The Georgetown Herald

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

C.N.R. Time Table
(Standard Time)

Going East

Passenger and Mail	10.20 a.m.
Passenger	2.39 p.m.
Passenger and Mail	6.30 p.m.
Passenger, stops for passengers going East and Toronto	9.55 p.m.
Sunday's going East	
Passenger	2.39 p.m.
Passenger	8.13 p.m.
Passenger	9.55 p.m.

Going West

Passenger and Mail	7.25 a.m.
Passenger	8.54 a.m.
Passenger	2.08 p.m.
Passenger and Mail	6.25 p.m.
Passenger, Sunday	8.31 p.m.
Passenger, Sunday	10.22 p.m.

Going North

Mail and Passenger	8.55 a.m.

Going South

Mail and Passenger	6.28 p.m.

ARROW
INCREASED **BUS** SERVICE
Eastern Standard Time

Westbound
8.55 a.m. 10.55 a.m. 12.55 a.m.
3.55 p.m. 5.55 p.m. (8.25 p.m. Sat. only) (8.55 p.m. daily except Sat.) (11.55 p.m. Saturday only)

Eastbound
6.15 a.m. daily except Sun. 9.50 a.m.
1.15 p.m. 4.40 p.m. (6.07 p.m. stops only on flag signal) 8.15 p.m.
8.15 p.m. Sundays and Holidays only.

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LONG'S

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Barrister, Solicitor, Notary Public
Offices—O'Neill Block, Georgetown
Telephone 158

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A Request from a Brampton Cause:
Your cordial help has been greatly appreciated. Results of recently prompting. Can't express my thanks too highly.
June 15, 1932.
Jim can help you with your collection troubles too.
Kelly & Aitken
The Reliable Collectors
ORANGEVILLE, ONTARIO

Monuments
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New Way
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Is Cheaper Per Ton Of Fuel To Use
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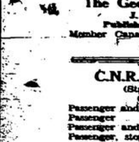
BUY THIS FOOD BARGAIN



AND BOOST CANADA

A few cents for Shredded Wheat not only buys a bargain but also boosts this country's greatest industry. Only Canadian wheat is used for Shredded Wheat. Do your part by eating this nourishing all-family food every day.

SHREDDED WHEAT
12 BIG BISCUITS IN EVERY BOX
MADE IN CANADA • BY CANADIANS • OF CANADIAN WHEAT

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Eyesight Specialist, Brampton
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PHONE WATSON'S DRUG STORE FOR APPOINTMENT
Or you may consult O. T. WALKER at his Office in Brampton
The newest style of glasses at reasonable prices

Special Summer Display
—of—
Trimmed Hats
and
Sport Hats
at greatly Reduced Prices.
MISSES CLARIDGE
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N. A. ROBINSON
BUTCHER
Choice Meats, Poultry, Butter and Eggs at Right Prices
WE DELIVER EVERY SATURDAY—PHONE GEORGETOWN 181 r 13
N. A. ROBINSON — Butcher — NORVAL, ONT.

ON KEEPING THE FACE CLEAN?

¶ Of course you wash it—but is it clean? We're willing to wager that it is. Then you don't simply go through the motions of washing your face as a habit, but because it makes you feel "right" to know that it is clean and because it is pleasing to the people you meet in the course of the day.

Well then, when you buy stationery for your business, is it not worth while to see that it is printed properly and not to accept printed matter of any kind simply because it is cheap? You wouldn't use jute as a face towel, would you? But it's much cheaper than linen. Business stationery is your "paper face"—your personal representative—why not make sure it represents you properly. We will be glad to show you paper and ink samples, specimens of type faces, layouts and estimates., PHONE 8. Ask us to call. Mail orders promptly filled.

The Georgetown Herald

THE WELCOME MAN

There's a man in the world who is never turned down
Wherever he chances to stray;
He gets the glad hand of the populous town,
Or out where the farmers make hay.
He's greeted with pleasure on deserts of sand,
And deep in the aisles of the woods;
Wherever he goes—the welcoming hand—he's
The man who delivers the goods.

The failures of life around and complain,
The gods haven't treated them white;
They've lost their umbrellas when-ever there's rain,
And they haven't their lanterns at night.
Men tire of failures who fill with their sighs
The air of their own neighborhoods;
There's a man who is greeted with love-lighted eyes—he's
The man who delivers the goods.

Monarchs of the Barren Lands

THEY are like ghosts; come from nowhere, live—the country vanish." So say, with a shrug, the Indians of the far northern plains if asked concerning the numbers and habits of the caribou. The northern plains or barren ground caribou (rangifer arcticus) have been encountered and studied at various widely separated points by competent investigators. But their range is so great and their habits of migration evidently so erratic that the Indians' acceptance of a certain air of mystery surrounding them is somewhat reluctantly shared by the more scientifically minded white man, though of late years the latter has added somewhat to his scanty store of knowledge concerning this North American branch of the reindeer family.

The lack of data concerning the caribou is the more remarkable when one considers that of all the large mammals of the western world, they alone survive in numbers at all comparable to their original plentitude, on a very large part of the life of prehistoric time. Indeed, there has doubtless been considerable diminution of the caribou herds in the present century, and even the far-flung settlements of the Northwest Territories, notably along the Mackenzie river and the arctic seacoast, have been sufficient to restrict somewhat their range and alter their migrations. But their numbers are still estimated in millions and hundreds of thousands of square miles of their habitat remain practically unexplored. The fortunate white who from time to time are privileged to view the great migrations, witness a scene of animation, with the whole countryside covered for days with moving bands of deer, that is only approached in modern times by the best game country of farthest Africa.

The northern plains caribou is considerably smaller than the woodland caribou, which stays south of the timber line and is not unfamiliar to hunters from Newfoundland to the Pacific coast. He also falls short of the bulk of the Asiatic reindeer which has been domesticated to such good purposes in Siberia and Alaska. Of course both species of caribou are closely related to the latter, and the reindeer-okrifolus branch of the deer family is unique in the possession of antlers by both sexes, though those of the bulls are the more imposing. Indeed, the splendid antlers of the caribou convert him from a comparatively insignificant looking deer to an imposing stately monarch of the arctic lands.

The main herds of northern caribou winter in the region of the timber-line where the trees, diminishing in size the farther north one goes, finally give to the struggle for existence before the mighty blasts of the arctic winds and yield place to open tundra. But with the first stirrings of the tardy northern spring the caribou start northward, the cows with last year's calves in the van. During the while, they leisurely approach the arctic coast. Formerly most of the cows crossed on the sea-ice to the islands of the arctic archipelago, and there spent the summer months, giving birth to their new offspring. As winter approached the caribou crossed to the mainland again on the newly-formed sea-ice and traveled southward, gathering in vast numbers as they approached their winter pastures.

But now few mainland caribou cross to the islands. The chain of posts along the coast, together with the increased destruction power of the Eskimos of the coastal regions with the high-powered rifle has changed their habits and modes of life, have been sufficient to cause most of the caribou to circle back on themselves. Here the young are born under conditions which are evidently less satisfactory than those the islands afforded; more insect pests, climatic conditions and less suitable feeding grounds have kept down the natural increase, and along with the toll of the huntsman have reduced considerably, it is thought, the total caribou population.

On Baffin Land and others of the more northerly islands there are considerable numbers of caribou who just to be different, stay there the year round, by migrating from place to place on their own island. But the numbers of these more or less isolated herds are also rapidly diminishing.

To maintain the caribou herds in their present numbers, it is possible to encourage their increase and their return to regions which they have deserted, is the task of the Dominion Lands Administration of the Canadian Government. The conservation of the caribou is more than a matter of scientific interest, for the animal is the most vital factor in the life of the far north. To a large percentage of the scattered population of the Territories, Eskimo, Indian and white this province means food and clothing in plenty, his sheeps, constitute a staple. By the setting aside of vast game preserves, by stringent game laws and by kind but firm instruction of the Eskimo and northern Indian, always improvident in such matters, with the regard to the necessity of game conservation, it is hoped that the caribou will be spared further diminution in numbers and in range.

—Dumb Animals

This advertisement appeared in a newspaper the other day: "Wanted—a steady, respectable young man to look after a garden and milk 4 cow who has a good voice and is accustomed to choir work."

Reported conversation between two Englishmen:

"I put some turnip seed in the ground," said one, "and up came some cabbages."

"That's nothing," replied his companion. "I buried a cat and up came a sanitary inspector."

W. H. LONG, Georgetown
Elected President of the Ontario Provincial Firemen's Association at their Annual Convention here on Friday

Through The Canadian Rockies

Via
Canadian Pacific Railway
J. M. M.

(Continued from last week)

In our narrative last issue we arrived at Port Moody, and will now continue our journey from that point.

With the tang of the salt sea air still in our nostrils, we speed on to Coquitlam which offers junction facilities for New Westminster.

New Westminster—so named by Queen Victoria, is known as "the Royal City", but makes other claims for recognition. It is the third city of the province and its industries are growing constantly. Ocean shipping makes its way to New Westminster docks up the deep Fraser. It ships much lumber and wheat. It is connected with Vancouver by several fine highways (12¼ miles).

With Coquitlam left behind, Stave River is crossed, the waters of which help to supply Vancouver with electrical power, then comes prosperous Mission, a fruit growing and dairy district. At Mission on a clear day it is possible to see snow-capped Mount Baker, a solitary peak standing over the U. S. border directly south. Fertile Fraser flats have extended along the route from mill water.

From Mission, a branch line runs 10 miles south to Huntingdon, on the International boundary between Canada and U.S. From Coquitlam another branch runs 8 miles south of New Westminster.

Some seventy miles after leaving Vancouver, about five miles from Agassis Station, is the delightful resort of Harrison Hot Springs. Situated on Harrison Lake, a large and picturesque body of water that flows into the Fraser River from the north, this resort has sulphur and potash hot springs of great curative and medicinal values; and recently a new and attractive hotel, with which are combined a covered swimming pool and private Turkish baths, was opened to serve as a focus for the district. Splendid opportunities are available for fishing, hunting, trap shooting, golfing, boating, tennis and horseback riding.

Harrison River is reached and crossed and we pass through rich orchards, beautiful pastures and hay meadows which will soon disappear as the Fraser River narrows. Racing along its swift rapids, it is hard to picture it as the roaring terror it is soon to become at Hell's Gate. Agassis is next reached, the station for Harrison Hot Springs. There is a Government experimental Farm at Agassis and from the town there is a ferry service to Chilliwack on the Chilliwack Valley comprises over 55,000 acres of rich agricultural land and is well known for its dairying.

The double track from Vancouver extends to Ruby Creek which obtains its name from the garnets found in the neighborhood.

Petain is the junction of the Kettle Valleyline with the main line. Looking across the Fraser one sees the canyon from which the turbulent Coquihalla pours into the larger river and joins the majestic roll of the Fraser to the sea.

The Kettle Valley forms, with the Crow's Nest Pass line of the Canadian Pacific, an alternative route from the prairies to Vancouver. It has some spectacular scenery, especially along the Canyon of the Coquihalla River. This southern route is linked to the main line by branches at Sicamous, Revelstoke and Golden.

As we approach Yale, we prepare for our introduction to the mountains. An occasional glimpse of the Fraser shows a less gentle surface and soon the railway will be compelled to burrow into the rock for its foothold; but Yale slumbers in its peaceful vale of apples, plums and cherries. It lives in memories of its historic greatness. Once the centre of navigation on the Fraser and the "kicking off" place for the Cariboo road, it was one of the first incorporated communities on the mainland and boasted of a population estimated variously from seven to ten thousand.

Behind the station the Historics Sites and Monuments Branch of the Dominion Government has parked the spot where British army engineers started the famous gold trail to the Cariboo. A rough stone bears a tablet which sets out:

"Here began the Cariboo wagon road which extended four hundred miles to northward to the gold mines of Cariboo. Built in 1862-5. In the olden days of Cariboo, over this great highway, passed thousands of miners and millions of treasure."

The way to the mountain passes is through the canyons of the Fraser and the Thompson rivers and now the Fraser will reveal some of its wild scenes. Passing through five miles of rugged grandeur we see a great rock rising in the middle of the river and standing like an island fortress against the rush of the current. Another three and a half miles and the canyon closes in, great fissuries of rock curbing the river in its drop. Stages where the Indians net salmon can be seen and on the high rocks are the racks where they smoke the fish.

Spuzzum, crowding a bench above the river, is reached once a Hudson's Bay Company trading post and a place of some importance when the Cariboo road crossed the Fraser on the old suspension bridge. The floods have taken out the old bridge and the other historic landmarks have disappeared in the luxuriant vegetation. The modern highway crosses the river here on a new suspension bridge.

Between the numerous tunnels the traveller sees signs of that age-old fight of water against rock as the Fraser battens its way seaward. White's Creek and Williams' Creek are passed with occasional glimpses of the old Cariboo trail. Two jutting promontories suddenly compress the river and force it to escape in a roaring cataract through a bottle-necked outlet. This is the famous Hell's Gate.

In this narrow neck the water boils through on a wicked crest and the rock markings plainly show to what almost unbelievable heights the river rises during flood periods.

Roughly two and a half miles past Hell's Gate the Stuzzy river drops into the Fraser under the railway bridge in a series of basins up which the salmon vainly struggle during the running season. The track, hewn from the solid rock, not only crosses from side to side in the great canyon but tunnels through great rock spurs. As we approach North Bend, the foliage becomes less luxuriant. Here, on the limited bench above the ever-roaring Fraser, the company has established divisional point yards, leaving room for bright gardens which greet the summer visitor. North Bend is a desirable stopping place for those who wish to see more of the Fraser Canyon than is possible from the train.

After leaving North Bend there can be seen here and there a garden or orchard struggling for existence on tiny benches grudgingly left by the roaring Fraser. There are Indian reservations all along the river, and often Indians may be seen spreading salmon or scooping them out with their dip nets.

Six miles before reaching Lytton we cross the canyon by a steel cantilever bridge. This is the first and only crossing of the Fraser. The scenery grows wilder than ever. The great river is forced between vertical walls of black rock where, repeatedly thrown back upon itself, it madly foams and roars.

The little trading town of Lytton is the junction of the Fraser and Thompson rivers; the former has come down from the north between vast great lines of mountain peaks and from now on we shall follow the Thompson. The difference between the two rivers is noticeable; the Fraser was a muddy one, the Thompson is bright green. Both rivers are historic, their names commemorating two of the earliest and most famous explorers who sought the Pacific Ocean overland from the east. The Fraser, the chief river of British Columbia, is 800 miles in length and is navigable from its mouth to about Yale.

A mile past Lytton the scene is one of wild grandeur as Botanie bluff looms up across the river with its great green granite crest hanging over a many colored gorge. Soon we find ourselves running upon a ledge cut out of the bare hills on the irregular south side of the river. The mountains draw together and we wind along their face and gaze upon the boiling flood of Thompson canyon hundreds of feet below. About seven miles from Lytton we see The Jaws of Death gorge. Rail, river and highway seem to fight for space in the Thompson canyon. At low water jagged teeth of rock, the terror of the first river travellers, can be seen vainly trying to stem the torrent which foams through narrower openings.

Spences Bridge is at the junction of the Nicola and Thompson rivers and is the business centre for the Nicola Valley, a country with varied industries, such as ranching, lumbering and mining. The track opposite Spence's Bridge leading up country is none other than the old wagon road to the famous Cariboo gold country.

Passing through the gloomy gorge of the Black Canyon we speed on to Ashcroft, once a busy gateway to the Cariboo gold fields, but now exporting prosaic carloads of fruit, vegetables, cattle and sheep. It is, incidentally, famous for its potatoes. In addition to fruit farming, the surrounding country is admirably suited for cattle raising.

At Savona the Thompson opens out into Kamloops Lake, a beautiful sheet of water. Early morning and evening scenes on this lake equal anything seen in the course of the mountain journey for vividness of color and splendid perspective. The railway runs along the south shore of Kamloops lake for twenty miles and, because of the series of mountain spurs projecting into the lake, a number of tunnels punctuate this twenty miles.

Eleven miles from Kamloops frowning Battle Bluff rises abruptly from the water across the lake. On the bluff, close to the high water line, a careful observer can see a spot of red—a painted reminder, often renewed by present day Indians, of the fierce tribal struggle from which the height takes its name. Difficulties of railway construction are realized as the train passes through this section between Ashcroft and Kamloops.

Looking north across the lake one sees the Tranquille hospital of the British Columbia government.

(Continued on Page 6)

News and Information For the Busy Farmer

In a recent address, Hon. T. L. Kennedy advised cattle breeders to look well ahead if they wanted to be successful in the future. He pointed out that disease-free cattle are proving the wisdom of their owners by bringing the highest prices paid. He stated, that one breeder who followed this lead does not know that there is an economic depression.

Farmers Buy Collectively Lower Costs Accordingly

An official of the Ontario Marketing Board said that farmers and farmer's organizations are showing their natural business acumen these days through utilization of every possible means of lowering costs of production. The same speaker, intimated that judging from reports received by him farmers are practicing collective purchase of supplies in increasingly large numbers. Fertilizers, feeds, boxes, barrels, insecticides, fungicides, and many other articles and materials that aid in production and marketing are being purchased through group orders. Savings not, only in purchase price but also in freight costs are thus effected through carlot discounts and carlot freight rates.

Fraudulent Trucking Practices in Live Stock Shipments

"For some time rumors had reached the Provincial Department of Agriculture suggesting unfair practices by certain truckers carrying live stock. These became so insistent, a quiet investigation was made by G. Duncan, Ontario Marketing Board, to ascertain actual conditions with the result that the occurrences complained of, instead of being isolated and far apart, were found to be rather general in a large section of the province. Farmers have been defrauded of sums varying from $30 to $460 in one transaction. The common method of duping farmers is by truckers issuing worthless cheques. Another is to retain various sums ranging from $20 to $100 from the proceeds of the day's sale of live stock. Excuses offered by truckers in these instances are many; the most common being that the stock has not been fat or that the money was needed for repairs to the truck and always the promise is made to pay the balance the following week. Several instances of this 'promise to pay' have extended from 1930 to the present date.

"These conditions reflect on the legitimate trucker who, in most cases, is unaware of this serious menace to his business. Usually the first move is to cut rates per 100 pounds of cattle shipped in order to increase volume. Eventually these reduced rates become less than the cost of operating and then pilfering commences. Farmers would be well advised to employ only truckers who are known to be reliable."

Big Enrolment

There are about 500 students registered in the summer agricultural courses at O.A.C., Guelph. The students are school teachers from rural districts and inspectors from all parts of the province, and they will spend several weeks at the College, taking a complete course in agriculture. The attendance is larger than it has been in many years.

Ontario Farm Organizations Show Large Annual Turnover

"Figures from the Federal Agricultural Economics Branch reveal that during the past year 42 Ontario farmers' co-operatives, embracing nearly 28,000 members, did an average yearly business per member of $687. This does not by any means represent all of the co-operative effort in the province. It does tend to show, however, that farmers are uniting in their efforts to keep in business. The sixteen million and a half dollars worth of business conducted by those included in the above figures represents sales of live stock, wool, dairy products, poultry products, fruit and vegetables, seed and grain and miscellaneous products and the purchase for resale to members of such articles as machinery, feed, fertilizers, twine and other equipment.

Reorganize Dairying

Involving reorganization of the dairy industry in Ontario, Hon. T. L. Kennedy, Minister of Agriculture, has announced the launching of a five-year plan to capture for Ontario farmers the cheese market in Great Britain. The plan, formulated after a year's consideration by departmental officials, calls for:

1. A process of amalgamation and elimination by which Ontario cheese factories will be reduced in number from 774 as at present, to 150.

2. Creation of 20 new storage plants in an effort to achieve better grading necessary in an export business.

3. Encouragement of farmers to insure increased production.

The Minister declared that the plan's success depended largely on the attitude of the farmers. The Government could not compel, but only encourage amalgamations of cheese factories. If the amalgamations were put through, the farmers could produce butter and cheese at three cents per pound less than before.

"When the plan gets under way, it is expected that officials will be sent to England to organize a sales staff. 'What has been achieved in the apple trade, we will try to duplicate in cheese and butter manufacture," said Colonel Kennedy, adding that the Big "O" brand of the apple trade would be used on the dairy products.

4,816 MOTOR VEHICLES COLLIDED IN 1931

83 deaths and injuries to 3,278 persons resulted from collisions between motor vehicles in Ontario last year.

This information is furnished by J. P. Bickell, Registrar of Motor Vehicles, Ontario Department of Highways. The figures are, therefore, official. And surely they are a sad commentary upon the driving habits of men and women motorists of the province.

Occasionally, perhaps, there may be a legitimate excuse for the colliding of automobiles, but according to official information the great majority of accidents occur in broad daylight, on straight roads and the cars involved are almost always in good mechanical condition.

It may be, as some people claim, that the average motorist has little or no regard for the rights of the other fellow. Still it should not be difficult for the habitually careless driver to see that sooner or later he is bound to be "the other fellow" himself.

Man—"Is the next stop New York?"
Porter—"Yes, sah; brush you off sah?"
Man—"No, I'll get off myself."

IF YOU WERE

If you were busy being kind
Before you knew it, you would find
You'd soon forget to think "opas true
That some one was unkind to you.

If you were busy being glad
And cheering people who were sad,
Although your heart might ache a bit,
You'd soon forget to notice it.

If you were busy being good
And doing just the best you could
You'd not have time to blame some man
Who's doing just the best he can.

If you were busy being right
You'd find yourself too busy quite
To criticize your neighbor long
Because he's busy being wrong.

—Anon.

FROM THE COTTER'S SATURDAY NIGHT

Then, kneeling down to Heaven's eternal King,
The saint, the father and the husband prays:
Hope "springs exulting on triumphant wing"
That thus they all shall meet in future days.

From scenes like these old Scotia's grandeur springs,
That makes her loved at home, revered abroad:
Princes and lords are but the breath of Kings;
"An honest man's the noblest work of God."

O Scotia! my dear, my native soil!
From whom my warmest wish to Heaven is sent!
Long may the hard sons of rustic toil
Be blessed with health and peace and sweet content.

—Robert Burns.

Georgetown Pioneers in Power Transmission

THE LATE JOHN R. BARBER THE FIRST TO TRANSMIT POWER AND LIGHT OVER WIRES IN 1888

The following contributed by John B. Hanna in the Toronto Mail & Empire of July 25th, will be read with interest by Georgetown citizens:—

"For three reasons the public mind of late has been turned to matters electrical. The Hydro probe by a Royal Commission, in the person of Mr. Justice Orde is one, and the somewhat recent radio broadcast of a celebration in Buffalo of the dawn of the era of electricity in that city's industrial life is another. The third is the Ahlbil situation. The radio broadcast marked this year's anniversary of the transmission of electricity from the point of generation at Niagara Falls, N.Y., 35 miles, to Buffalo, and its application to the conduct of industry. This occurred in 1896. Eight years prior to that time, however, electricity had been transmitted over a distance in Canada. The place was Georgetown, Ontario, and the man to whom the credit belongs, the late John R. Barber. He transmitted a hundred horse-power from a dam to his paper-mill near Georgetown, two miles distant. It was used both for power and light, and was first operated in 1888. This is believed to have been the first long distance installation in the world. Parenthetically it should be said that the Barbers constructed the machinery with which their mill was equipped, as well as manufactured paper. The first transmission line in the United States was installed in Pomona, California, in 1891."

RAMBLINGS

All real amber, which is a mineralized resin from a certain extinct tree, is at least 800,000 years old.

Only one copy of the first number of the London "Times" newspaper exists; it is in the British Museum Library.

In Rome it is possible to arrest a person on suspicion, when the arrested man has to prove his innocence.

Wireless licenses issued in Great Britain work out at an average of about one to every ten of the population.

Copies of the first edition of the famous Bradshaw's Time-Table, published in 1839, are now worth £100 each.

British farmers produce more potatoes, wheat, oats, and barley per acre than do those of either France or Germany.

In her first year the Canadian Pacific liner Empress of Britain travelled about 100,000 miles and carried 10,800 passengers.

Coal has been turned by a new German process into a fertilizer so good that certain crops are reported to be doubled by its use.

By speaking for over seventy-one hours in a law case, an Australian King's Council recently set up what is probably a world's record.

Nightingales are reported as having returned this year to many spots in the South of England from which they have been absent for years.

The cheapest horse that ever won the Derby was Little Wonder who was bought for less than $350 in 1830, and won the "Blue Ribband" in 1840.

Our longest golf course in Prince's, at Sandwich, which has a declared length of 6968 yards. A good player will cover four miles in one round.

Of Britain has now 5,000,000 acres less under arable than there was had in 1868 and half a million fewer people are directly employed in agriculture.

There are believed to be 34,000,000 wireless sets in use all over the world, of which number the United States has the highest individual total—about 14,000,000.

People who ring up one big gramophone company's London offices are now invited to listen to music while waiting, if the person they wish to speak to is engaged.

English, Irish, and Scottish people frequently emigrated to Poland hundreds of years ago; in one case, in the early sixteenth century, 30,000 Scots went in a body and became pedlars.

Nine ships in the British Navy have borne the name Delight. The first was a small vessel of 120 tons which was wrecked on the coast of Newfoundland in 1583; the latest is a destroyer of the D class.

Blind ex-Service men, trained at St. Dunstan's, are now working at telephone exchanges throughout Great Britain. They are taught to take short hand notes of messages; the full course of training takes about a year.

Customs Inspector—"What have you to declare?"
Returning Passenger—"I declare I am glad to get back."