# THE GEORGETOWN HERALD

Seventieth Year of Publication | The Georgetown Herald, Wednesday Evening, August 26th, 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 | 6.35 a.m. |
| Passenger and Mail | 10.20 a.m. |
| Passenger and Mail | 6.33 p.m. |
| Passengers for Toronto | 9.31 p.m. |
| Passenger, Sundays only | 7.31 p.m. |
| Passenger for Toronto | 9.43 p.m. |
| **Going West** | |
| Passenger and Mail | 8.49 a.m. |
| Passenger | 2.08 p.m. |
| Passenger and Mail | 6.50 p.m. |
| Passenger, Sunday | 11.13 p.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. | 8.25 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. |
| 11.30 p.m. | 9.15 p.m. |

EASTERN STANDARD TIME

Itineraries planned to all points in Canada, United States and Mexico.

Consult your local agent

LONG'S CONFECTIONERY

Phone 19

ARROW


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Barrister, Solicitor, Notary Public
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Prompt Service
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Amazing low prices for Double Vision fancy shapes and Prescription lenses.
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Jewellery Store, Georgetown
Tuesday, Sept. 1st
ONE DAY ONLY
This advt is worth $5 on a pair of glasses (cost $) and



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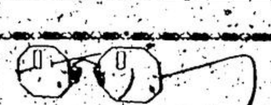
"SALADA" TEA

304

The Cost of Glasses



Depends largely on the quality of lens and frame you choose. We specialize in a thorough Eye Examination — 15 year's experience. Our 1936 new low price on first quality glasses is just as reasonable as any of the large city houses. Consult

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Going SEPT. 4 until SEPT. 7 (up to 2 p.m.)

RETURN LIMIT Leave destination up to midnight, Sept. 8, 1936.

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Take advantage of these low rail fares to spend a delightful Labor Day Holiday-Minimum Special fare-adult or child 25c

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NORVALS Cream of BISMU-MAGNESIA Liquid or TABLETS 49c

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PAYS

$1500.00—Loss of Life.

25.00—Per week Disability.

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NORVAL, Ontario

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| | |
|---|---|
| JAR RUBBERS | 3 Dozen 14c |
| FRUIT JARS | Doz. 99c, $1.13, $1.53 |
| FRUIT PECTIN (McLaren) | Package 14c |
| XXX VINEGAR (White or Brown) | Gal. 38c |
| MUSTARD SEED | 2 oz. 5c |
| CASSIA BUDS | 3 oz. 10c |
| KEEN'S MUSTARD | 2-oz. Tin 13c |
| CATSUP FLAVOR (Parke's) | Btl. 35c |

ORANGE CREAM SANDWICH BISCUITS 2 Lbs. 25c

HEINZ DELICIOUS CREAM SOUP MUSHROOM 2 16-oz. Tins 25c

STONEY CREEK RED PITTED CHERRIES 2 No. 2 Tins 25c

SALADA TEA ¼-lb. Brown Package 31c

IODIZED FREE RUNNING SALT Package 6c

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LUX SOAP FLAKES Lg. Pkg 21c

SURPRISE LAUNDRY SOAP 5 Bars 23c

S. O. S. SCOURING PADS Pkg. 14c, 2 23c

GLASSCO'S NEW CHERRY JAM (Red) 32-oz. Jar 25c

LIBBY'S PLAIN AND STUFFED HOLIDAY OLIVES 17-oz. Jar 30c

MAXWELL HOUSE COFFEE 1-lb. Tin 35c

LINED SCHOOL SCRIBBLERS 5 for 10c

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Main Street Georgetown - Free Delivery - Phone 357


### THE RECKLESS FOOL

Have you ever heard the rattle of a dying man's last breath,
Or seen the look of horror in the stare that faces death?
Have you ever heard a person scream with sharp and sudden pain,
And looked down at a mangled arm that will not move again?
Have you ever heard the moaning, above the noise and din,
And seen the gory, bloody gap where once an eye had been?

When your car is doing sixty, have you ever felt the yen
To let 'er have another notch 'n' do another ten?
When a poky guy's ahead of you, have you ever had the thrill
Of swingin' out 'n' passin' him upon a dangerous hill?
Have you ever heard the tires scream, and felt the old bus swerve
As you let 'er have the limit while you took a sudden curve?

Have you had the keen sensation of a fast car at your bid,
'N' run up to a stop light, 'n' slapped 'em on, 'n' skid?
Did you ever, pass a school-yard 'n' give the horn a slam,
'N' drive close to a gang of kids 'n' see 'em jump 'n' scram?
Did you ever take a quart o' rye, 'n' swallow four or five,
'N' take the old bus down the road 'n' show 'em how to drive?

Have you ever seen a little child all crumpled up 'n' still—
Who tried to run across the street, when a car came down the hill?
Morbid 'n' gruesome 'n' gory, this. I'm sorry, but don't you see,
This was not meant to be read by folks as tender as you an' me.
It was meant for the thoughtless, the careless, who kill 'n' main, 'n' mar—
The reckless fool who is to blame—the man in the other car.

—Phil Braniff.

### YOUTH AND CRIME

Perhaps the aspect of modern crime which gives thinking people most concern is the youthfulness of so many offenders. When a young person makes a mistake, the court imposes a prison term as a punishment and in the hope that it will effect a cure. But too many of these leave such institutions as hardened criminals. It is the duty of society to reclaim such youths, to help them discover and develop their better selves. As someone has said, "We should make our prisons hospitals for moral diseases." Realizing the imperfections of our Canadian penal system, a royal commission has been appointed to study the problem. Much thought has been given of late to the Borstal system which is used in England. The purpose behind the English system is to "train" rather than to "punish". The length of sentence has nothing to do with the seriousness of the crime. The practice is rather to impose a three-year period of training. Under this system the youthful offender is not looked upon as a public enemy but as the unfortunate product of a social environment for which society must take some of the blame and responsibility. One of the important features of the system is that at the end of his period of detention each youth provided with a big brother, who is responsible for him and who tries to find him work and who offers counsel. The problem of juvenile and youth delinquency is one calling for the utmost thought and interest on the part of us all. A worthwhile solution will mean the saving of many young people for themselves and for the positive contribution which they are liable to make to society.

## Arrow Bus Lines Forging Ahead

"Three hundred thousand passengers can't be wrong—because they are right and represent the number of passengers carried on Arrow coaches last year, Central Ontario Bus Lines limited are expanding day by day.

Back in 1928, Maxwell M. Payne had just taken over the old Arrow lines. At that time the entire office staff consisted of four men and they had on their hands six obsolete buses that meandered over 250 miles of Ontario highways in a more or less care-free manner that was regarded as schedule. There were only two agents selling tickets and assuring the irate passengers-to-be that the bus would be along any minute.

Mr. Payne's first duties, when he assumed control as managing-director, were to organize the lines, tighten up the service, add new equipment, enlarge the office staff and take over new routes. Today, Central Ontario Bus Lines, Limited is an organization that covered, over 1,000,000 miles in 1935 and possesses a fleet of 34 buses, an office that occupies seven large rooms, is represented by 136 agents throughout Central Ontario, and maintains regular schedules over 850 miles of bus routes.

No small amount of the credit for the success of the Arrow lines, the directors state, is due to the drivers, who, by their courtesy, safe driving and clean-cut appearance, hold the good-will of the public for their company. It has always been the policy of the present heads of the company to regard the drivers and other members of the staff not merely as employees but as vital members of a organization, whose suggestions are encouraged and whose welfare is always considered. With this last latter thought in mind, the company has provided every employee with free life, accident and sickness insurance. Nearly every month an open forum is held, attended by drivers, mechanics and office staff and discussion is invited regarding duties, routines and general improvement of the business. A lighter side of the company's work is the annual banquet for drivers and agents, held each year in one of Toronto's larger hotels.

Commencing two years ago, the Central Ontario Bus Lines, in cooperation with an Owen Sound navigation Company, has entertained some hundred ticket agents, travel bureau men and newspaper publicity men on a combined week-end bus trip and cruise around Georgian Bay. In this way, the ticket and travel agents become acquainted with the trips they are selling.

Not all the Arrow routes are covered by the larger buses, however, as the presence of eight 11-passenger buses shows. Five of these smaller coaches were added last year on the "feeder" lines and have proved so satisfactory that the addition of more is anticipated. Bus history shows that many lines found seven-passenger cars too small and 21-passenger buses too large for practical operation. Accordingly, some companies experimented with the smaller type of vehicle and it was decided to try them on the Arrow Lines. It is said that they are meeting with the approval of the passengers and are justifying their existence.

In the opinion of Arrow officials, charter work is harder to get today than ever before. The reason, they say, is that the novelty of chartering a bus is wearing off, along with the fact that more people are operating their own private cars. Bus operators today therefore face the need of creating new interests to win back the popularity of bus travel.

With this thought in mind, the company recently tried out several novel schemes, one of the most successful of which was the "Trips to Nowhere." It was thought that a leisurely, comfortable drive through the country on a Sunday afternoon might appeal to a lot of people, and that a novel touch of mystery could be added if the passengers were not advised beforehand of their route or destination. Leaving at 2.30 o'clock and arriving back at 5.00 o'clock allows passengers plenty of time for dinner and church. The driver is given sealed orders with instructions not to open them until the bus has left the depot.

This idea has been most successful, and every Sunday afternoon since last May has found at least four buses leaving the city for surrounding country. These trips cover usually 50 miles, with a stop enroute where the passengers may obtain refreshments.

Another successful innovation this year is the "Gypsy Tour." Credit for this idea is given entirely to Driver Dick Elliott, who, during a visit to England last summer, observed that an English bus company was selling tickets to commercial men, which allowed them to travel at will over the company's routes. On his return to Toronto, Dick Elliott suggested this idea to Mr. Payne and Mr. H. J. Ryses, secretary and director, with the result that the idea was adopted this summer.

This tour is designed to appeal to the vacationist who wishes to visit many places but whose purse permits only one trip. The holder of the nine-day ticket may travel at will over the entire Arrow territory, day or night, for slightly less than ten dollars. In this way, the traveller may today be in Goderich, tomorrow in Bradford, followed by visits to Owen Sound, Collingwood, or Guelph, exploring the limestone caves of Singhampton one day and wandering along Ingra gorge the next.

Still another idea to bring the name "Arrow Bus Lines" before the public was the essay contest, open to school children under 16 years of age. Children were invited to obtain entry blanks from their nearest Arrow Coach ticket office, and for the best 1,000 word essay on "My Home Town," cash prizes of $50, $25, and $15 were offered. As well as by this special prize of $100 cash. Over 10,000 dodgers, describing the contest and carrying a small amount of advertising on the Arrow Travel Bureau were distributed over the entire route, followed up by extensive newspaper advertising. Three well-known individuals, a lady journalist, a headmaster and the editor of a local newspaper were appointed as judges and the contest attracted a great number of entries. As well as advertising the company, the contest has benefited in a wealth of information on Ontario which will prove very useful for future advertising.

Consistent advertising has played an important part in the success of the Central Ontario Bus Lines. Advertisements of routes, schedules and features appear periodically in all Toronto daily newspapers. Daily radio broadcasts are conducted over station C.K.N.K. at Wingham, Ont., the centre of the Arrow routes, and also broadcasts over Station C.K.O.C. at Hamilton and C.F.R.H. Toronto. Attractive vacation folders are also placed in all ticket offices and depots.

As manager of the Arrow Travel Bureau, Don Malcolm is the mastermind behind vacation tour planning. His record was made recently when he planned a tour for four elderly ladies who went from Toronto to Los Angeles by bus, from there to Victoria, B. C. where they embarked for Aukland, New Zealand. After crossing to Sydney, Australia, by boat they toured Australia and returned to Los Angeles and set out on a bus tour of Mexico, Florida and the Southern States, returning home via the Atlantic seaboard. The entire trip, down to the smallest detail concerning arrival and departure by bus and boat, was planned by Mr. Malcolm.

The garage on St. Patrick Street, Toronto, where the buses are inspected and cleaned daily both inside and out, is a model of organization. Each man has his own job to do and is held directly responsible for failure in his line of work. A new and efficient system of garage maintenance installed recently is explained elsewhere in this article.

All drivers are given garage training to take care of road emergencies. They must learn the rules of the road thoroughly before they are permitted to lay a hand on a steering wheel. They are also trained in courtesy and passenger-attitude and must pass strict examinations before they are given a run of their own. The entire course takes ten days of intensive work.

With justifiable pride the directors call attention to the report which show no chargeable accident during the months of April May and June of this year. According to the firm which insures the Central Ontario Bus Lines, the drivers of Arrow coaches have established a record that is hard to beat.

### PRE-COOLING SAVES FRUIT IN TRANSIT

At the joint request of the Nova Scotia Department of Agriculture and the Masstown Strawberry Growers' Association, a representative of the Fruit Branch, Dominion Department of Agriculture, gave a practical demonstration of the government system of pre-cooling fruit by the use fans. From June 29 to July 17, 1936, fifteen carloads of strawberries were pre-cooled, and the advantage of the system was amply manifested in the fine condition in which the fruit arrived at the points of destination.

During the past few years, the work of the Transportation Division has been the means of preventing considerable loss in transit both by sea and rail. Pre-cooling, as it is commonly called, simply means the removal of field heat from fruit after harvesting and before it is shipped to market. With strawberries as with other fruit, there is a tendency to pick and ship fruit that is not fully mature, because deterioration is not so apparent as in mature fruit. Fruit is mature when it has reached that stage when the normal process of ripening will continue after the fruit is picked and enable it to develop full flavour. In order that mature, well-coloured, and fully developed fruit may be placed within reach of the consumer, the Transportation Division of the Dominion Fruit Branch recommends to producers and shippers the fan pre-cooling system which has proved its efficacy in all the fruit-producing areas of the Dominion.

If there's so much good in the worst of us,
And so much bad in the best of us,
Why does one political party claim
All virtue in talk to the rest of us?

## Nature Notes for September

September the beginning of autumn, when, perhaps, the most beautiful and conspicuous wild flowers are in their full glory, brings to mind the words of the poetic naturalist Wordsworth, who said in his "Thoughts on the Seasons":

"What pensive beauty autumn shows,
Before the hoary frost
Of winter making in, to close
Their emblematic round!"

Golden flowers are the emblem of September. Goldenrods transform whole acres into "Fields of Cloth-of-Gold" studded by buttonweek, black-eyed susans, ragwort, sow-thistles, and hawkweeds. The purple Michaelmas daisies add the final touch of imperial splendour to the September landscape. This riot of gold seems as though it had come to stay forever when Keats reminds that:

"... to set budding more
And still more, later flowers for the bees,
Until they think warm days will never cease."

But even the imperial purple of the michaelmas daisies has a rival in the incomparable hue of depth and brilliancy of the cardinal flower, a red richer than that of the bird which shares its name can boast. Because the vivid beauty of the cardinal flower or red lobelia cannot be hid, and few withstand the temptation to pick it, extermination may be the result. However, it is fortunately easy to cultivate from seed.

The other wild flowers which claim attention this month are the turtle-head and the Joe-Pye weed.

Most persons are familiar with the inch-long pink and white turtle heads, and have watched with much interest and amusement the way in which they appear to eat bees.

Ever so strong and vigorous an insect as the bumblebee must struggle to gain admission to this flower before maturity. He will try and try again until the pollen is ready to dust him over, when he is admitted. At the moment when he is forcing his way in, causing the lower-lip to spring up and down, the eyeless turtle seems to chew and chew until the most sedate beholder must smile at the paradoxical show. Of course it is the bee that is feeding, though the flower would seem to be masticating the bee with the keenest relish.

The gorgeous magenta Joe-Pye weed is often seen growing together with turtle-head or near it, as it favours the same damp situation.

Towering above the surrounding vegetation of low-lying meadows, this vigorous plant spreads clusters of soft fringy bloom that, however deep or pale of tint, are ever conspicuous advertisements, even when the goldenrods, sunflowers and michaelmas daisies enter into close competition for insect trade. Slight fragrance, which is doubtless heavy enough to the delicate preception of butterflies attracts crowds of them. Thus a patch of Joe-Pye weed in September is an excellent place for the collector. Joy-Pye, an Indian medicine-man of New England is said to have earned fame and fortune by curing typhus fever and other diseases with decoctions made from this plant.—By E. W. Hart, Division of Botany, Central Experimental Farm.

### WRIGLEY'S GIVE FREE INSURANCE TO EMPLOYEES

Following closely on the announcement of a Pension Plan which assures protection in old age for all employees, Wm. Wrigley Jr. Co. Ltd. has just made public a plan by which every employee of the company is provided with life insurance at no cost to himself.

All employees who have been three or more months service with their positions. Executives and department heads are insured for $3000, foreman and salesmen for $2000, and all other employees for $1000.

The insurance is given without medical examination and without any age limit. Benefits are to be paid immediately upon death or in the event of permanent and total disability occurring before age 60. If an employee terminates his connection with the Wrigley Co., he may, within thirty days, assume his insurance himself, paying at the regular rates. The entire cost of the insurance will be borne by the Wrigley Company and is in force for all employees as of August 1st.

With this addition of free insurance to all employees to the Pension Plan which was put into effect, the Wrigley Co. have completed a program of providing definite security for the employees and their families and dependents.

A meek little man was in court for a minor offence.

"Were you ever in trouble before?" asked the judge.

"Well, er—er," was the hesitating response. "I kept a library book too long once and was fined ten cents."

### WHERE DREAMS ARE SOLD

At the sign of the silken Poppy,
At a shop which is never old,
Where a twilight silence lingers—
It is there that dreams are sold.

There's the scent of Love's roses,
The soft echo of childhood's laugh,
There's the ring of empty glasses,
For the white lips never quaff.

To the silken sign of the Poppy
We come when the daylight dies,
When the curfew ripple echoes,
'Neath the grey of evening skies.

Just beyond the gates of sunset,
Where the grim toll of death we pay,
We shall find the shop of dream-ware
Where the people hang alway.

So we long for dusk of the twilight,
When, with wealth of no earthly gold
We shall come where sleep-flowers cluster,
To the shop where dreams are sold.

—Jean Graham.

### CONSERVATIVE PICNIC AT DUNDAS

From reports received, it appears that the picnic being held at the Driving Park in Dundas on Saturday, August 29th, by the West Centre District of the Conservative Association of Ontario, will be one of the largest political rallies ever held in Ontario. A capacity crowd is expected to hear Hon. W. Earl Rowe, the new Tory leader, Tom Kennedy and other prominent Conservatives. Great interest is being shown in Mr. Rowe's address, which it is exposed will contain important pronouncements regarding the affairs of the Province.

Plans are being rapidly completed to make the afternoon and evening outstanding. A feature of the afternoon starting at 2.30 will be a horse shoe pitching tournament. Well-known players from the entire district will participate. Another major attraction will be a soft ball game between star players from Hamilton. A complete program of sports and races for young and old has been arranged. Music will be rendered by the Wentworth Regiment Band. In addition, there will be an outstanding dance orchestra for the free open air dance in the pavilion. Circus clowns will amuse the kiddies. There will be aeroplane manoeuvres and other spectacular events. Ice cream, orangeade, lemonade, milk, candy and an ample supply of pure drinking water will be supplied free of charge. No effort is being spared to make the event one long to be remembered.

This section is part of the West Centre District under whose auspices the picnic is being held and everyone from this district is invited to attend. Listen for further details daily at 12.15, 6.20 and 11.00 p.m. over radio station CKOC.

### DEATH 'ACCIDENTAL' IS FINDING OF JURY

The coroner's jury inquiring into the death of Harland K. Hustler, 37, held at Brampton last Friday, brought in a verdict of "accidental death," attaching no blame to the drivers of the two cars involved. The jury found that Harland Hustler came to his death on Sunday, Aug. 16th, from injuries received when a motorcycle which he was driving collided with a car driven by William MacGregor, Hillsboro Road, Toronto, and his body was thrown into the path of a westbund car which he had just passed, driven by Albert Deadman, Moncton, New Brunswick.

MacGregor informed the jury he had not seen the motorcycle until a single light flashed out beside the Deadman car just as he was going to pass it.

"I can't say whether or not there was room between the two cars for the motorcycle to pass," he said. He had, he said, no idea of Hustler's speed at the time.

Lex Schrag, Brampton, who formerly owned the motorcycle on which Hustler met his death, testified the machine had always had a tendency to race to the left.

### GENERAL NEWS

Dr. E. Marie Hearne, daughter of Mr. and Mrs. E. Hearne, Burford, studying for the past year at Cambridge University, England, has accepted a post with the Banting Institute, Toronto. She has been in attendance at the International Conference of Experimental Biologists at Copenhagen.

The three Guelph militia units entrained last Friday for Petawawa Camp for their annual training period. They are the 160th, 30th and 43rd batteries. Included is the 11th Field Brigade, five times winner of the General Efficiency Trophy in Dominion competition.

Charged with speeding at 47 miles an hour on the Beach Rd., on Aug. 5, Frederick Harrison of Oakville, was fined $6.75. Mr. Harrison told the court he was over 70 and had driven a car for 30 years without a summons for speeding.

William Ford and Floyd Brohman, both of Elora, had a narrow escape when the truck driven by Ford, was struck by a freight train shunting in the C.N.R. yards at Acton last week. The truck, preceding westerly on No. 7 highway crossed onto the railway tracks and was hit by the train. Both men escaped but their truck was badly damaged.

Miss Bloohlud—"My ancestry dates back to before the days of Charlemagne. How old is your family?"

Count Nocount—"I really can't say. You see all our family records were lost in the flood."


APPLES DUCHESS Delicious Large Size 3 lb. for 11c

POTATOES Good Cookers 6 lb. for 17c

CANTELOUPE Sugar, Salmon—Pink Flesh Large Size 3 for 20c

ONIONS Sound and Dry 5 lb. for 13c

ORANGES Sweet and Juicy — Nice Size 21c doz.

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