THE GEORGETOWN HERALD

Seventieth Year of Publication

The Georgetown Herald, Wednesday Evening, July 29th, 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 26th, 1936
(Standard Time)

Going East	
Passenger	6.25 a.m.
Passenger and Mail	10.30 a.m.
Passenger and Mail	6.33 p.m.
Passenger, for Toronto	9.31 p.m.
Passenger, Sunday, only	7.31 p.m.
Passenger for Toronto	9.43 p.m.
Going West	
Passenger and Mail	8.40 a.m.
Passenger	2.08 p.m.
Passenger and Mail	6.50 p.m.
Passenger, Sunday	11.13 a.m.
Going North	
Mail and Passenger	8.45 a.m.
Going South	
Mail and Passenger	6.53 p.m.

TRAVEL BY BUS
New Schedule

EFFECTIVE MAY 3rd, 1936

LEAVE GEORGETOWN DAILY

West	East
9.25 a.m.	5.45 a.m.
11.55 a.m.	8.35 a.m.
1.55 p.m.	11.35 a.m.
3.55 p.m.	2.25 p.m.
5.55 p.m.	4.15 p.m.
8.55 p.m.	6.15 p.m.
11.20 p.m.	9.15 p.m.

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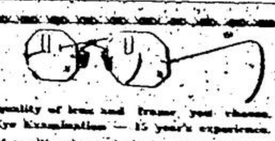
The Georgetown Herald

HOW TO MAKE ICED TEA

Infuse six heaping teaspoons of Salada Black Tea in a pint of fresh boiling water. After six minutes strain liquid into two-quart container. While hot, add 1½ cups of granulated sugar and the juice of 2 lemons. Stir well until sugar is dissolved; fill container with cold water. Do not allow tea to cool before adding the cold water, otherwise liquid will become cloudy. Serve with chipped ice.

"SALADA" ICED TEA

The Cost of Glasses



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MAKE A WILL

If you die without a will, here's what the law does:

1. If a wife is left, but no children, your wife receives the first $1,000 and half of the net estate then remaining; the other half goes to your relatives. If there are no relatives, this half goes to the Crown.

2. If a wife is left and one child, each takes one-half of your estate. If the child is a minor, he or she cannot get the share until the age of 21 is reached, in the meantime, the court takes full charge of this part of the estate.

3. If a wife and more than one child are left, the wife receives one-third of the estate, and the remaining two-thirds is divided among the children. If any child is dead, its children (the grandchildren) receive such share.

4. In addition, there are a great many more distributions the law compels be made depending upon the relationship of various legal heirs. Furthermore, the administrator is expected, if at all possible, to liquidate within a year, and this coupled with the legal distributions, frequently result in a situation you never intended.

It can be seen that the above distributions might mean great hardship, especially in the case of modest estates. The only way to avoid this is to make a will.

APPRECIATE YOUR HORSES

Do you know some valuable horses died on farms during the intense heat? A sponge wet with cold water and tied to the top of the bridle is a great help to a horse; also a pinch of saltpetre to an eight-quart pail of drinking water, given in the middle of the afternoon, will be appreciated by this noble friend of man. Give him only one-quarter of the attention you do your automobile, and he will live longer, to help you finish paying for your car.

"I wish I had a nickel for every girl I have kissed."

"That would be nice. You could buy a pack of gum with it."

NOISINESS OUT OF PLACE AT WEDDINGS

Why is it necessary for a wedding ceremony to be marked by considerable uncomfy noise on the part of those who are not playing the leading roles in the ceremony?

In Georgetown—and in most other communities—it is easy to tell when a wedding has been held. The car containing the bridal couple is usually pursued around the town by friends, maintaining a permanent pressure on the horn buttons of their machines and creating an uproar that goes a long way toward marring the dignity of the occasion.

Not only is the noise nerve-wracking but the pursuing drivers sometimes take reckless chances in their zeal to catch up with the bridal car.

Surely when friends want to show their happiness at a marriage ceremony they could find some means of doing so without endangering the public safety and disturbing the public peace.

ON DOFFING YOUR HAT

Should you take off your hat while riding in an elevator car? There is quite a debate on this in the east. We note the tart comment in a New York newspaper of a young person signing herself "(Miss) Willie Morris:" "To my mind, the mere act of removing his hat doesn't make a man a gentleman, especially if in doffing it his elbows jab the ribs of everybody around him." Other debaters contend that an elevator is merely a vertical line of traction, and should follow the rule of horizontal traction, which is that a man in a street car keeps his hat on unless he wants to fan himself with it. Further points are that there is less room in an elevator car when men carry their hats in their hands, and that in a jam the safest place for a hat is on your head.

On the other hand, most women seem to appreciate this courtesy and some of them almost demand it. Besides, when you take your hat off, you get a nice breeze from the ventilating apparatus in the roof of the car right on your cranium. In summer it is needed.

WORK FOR WORKERS

If there are black sheep in your village
Who are walking in darkness and sin,
Don't sit in the church and keep waiting,
For the black sheep will never come in.

You say you are picking your company
And you are trying to be very nice,
But what are you doing for others
Who are living a miserable life?

Each Sunday we go to the church
We meet some nice people, thats true,
But we never will make an impression
If we work where there's no work to do.

We like to go to the churches,
Though congregations are still getting thin,
But out in the highway and by-way is where I find misery and sin.

We do get discouraged and foot-sore
As we march through the thick of the fray,
But we reinforce our ambition
As we kneel by our bedside and pray.
Go work where the gipsy boy's dying,
Go work in the slums of the town,
And follow our Master's example
Till life's glowing sun settles down.

—Sandy Card, Tottenham.

SWIMMING AND MEALS

Why do we always say "Don't swim after meals"? Small boys—and girls, too—who take to water like a fly does to sugar are thoroughly convinced that whoever coined that warning should be regarded as Public Enemy No. 1 of all oncoming generations.

After all, however, a view that has persisted for hundreds and probably thousands of years must have some logic behind it. And it has, too—sound physiological reasons.

For some three hours after a meal our stomach and upper intestine are busy breaking down the food into other chemical compounds better suited for absorption into the blood stream and then for storage in the liver, muscles and elsewhere.

The blood flow is to a considerable extent diverted to the gastrointestinal tract for this purpose. That is why we feel drowsy after a heavy meal.

Now swimming is a strenuous exercise. It sends blood surging to the muscles. The water is comparatively cool too, so that blood rushes to the skin to warm the body surface.

That means the blood would be called upon to face two emergency calls—or really three. And none would be adequately dealt with.

The digestion would suffer and the swimmer would feel chilly, but the third complication—the lack of blood to the muscles—might have a much more serious consequence, for the danger of cramps would be increased. And cramps in deep water, particularly when the shore is comparatively deserted at or after mealtime, may be disastrous.

The wiser plan is to wait at least an hour after meals. By that time digestion will be well under way, although still far from completed. If the meal has been a heavy one, a two hour wait is much to be preferred.

By the same reasoning, one should not eat heartily immediately after coming in from a swim which has been either strenuous or in cold water. That may bring on cramps too—but in a different place.

If in a long race, or if exhausted on coming out, the food should be confined to readily absorbed sugary articles which give maximum energy yield with the least digestive effort. Syrup fruit juices, grape juice, corn syrup and honey are to be recommended.

Canada's Railway Centenary

The celebration of the centenary of the first railway in Canada, an event of historic significance to an important section of the Canadian National system, affords opportunity to review briefly the development and progress of transportation generally throughout the Dominion. At the start that progress was slow. The sixteen miles of railway which constituted the pioneer line between Laprairie and St. Johns, Quebec, was not added to until ten years later when extensions made it possible for Canada to boast of fifty-four miles of line. It was not until 1851 that our railway mileage exceeded one hundred miles. By 1876 it had grown to 4,894, and at the turn of the century 17,657 miles were in operation. During the subsequent period there was admittedly over-expansion of railway construction, and to-day the total single-track railway of Canadian railways exceeds 42,000, of which the Canadian lines of the National system account for about 22,000 miles. Similarly the single locomotive of the pioneer line has given place to more than 5,000 locomotives of a type and size undreamed of a century ago and still in process of evolution and development. At the same time the two original passenger coaches have grown to more than 7,000 cars adapted for days and nights of continuous travel, while the few original freight cars have grown to about 200,000.

The physical expansion of the railways of Canada over the century has thus been tremendous, and so has the growth in all other branches of railway service. The combined capital investment of Canadian railways is now almost four and one-half billions, the annual gross earnings in excess of 300 millions and operating expenses 241 millions. Of this latter sum no less than $164,000,000 is pay-roll expenditure, covering approximately 130,000 employees, from which may be estimated the contribution which the railways make to the economic well-being of the country as a whole.

But growing out of the railway industry are other important considerations, both local and national. Without the railway to give effect to the Confederation of our widely distributed provinces, the Dominion could not have made progress as a nation, our trade and commerce could not have expanded as they have nor could the great Canadian prairies have been settled and developed as they have been. Notwithstanding the great and continuing cost of the railways to Canada, the plain truth is that the country owes a great debt to the railways, and it is but fitting that there should be appropriate acknowledgement of that debt on the occasion of the celebration of the present centenary.

The supremacy of the railway has not been seriously challenged until within comparatively recent years. The first threat came from the extension of electric lines about forty years ago in inter-urban service, and there were those who felt that steam would shortly give way to electricity in the movement of the country's commerce. That did not prove to be the case, not because of any lack of electrical energy but because the development of the internal combustion engine and its application to the automobile led to the rapid rise of still another form of transport which has largely supplanted electric railways, and, through the wide-spread construction of motor highways, is now menacing the supremacy of the railway in both passenger and freight services. The implications of this newer system of transport were not at once seen, nor properly appreciated until recently when the railways have found themselves engaged in a competitive struggle with automotive transport for business the movement of which was formerly more or less of a monopoly of the steam lines.

In the field of transport, as in most other callings, it will be, in the long run, a case of the survival of the fittest and most efficient, and in present period of evolution and adjustment it will be necessary for the railways to have regard to present trends and to anticipate the future unless they are satisfied to become a gradually lessening influence in a field which for many years was peculiarly their own. It must be accepted that the automobile, the motor coach, and the motor truck, are here to stay until they in turn may be superseded by newer developments. What the future will be for the automobile or the railway only time will tell. The adjustment of such changes is of slow, rather than of rapid progress, and it may well be some years before the new alignment is definitely completed. When that time comes it will probably be found that there is a certain distinctive field in which the motor car will be admittedly the most suitable instrument of transport. There will be another field in which the railway, as in the past, will be unrivalled. In still another field, and probably auxiliary to the railway, rather than the highway, the airplane will have its distinctive place, and, within well defined lines, and in the handling of bulk seasonal commodities in the movement of which time is not of first importance, the waterways will have their place.

That is the direction in which we are trending as we celebrate the centenary of the establishment of the railway in Canada. At the moment there is lack of uniformity in the control and regulation of these diverse forms of transport. This is partly due to conflict of jurisdiction and lack of agreement as between government agencies, as well as to lack of legislative authority where there is no conflict of jurisdiction. Having this in mind, and as a first and necessary step in an effort to bring some sort of order out of our transportation confusion, the government has set up a distinctive department of Transport, of which I have had the honour to be selected as the first minister. It is my hope that we may be able to accomplish something worth while along constructive lines, and that long before the second centenary of transportation in Canada comes to be celebrated the influence of the transportation policies of the present period may be found to have been helpful in the establishment of the new order which we all hope will gradually replace the old, so far as our transport industry is concerned.

Signed, C. D. Howe,
Minister of Transport.

On the occasion of the one hundreth anniversary of the establishment in Canada of transportation by rail, I desire to extend heartiest congratulations to the officials and men of the Canadian National Railways, within whose system is included the original line over which the first train in Canada made its journey, and my cordial greetings to all who are engaged in providing for the community safe and efficient railway service. During the century which has elapsed since the first train operated between Laprairie and St. Johns, the steam railway has played an essential and all important part both in the formation and in the development of our Dominion.

I should like to avail myself of this centenary occasion to convey to the Canadian National, and to the railways of Canada as a whole, my best wishes for continued opportunities of national service and for their prosperity in the years that lie ahead.

(Sgd.) W. L. Mackenzie King.

Make Ice-Well In Summertime

The preliminaries for the storage of ice on the farm should be completed long before the advent of winter. Many farmers who have promised themselves good ice storage have found that when winter comes there are difficulties in the way. This is particularly true of the ice-well refrigerator which is a favorite method on the farm in many parts of the land. Summertime is the time for digging the well. As a means of preserving ice for household use, the ice-well refrigerator has no advantage over the storage of ice in a rough shed, but it certainly does provide facilities for holding milk and cream and for cold storage of other articles of food where a supply of ice cut from a stream or pond is not available. The ice-well is therefore of particular value to the dairy farmer during the hot summer months.

The ice-well refrigerator should be about 12 feet deep and of a diameter to suit requirements. It may be either round or square. The larger it is, the longer the ice will last. A well six feet in diameter filled six feet in depth with ice, will hold four tons. A handy size for a square ice-well is eight feet and eight feet deep. A depth of six feet of ice in a pit of this size will last about five months. In selecting a site for the ice-well, it is advisable to keep away from any well which supplies drinking water, as the seepage from the ice-well may contaminate it. If possible, a shady spot where there is some protection from sun and winds should be chosen.

It is essential that the earth in the bottom be dry and porous, or that drainage is provided, otherwise the water from the melting ice will collect in the well and cause the ice to melt in a very short time. The walls should be lined to prevent cave-ins and the crumbling of dirt on to the ice. Ordinary lumber will do for the lining, or cribbing as it is called, provided it is made reasonably tight to prevent the escape of the water in highly porous ground. A shed with a removable roof should be constructed over the well to protect the ice from summer rains and for the purposes of shade.

When winter comes, the roof is removed, and the first action towards the ice-making process is to sprinkle the lining of the pit with water until it is covered with a thin coating of ice. This will hold the water which is poured into the well about four to six inches at one time. This allows the water to be frozen solid before more water is added, until eventually the ice reaches within three to four feet from the top. Another way of filling the well is to stock it with ice blocks, gradually adding water to fill the spaces until frozen into a solid mass.

The space between the top of the ice covered by a loose floor and the top of the well protected by a trap door is the refrigeration chamber. Full particulars are given in "Simple Methods of Ice Storage," a pamphlet issued by the Dominion Department of Agriculture, Ottawa. The pamphlet contains information on other methods than the ice-well, several drawings and specifications being given of the construction required for the preservation of ice in ice-houses.

Every Driver of Car a Potential Killer

AUTO IS DANGEROUS WEAPON IF "COURTESY FORGOTTEN

"The motorist at the wheel of his car seems to forget that he is riding a potential engine of death, and that every pedestrian as well as every other car driver in the vicinity is his potential victim," J. P. Bickell, registrar of motor vehicles for Ontario, declared last week when he released the accident statistics compiled by his department for the first five months of 1936.

"Judging by the period from Jan. 1 to May 31, this year bids fair to set a record for auto mishaps," Mr. Bickell declared. "Although there has been an appreciable improvement in relation to the volume of traffic, there are more cars in operation and people are using them more, resulting in more accidents," he explained. "The fatal accident rate for each 10,000,000 gallons of gasoline consumed, which is an excellent basis of comparison, shows a pronounced crop to 14.1 this year from 10.1 last year, and is the lowest in recent years; yet there were three more fatalities in May, than in May 1935," he went on.

"The lesson we have to learn from these figures is unmistakably that as the density of traffic increases, there is need for more and more thoughtful care and courtesy on the part of motorists. The fact that city accidents are increasing faster than country accidents supports this conclusion."

Mr. Bickell remarked that the period covered by his figures ended before the beginning of the current campaign to persuade motorists to "try courtesy" being waged by Hon. T. H. McQuesten, Minister of Highways.

"Statistics for the next four or five months will reveal to what extent the people of Ontario have heeded the plea of the minister," Mr. Bickell predicted. "We in the department know that the courteous motorist is the safe motorist. If Ontario's drivers will only 'try courtesy'—for a change, we are compelled to add—they will find that safety and security on the roads will automatically follow."

Figures for the first five months of the year were as follows:

	1935	1936
Persons injured	2,800	2,922
Accidents costing $50 and up	3,187	3,456
Deaths	158	180
Property Damage	$293,628	$341,676

For the month of May there were increases under every heading. Accidents increased 10 per cent., deaths increased 10 per cent., injuries increased 16 per cent., injuries increased all injured persons were children under 15 years.

"A ton of steel, hurling through space at 35 or 45 miles an hour, has a terrific capacity for damage, destruction and death," Mr. Bickell summed up. "Motorists must remember that it is just such a weapon they have in their hands when they are driving their car. Let every driver 'Try Courtesy' until courtesy becomes a fixed habit. Then there will be very few accidents indeed."

City Children Need a Holiday

Suddenly it has turned very warm. There is no shade in the city and the pavements are hot underfoot. Steadily applications pour into this Neighborhood Workers Association headquarters from distracted parents who, asking nothing for themselves, want only that their small children should enjoy a short while in the cool shade of the country.

Invitations have been coming in from many kind hostesses, but unfortunately the applications outnumber them about three to one. There are many pathetic cases reported by district workers. For instance there are two little boys, ages nine and eleven, who live with their mother in two tiny rooms over a store on a hot, dirty street. The mother at present is ill, and the lads are having to look after themselves. How it would aid that mother toward recovery if she knew her boys were somewhere in the country, getting lots of fresh air, food and sunshine.

In asking friends to open their homes to unfortunate children such as these, the Neighborhood Workers Association does not expect an elaborately planned holiday. It is pointed out by the General Secretary, F. N. Stapleford. All they ask is the opportunity of sending one or two children to a home which will provide a brief relief from their hard existence. It might even be a home on the outskirts of the city—just so long as it possessed a large garden in which the children could play.

Transportation to destination (which must be within 150 miles) is supplied by the Association. The child is medically examined before leaving town, and though he or she may be pale and thin, hostesses can be sure there is nothing organically wrong.

If there is room in your home for a little child—just for a two week period, the Neighborhood Workers Association earnestly asks you to consider playing fairy godmother to some boy or girl, by forwarding an invitation to 22 Wellesley Street, Toronto. Your letter should be accompanied by a note from the local clergyman or a prominent member of the community.

The Orchid Dress

By KATHLEEN CRANNELL

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MARJORIE smiled at herself in one of the mirrors of the Metropolitan department store's fashion salon and turned quickly to make the orchid dress swirl around her ankles.

"Oh, it's perfect on you," sighed the clerk with the ruby finger nails. "That ruffled skirt and the smart shoulder-strap arrangement and the color—it appeals positively to the young man who cut stiffly on the saffron satin—'musing with your dark hair and fair skin, isn't it?"

"Yeah," muttered the young man warily.

"How much is it?" asked Marjorie, prompted by his tone.

It was a nuisance to have to ask cautiously the price of things. Before she had married—just a year ago now—she had gone in any store in the city and said, "Charge it, please, to my father—Paston Cartwright, you know."

"Fifty dollars." The clerk's voice honeyed the words. "Of course," she went on, "the little peach taffeta at twenty-five is sweet, too, but it can't compare with this."

Marjorie glanced at her husband and squared her lovely shoulders.

"I'll change back into my own clothes and then decide," she said.

When she emerged from the dressing room in her trim black street suit, the clerk discreetly hustled away with an armload of rejected frocks.

"Well, Davie, which shall it be?" Marjorie asked brightly.

"You know darned well," said Dave, "we decided that if you got a new formal it wasn't to cost over twenty-five bucks."

"Oh, but this is a dress that comes once in a lifetime."

"That seems to be your theme song."

Marjorie smiled mischievously, but her smile crumpled against the hard indignation on Dave's lean face.

"It isn't as if you weren't doing well in the office, or as if we didn't have money in the bank," she sulked.

"It wouldn't be there if you had your way."

"You know now what I think about it," Marjorie struck back impulsively. "Mamma warned me to go easy about falling in love with a Forsner—a whole clan of bankbook pockets," she said."

"Remarkable coincidence!" retorted Dave with crescendo acrimony. "I had a forewarning, too, about pockets. 'The Cartwrights are all spendthrifts,' my Dad told me. 'In one pocket, out of the other.'"

Marjorie frowningly bit her lip. It seemed fantastic that she and Dave were saying these things.

"Davie—" She coaxed up a half-apologetic smile.

But Dave wasn't looking at her. He was going on in a more deadly tone. "I suppose you haven't the slightest memory of an April night about a year ago when you promised you'd sacrifice anything—even your daily coke—so I could start in business for myself. You knew how much it meant to me and you haven't given up a damn' thing. It's been getting me down for a long time. We're going to settle it now, once for all."

So that was all that sacred night meant to him. Of all the things they had talked about he remembered only this. All those precious, blithesome twelve months he had been thinking how extravagant she was. He didn't remember how on the same night he had promised her the very moon for a fraternity pin if she wanted it.

"All right," she said, suddenly. "We'll settle it right now. This penny-pinching is getting me down, too. We'll buy the orchid dress, or I'll leave for Reno tomorrow. It has been done you know."

"Good-by!" Dave snorted.

The late new. She couldn't—she wouldn't—take it back. The ruby-nailed clerk was coming toward them, brows lifted inquiringly. Dave was squeezing his lips. Proud young lips, white with anger, quirked down a bit at one corner with pain.

He clipped them together with annoyance when another clerk hurried up from across the room.

"Is this the sixteen?" she asked in an undertone of Ruby Finger Nails. "The young man I've been waiting on saw it over here and says it's just what he's been looking for. He wants it for a burial dress for his wife. So sad. They'd just been married a year. She's—she was a chic sixteen. It isn't cold, is it?" She ended gently.

"Is it?" Ruby Finger Nails turned to her customers.

Marjorie and Dave were staring transfixed across the room at the sagging shoulders of the other young man.

"Do you want it?" the clerk persevered.

"Yes," said Dave.

"No," said Marjorie.

She discovered that somehow she was holding Dave's hand and it was squeezing blick until her knuckles ached.

"I think I can make my old white formal do," she said. "Come on, Dave."

The Scientist's Dilemma

He was, in fact, the absent-minded professor, and he was strap-hanging in a train. The other arm clasped half a dozen handles. He swayed to and fro. Slowly his face took on a look of apprehension.

"Can I help you, sir?" asked the conductor.

"Yes," said the professor, with relief. "Hold on to this strap for me while I get my fare out."—Santa Fe Magazine.

Inexcusable

Gent: I was frightfully embarrassed when I dropped my fork at the banquet.

Lady: "Why, everybody drops a fork now and then.

Gent: Yes, but everybody doesn't drop one out of his coat sleeve.

No Faith

Judge: Do you consider this defendant a reliable man? Has he good reputation for truth and veracity?

Witness: Well, to be honest with you, your honor, that man has to get somebody else to call his hogs at feeding time. They won't believe him.

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Horseshoe Sockeye RED SALMON 1-lb. tin 32c

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McLaren's Assorted JELLY Powders 3 pkgs. 14c

Libby's Pork and Beans No. 2½ tin 10c

Petersfield Niece Peas PEAS No. 2 tins 10c

Maxwell House COFFEE 1-lb. tin 35c

LUX Toilet Soap 2 cakes 11c

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