THE GEORGETOWN HERALD

Sixty-Ninth Year of Publication | The Georgetown Herald, Wednesday Evening, April 22nd, 1936. | $1.50 per Annum in Advance; $2.00 to U.S.A.

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

C.N.R. Time Table
Effective April 12th, 1935
(Standard Time)

Going East	
Passenger	7.15 a.m.
Passenger, ex Mail	10.20 a.m.
Passenger and Mail	6.33 p.m.
Passengers for Toronto	8.46 p.m.
Sunday's going East	
Passenger	7.46 p.m.
Passengers for Toronto	8.46 p.m.
Going West	
Passenger and Mail	8.40 a.m.
Passenger	2.00 p.m.
Passenger and Mail	6.50 p.m.
Passenger, Sunday	11.13 p.m.
Passenger	12.18 a.m.
Going North	
Mail and Passenger	8.45 a.m.
Going South	
Mail and Passenger	6.52 p.m.

TRAVELER BUS
New Schedule
LEAVE GEORGETOWN

West	East
9.25 a.m.	*7.15 a.m.
x11.35 a.m.	9.25 a.m.
1.55 p.m.	1.00 p.m.
x2.55 p.m.	4.45 p.m.
4.55 p.m.	7.00 p.m.
6.55 p.m.	9.15 p.m.
10.55 p.m.	
†12.50 a.m.	

(*) Daily except Sunday.
(x) Daily except Saturday.
(x) Saturday ONLY.
(†) Saturday, Sundays and Holidays ONLY.
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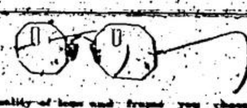
The Cost of Glasses



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WORTH $3,500,000

News that the sap is running in the Maple trees caused the Department of Agriculture to disclose that the white man's maple sugar industry in Canada is 230 years old this spring, and that about 50,000 farmers from Western Ontario to the Atlantic seaboard share in the harvest.

The department estimates that about 70,000,000 maple trees produce sap in Eastern Canada, but that only about one-third of that number are tapped. Nevertheless the value of last year's sugar and syrup harvest was $3,522,450, an increase in a year of $481,820. The industry was started in 1706 at Sault auRecollet, near Montreal.

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The One and Only H. P. Sauce Large Bottle 27c
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Snowflake Clothes Lines 50 Ft. 14c
Wooden Clothes Pegs 3 Dozen 10c
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Frankford Tender Peas 2 No. 2 Tins 19¢
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Maple Leaf Pure Lard 2 1-lb. Pkgs. 27¢

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For Sale Gold Soap 4 Bars 15c
Refined Carbolic Soap Lifebuoy 3 Cakes 19c

Rowntree's Baking Chocolate ½-lb. Pkg. 17c
Rowntree's Elect Cocoa ½-lb. Tin 19c

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FAITH AND WORKS

Faith lifts her heart amidst the darkest night,
When there shines not a ray of the sun;
Works tell of the joy when faith is bright
Till the long, long day is done.

Faith guides as a lamp the weary feet
Of those whose hearts are oppressed;
Works tell of those who toiled in the heat
As they watched the "reddening West."

But faith and works are just the same
When the long, long day is done,
For both are alike in life and name,
When faith and works are one.

FEEL SUFFERING HEAVILY IN T.B. CATTLE TESTING

Out of 19,350 cattle tested for tuberculosis in the Counties of Peel, Halton and Northumberland up to April 1st, 2,853 "reacted" to the test and were slaughtered. About $95,000 was paid in compensation.

"We are not through with these counties," said Dr. George Hilton, veterinary director-general, last week, "and have not yet begun in the other counties in the Toronto, district—York, Ontario and Durham."

Up to April, out of 6,800 cattle tested in Peel County, 1,329 reacted. In Halton the figures were 7,930 and the reactors 1,285, and in Northumberland 4,680, with 229 reacting.

Compensation so far paid to Halton farmers totalled $41,539, to Peel county $45,285, and Northumberland, $7,469.

It is "quite the custom" in all countries for many of the cattle slaughtered, after reacting to the test, to be used as food. "The meat," Dr. Hilton said, "is all inspected very carefully. If the disease has advanced far the whole carcass is condemned, but, if there is only a little lesion in a gland, why then it is cut out and the rest can be consumed without danger.

MILTON FIRE BRIGADE WILL SERVE TOWNSHIP

Fire protection for the village of Kilbride in the northern section of Nelson township has been arranged by the township council. It has been announced by Reeve George Thorpe. In future, Milton fire brigade will answer alarms from the northern section of the township and will be paid a flate rate of $50 a fire. Last winter, when the roads were bad, the Burlington brigade was unable to get to Kilbride, the reeve said. Milton will now look after the district

"The Ottawa Spotlight"

By Wilfrid Eggleston

Ottawa, April 21—The federal parliament took up again this week, after an Easter recess of ten days, its many problems and projects. There is a good deal yet to be done. From now on Parliament Hill will be almost continuously busy in three or four different sectors. The Commons will be sitting daily, the Senate nearly as often, and in addition committees of both houses will be at work. Parliament will blossom out at times into a four or five ringed circus, with something doing under every tent at once. It will be as much as the commentators can do to keep track of the main events.

The bill of fare for the next two or three months includes the following: a wheat inquiry, reorganization of the Canadian Radio Commission, the budget, amendments to the B. N. A. act, reorganization of the Canadian National Railway set-up, changes in the Bank of Canada, inquiry into farm implement prices, the amalgamation of several government departments, further inquiry into elections and franchise, pensions problems, inquiry into the status of the Speaker between prorogation of one parliament and the meeting of another. Most of these items are worth a little separate consideration here.

We shall probably hear this week when the budget is being brought down. This is the most sacredly guarded legislation of the year; and until it actually arrives, forecasts for the most part are only guesswork. Sometimes only the prime minister and the finance minister know about a tax or tariff change until the day of presentation.

For several weeks trade, revenue and other financial figures have been in process of compilation. It is possible, without disclosing any secrets, to size up certain probabilities of the coming budget.

Budget Probabilities

A small surplus of ordinary revenue over ordinary expenditure. Probably about ten million dollars.

A heavy deficit when special expenditures are taken into account. Unemployment relief cost about 80 millions and the Candian National about 47 millions, in the year just closed.

Total deficit around 135 or 140 million dollars.

Substantial upturn in external trade as compared with the previous year.

Loans to the four western provinces now stand at over $115,000,000.

Few tax changes. Practically none on the downward side. There is a rumor that the sales tax is to be raised from six per cent to seven.

Reductions in duty on raw materials used in the publishing business, in the boot and shoe trade, in the automobile industry. Reductions on some primary implements of production. Possibly a cut in the tax on refined gasoline. Possibly some cuts in the duties on British textiles.

Announcement that about $400,000,000 in refunding operations can be carried out in the next eighteen months with savings to the treasury of nearly nine million dollars annually at present interest rates.

A balanced budget by 1938; and possibly the reduction of the deficit to less than one-half the current year's figure by 1937.

Delay Amending B.N.A. Act

It begins to look as though amendments to the constitution will not be proceeded with this year. The major amendment is one to provide machinery for a loan council, which would permit the provinces to secure a federal guarantee for their loans, under certain conditions. A lukewarm attitude has grown up about the loan council. Alberta definitely rejected it, although she was one of the provinces which could have benefited from a federal guarantee of her loans. British Columbia does not appear in the position of thrusting a loan council upon any of the provinces.

Even if the loan council idea is jettisoned, it will not be the end of dominion-provincial discussions on this theme. This problem has still to be solved. Several of the provinces are carrying a heavier interest load than they can manage indefinitely, and if the burden is not lifted by a loan council, it will have to be attacked in some other manner.

WHEN THE BUFFALO WORE TWO COATS

The Regina Leader-Post's inquiring reporter took a half hour off to interview a number of old-timers on the present state of the weather compared with the old days. Here are some of the views:

Ezara Peters, Lemon Hill, Sask.: "She sure stayed down pretty steady in January, but it ain't nothing to what it was in '92. I was hauling cord wood from the valley that winter and the wood froze to the sleigh rack so we had to burn the rack because we couldn't get it away from the wood. Yes, sir, that was a cold Winter and the next Summer we had a great crop of wheat, mosquitoes and bill collectors."

Beniah Bentley, Spruce Crik, Sask.: "Weather, did you say? Yep. I see it's pretty cold alright, but not like it was back in '83, when I was riding herd west of Wood Mountain. Me and Ike Weever shot a buffalo bull that Winter and the son-of-a-gun was wearing two buffalo coats. And, by cripes, he needed them.

Ira Swatfoot, Moose Mountain: "To tell you the truth, young feller, I think she's been pretty cold the last couple of weeks. It pretty near froze my mother-in-law stiff in January, but we didn't notice much change in her. But I was out one day there a couple of weeks ago, and I sure would have froze my ears off if hadn't been that I had froze them off completely back in the cold Winter of 1907. Having no ears now, and knowing enough to keep my nose out of other people's business, I get along pretty well now, Winter and Summer. Good day."

Henry Woolbottom, Goose Gulch, Sask.: "Weather? What weather? Cold weather? Who cares? I ain't been out of the house since Christmas. If you're looking for weather go outside and get it. I'm staying in."—From the Regina Leader-Post.

HOW COULD HE KNOW

Boss—"You are twenty minutes late again. Don't you know what time we start work at this factory?"

New Employee—"No Sir, they're always at it when I get here."

SO VERY FEW

"Sammy," asked the teacher, "how many make a million?"

"Not many, answered Sammy quickly.

Help the Young Men

What opportunities are open to the young men of today? This is a question that is causing a great deal of concern in Canada. The youth of to-day are faced with handicaps that older men were not compelled to face. Therefore let us be tolerant of youth." It has been said that a man's most productive period in life begins at about twenty. When it does may depend upon the encouragement and opportunities for development given him. In some large corporations men are given enforced retirement at the ages from fifty-five to sixty-five years. However, Henry Ford says if you "take all the experience and judgment of men over fifty out of the world there would not be enough to run it." Our opinion is that a man's mental capacity and his invaluable experience and the stable wisdom that matures with age is a far better yardstick with which to measure man's utility than merely counting his birthdays.

When a young man starts out in business he is keen and full of ideas. He wants to set things humming. He may be wrong, but he has to be shown reasons why. He soon finds out that his firm "couldn't consider such an idea"—"It's against the policy of the organization"—"We're very conservative"—"You'll know better when you get more experience." The result is that in short order, the firm has on its hands another young fellow very effectively lodged in a rut. A worthwhile idea is to be tolerant of others. Too many business executives and managers have begun by building around themselves and their positions a stone wall of reserve, or "business dignity." This self-imposed aura of importance unconsciously tends to make one consider the opinions of others as relatively unimportant. In selling, for instance, many thousands of dollars have been lost because some key executive had "no time to waste on salesmen," while minor executives had either no authority to act or lacked the vision and experience to boil down values properly. Never be too big to accept a new idea, even from the office boy. You will find that it is an inexpensive way of developing your own thought equipment as well as increasing the respect and regard of others toward you because of your consideration.

Help the young man and if his idea isn't sound, accept it just the same—with sincere thanks and perhaps a gracious explanation of some of the difficulties it might encounter. Do that and you will have acquired one of the attributes of true greatness. "Do unto others what you would have others do unto you" is a Scriptural slogan worthy of incorporation in the policy of any business. You may take it to your heart to a point where it becomes a magnificent obsession, because it's not only right—but extremely profitable. Be tolerant of youth.—Smith Falls Record-News.

Pity the Dogs of Mexico

The true dog lover has his heart wrung with pity, or disgust, a hundred times a day whenever he visits Mexico. The term, "leading a dog's life," takes on a new and dreadful significance after one has seen what a miserable existence is that of the vast number of canines which overrun that strange and yet incredibly beautiful and fascinating country.

Why Mexicans harbor so many dogs, when so large a proportion of their owners or protectors are barely one meal ahead of starvation themselves, it is difficult to understand on any other grounds than love of animals and the desire of companionship in misery. But there the dogs are in over-whelming numbers: amazingly lean, mangy, hungry and mean spirited, with most of the lovable qualities of our household pets missing or hidden.

The Mexican does not abuse his dog however. In reality the animal is not much worse fed and housed than his master. That means the dog is almost always half starved and has inadequate shelter in unpleasant weather. In consequence the dog has but two occupations in life. The first is snooping and prowling and slinking about underfoot in a perpetual and never ending and never wholly satisfied search for food. When he is not thus engaged he is sleeping and he has an amazing capacity for sleep even under the most adverse conditions. He rarely has spirit or energy enough to bark, and very rarely does he even take the trouble to growl. He does not resent being stepped on or walked on or over. In fact, he invites these indignities for he has the disconcerting habit of lying down in the path of traffic or wherever the crowds are—the denser or he is most in the way. No wonder he is forever getting disengaged. Does he snap or protest when he gets hurt? No, never—that is, hardly ever. He just slinks away. He does not find it necessary to tuck his tail between his legs very often for he carries it there habitually as though he expected a kick or other punishment any minute and so is forever prepared for the worst.

The dogs prove the greatest nuisances in the crowded open-air public markets. These places are alive with them. They slink about underfoot, sniff around in all the corners and filth, or else lie down and fall asleep wherever the crowds are the thickest, their lean, caved-in sides and sharp muzzles looking infinitely pathetic. The unhappy creatures even make themselves at home on the steps and in the doorways of the churches and cathedrals and the most sacred and important edifices. Humans do not disturb them and they rest in peace except for the fleas which they harbor. The poor animals seem to want little but human companionship and permit in being where they get the most of that.

Everybody who has ever been to Mexico City, that splendid capital, or to the other large cities of the Republic, will remember with either a shudder or a rueful smile the hordes of mongrel canines which clutter the landscape.—In "Our Dumb Animals."

FORMER SCHOOL INSPECTOR CELEBRATES 87th BIRTHDAY

W. J. Galbraith, of Brampton, for many years Public School Inspector of Peel County, quietly observed his eighty-seventh birthday on Tuesday of last week at his home on Chapel Street. Mr. Galbraith was born in Dunbarton, Ont., and after obtaining the degree of Master of Arts, became a teacher in schools at Hanover, Palmerston, Oakville, Streetsville, Brampton and Newcastle. He was in charge of the Moderns Department of Brampton High School for more than twenty years. Leaving Brampton for Newcastle, he was asked to return to Peel County to become School Inspector.

NAME PLATE ALL THAT REMAINS OF CANADA'S FIRST LOCOMOTIVE

Treasured in the museum of the Seminary at Joliette, Quebec, is a small copper name plate on which is engraved in bold relief the single word "Dorchester." This modest plaque is all that remains of the first steam locomotive to run in Canada. It is just one hundred years ago that the merchants of Montreal saw the practical fulfillment of their hopes and dreams when the engine Dorchester which had been built by Stephenson at Newcastle-on-Tyne, England, carried the Earl of Gosford, then Governor General, and Lady Gosford and a distinguished company over a stretch of about fifteen miles from LaPrairie to St. Johns.

The utmost secrecy shrouded the arrival of the Dorchester and her trials and the first runs were made at night before only a few privileged guests. The engineer who was sent out from England with the engine seems to have deserted her shortly after arrival and it was some time before an engineer of experience was obtained. He was Ziba Pangborn, a native of Vermont, who was chief engineer of the Molson steamboat line in Montreal.

The Dorchester was a wood-burner and weighed five and a half tons. She carried one cord of wood and one puncheon (84 gallons) of water in a special truck behind the engine. It is said to have cost the "Obstinate of Proprietors" of the Champlain and St. Lawrence, as they were called in the charter granted by the Imperial Parliament in 1833, the sum of £1,500 while construction of the line cost £33,500. The first equipment of the railway, in addition to the engine, consisted of four passenger coaches, only one of which had doors and windows, although the others had a roof. The company had twelve freight cars.

After doing valiant service between LaPrairie and St. Johns the Dorchester was purchased by Barthelemew Joliette, founder of the town that assumed his name after being known for some years as Industrie. It was worked on a short line between Lanorale and Joliette up to 1864 when tradition says it caught fire one day and all that was left after the fire was disposed of as scrap iron. The name plate which is now in the possession of Les Clercs de St. Viateur at Joliette was picked up twenty-four years later by a farmer in a field adjoining the railway.

The Champlain and St. Lawrence railway afterwards became the Montreal and Champlain and this in turn lost its identity through absorption with the Grand Trunk which, on amalgamation of the railways in 1923, became in turn an integral part of the Canadian National Railways. The trackage has grown from fifteen miles to nearly 24,000 and the five and a half ton Dorchester has been replaced by engines of the Hudson type carrying 14,000 gallons of water and twenty tons of coal and developing a speed more than four times that of the pioneer engine.

The Dorchester proved somewhat refractory during her early trials and so won the nickname of "Kitten" on account of her playfulness. Owing to the "Kitten's" peculiarities it was deemed advisable to haul only two cars during the trial trip, the other cars being hauled by two horses apiece. Although it seems to have taken nearly two hours to complete the initial trip the engine made the fifteen miles on the following day in forty-five minutes. As originally constructed the track consisted of wooden rails to which were spiked flat iron bars about two and a half inches wide and three eighths of an inch thick, the spikes were driven two feet apart. There was a constant tendency for the spikes to pull upwards and from this circumstance the rail obtained the nickname of "snake-rail."

Before going to Joliette the Dorchester was rebuilt and fitted with a cab, bogie truck and pilot. On the day of her first run on July 31st, 1836, a great banquet was served at St. Johns and the Governor General and several of the directors and officials of the road spoke on that occasion.

House Fly is Public Enemy

With the advent of Spring comes the menace of the house fly—which may correctly be termed Public Enemy No. 1. It is world-wide in distribution and is notorious for the part it plays in spreading such serious diseases as typhoid fever, tuberculosis, cholera, dysentery, infantile diarrhoea, and other dangerous epidemics. The fly breeds in filth; infects itself with filth; carries germs of filth and disease on its legs and body and in its intestines; and with these germs pollutes food, especially milk, one of the principal nutritional items in the establishment of the human race.

It is known that a single fly can carry as many as five hundred million germs on and inside its body, but until there is active co-operation on the part of entire communities, including the municipal authorities and every single individual in the community, to remove filth, the main source of fly-production, the menace of the fly to human life will remain.

The most effective and desirable method of controlling the house fly undoubtedly consists in eliminating or reducing its breeding places to a minimum by properly treating or disposing of such materials as manure and garbage. The house fly breeds in such decaying and fermenting matter as kitchen refuse and garbage. Garbage receptacles should be kept tightly covered, and where possible all refuse should be burned or buried at once or without undue delay. If it cannot be dispensed with, refuse should never be left exposed but sprinkled with powdered borax or chloride of lime. Windows and doors of houses, particularly those of the dining room and kitchen, should be screened and all flies that gain entrance destroyed. This may be done by the use of fly swatters, by tanglefoot strips, or by using a fly spray. Milk and other food should be screened in the summer by covering it with muslin and fruit should also be covered. On no account should flies be permitted in a sick room, and the faces of sleeping babies, or babies lying unattended in their cots or carriages, should be screened with muslin.

An effective poison bait, but one which cannot be used where children are exploring or rompling about, is made by exposing in saucers a mixture of one teaspoonful of formalin in a cupful of sweetened milk or water. Fly sprays, of course, operate best in closed spaces, and the dead or paralysed flies should be swept up and burned, or thrown into very hot water to prevent any from recovering.

Old lady: "I wouldn't cry like that, my little man.

Boy: Cry as you damp please; this is my way.

PARTING GUEST

I know I welcomed winter
With a delighted smile;
He was a lovely, keen guest,
I loved him—for a while—

But love is only transient,
It passes like a song.
Winter wore his welcome out
By staying far too long.

And such bewitching sunshine
Enlivens the today;
It has a touch of April
And just a hint of May.

Even my white hyacinth
And golden daffodils
Take on an added beauty
From sunny window sills.

So I spend my parting guest
With an impatient frown,
March wind will you hurry, please,
And show him out of town?

—K. A. Mackinnon, Montreal.

CANADIAN PACIFIC RAILWAY FEATURES MOTHER DAY ENTERTAINMENT

Montreal, April 21st—Opportunities for out-of-town sons and daughters to entertain their mothers on Mothers' Day, Sunday, May 10, or fathers, on Fathers' Day, a little later, are being given this year by the Canadian Pacific Railway according to announcement today by O. E. Carter, general passenger agent of the company. For these two important days in the lives of all parents, the Canadian Pacific Railway is featuring a delivery service of railway tickets, whereby a son or daughter can pay for the transportation at the nearest Canadian Pacific office in the municipality where he resides, and the order will be sent by telegram to the parent's home-town office and delivered directly to the home without extra charge. This service proved very popular last Christmas and New Year's and is expected to provide a happy holiday for parents with out-of-town children on "Mothers" or Fathers' Day this year.

NEW CAR FOR OLD

Being a good hand at carpentering Hiram Dohner kept his Chevrolet Royal Mail roadster in excellent running condition for 13 years and then had a 1936 model presented to him as a sort of reward. Hiram lives in Quentin, a hamlet in the valley of Susquehanna. When the Chevrolet people set out to find the oldest Chevrolet in point of continuous service in the United States, the roadster of the Pennsylvania carpenter won hands down, with a few marks thrown in for handicap. The Dohners, Hiram and Mary, take care of things, and their family transportation, even with 350,000 miles registered, was as slick and shiny as a two-year-old. Upkeep had cost $250, including three paintings and a new top. The Dohners were Chevrolet's guests at Detroit, where they were given a 1936 model, a distinguished one, too, for it was the one millionth Chevrolet built in the calendar year 1935.

FESTIVAL AND CORONATION

With the coming of spring the people of Nova Scotia turn their attention to what has become a national affair. For the fourth successive year, the people of that section of the Province known as the Annapolis Valley, or Land of Evangeline, will gather in the heart of Blossomland to pay homage to the flowering of trees old and young. For over three centuries apple trees have bloomed throughout this historic land, each year increasing in beauty until today Nova Scotia is proud to possess the largest single apple belt in the British Empire. During the early days of June, millions of trees burst forth with quadrillions of blossoms, creating a veritable pink and white fairyland, through which one may drive mile upon mile enraptured by a scene unrivalled anywhere in the world.

Throughout the entire valley school children are rehearsing for their part in the pageantry of the festival, for the folk songs and the folk dances of old England play a prominent part in Nova Scotia's Apple Blossom Time. In fact, youth and beauty reign supreme the first week in June. Princesses from towns throughout the Valley have their day when charming young maidens in their teens or early twenties, enter into competition for the crown annually awarded the Apple Blossom Queen.

The coronation ceremony is one of the outstanding features of the festival, and, as the Premier of the Province places the crown on the Queen elect, a chorus of one thousand voices, supported by a symphony orchestra, salutes her in song. The ceremony is held in the heart of apple blossoms where the queen's throne is erected. Military and civilian bands, mounted police and regimental units contribute a highly colored touch, which combined with the music of the trained choirs and orchestras, create a scene long to be remembered.

Kingsley Interests Subscribers

Nova Scotia's Apple Blossom Festival is another link in the Kingsley chain. Last year, the queen of the festival was selected to represent Canada at the annual Imperial Fruit Show at Cardiff, Wales, and charming Margaret Messenger was her ambassadress of good will, making a splendid impression at the Kingsley functions. This year there is a possibility of an English girl, representative of the apple industry of Great Britain, coming to Canada for Nova Scotia's Fourth Annual Apple Blossom Festival. If she comes, the people of the Land of Evangeline will welcome her with open arms.

THE RURAL TEACHER

Addressing the Gatineau Teachers' Association Dean Salmon of Ottawa spoke in warm terms of the "fidelity and effectiveness" of rural teachers. It was a deserved tribute to a class of professional men and women who have little in material reward to reconcile them to laborious and painstaking effort.

It is plain that the rural teacher is a larger factor in the early years of rural boys and girls than is the city teacher in his or her sphere. Besides there are fewer distracting influences in the schoolhouse at the country crossroads to interfere with the impression that is made on young lives by the teacher's character and skill.

The country teacher in Canada has done a magnificent job, and those who have charge of the rural schools to-day inherit a tradition of service that has many fine chapters in Canadian history. A community with its teacher and a parson possesses a centre of culture from which multiple influences of incalculable value to the nation.—Ottawa Journal.