# The Georgetown Herald

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


**Canadian National Electric Railway**

Eastbound

| | | |
|---|---|---|
| Daily—Except Sunday | 7.08 | a.m. |
| Daily | 9.28 | a.m. |
| Daily | 11.28 | a.m. |
| Daily | 1.48 | p.m. |
| Daily | 4.08 | p.m. |
| Daily | 6.28 | p.m. |
| Daily | 8.48 | p.m. |
| Daily | 11.48 | p.m. |

Westbound

| | | |
|---|---|---|
| Daily—Except Sunday | 7.21 | a.m. |
| Daily | 9.41 | a.m. |
| Daily | 11.41 | a.m. |
| Daily | 2.01 | p.m. |
| Daily | 4.21 | p.m. |
| Daily | 6.41 | p.m. |
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Going East

| | | |
|---|---|---|
| Passenger | 7.20 | a.m. |
| Passenger | 9.36 | a.m. |
| Passenger | 10.18 | a.m. |
| Passenger, Sunday only | 11.39 | a.m. |
| Mail | 12.06 | p.m. |
| Mail | 6.32 | p.m. |
| Passenger | 8.33 | p.m. |
| Passenger, Sunday | 7.24 | p.m. |

Going West

| | | |
|---|---|---|
| Mail | 7.34 | a.m. |
| Passenger | 8.55 | a.m. |
| Passenger | 2.12 | p.m. |
| Passenger | 6.50 | p.m. |
| Passenger | 7.12 | p.m. |
| Passenger, Sunday | 10.14 | a.m. |

Going North

| | | |
|---|---|---|
| Mail | 8.55 | a.m. |
| Mail | 4.55 | p.m. |

Going South

| | | |
|---|---|---|
| Mail | 11.23 | a.m. |
| Mail | 7.10 | p.m. |

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| East Bound:— | West Bound:— |
|---|---|
| 9.45 a.m. | 8.30 a.m. |
| 12.25 p.m. | 3.45 p.m. |
| 7.55 p.m. | *6.40 p.m. |
| | **9.45 p.m. |

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These 12 ingredients . . . think how carefully they must be mixed to make every thimbleful alike. Purina Startena and All-Mash Startena Chow are mixed over and over again . . . 960 times just to be thorough! You will find the same care taken with Baby Chick Chow (scratch) . . . to be fed with Startena until your chicks are six weeks old . . . and with Purina Growena (mash) and Purina Intermediate Hen Chow (scratch) . . . to be fed from then on until the pullets are laying at 16 weeks.

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### PASSED BEYOND THE VEIL

When God calls home the dear ones
whom we love
To dwell with Him in perfect peace
above,
We cannot feel that He has loosed the
tie
Which bound our human hearts on
earth; so I
Find comfort in the thought that they
may be
My guardian angels, keeping watch
o'er me.

For sometimes when my heart and I
need cheer,
These loved ones seem to hover very
near,
I almost feel the touch of each dear
hand
Upon my own to help me understand;
I still am theirs and they are mine,
e'en though
They dwell in heaven, I on earth below.

No broken ties but just a veil between
My earthly vision and that world unseen!
A little time to wait while loved ones
there
Keep tender watch o'er me, till I may
share
Their perfect peace and God's own
perfect Love,
Known unto those who dwell with
Him above.

## HALTON RIFLES

By Col. Jas. Ballantine, D.S.O., V.D.

The First Line Transports; Other Transports; The Rendezvous at Gaspe; Ye Mariners of England

### THE GRAND ARMADA

There be three things which are too wonderful for me; the way of an eagle in the air; the way of a serpent upon the rock; the way of a ship in the midst of the sea.—Prov. 30-18-19.

A righteous man regardeth the life of his beast. Those officers provided vitual, barley also and straw for the horses, every man according to his charge. Prov. 12-10.

With two texts, surely this will be a sermon; but no: I am simply going to say a few words anment the righteous men of the Transport Section and their charges, many of whom were selected with a view to their physical fitness—their soundness of wind and limb—rather than for their docility or sweetness of temperament or emotional control.

The Transport sections were as a rule a depository for many of the incorrigible horses, all those with fire in their eye, and dynamite in their heels; all those equine contributions of patriotic citizens—for a consideration—whose conscience in the transaction was salved by the reflection that being kicked to death was no worse than high explosive shells; and modern war was a barbarous and risky business anyway.

But there is a challenge in a horse that appeals to fighting man: and the drivers and grooms that formed the Transport section of the 4th Battalion felt themselves quite competent to deal with any question that might arise in the horse lines; and moreover, they spoke a language that was well known to the horses, though I suspect the fervency and vehemence thereof was a sourc of admiration and entertainment to these four legged soldiers, who didn't give two snorts for the Kings Regulations and Orders, and whose highest ambition was to get a General Officer within decisive range—a difficult thing to do, though there are many who prayed that this homocidal ambition might be accomplished.

To the Transport sections, gravitated all the boxers of the Battalion, many of the tough men, a large number of poker players, and others; and under their influence the Section rose to high efficiency; and never during its history did this Department fall down; and never did it fail to arrive at a time when arriving was of extreme importance to the Battalion.

Harry Cousins was the officer in charge of this outfit; and Harry possessed in full measure all those qualities that go to make a successful Transport Officer. He was a psychologist, and he knew all the best ways of dealing with Transport situations; and while his system of Interior Economy was not bookish or orthodox, it was the best system and the results that he obtained fully justified the means employed.

No battalion looks like business till the eye rests on the Wagons of the First Line Transport, as the column weaves and twists its way over the trail to adventure.

Here are the covered wagons; and in between the companies you see the ammunition mules or horses carrying the surplus ammunition; and the water carts with Gunga Din in charge; and the picture is all complete, and the Battalion is a war unit ready to the last button.

Those Transport wagons, however, did not go farther than England; for like some of the personel, they were found wanting in the physical examination, which declared they were not sufficiently stout for service; while at the same time the criticism that they would not turn short was advanced; and in the army one has to turn short whether he is a wagon or a man. So the Canadian wagons were later displaced by the General Service Wagons, though the personel of the Transport and the horses carried on after the manner of Transport men and horses.

I have given you a glimpse of the 4th in column of route, as it marched away to the little siding at Valcartier to entrain for Old Quebec, at which one of the thirty two transport ships was waiting.

The embarkation took place on the 24th of September, and the following morning we dropped down the river and away—but not all the way.

We were to assemble at the Gaspe Basin, a bay in the Gulf of St. Lawrence just around the thumb of Quebec on the south side of the Province; though we did not know it till we woke up to find the ship at anchor in the picturesque little harbour which at the mouth is hardly ten miles across.

One could follow with his eye the road along the South shore through the most charming of whitewashed villages, now rising to clear the back of some jutting rock, now dipping till the waters of the great river washed the pebbles of the highway. One could also rest his eye on the wooded hills beyond, and the sanctuaries from which the moose and other wild life could view our passage down the river.

To-day, that is one of the most popular motor trips on the continent for the scenery has few parallels for beauty. When one reaches the Village of Gaspe it will not be long before some proud villager will direct his attention to the Bay, with the remark: "There lay the Grand Armada in the first year of the Great War."

It is a beautiful place, fragrant with memories of Jacques Cartier, Samuel de Champlain and many others; but the rendevous of the thirty two transports, with the battle cruisers and smaller ships of the Royal Navy, overshadows even the traditions of the Pilot of St. Malo, or any of his successors.

Away to the East about two hundred and fifty miles lies Newfoundland, Canada's storm door in the Atlantic; to the North East the eleven mile gap which is known as the Straits of Belle Isle; and to the South East the eighty mile passage called the Straits of Cabot.

We watched the great transports from the deck of our ship the Tyrolia, as they slipped into the sound one by one, and took their place in one of the three columns that faced seawards under the watchful eye of the ships of the Naval Escort; and we noted that the distinguishing colours of the funnels were all gone, and the ships were painted the sober shade called battleship grey.

Nothing of the kind had ever crossed the Atlantic before, for with the ships of the Navy the Armada numbered forty nine in all; though some of these were so far out from the flotilla that they did not seem to be in attendance—but they were.

In later years the same number of men would have been taken across in six ships, or even less; but in this case there was a ship for each Battalion and one for the Nursing Staff, the name of which every soldier in the flotilla knew, and still knows—The Lapland.

On the S. S. Tyrolia the Battalion was disposed as follows: the Staff on A deck; the company officers on B deck; the Sergeants on C deck, and the rank and file in the deep recesses of D deck, without port holes and with no ventilation but that from the shafts.

It seemed crowded, but as the war wore on, and transports became fewer, and more troops were to transport, conditions became infinately worse, and when we crossed in 1916 on the Empress of Britain, we had five thousand souls packed into the lower decks of the ship.

When the Americans crossed, they packed as many as fifteen thousand troops into the great belly of the S. S. Leviathan, not the same Leviathan that transported the Prophet Jonah, on his mission to Ninevah, but conditions little better; and I suspect that the landing of Jonah, and his thanks giving were no less welcome and fervent than that of the American Doughboys, after their long internment in the bowels of the big fish. In either case the atmospheric conditions must have been appalling, though we assume that the ventilating facilities were more efficient on the American than on Jonah's Transport.

Whether these men were marched into the Ark two by two, after the manner employed by Noah, or poured into the ship through a funnel, after the methods used in modern efficiency, I know not; but the incident is noteworthy, as determining the utmost capacity of ships when used as Army Transports.

In the Officers Mess we were taught that the correct thing was to drink the health of His Majesty without rising, after the custom of the Royal Navy, which dated back to the days when the head room between decks was not sufficient to allow standing.

We were visited by the Admiral of the Fleet—but in no way did he resemble or suggest Sir Joseph Porter, K.C.B. even if the S. S. Tryolia had been H. M. S. Pinafore. Sir Joseph Porter was about the only admiral most of us had seen, or heard, and the notes of this fiery son of Neptune were discordant, and rapped out of him like the stuttering of a machine gun. For some reason he did not like the Tyrolia, and his ire was fully vented against the Captain, though for what reason I have never known. Also by General Alderson, the Officer commanding the Division, whom we saw for the first time. Captain Bastedo went up to him and extended the right hand of fellowship, but the General was not very responsive, and I think, rather resented such familiarity on the part of a Captain.

Our movements to the Gaspe Basin had been, as we thought a great secret, and all our mail was withheld till after we had safely arrived in England. Yet, on the day we departed from the Basin, the Canadian papers headlined the event and told the world and Von Terpitz that the Contingent had sailed from Gaspe. There seems to be an inscrutable wisdom about matters military, that is too deep and subtle for the understanding of regimental officers and men.

### ARMY CRUSADERS TO SPEND FEW DAYS IN GEORGETOWN

Aims and Accomplishments—Has International Scope

What it is.

The Church Army is a layman's Society within the Anglican Church, both in England and Canada. The Canadian cadets after a twelvemonths' course in the training college recently established in Toronto, under the wardenship of Bishop Lucas, were solemnly commissioned by the Metropolitan of Ontario, Archbishop Williams, at a service on the feast of the Epiphany last in the Church of the Redeemer, Toronto. Following this, they were dismissed by the Bishop of Niagara for work in his diocese from January 8th to April 30th. These are working in two groups of four captains each, three Canadians under an experienced English officer.

What it does.

The aims of the Church Army is not to supplant the work of the clergy but to supplement it. The Army has been a wonderful asset to the mother church in England, where it has been in operation for about half a century, and promises to be as great a help to the Church of England in Canada. There are some 60 different departments of work. Some of these are social, but all are spiritual. No needy applicants are turned away, in short, it would seem abundantly apparent that this organization is filling a real need to the people as a whole.

Its departmental work.

The Church Army has rescue homes, preventive homes, homes for cripples, lodgings, fresh air hotels, and refuges for motherless children; indeed much of the work in the police courts is among women and girls; this last being taken care of largely by the C. A. sisters. Missions are held in barracks, naval stations, and among hop pickers, fruit pickers, holiday makers, etc. It maintains a fleet of 40 horse drawn and motor mission vans for work in rural, town and city parishes. Five such motor vans will be at work this summer in Canada. In nine of His Majesty's prisons a Church Army officer is retained for visiting, holding services etc. among the prisoners.

The Army has a well considered scheme for emigration, with 800 boys on farms in western Canada, and a hostel with two officers constantly at work in their behalf. It has six departments of work for ex-service men and their dependants, including beaten copper work, artificial wreaths, rose petals, toys labor exchange, also homes for the boys and girls whose fathers gave their lives in the Great War. The C. A., we might add, maintained 2000 huts and tents for sailors and soldiers during the war.

Expressions of appreciation.

Hon. Stanley Baldwin, late prime minister of England says: "The church Army is a modern chapter of the Acts of the Apostles."

The Bishop of London says: "The Church Army is the spearhead of evangelism within the Anglican Church."

The Archbishop of Canterbury calls the Church Army the Good Samaritan of the Church.

A column of four C. A. Officers (Crusaders) will be at work in this Parish of Georgetown under the Rector the Rev. P. H. Wase from March 31st to April 6th (inclusive). They will give their messages every evening except Saturday, at 4.15 and 8 o'clock. A very hearty welcome is extended to all.

## DOINGS AT OTTAWA

(Ottawa, March 22, Special to the Herald). The question of Senate Reform, which has been allowed to rest since last it served as an election issue in 1925, is again assuming interest around parliamentary corridors. The question is being asked generally whether Premier King, with the appointment of Hon. James Murdock to the last Ontario vacancy and the announcement that other appointments would be forthcoming in "due course," is setting out to travel another stage of the road that was first charted in the Liberal Party platform of 1893.

Senate Reform has been historically an issue of variable urgency. The last insistent need for it arose during the election campaign of 1925. Since then it has not been so imperative. At any rate the Chamber has been suffered to remain below its full strength for some years now, the government evidently seeing no occasion for exercising its power of appointment. Two of the Quebec vacancies which still remain to be filled, Victoria and Rigaud, have existed now for two years. In addition there is one vacancy in Prince Edward Island and another in Mille Isles, Quebec.

The appointment of Hon. Mr. Murdock gives the parties the following standing in the Senate: Conservatives 46, Liberals 45, Progressives one, vacancies four. The government has it in its power, accordingly, to command a clear majority by exercising its power of filling existing vacancies.

The Senate is the chamber in Canada in which representation is not based upon population, and, as such, it is the protection of minority provinces. The only practical extent to which experienced parliamentarians look for reform is in the establishment of a practice whereby the Red Chamber would be unable to reject a bill which has been passed three times by the commons.

The Veterans' Allowance bill has finally got to the Committee stage in the Commons after protracted debate. The measure aroused criticism from the Conservative benches not for what it proposed to do, but for what it proposed to leave undone. It was approved in so far as it went, but it was held not to go far enough. Conservative members contended that the grievances of the veterans could not be met by any provisions short of shifting the burden of disproof of a veteran's prima facia claim to the Board of Pension Commissioners. This had been suggested in the amendment of Dr. McGibbon of Muskoka; which encountered the Government's closure tactics.

In its final debate before going to committee the measure was criticized anew for failing to make any provision for dependents, for placing the returned men upon practically a charity basis, for setting up a political administration which would make the applicant for a pension subject to "political juggling." Point was also made of the fact that its provisions did not become operative until September 1st. What was the returned man to do in the meantime? Conservative members asked.

The controversy in the House presages exhaustive discussion of the measure in committee. The Senate has been asked to appoint members to the committee to sit with the commoners upon the measure. The Committee has also agreed to defray the expenses of counsel for the veterans if they should desire to retain one to prepare their demands in legal form. The committee further bear the expenses of the veterans who may be called before it to give evidence.

National business, in so far as it is in the hands of parliament, will be suspended from April 12th to April 24th, that period having been fixed as the Easter recess for Senators and Commoners.

### PRIZES ARE ANNOUNCED

Standing Field Crop Competition Winners Get Award

The prize winners in the combined standing field crop competition, which has been conducted by the Halton Agricultural society during the past year, in co-operation with the Ontario and Dominion departments of agriculture, were named by L. D. Hankinson, district inspector, Dominion seed branch, at a meeting of the contestants at Milton last week. The prizes in this competition, which are now being paid by A. L. MacNabb of Milton, secretary of the Halton Agricultural society, are as follows: 1st, George Agnew, Nelson township, $75; 2nd, A. D. McDuffee, Trafalgar township, $65; 3rd, William Shields, Nelson township, $50; 4th, J. H. Wilson, Trafalgar township, $40; 5th, E. M. McKinnon, Trafalgar township, $30; 6th, Ed. Harrop, Esquesing township, $25; 7th, J. H. Willmott, Trafalgar, township, $15; 8th D. P. Ford, Trafalgar township, $5; 9th, Cecil McCann, Trafalgar township, $5; 10th, L. W. Chisholm, Nassagaweya township, $5. The barley grown was all registered seed. Arrangements are being made for extending the competition during the coming season.

### No Such Person

The officer was red with indignation. "Confound you, Brown," he was saying hotly, "there is no excuse for carelessness of this kind. Here—instead of addressing this letter to the intelligence officer, you have it addressed to the intelligent officer. You ought to know there is no such a person in the army."

### The Unexpected

"Rastus, I understand that you are the father of twins. What have you named them?"

"Well, suh, the fust Ah named Adagio Allegro; and Ih's gonna name the second one Encore."

"I know you're musical, Rastus, but why call the second one Encore?"

"Well, Colonel, suh, y'see he wasn't on the programme."

The house in which Ira Johnson, Oakville, who claims to be of Indian origin, resided for some time prior to the night raid of the Klu Klux Klan raiders three weeks ago, was burned to the ground Tuesday morning.

## ONTARIO LEGISLATURE

Toronto, 21st March, 1930.

By the overwhelming vote of 57-18, the Ontario Legislature on Tuesday adopted the budget as delivered by Hon. J. D. Monteith, Provincial Treasurer. Prior to adopting the budget, the House by the same division threw out the want-of-confidence amendment introduced by S. C. Tweed, Liberal, North Waterloo, which condemned the government for asking municipalities to contribute to the Old Age Pensions.

An interesting feature of the vote was the declining to vote of Earl Hutchenson, Labor, Kenora. Mr. Hutchenson left the chamber before the vote was taken, while Premier Ferguson paired with W. E. N. Sinclair, Liberal Leader, the latter leaving after he had delivered his address.

Hon. G. Howard Ferguson, Prime Minister, in concluding the budget debate, delivered a masterful address upon the activities of the government which brought thumping applause from the Government. When he had concluded, there was no doubt in the minds of those who crowded the galleries as to who was in complete control of the situation. Premier Ferguson flayed both Mr. Sinclair and Hon. Harry Nixon, Progressive Leader, for their stumblings through jungle darkness, while he secured much amusement from the "assumed obtuseness" of the Prog. Leader.

Two important announcements were made by Premier Ferguson. Upon the suggestion that municipalities should receive a portion of the gasoline tax, Premier Ferguson flatly stated that this would not be done. The Government, said Premier Ferguson, had established an extensive system of transportation to serve the entire province, and municipalities were entitled to contribute to that system. Such a system of transportation brought much to the markets of all municipalities together with an increased tourist traffic which during the past year had expended some $200,000,000 in the province. Consequently, said the Premier, there was to be no contribution made from trust funds of the government on the tax.

Premier Ferguson also laid down the government's policy on Hydro power. The province, he said, was prepared to purchase power from any one in the province on a fair and equitable basis. In regard to the development of the St. Lawrence, Premier Ferguson said the province intended to secure their rights and maintain them for the people of the province. Nothing would be given away, while he hoped that the whole question would be shortly settled in the best interest of the province. Power development on the St. Lawrence, continued Premier Ferguson, did not end the difficulty of securing power. Many other developments must be undertaken in order to assure a complete supply of power for years to come.

"We need every bit of power we can produce and we propose to buy every horsepower of energy we can purchase anywhere," said Premier Ferguson. "If we had all the power out of the St. Lawrence it will only be a bit over 1,000,000 horsepower and that will not be enough in eight years at the rate we are growing."

Premier Ferguson, in speaking to amendments of the Election Act, made clear the government's policy on any inroads that may be attempted on the communistic element. The government, he said, intended to do everything in their power to prevent communism getting a stand in the province, and in the amendment election candidates must post a deposit of $200. Premier Ferguson said there had been cases where the red element had contested ridings for the single purpose of expressing extreme views. Such a case had risen in Sudbury in the riding of Hon. Charles McCrea, Minister of Mines, where an extremist with no interest in the riding had entered the field with one purpose in view.

"There has grown up in this province an active communist element and I am determined as far as this government is concerned to suppress that element and prevent it getting an ascendancy," said Premier Ferguson.

Another section of the amendment to the Election Act, abolishes the vouching clause. Formerly a voter might be vouched for in order to place his name on the list.

Every licensed automobile insurance agency and company in Ontario will in future be compelled to file with the superintendent of insurance or with a statistical bureau a record of its automobile insurance premiums and of its loss and expense costs according to a bill introduced in the Legislature by Attorney-General Price.

Construction of a new provincial highway into Hamilton will be started this year. Engineers of the Department of Public Highways have made surveys and mapped out the route, according to Hon. George S. Henry, Minister of Highways, who said the road would be 40 to 50 miles long having a start in the vicinity of Turner's Corners west of Highway No. 3, and run southwesterly to Fonthill, up the hill as far as Fonthill United Church where it will run west to the boundary of Lincoln and Welland Counties, skirt the top of Hamilton Mountain and enter Hamilton.

Benefits to municipalities in the Central Ontario Electric Power System are given under legislation introduced by Hon. J. R. Cooke, Hydro Commissioner, the bill providing an extensive saving in that district. Hon. Mr. Cooke said that the province purchased what was then known as the Central Ontario Power System owned and operated by the Seymour Power Co., with the object of placing the service on the same basis as the Ontario Hydro.

Second reading was given to Premier Ferguson's bill providing for a five year term of the legislature. Premier Ferguson explained that the life of a government depended upon its work and administration than upon any term of years fixed by legislation. Premier Ferguson added that it would mean a saving to the public and conforms to legislation in force in every other province of five year terms.

### A Natural Question

A farmer engaged the services of a wanderer who came one night applied to him for a night's lodging and something to eat. All went satisfactorily for a week or so, until the farmer rooted out the newly hired man about 3.30 one morning.

"What's up, boss?" queried the hobo, drowsily rubbing his eyes.

"Time to get up and go to work."

"What's the big idea?"

"We're going to reap."

"Reap what?"

"Oats."

"Are they wild oats?"

"Wild oats? Of course not. Why?"

"Well, if they ain't wild oats, why do we have to sneak up on 'em like this in the dark?"

Thos. Kennedy, M.L.A., has introduced a bill in the Legislature to reduce the size of county councils. The unit proposed is one reeve for every 1500 people, with one deputy as the limit.