"Goodbye!

...don't forget to TELEPHONE"

Let the telephone take the sting out of "goodbyes". It's so easy and inexpensive to send your voice winging back home or to friends you have just been visiting. It's almost like being with them again.

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can now supply, at short notice, the following from Bloodtested, Government Approved Stock.

Grade A and Special Mating Chicks.

Day Old Pullets—White Leghorns, White Rocks, Barred Rocks, White Wyandottes and New Hampshire Reds.

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Second Generation Registered Male Birds—In all the above breeds except New Hampshire Reds.

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PHONE 320 GEORGETOWN

SUCCESS IN LIFE

The road to what is called "success in life" is such uphill and thorny going that, as an Irishman said of a difficult route, 'even when you ride you are mostly walking.' And what is called success in life has dearly and doubly to be paid for, first by the earning, and then by the responsibilities. Are we equal to both? Obscurity in the world is not failure—the chief thing is to succeed in your own living, making your own life truly liveable; whether or not you materially, as people say, "succeed in life." There can be an art, a fine art, of simple living and homely ease, in social inconspicuousness.—Sir James Yovall.

Advertise regularly in "The Herald" It Pays.

A LITTLE OF EVERYTHING
THE RURAL MAIL MAN

In the cold and blustery weather
When the frost is on the rail,
Would you like to face a blizzard
With a load of mail?

In the biting blizzard weather?
When the snow comes to your knees
Would you like to fish for pennies,
While your feet and fingers freeze?

When outdoors the wind is whistling,
And the air is full of snow,
Would you like to have a jitney
And "the blasted thing not go?

Yes, I love the good old Breedie,
Sipping coffee from a pail,
But I have to back the snowdrifts
'Cause the farmers want their mail.

Rural postman in Clinton News-Record

Col. W. A. Bishop Air Vice-Marshal

Rated as probably the greatest of all fighters of the air, Lt.-Colonel W. A. Bishop, V.C., D.S.O. and bar, M. C., D.F.C., Legion of Honour, Croix de Guerre, has been raised to the rank of Air Vice-Marshal in the Royal Canadian Air Force.

Marking as it does the first occasion upon which this rank has been conferred in Canada, the announcement by the Minister of National Defence of the high honour accorded the Empire's most intrepid war-time airman will be greeted with great satisfaction by all present and former members of the R.F.C., the R.N.A.S., the R.A.F., and ex-Service men generally.

"Billy" Bishop, as the new Vice-Marshal was known to his fellow airmen, was born in Owen Sound, Ontario, only 43 years ago. When war broke out he was attending the Royal Military College at Kingston and he went overseas with the 4th C.M.R.s, later transferring to the Royal Flying Corps.

He made his first front-line flight in March, 1917, when he brought down the first of the 72 officially identified enemy planes for which he subsequently accounted. The following month he was awarded the Military Cross for bringing down an observation balloon and a scout plane. In June his exploits had earned him the Distinguished Service Order.

His Victoria Cross came in recognition of one of the most daring war deeds. He crossed the German lines single handed and attacked an airdrome 12 miles back. Three planes rose to meet him and were shot down one after the other.

His late Majesty King George personally pinned the medals on Col. Bishop at Buckingham Palace and told him he was the only man who had received the Victoria Cross, the Military Cross and the Distinguished Service Order at the same time.

Later exploits brought him the Distinguished Flying Cross and the French government added the Croix de Chevalier of the Legion of Honour and the Croix de Guerre. At the age of 24 Col. Bishop had won almost all the coveted badges of war service.

After the war Col. Bishop engaged in business in England for a time and later returned to Canada to become vice-president of the McColl-Frontenac Oil Company in Montreal. Recently, 12 years after he gave up his pilot's license, he took up flying again in order to "commute" between Montreal and his summer home at Muskoka. He passed the necessary examinations and received his license. Air Vice-Marshal Bishop is Honorary President of the Vimy Branch of the Canadian Legion in Montreal.—The Legionary.

PROVINCIAL PARK AND SANCTUARY ELORA PLAN

Steps are to be taken to try to interest both Federal and Provincial Governments in the beauties of the Grand and Irvine Gorges, and that assistance asked in making improvements to these natural beauty spots. A request will likely be made to have the gorge taken over as a Provincial park and a bird sanctuary established. The matter was brought before the last meeting of the Elora Council by the Parks Chairman, William H. Duncan.

Book Worth $900 Refused as Gift

Failure to inspect a library of 600 volumes offered it recently has lost the Burlington Library Board ownership of an authentic first edition of Charles Dicken's novels, published in 1850. The edition is valued at $900. The 600 volumes were offered the town library by J. B. Gillies, 170 Water Street, and David S. Gillies, 111 Delware Avenue, Hamilton, brothers, and members of the Hamilton firm of Buntin, Gillies & Co., Ltd. Hesitancy to accept the gift was attributed to the fact that most of the volumes date back so early and mid-Victorian times.

Expressing amused satisfaction at the Burlington Library Board's hesitation, J. B. Gillies states he will offer the remainder of the books to the Burlington High School, through Principal J. MacP. Bates, B.B.A.

"The board did us a favor," he said "I didn't know that we owned so valuable a first edition until chance reading of a newspaper article gave the information."

15 "ANTHEMS" ARE DISCARDED BY ANGLICANS

One hundred and fifty hymns, many of them "old favorites," thrown into the discard, and many more "toned down," will make the next edition of the Book of Common Praise published by the Church of England a different book from the one now in use. Mr. Jones, speaking as convener and secretary of the hymnal committee of which Archbishop Owen is chairman, and Archbishop Roper and Bishop Broughall vice-chairmen stated that this drastic edition was necessary by the "modern taste" which, he says, is not pleased by such old hymns as that one beginning:

"There is a fountain filled with blood,
Drawn from Emmanuel's veins;
And sinners plunged beneath that flood
Lose all their guilty stains."

This is one of the hymns which, he says, is to be "toned down."

"The committee is having a puzzling time trying to figure out which hymns will be thrown out and which left," Mr. Jones stated. "Every hymn has its champion, and sometimes that champion is a very noisy one."

LIQUOR AMENDMENT AIDS HOTEL OWNERS

If a municipality votes dry, "March 31st of the next following year" will be the legal closing day when the municipality's beverage rooms and taverns must move out, under a Government amendment brought down in the Legislature recently. Mar. 31 is the last day of the Ontario fiscal year, and of the beverage room authorities which are renewed annually. The Government has previously revoked beer authorities within a short time after they were knifed by municipal vote. Premier Hepburn, sponsor of the amendment, said last night that it only extended to hotel men the protection which the Government now demands for its liquor stores. The Government was taking such a period of time now, he said, to close out liquor store leases. Hotel owners the Premier pointed out, could be also caught by a dry plebiscite shortly after they had sunk a sum of money into their premises. The amendment the Premier said, only gave them the protection already afforded the liquor stores.

NOTICE TO CREDITORS

In the Estate of James Anderson Miller, late of the Township of Esquesing in the County of Halton, farmer, deceased.

ALL PERSONS having claims against the estate of the above named James Anderson Miller, who died on or about the twenty-first day of February, 1936, at the Township of Esquesing, are required to send to the undersigned solicitor on or before the Third day of April, 1936, full particulars of their claims and any securities they may hold therefore.

AND TAKE NOTICE that after the third day of April, 1936, the said executors will proceed to distribute the estate, having regard only to the claims of which they shall then have received notice, and that they will not be liable to any person of whose claim they will not then have received notice, for the assets so distributed.

DATED at Georgetown, this Second day of March, A.D. 1936.

KENNETH M. LANGDON,
Solicitor for Sarah Sophia Miller, Robert Harold Miller and Wilfred Stewart Miller, Executors. 3t

NOTICE TO CREDITORS

In the Estate of Catharine Ann Campbell, late of the Village of Glen Williams, in the County of Halton, spinster deceased.

ALL PERSONS having claims against the estate of the above named Catharine Ann Campbell, who died on or about the 31st day of January, 1936, at the Village of Glen Williams, are required to send to the undersigned solicitor on or before the Fourth day of April, 1936, full particulars of their claims and any securities they may hold therefore.

AND TAKE NOTICE that after the Fourth day of April, 1936, the said administrator will proceed to distribute the estate, having regard only to the claims of which he shall then have received notice, and that he will not be liable to any person of whose claim he will not then have received notice, for the assets so distributed.

DATED at Georgetown, this Third day of March, 1936.

KENNETH M. LANGDON,
Solicitor for Manassah Campbell, Administrator. 3t

NOTICE TO CREDITORS

Of the Estate of George William Laird, late of the Township of Esquesing, in the County of Halton, retired farmer, deceased.

ALL PERSONS having claims against the estate of the above named George William Laird, who died on or about the twenty-fifth day of February, 1936, at the Township of Esquesing in the County of Halton; either in his personal capacity, or as administrator of the estate of Elizabeth Ann Laird, who died on or about the fourth day of June, 1935, at the Township of Esquesing, in the County of Halton, are required to send to the undersigned solicitor, on or before the Fourth day of April, 1936, full particulars of their claims and any security they may hold therefore.

AND TAKE NOTICE that after the fourth day of April, 1936, his executors will proceed to distribute the estate, having regard only to the claims of which they shall then have received notice, and that they will not be liable to any person of whose claim they will not then have received notice for the assets so distributed.

DATED at Georgetown this third day of March, 1936.

KENNETH M. LANGDON,
Solicitor for Myrtle Jane Laird, and Delmar Laird, his Executors. 3t

Jesus Teaches His Disciples To Pray

International Uniform Sunday School Lesson, March 15th, 1936

GOLDEN TEXT: "If we ask any thing according to his will, he heareth us." 1 John 5: 14.

LESSON PASSAGE: Luke 11: 1 - 13.

Breathe on us, Lord; our sins forgive,
And make us strong in faith to live;
Our utmost, korest need supply,
And make us strong in faith to die.

Learning by Example, 1

The disciples asked Jesus to teach them to pray. They were, of course, praying men. Their Jewish faith had taught them to pray, and some of the disciples had been disciples of John the Baptist who taught his disciples to pray. But the prayers of Jesus were different from any that the disciples had ever heard before. There has a reality, simplicity, naturalness and confidence that was altogether new and fascinating. The disciples had learned that Jesus was helped by his prayers. He would make no great decision without prayer and three of the disciples had seen his face transfigured as he prayed. Compared with Jesus, their prayers were formal, stilted and routine repetitions. One of the best ways of teaching any skill is to do it so well that others will desire to learn how to do better. Jesus did teach much about prayer but nothing made the disciples as eager to pray as the example of Christ at prayer, his reposed strength, his peace and poise, his fellowship with God in prayer.

The Lord's Prayer, 2 - 4

The Lord's Prayer is the best known prayer in the world. Where in does its power lie? For one thing it is very brief, some seventy words in English, fewer still in Greek. This brevity has made the prayer easily learned and remembered. It is also a social prayer; plural pronouns are used of those praying, singular pronouns alone of God. In the Lord's Prayer man thinks of himself in relationship to his fellows and all alike before God. The prayer is spiritual. With one exception it does not ask for material things but for moral victory and high mental attitudes. It is also a missionary prayer, desiring the reign of God in the hearts of men to be world wide. Though the individual phrases are all to be found in one form or another in the Old Testament, it is a Christian prayer. The phrases are freighted with Christ's confidence in God. We do well to pray this prayer, but always as we pray, we should think it through to recapture the absolute surrender to the will of God that it presupposes throughout. This prayer gives first place to God.

Persistence in Prayer, 5 - 8

Jesus knew how prone we are to neglect prayer. Even though we have had unmistakeable experience of the helpfulness of prayer we often cease praying. We make many excuses saying that we are busy, or that we forget, or that to work is to pray, or that our lives are prayers, missing the fact that it is prayer as a lifelong habit that is most effective. Prayer is a means of concentration about important truths and purposes. Prayer puts reserves of power into the unconscious part of our minds. Prayer gives direction and decision to our wills. This cannot be done by any one prayer on any one day but requires habitual prayer, day after day. Jesus told a story of a friend coming at midnight to borrow bread from a neighbor. The response at first was unfavorable but because the petitioner would not cease, his request was granted. Recently there died a man known as the first citizen of his small city. His face was a benediction and his influence invariably helpful. How had it come about? There was no magic or chance in it. Seventy years of habitual praying had wrought the likeness of Christ in him.

What Does It Mean? 9, 10

"Ask, and it shall be given you; seek and ye shall find; knock, and it shall be opened unto you." This is a saying of Jesus that we need to learn, unlearn and relearn. It does not mean that we may offhand have anything we want for the asking of it. To pray to be a pianist will not make anyone a Paderewski overnight, but to pray to study, understand, and appreciate music will create desires and lead to practice—that in the course of years will make a musician. Prayer focuses attention and keeps one from scattering energies too widely. "Seek, and ye shall find" does not mean that one may start looking for the cure of cancer early in the morning and announce the discovery in the evening papers. It does mean that if enough people pray earnestly and purposefully, hospitals will be equipped for research and scientists will have the faith to toil long hours, share their results, try and try again, until some glad day this enemy of the human race will be conquered. In the long run it will be abundantly demonstrated that "to him that knocketh it shall be opened."

God's Character, 11 - 13

The most important factor in prayer is not man but God. Phillips Brooks wrote this great truth: "Prayer is not the conquering of God's reluctance, but the taking hold of God's willingness." In prayer we are not appealing to a tyrannical monarch or power-crazed self-appointed dictator—we pray to Our Father in Heaven. The character of God is what gives us confidence to pray. A good father does not resent requests from his children; he is as eager to give as they are to receive. God is much more concerned about our highest good than the best of parents. Consider how much God has already done for us. We have no reason to think that he has reached the limit of his goodness. His good will is not variable. What we need, above all, is to pray according to the moral standards of God's will. It is when we cease to pray overmuch for things and enjoy prayer as fellowship with God, that his highest blessings come to us. "If ye then, being evil, know how to give good gifts unto your children; how much more shall your heavenly Father give the Holy Spirit to them that ask him?"

Questions for Discussion

1. How would John the Baptist pray?
2. Do we pray or merely recite the the Lord's Prayer?
3. What answers to prayer do you expect?
5. Do we really want to receive the Holy Spirit?

ACCIDENTS AND COMPENSATION

During the month of February, 4,428 accidents were reported to the Workmen's Compensation Board, this being an increase of 13 over the number for January, and compares with 4,638 during February a year ago.

The fatal accidents numbered 31 as compared with 17 during January.

The benefits awarded amounted to $438,335.78, of which $346,914.78 was for compensation and $91,421.04 for medical aid.

Explained

Dealer (who has just served a lady without the usual "Thank you" for her purchase): Excuse me not saying "Thank you," madam. I've got a very sore throat, and it's very painful when I speak."

Veteran of Early Surveys Tells of Pioneering Days

Major Charles Aeneas Shaw Overcame Cold, Scurvy and Indians to Locate C.P.R. Line.

[The following article is taken from the C.P.R. Staff Bulletin and we are sure will prove interesting to our numerous readers.]

Back in the sagebush hills near Kerrameos, some thirty miles southwest of Penticton, B.C., Major Charles Aeneas Shaw, in his eighty-third year, still tramps the mountain trails, sleeps in the open and undertakes odd engineering and survey jobs with the same enthusiasm with which sixty-four years ago he tackled some of the most remarkable railway surveys in the history of Canada.

Few men can tell the tales that swing back to the memory of this clear-eyed veteran of the chain and transit when he discusses the engineering history of the Canadian Pacific Railway. You might describe him as a "forgotten man" of construction days, living in virtual retirement, in an out-of-the-way farming settlement, yet his contribution to the building of the Dominion's first transcontinental railway ranks with the best performance of any of the other giants with whom he was associated in that stirring decade of empire building.

One Companion Left

So much of a veteran is Major Shaw that only one intimate associate of his railway building days remains alive to discuss with him the details of their joint expeditions into the Rockies west of Calgary. He is Alfred McKay, now a well-known resident of Calgary, who as a youthful engineer joined Major Shaw on a ride up the Bow River to the Gap to locate the line. A practical engineer who took his degree in the field, having no time nor inclination for stuffy classrooms, Major Shaw is perhaps most famous as the "Prairie Gopher" who "showed up" the hard-rock men in the mountains, incurring the explosive wrath of the redoubtable Major Rogers when he located a line from the Gap, just east of Banff, to Calgary which cost, it was estimated at the time, $1,350,000 less than the line located by Major Rogers himself.

From this incident Major Shaw takes no little satisfaction. He considered himself a representative of the band of engineers whom the mountain men contemptuously referred to as "Prairie Gophers," and it naturally pleased him not a little to be able to prove to these high and mighty hard rock men that the "Prairie Gopher" could tunnel and burrow his way through the granite of the Rockies as easily as he crossed the prairie gumbo. Be that as it may, however, it is not accurate to say that at that time Major Shaw was a true "Gopher." Nearly a decade of campaigning in Ontario with William Murdock of Bowmanville, Ont., running trail lines and locating actual lines for the Dominion government in their preliminary transcontinental surveys, gave him more than a nodding acquaintance with the complexities of rock formations before he ever saw the rockies.

Early Hardships

In November, 1871, William Murdock, of Bowmanville Ont., and an engineer of established reputation, started a journey west of Lake Superior with a survey gang to find ways for the Canadian government if a railway could be carried west to the Prairies from Prince Arthur's Landing, now Port Arthur. His gang included a wiry 18-year-old Toronto boy, Charlie Shaw, who was keen to learn and a hog for work. He was set on completing his apprenticeship and to do so had to remain under Murdock until he completed his time. Consequently he followed Murdock for several years through some notable hardships, some hair-raising adventures and more than one narrow escape from death. Of that first survey party of his, a veritable nightmare, Major Shaw speaks interestingly. Held back by delays at Ottawa, the party rushed north and west in an effort to make Port Arthur before winter sealed the lakes.

Grim Tragedy

"We finally tried to make it in the little steamer 'Mary Ward'," he said. "The captain refused to take the chance and we headed back to Georgian Bay. We were struck by a howling blizzard that whipped up a terrific sea, and I guess the captain mistook a light on shore for the lighthouse—anyway we hit a reef. Some of us managed to get ashore, two miles away, in an open boat. The rest were drowned.

"Murdock was determined to get his party on the job that winter, so we made our way overland to Duluth. There were forty tugs tied up there and Murdock offered as much as $2,500 for one of them to take us to what they now call Port Arthur. We started on December 10, rowing and sailing. We rowed and sailed to our destination. Each night we beached her and camped. We had been cheated on our blankets and they weren't much good. It was as cold as 52 below at times. Each night half a party stayed up to keep the fires going. We reached Port Arthur on January 9, a month late a day from the start. We worked westward all winter, hauling our supplies in by dog teams. Our ration was flour, beans and Chicago "mess pork," noted for its inches of fat and minimum of lean.

Battle Scurvy

"Next winter we went back," Major Shaw continued. "Our rations produced scurvy. We had our first thaw in April and had to trek back 300 miles. Men whose legs had gone with scurvy had to be hauled on toboggans. Wet snow made us travel at night and rest by day. Snow blindness affected many of us."

Toughened by these two arduous winters, young Shaw found his future activities with his chief, Murdock, innocent and agreeable by comparison.

All the way from the Ottawa River to the summit of the Great Divide Major Shaw followed the transcontinental railway in government and C.P.R. surveys. From '71 to '74 he worked with Murdock on the line between Fort William and Rat Portage, now Kenora. In this treacherous muskeg country where it was no unheard of thing to lose a section of track or even a gravel train as if the earth suddenly had opened to swallow them up, the youthful Shaw, by a series of what in this modern day would be called "breaks," earned a valuable promotion.

Took Responsibility

First topographer of the gang, he suddenly found himself in charge when a government engineer from Ottawa, sent out from the capital to investigate rumors of "grave irregularities" had left young Shaw virtually chief engineer. One by one his superiors had left the job—one to go away to get married and never to return—the other to spend the week end in Port William—an interlude which somehow stretched into weeks. In the meantime Shaw went solemnly about the business of building the line and with such good effect that the investigating engineer from Ottawa—his name was Lanton—found the progress made completely satisfactory, although a first topographer and not a chief engineer had been doing the work.

Not without its lighter phases, building of this section of the transcontinental line contributed not a little to Major Shaw's rich fund of anecdotes concerning the old times. He recalled that it was the practice in that area for the engineers to help the packers in transporting food and other supplies. A day's work was held to consist of packing a hundredweight, ten miles, but frequently when it was possible, Shaw and his engineering companions would tote two hundredweights the specified distance, thereby getting two days' work in one, leaving the following day free for fishing or hunting.

"You could handle two hundred pounds nicely too, with a tump line," he remarked, "but if you had a couple of bake kettles, a grindstone or tins of syrup you were quite content to limit it to the hundred pounds. Some of the smart packers would pick up a huge bundle of tea that looked heavy as lead but would weigh about 40 pounds."

From this job, young Shaw, already an engineer in his own right, went to locate a line from Pembroke (River to Ottawa, a job which took two years. It was the plan of the then Canadian Premier, Alexander MacKenzie, to link up Ottawa with the lakehead at Port Arthur by a system of water hauls and short rail hauls, reaching the St. Lawrence via the lower Ottawa River and this scheme formed the purpose of Murdock's Pembroke River-to-Ottawa survey in which Major Shaw participated. In general charge of the work, Major Shaw said, was Hugh Lunsden, afterwards chief engineer of the Grand Trunk Pacific, and a brother of Peter Lunsden, who ran the frontier between Afghanistan and India. The winters of '73 and '79 were spent with Murdock in the neighborhood of Lake Nipissing locating a trail line into what is now North Bay.

Pickes in Winter

The season of 1881 found Major Shaw in a new environment, the Manitoba plains. He had charge of location and construction of the line from Brandon to Virden and was engaged in this work when General Rosser, chief engineer of the Canadian Pacific, came to his camp and asked him if he would take his party to the mouth of the Red Deer River, pick up a line that an engineer named Barclay had run to that point and continue it to a place called Calgary.

"General Rosser," Major Shaw stated, "was a fine gentleman and a capable engineer. But he was from the south—an old confederate army officer, and did not know Canadian conditions fully. He said he had been so sure I could handle the job that he had already made arrangements to give me bull teams. I had no use for this suggestion; the idea of taking oxen into the plains in Winter struck me as funny. I told him I wanted Indian cayuses. He wanted to know why. I told him that ponies would paw the snow and get enough to eat where as the bulls would starve under those conditions. General Rosser just laughed and said: 'I guess that shows I have a lot to learn about this country; that never would have occurred to me.'"

General Rosser tossed Major Shaw a roll of bills that totalled $2,500—they had little time for elaborate accounting systems in those days—and Major Shaw set about outfitting for the expedition.

Trouble with Indians

"When General Rosser came to my camp at Oak Lake and asked me if I would take my party to the South Saskatchewan and continue the survey on from there to Calgary," Major Shaw recounted, "he told me I was his last hope, as I was the farthest west of the engineers and that all the rest had turned him down cold being afraid of the Indians and of wintering in an unknown territory. He gave me a map from Ottawa, showing several rivers running across the line we would have to take. Fortunately, we failed to find them.

"We got to Moose Jaw finally and camped there over Sunday to rest the horses, bake bread and do other necessary work. A band of Indians came along and pitched camp beside us and were quite friendly at first. One of the squaws, however, had a sick papoose and asked one of my party for some medicine. Unfortunately he gave her a bottle of painkiller and explained afterwards that he had told her to give the baby a drop or two in water. The squaw, however, thought that if a little of it was good a lot of it would be better and poured the whole contents down her baby's throat, killing him instantly. Needless to say there was much consternation. The infuriated squaw demanded our immediate destruction, with all the barbaric trimmings, and the next moment we were seized by the Indians. You can well imagine that it took quite a pow-wow and considerable diplomacy on our part to secure our release.

Slight Exaggeration

"From the time we left Qu'Appelle until some time in May we were cut off from the outside world and the the first newspaper I saw, the Benton Record, gave a circumstantial account of our massacre by the Blackfeet. Like Mark Twain I was able to say that reports of our death had been 'greatly exaggerated.'

"One advantage of being thus cut off from the outside world was that invariably I had each piece of work done before I got instructions from Van Horne to do it.

"In 1882 I wrote repeatedly to the Department of Indian affairs at Ottawa telling them that the Half-breeds of the Northwest Territory were demanding scrip such as was given to their brethren in Manitoba and pointing out that unless they got it there would be an uprising. This information was given to me by Chief Crowfoot of the Blackfeet, who assured me that the Blackfeet would have nothing to do with it. The replies I received to my letters were to the effect that the matter would be looked into, but nothing was done and the rebellion of 1885 became history."

The 227 miles between the mouth of the Red Deer and Calgary seems trifling now when fast trains clip off the distance in a few hours, but then, in '81, facing a little-explored country, bitter cold in winter and filled with the menace of hostile Blackfeet, the outlook was to say the least, trying. Not a few deserted from Major Shaw's little party as it headed from the end of steel into the Saskatchewan and Alberta plains.

(Continued next week with the Search for Calgary.)

The Georgetown Herald

Subscription Rates—$1.50 per year in advance. United States 50c additional. Single copies 3c. Both old and new addresses should be given when change of address is requested.

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J. M. MOORE, Publisher
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Also a few lines in

Winter Hats at Half Price

in Velvets, Felts and Metallic

COME IN AND SEE THEM

Misses Claridge

HERALD BLOCK (Upstairs) GEORGETOWN