. Grey the first regular minister was settled over the congregation and continued in that capacity till the year 1852, when the Reverend Joseph Alexander was inducted as Pastor. Mr. Alexander was greatly beloved by the People, as is shown by the fact that he remained their minister for 35 years. During his time the present church building was erected at the cost of \$7000.00. This building is now 50 years old and still in fine condition. The corner stone was laid by the Hon. John McMurich an elder of Knox Church, Toronto. The architect was the late Walter Mackay of Georgetown. The late Thomas Maxwell of Nova Scotia the bricklayer and Laird Bros. of Nova Scotia were the carpenters. In 1855 the debt was entirely paid. Two years afterwards Mr. Alexander resigned the pastorate and Rev. Jas. Argo was inducted over the charge. The resignation of Alexander who lived in his own house, made necessary the erection of a Manse. In conjunction with Union a sister congregation Nova resolved to build one which was ready for use in 1858. This building stands beside the Nova Church.
It has been said above that the first organ was installed in 1875. The congregation found it a great help to the service of praise but they thought a further step should be taken if the service was to be what it ought to be, accordingly they decided in 1880 to use hymns as well as Psalms and Paraphrases and the hymnal was introduced.
The next important event in the history of the congregation took place in 1903 during the pastorate of the late lamented and beloved minister Rev. Wm. Mackay who was settled over the congregation on August 4th 1890 and left for Milton on Dec. 31 1904. In 1903 as just stated, the church was re-decorated, re-seated and carpeted and the present organ was installed.
Rev. W. D. Turner was the next minister, he took charge after Mr. Mackay left and continued to serve faithfully until Sept. 1912 when he moved to Blythe. It was in 1910 during Mr. Turner's pastorate that the individual Communion Service was introduced. Two years later Mr. Turner resigned and Rev. J. A. Ferguson became minister and served in that capacity till 1920 when he was called to Brown and Duff churches near Seaforth. In November of the same year Rev. Walter Patterson became minister and continued to serve faithfully till October 1925. It was in the last two years of his ministry that the congregation jointly with Union wired the Manse and introduced Electric Lights therein. It was also then that the roof of the present church building was re-shingled.
The year 1925 was the most momentous year in the history of the congregation. It was then that the congregation had to decide whether to enter the United Church of Canada or remain Presbyterian. It was decided by a good majority to remain Presbyterian. Some left to become members of the United Church but their place was taken by the Presbyterian minority of Mount Pleasant who have entered heartily into the life and work of the church and have proven a tower of strength to it.
In 1925 Mr. Patterson was called to Stayner and in February 1926 the present minister Rev. E. Macdonald was inducted over the charge and in the same year Electric Lights were installed in the church.

Notes and Comments
HORSESHOE pitching has become such a popular game that it has been recognized by the Department of Agriculture and fall fair secretaries throughout the province have received from J. Lookie Wilson Secretary of the Provincial Fair Association, a two page circular containing rules and regulations governing this game. The playing of horseshoes is recommended as an attraction at fall fairs.
A PREACHER once said: "Editors dare not tell the truth. If they did they could not live, and newspapers would be a failure." The editor replied: "You are right, the minister who will at all times tell the truth about his *rosaries*, dead or alive, will never occupy the same pulpit more than one Sunday, and he'll find it necessary to leave town in a hurry. The press and pulpit go hand in hand with whitewash brush and kind words, magnifying little virtues into big ones. The pulpit and the press are a *saintmaking* partnership. The minister went away looking very thoughtful, while the editor turned to his work telling of the insurmountable beauty of the bride, who in reality was as homely as a hedge fence."
Don't be the Man of the Wheel
Don't out in sharply ahead of a trolley car.
Don't neglect to test your brakes regularly.
Don't drive at night without two headlights.
Don't shift gears when crossing railroad tracks.
Don't drive at night without a tail light burning.
Don't cross tracks unless you are sure you are right.
Don't pull away from the curb in front of a trolley car.
Don't park your car too near railroad or car tracks of any kind.
Don't leave car standing without tail light burning at night.
Don't out corners sharply or drive to centre of street before turning.
Don't try to pass between a standing vehicle and a moving trolley car.
Don't pass another vehicle in the same direction at street or road intersection.
Don't pass a standing trolley car while said car is discharging or receiving passengers.
Don't follow a trolley car or a motor car too closely; either may have to stop on short notice.
Don't drive from an alley or court at a high rate of speed; drive slow and sound your horn.
Don't assume that the other driver knows what you are going to do; both may be mistaken.
Don't pass street cars on the wrong side. There may be a car approaching in the opposite direction.
Don't stop your car on the highway when changing tires or repairing car. Pull off the road for safety.
Don't fail to use proper skid chains on slippery roads; the use of them will possibly avert a fatal accident.
Don't forget that pedestrians and other vehicles have a right on the highway as well as you, and respect them.
Don't neglect to be careful at all times. Carelessness is the cause of accidents and deaths than all other causes combined.
Don't neglect to observe the traffic rules and laws, for if you don't accidents will surely follow. If you haven't them, any motor club will supply them.
Dim your headlights when approaching trolley car at night; the motorman will do the same.

Obituary
Mrs. Grace Devereaux
The death occurred suddenly Wednesday morning, June 20th, at the home of her son, E. L. Devereaux, Winnipeg Ave., Fort Arthur of Mrs. Grace Devereaux, widow of the late J. C. Devereaux, formerly of Collingwood. Mrs. Devereaux was born in Georgetown, the daughter of the late Ephraim and Grace Moore. She is survived by three daughters, Mrs. W. J. Lloyd, Vancouver; Mrs. D. Carmichael, Collingwood; Miss K. M. Devereaux, Fort William and one son E. L. Devereaux, of the Fort Howard Co. The funeral was held at 2 o'clock on Friday afternoon from the residence of E. L. Devereaux, 122 Winnipeg Ave. to Riverside Cemetery.
"I wonder if I couldn't get your husband to make a speech at our club."
"John make a speech! Why he can't even address an envelope without getting all excited over it."
—Hats of distinguished smartness in all the fashionable fabrics, styles and colors; shapes range from wide brims to close fitting cloches. Also scarfs to match hats. Ready to wear hats from \$1.00. —Clarice, Herald