The Georgetown Herald

Sixty-Sixth Year of Publication

The Georgetown Herald, Wednesday Evening, July 27th, 1932.

\$1.50 per Annum in Advance; \$2.00 to U.S.A

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

C.N.R. Time Table (Standard Time) Going East Passenger and Mail 2.39 p.m. Passenger and Mail Passenger, stops for passengers going East and Toronto Bunday's going East

Passenger and Mail Passenger Passenger 6.25 p.m. Passenger and Mail 8.31 p.m. Passenger. Bunday Passenger, Sunday

Going North Mail and Passenger Going South Mail and Passenger

ARROW INCREASED BUS SERVICE

3.55 p.m. 5.55 p.m. (8.25 p.m. Sat. question is which town will be next to tours. only) (9.55 p.m. daily except Sat.) lose its local newspaper. Under the (11.55 p.m. Saturday only)

6.15 p.m. daily except Sun. 0.50 s.m. support is given to trient and the form stops only on flag signal) 9.15 p.m. terprise. 8.15 p.m. Sundays and Holidays only.

Reduced Fares to Holders of Season Tickets TICKETS AND INFORMATION AT LONG'S

DIRECTORY

LE ROY DALE Marrister and Solicitor Georgetown, Ontario Offices - Oregory Theatre Bldg. Mill St.

CLARENCE H. WIGGINS Barrister, Solicitor, Notary Public Offices O'Neill Block, Georgetown Telephone 158 GRAHAM, GRAHAM and BOWYER

Barristers, Etc. Brampton, Ontario E. B. Graham, E. G. Graham, C. H. Bowyer

Barrioter, Selicitor, Notary Public First Mortgage Money to Loan Offices: Main Street South F. R. WATSON, D.D.S., M.D.S.

KENNETH M. LANGDON

MARION PRIEST, LDS, D.D.S. Office Hours 0 to 5, Except Thursday Afternoons F. L. HRATH L.D.S. D.D.S.

Office in Lane Block, one door north of O'Neill's Carriage Pactory Hours 0 a.m. to 6 p.m.

CHIROPRACTIC "NEILSON" The Chiropractor Palmer Graduate 19 Year's Practice No Medicine, Surgery, Osteopathy X-RAY SERVICE Office over Dominion Store

Monday, Wednesday and Saturday 2 to 5 and 7.30 to 9.30 p.m. Other days and hours by appointment Residence 150 Phone 150w

FRANK PETCH LICENSED AUCTIONEER for the Counties of Peel and Halton

Prompt Service Telephones Cheltenham 26r23 Georgetown 61r3 Post Office Cheltenham

COLLECTIONS A Bouquet from a Brampton Client "Your services have been greatly appreciated, results extremely gratifying. Can't stress

my thanks too highly." June 10, 1932. We can help you with your collection troubles too.

Kelly & Alken The Reliable Collectors
ORANGEVILLE, ONTARIO

Monuments

POLLOCK & INGHAM Successors to Cater & Worth Galt, Ont. Designs on Request - Phone 2048 inspect our work in Greenwood

THE New Way Buy Coal Blue Coal'

No Extra Delivery

Charges to

STEWARTTOWN GLEN WILLIAMS STONE SCHOOL

Not Owing A Past Account

John McDonald PHONE IN GROEGEROWN

BETTER NOT TO KNOW Life is so kind never to let us know The last time we go down the long steep hill.

Never to know when falls the last soft Nor what bright bird will be the last to trill: Never to know what joy will be

to have presage that the heigh Of that brief passion which no is so kind-far kinder than w

Of silver spray across the deathblackened reof. ~ had known that day you were

never, hever could have said

-Edith Lombard Squires

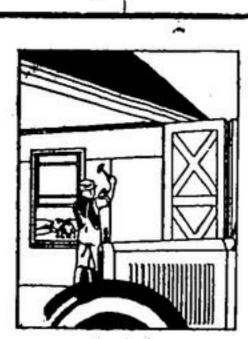
DEPRESSION AND THE PRESS

The removal of the Spectator from Dr. Jim Black an old Georgetown High Palmerston to Guelph, emphasizes the School boy whose home was in Rockdifficulties under which country news- wood. papers now carry on. Local weeklies have been hit very hard by the dea promising one. A tew years ago no one would expect to find a town grandeur of the scenery, we decided to the size of Palmerston without a well equipped newspaper office. Now the of Canada's most popular sight-seeing present conditions newspapers can exist only in communities where loval support is given to them and the town



HERE'S the finest light you ever your place ... for outing trips . . . for cottage or cabin . . . for all general use. Coleman Lantern Model 220B produces up to 300 candle-power of clear white light. Lights instantly. Makes and burns its own gas. Equipped with Roto-Type bur-ner and cleaning needle. Has good clear mica chimney, green porce-lain enameled reflector top; nickel

THE COLEMAN LAMP AND STOVE COMPANY, LU. TORONTO, A, ONTARIO ASK YOUR DEALER!



Your garage lined with Sheetrock will be easy to heat, and fireproof, too, for Sheetrock does not burn. All you need is a saw, a hammer. some nails. We'll tell

you how. SHEETROCK Georgetown

Lumber Company

Limited GEASSES INTA WILL

from eye weariness and imperfect vision should know they can receive relief by having their eyes examined by a specialist-one who thoroughly understands the science of Op-

Through The

Canadian Rockies 66 Canadian Pacific Railway J. M. M.

enjoy another trip through the Canadian Rockles. This time we travelled on the Canadian Pacific Railway's luxurious train "Dominion", and the trip was a very pleasant one indeed.
The courtesy of the train officials,
the splendid dining cap service and the comfortable Pullman car accommodation provided, added materially, we the

enjoyment of our holiday. Leaving Toronto on Sunday evening. June 19th, accompanied by Mrs. Moore and. Aifeen, we arrived in Vancouver on 'Thursday' Morning at 9 a.m., a little tired but happy, after crossing the vast plaines and viewing the wonderful scenery of the Rockies.

From Vancouver to Victoria was a beautiful sail on one of the Canadian Pacific's palatial steamers which piles between the coast and British Columbla's capital city. During our stay in Vancouver we had

the pleasure of a visit with Miss Anni:

McKay, formerly of Georgetown, and

After two weeks spent with relatives and friends at the coast we started on pression and the outlook for the rural our homeward journey, and as we apress of Ontario at present, is not gain wended our way through those majestic mountains, taking in the

give our readers a pen picture of one

The Canadian Rockies, which interpose their giant bulk between the Pacific Coast and the Prairies, form one of the most remarkable moun-1.15 p.m. 4.40 p.m. (6.07 p.m. its most important assets.—Arthur En- of some five ranges, they offer nearly 650 miles of magnificient scenerysnowy peaks, glaciers, rugged precipices, waterfalls, foaming torrents. canyons and lakes like vast saphires and amethysts set in the pine clad mountains. They attract every year thousands of visitors, for whom luxurious hotels and comfortable bungalo

camps provide headquarters. Although the Canadian Pacific rail services do not begin until we reach Vancouver, and although there are some Canadian Pacific steamer services much farther afield than Victoria, we will begin our journey through the Rockies at this beautiful

Victoria, situated on Vancouver island, (population 65,000) stands on a promotory over; coking the Straits of Juan de Puca across to the snow-capped Olympic Mountains on the mainland. Owing to the characteristic beauty of its residential district, it has often been called "a bit of England on the shores of the Pacific." Victoria's beauty lies in its residential districts, its boulevards, parks, public buildings, numerous bathing beaches and semitropical foliage.

The Empress Hotel, most western of the chain of Canadian Pacific hotels. overlooks the inner harbor, within a stone's throw of the Parliament buildings. It is an hotel of stately architecture, hospitable spirit, spacious atmosphere, and social warmth. Its beautiful gardens are a fitting accompaniment of its own ivy-grown walts. Adjoining the Empress Hotel an a musement casino, the Crystal Garden,

contains one of the largest glass-en-

closed salt-water swimming pools in the world, together with dancing floors, promenades, etc. Victoria is the capital of British Columbia. The Parliament Buildings which rank among the handsomest in America, overlook the inner harbor. Adjoining them is the Provincial Museum, very complete and interesting, and containing a large assortment of specimens of natural history, native woods, Indian curios and prehistoric instruments. The Provincial Library

contains a large collection of historical prints, documents, and other works of great value and interest. One of the city's public parks, Beacon Hill Park, contains 154 acres laid out as recreation grounds and pleasure gardens, fifteen minutes' walk from the Empress Hotel and included in all sight-seeing trips in the city. Magnificent views can be obtain-

Juan de Puca and of Oympic Mountains on the mainland. Near Brentwood, a charming resort on Saanich inlet about fifteen miles from the city by street-car or automobile, are the beautiful and famous gardens of Mr. R. P. Butchart. In no part of America can any more diversified gardens be found than these, for besides sunken gardens there are acres of rose gardens, stretches of velvet lawns bordered with flowers of every description, and a Japanese, or fairy, garden. Visitors are admitted with-

out charge every day. Saanich Mountain Observatory is reached by automobile or street-car The new telescope, which has a .72-inch reflector, is the second largest in the world. The observatory, in addition to being of interest itself, commands from its site one of the finest wews

on the Pacific Coast. Victoria can be considered as an approximation to the 'golfer's paradise," for in its equable climate golf can be enjoyed every day of the year. Three 18-hole and two 9-hole courses are open to visitors and are all convenient to the city, well kept and of fine location. Quests at the Empress Hotel have special privileges at the Colwood Golf and Country Club.

The fishing and shooting on Vancouver Island are of the best-trout, salmon, pheasant, grouse, cougar, bear, deer and moose being the prizes. Shawnigan Lake, Cowichan Lake, Sproat Lake, Great Central Lake and Campbell River are amongst the most famous fishing waters of this continent. There are also excellent bird shooting and big game hunting.

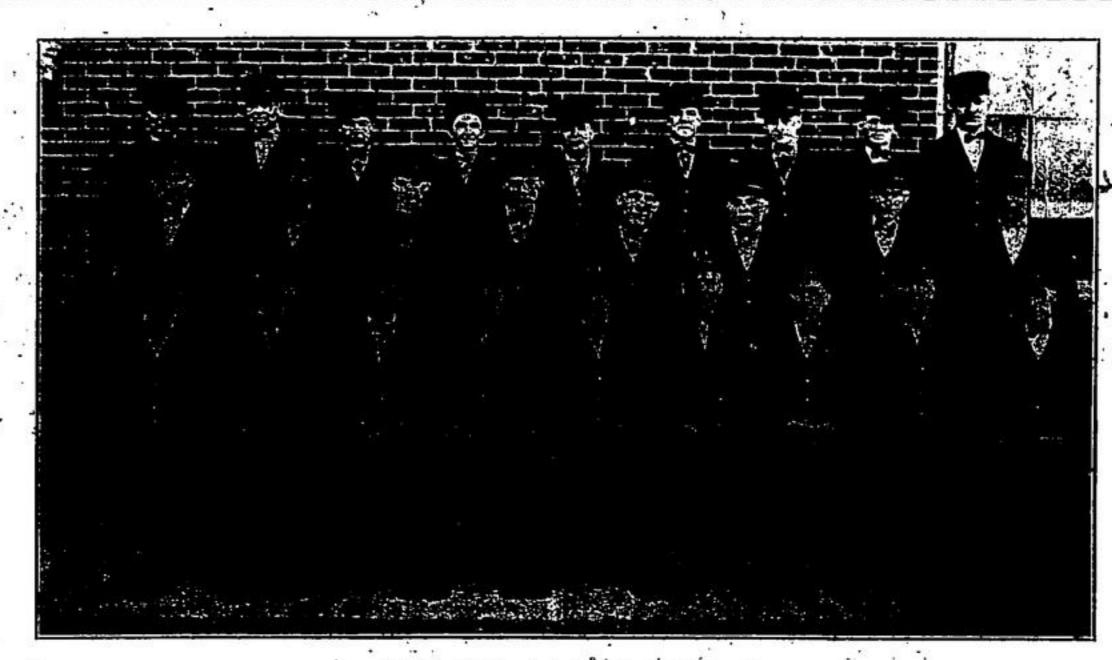
There are as many good motor trips radiating from Victoria as from any other place in America. The roads are excellent. Among the popular trips is the famous Malahat Drive to Shawnigen and Duncan; Nanatmo, via Parksville to Cameron Lake, on over Alberni Summit; another is the Grand Island Highway Tour-Victoria, Duncan, Nanaimo, Cameron Lake, Port Alberni, Qualicum and Campbell River, and the entire Georgian Circuit International Tour, the greatest and most complete scenic tour on the con-

From Victoria delightful excursions may be made into the interior of Vancouver Island, either by the Engpimalt and Nanaimo Railway or by automobile. Excellent hotels are to be found at Cameron Lake and elsewhere. Splendid fishing can be enjoyed at numerous places for salmon and trout. The immense Douglas Fir forests of the interior and the balmy climate make a trip into the interior won-

derfully attractive. PHONE 327 for APPOINTMENT | burbs 297,000) is situated on Burrard

Greetings to Provincial Firemen

IN CONVENTION AT GEORGETOWN, JULY 29th to AUGUST 1st



GEORGETOWN FIRE BRIGADE

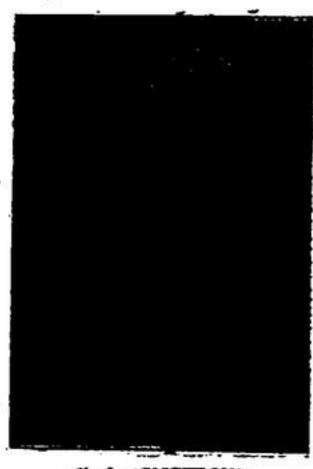
TOP ROW, left to right—R: Buchanan, T. Grieves, P. McCartney, G. Martin, J., Hall, A. Roney, R. Eason, F. Sykes, H. Hiltz. MIDDLE ROW—C. Spence, H. Shepherd, N. Carter, T. Givens, P. Armstrong, W. Beaumont, J. Armstrong, J. Shepherd. BOTTOM ROW-R. McCartney, N. Brown, H. Savings, A. Kean, N. Tuck, Chief; W. H. Long, Deputy-Chief; A. B. Parr, H. Heinbecker, D.



GEO. H. SMITH President Provincial Piremen's Association







W. J. ARMSTRONG Provincial Piremen's Association

Georgetown Fire Brigade

and methods were sought to minimize the menace

As the Barber family came here in 1837 and as they were all of a mechanical bent of mind, I imagine that Joseph Sr., who was a machinist, was the builder of "Old Gulliver," the first fire engine that I can find any trace of (though someone mentions that there was an earlier and smaller engine than this one). It was a box-like affair. mounted on four wheels, and with a wheel with a handle on each side. whereby four men could work it, and thus drive a stream of water against the flames, through hose made of leather and joined with copper rivets. This hose was very heavy and not very pliable. This engine had no suction pipe and water had to be carried in pails and emptied into the box.

The last stage of this engine was pathetic if tradition can be believed. A fire occurring in Glen Williams it was hauled there, and whether it proved of no avail or not. I do not know, but instead of hauling it back to its native heath, they drowned it in the deepest part of the village pond. No one is left to tell the tale of the personnel of that Fire Department, but the legend is that James Higgins was

In the Eighteen-Seventies "the Rescue" was purchased. A hand engine with a wooden handle on each side at which twenty men could furnish the power. And laborious work-it surely was, for the writer remembers pumping his insides out at the fire which consumed the Exchange Hotel, where Mr. McGibbon's now stands. Quite a number of large cisterns were sunk at convenient points where water was not available, and these were filled from the roofs of nearby buildings. If a dry season occurred then they had to be replenished by filling them from the pond on the West side of Main St., where the Electric

Our Hook and Ladder wagon was of home manufacture, built by Culp & McKenzie, (a formerly well known firm of carriage builders) in the "Seventies," and it speaks well for their workmanship that it is still doing duty if required after sixty years of service.

This engine and ladder wagon furnished protection under the Chiefship of Doctor M. H. Starr, H. H. Spiers and Mark Maw, until the installation of the waterworks in 1891.

The Hose Reel Company and the Hook and Ladder Company were two separate organizations, but were amalgamated upon the completion of the waterworks. As our Hose Reel and Hook and Ladder Companies were always run on a volunteer basis, it is needle's to add, that nearly every able-bodied man in Georgetown was a member at some time or other during his life-time.

Another interesting fact is, that there are three men still living who served under the Chiefship of Doctor Starr in the late 'Seventies." ville. If there are others, I am not aware. In 1890 it was thought our fire fighting apparatus was not suffi-

cient to cope with a fire in the business section of the village, and a steam engine was suggested. The Reeve called a public meeting in the town hall and a representative of the Waterous Engine Co. of Brantford and Mr. Ronald of Bruseels were present. After listening to each man extolling the merits of their respective engines, it was decided to purchase the Brantford one, but, the

next day, there was a revultion of opinion, for Mr. Ronald in looking over the situation stated that Georgetown had the best fire protection right at its door-step, namely Silvercreek, and thus was born their waterworks system, which is really a monument to the late Jos. Barber Jr., a councillor at that time, and who gave practically all his time to superintending the installation of the same. Mr. James Warren of Walkerton was the engineer.

Pollowing the installation of the waterworks the Fire Brigade has kept pace with the times. The old hose reels, drawn by man power, have been replaced by an up-to-date motor fire truck with complete

Owing to the growth of the town an additional water supply was installed in 1922, at a colt of \$80,000, and to-day Georgetown has one of the best fire protection systems in the Dominion.

Chiefs of the Brigade who have succeeded those previously mentioned were Messrs. Nell Hunter, deceased; Robert Erwin, Albert Tost, and Nelson Tuck the precent Chief with W. H. Long, Deputy-chief. Georgetown Pire Brigade from its incoption has always been

manned by men who have never spared themselves in time of danger. and whose efficiency has been proven in numerous instances where fires have been extinguished, thereby preventing the loss of life and property of our citizens. [We thank Mr. George Reid, one of the early members of the Brigade,

for much of the information given above).



W. H. LONG 1st Vice-President Provincial Firemen's Association



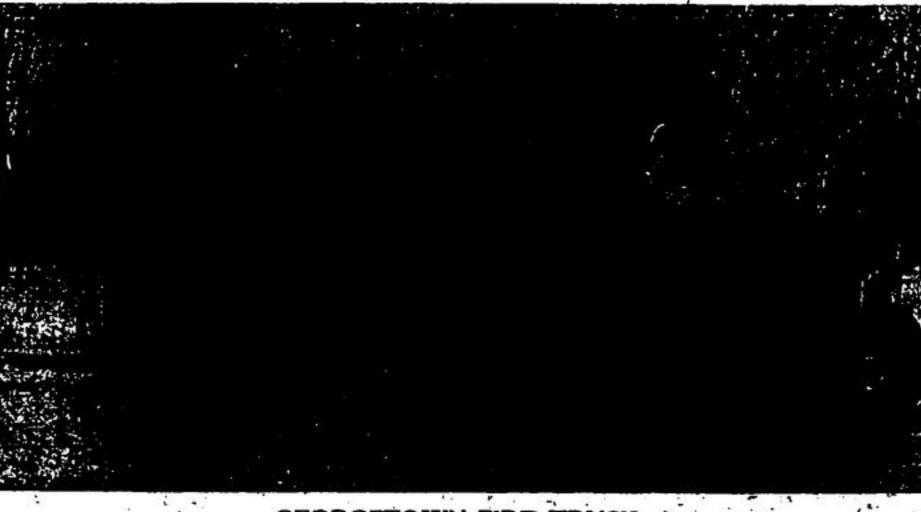
2nd Vice-President Provincial Piremen's Association



THOS. P. HASTINGS



Provincial Firemen's Association



GEORGETOWN FIRE TRUCK

LIFE'S MIRRORS

There are loyal hearts, there are spir-There are souls that are pure Then give to the world And the best will Give love, and love to our life

A strength in you utmost need: Have faith and a score of hearts will Their faith in your word and dend. Give truth and your gift will be paid

And honor will honor meet. And a smile that is sweet will surely

A smile that is just as sweet.
For life is a mirror of king and slave: Tis just what you are and do: Then give to the world the best you -And the best will come back to

"Hurrah, holidays are here!" And the children burst from the . school room into the bright June sunshine. "I'm going to Grandma's - "We're going camping" - such echoes were heard on all sides. But there, behind the group of happy, laughing children was Jackie. Only too well did he know what his holidays would be. He lived downtown where summer was one long, hot, dusty nightmare. Lest year some of the neighbour children had been invited to go to the borhood Workers Association. Jackie had listened to their glowing tales when they returned, and away down in his heart had hoped that he'd go

sometime. He walked a little way behind his classmates. Then he saw Janie, his little staten running to meet him. "Oh Jackie! We're going to the country-Mother asked the Neighborhood Workers lady and she said we could. And we only have to wait a few days!" Perhaps people outside our city don't realize what an invitation to some little city dweller for a two weeks' Holiday means. It means a real holiday. The kind country children have, that helps to build up weak little bodies and brighten sad faces. We can only count on the generosity and kindness of our country people to make our project a success. Will you give some little boy or girl

a vacation in your home? We offer no remuneration to the hostess, but we do provide transportation and a free medical examination for each child before he leaves the city. A letter to Mr. P. N. Stapleford Neighborhold Workers Association, 22 Wellesley Street, Toronto, will give some little city boy or girl a joyous two weeks that will always be remembered.

PREMIER OPPOSES COUNCILS CONTROLLING SCHOOL TAXES

Municipal control of school taxation and of school boards, which has been extensively advocated from some sections of the province, is quitely but firmly frowned upon by Premier George S. Henry in annual report of the Department of Education.

Such a thing states Mr. Henry, could not be done by an enactment of the Legislature. The change, he adds, would be a complete reversal of the policy of the province in relation to the schools. In accordance with accepted practice the people generally should be consulted he stressed, before infringing upon the right of local boards to controll the cost

of education. "There is no present indication," he declared, "That the Legislature would approve such a measure and it is difficult to see how any government could proceed along the line proposed without the plainest warrant from public opinion. Whatever essays in this direction may have been tried in other countries they have little application to the situation in Oitario, from which long experience has built up its own system of schools with remarkable results.

1,283 MOTOR VEHICLE ACCIDENTS OCCURRED IN EARLY MORNING

If you drive a motor vehicle of any kind, the next time you are tempted to relax vigilance because the hour is early and traffic light-don't. 1,283 accidents occurred in the province of Ontario jast year between midnight and breakfast time Most of these addidents took place because drivers, concluding there wasn't much competition for right-of-way stepped on the accelerator just a little harder than usual and took it for granted that the approaching intersection or blind curve would be clear.

This attitude resulted in 82 known deaths and known injuries to 768 persons in 1931. An analysis of the accident statistics furnished by Motor Vehicles Branch of the Ontario Department of highways, indicates clearly that there is no hour during the night or day, in any season or under any conditions when either motorist' or pedestrian can afford to take a

A SALESMAN, NOT A BEGGAR

Ambitious youn g people who are trying to help defray part of their school expenses should be careful not to resort to the methods of the beggar. When a young man asks the housewife who answers his ring at her doorbell to subscribe to some magasine, because if he secures a certain number of subscriptions he will be able to continue his school course, he adopts the tactics of a beggar, and not a salesman. Another point is that the method he is using gets him nowhere. People may excuse such appeals in a school boy, but if he tries the same, methods after graduation, he will meet with ridicule and resentment. If he tried to be a salesman instead of a beggar, if instead of appealing to the housewife's sympathy he tried to show her, that the magazine he represented gave her a lot for her money, he would be developing himself in a way that would prove invaluable later. Be a salesman, not s

'A party at the soological gardene stood puzzled before a bird The First-"It's a heagle." The Second -"It's not. "It's a how!." Bystander-"You are both wrong.

t's an awk." A young married couple started out with the bely to buy a beby carriage. They purchased one, put the bely in it and started home. Everybody smiled. They wondered why. Pinally they noticed that the clerk had cenit-