WESTERN CANADA EXCURSIONS

From all Stations in Eastern Canada

GOING DAILY — SEPT. 19 to OCT. 3 inclusive

Return Limit: 45 days

TICKETS GOOD IN
- COACHES at fares approximately 1c per mile,
- TOURIST SLEEPING CARS at fares approximately 1½c per mile,
- STANDARD SLEEPING CARS at fares approximately 1¾c per mile.

COST OF ACCOMMODATION IN SLEEPING CARS in addition.

BAGGAGE Checked. Stopovers at Port Arthur, Armstrong, Chapleau and west.

Tickets, Sleeping Car reservations, and all information from any agent. ASK FOR PAMPHLET.

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ON ALL

SUMMER MILLINERY

All the Latest Shades and Styles in Summer Millinery for Ladies and Children.

Come in and secure some of the Bargains we are offering.

Misses Claridge

Herald Block Georgetown

Georgetown Fall Fair, Oct. 2nd - 3rd

Ontario's New Traffic Control System Installed

Motorists who become annoyed at encountering a red light when there is no cross traffic in proximity will shortly have this source of time-wasting removed. A new beam system has been adopted by the Department of Highways for Ontario whereby vehicles themselves initiate the signals automatically as they pass over traffic detectors placed flush with the highway. Deemed by traffic experts to be an important step in the Department's highway safety program, the new system is being installed by the Northern Electric Company at many Ontario points. ABOVE shows the traffic control at Niagara Falls, Ontario, where the first installation in the province has just been put into operation at an intersection believed to be one of the most dangerous in Canada in that it possesses a network of railway and street car tracks over two intersecting highways that are thoroughfares for a heavy flow of motor traffic to and from Canada.

Are You in need

OF

PRINTING?

When you send out a Letter, Circular or anything that is Printed—does it Boost your business or Knock it?

Many business transactions are lost because of poorly printed Envelopes or Letterheads; or because the Circulars were dirty, the type out of proportion and cheap paper used.

Don't You Risk This!

Send Your Next Printing Order to

The Georgetown Herald

Phone No. 8

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THE PASSAGE

O soul on God's high seas! the way
is strange and long.
Yet fling your pennons out and
spread your canvas strong;
For though to mortal eyes so small
a craft you seem,
The highest star in heaven doth
send you guiding gleam.

O soul on God's high seas! look to
your course with care,
Your mast when winds are kind and
skies are blue and fair.
Your helm must sway at touch of no
hand save your own—
The soul that sails on God's high
seas must sail alone.

O soul on God's high seas! sail on
with steady aim,
Unmoved by wind of praise, untouched
by seas of blame.
Beyond the lonely ways, beyond the
guiding star,
There stretches out the strand and
golden harbor bar.

—Jean Blewett

CROP REPORT

Below will be found a brief synopsis of telegraphic reports received at the Head Office of the Bank of Montreal from its Branches.

General—Wheat threshing is now general in Manitoba, Saskatchewan and Southern and Central Alberta. Progressive returns confirm earlier indications that while the wheat crop will be lighter than last year and of uneven distribution the grain is of excellent quality. In some districts operations have been halted temporarily by rain. In Quebec crops have made good progress, and conditions are favourable to harvesting. In Ontario recent rains have been beneficial to late crops. Fall wheat now harvested was an average yield of good quality and Spring grains were a light crop. In the Maritime Provinces moderate rainfalls have been beneficial to growing crops all of which are of good promise. In British Columbia a good grain crop has been harvested and in general other crops are satisfactory.

Ontario—Corn and roots have been seeded and though backward are now progressing. Sugar beets stood the drought well and are in satisfactory condition. Some new pasture growth is visible. A slightly below average crop of late varieties of apples is indicated. Tomatoes are being delivered to Canneries and a fair yield is expected in Southern sections. Tobacco is about ten days late and the yield and quality are below average.

Have you Renewed yet?

HE DARE NOT MOVE IN BED

Nights were Torture through Lumbago

Only those who have suffered from lumbago know how exceedingly painful it can be. And when they discover a remedy for this complaint, they are anxious to pass on the good news to other sufferers. Let this man tell you how Kruschen brought him relief:—

"I had a bad attack of lumbago. When I got into bed I had to stay in that position — I could not move for pain. I didn't know what to take or what to do. I was advised to try Kruschen Salts and I am very grateful I did so. After taking a few doses I felt relief, and after taking one large bottle, I am glad to say that my lumbago had entirely gone, and I have not had the slightest trace of it coming back."—G.A.V.

Kruschen is a combination of numerous mineral salts which assist in stimulating your liver and kidneys to healthy, regular activity. They ensure internal cleanliness and so help to keep the blood stream pure.

Friendly Interest

By SCOTT W. RYALL

SOME find the Ninth ward merely an unpleasant conglomeration of shells, fruit peels, push-carts, kids and hose-to-clean clothes on fire-escapes.

But they are not the Ninth wardens. For them it is an oasis in a cold city; a dowdy, fat mother holding forth a friendly interest for the good, bad and indifferent among her sons and daughters.

Sentimentally and esthetically, that was fine. But, while the residents of those dark smelly canyons appreciated it in essence, they hardly applied the emotion as sentimental or esthetic.

And sometimes it was a distinct inconvenience.

Solomon Brady Isaacs, a gentleman of mixed parentage, found that out. Solly had, at one time, been the hope of the ward with his broad street and school education topped by a not-so-broad correspondence course in law which enabled him to skin by the bar examinations.

From his mother Solly inherited a fine mat of red while his father contributed a podgy form and astute mind. By his own efforts he set up the combination behind a second-hand desk and gold-leaf lettering. "Attorney-at-Law," on the window.

It was a moment of pride to his father when he opened the office and his feelings were shared by the ward, up one block and another. They dutifully brought their paltry law cases to him, were surprised that he expected pay, did not pay him and after some months the landlord found it necessary to carry out eviction proceedings for which case he did not hire Solly.

Solly evacuated the ward in bitter anger and went through a four-year siege as law clerk in a downtown office. There his education broadened to include intimidation and coaching of witnesses, the lucrative profession of framing alibis and disposing of "hot" bonds; in short, the manipulation of justice—at a price.

He scraped and saved through those years, gathering a clientele, nursing a dream of revenge.

One day in June, when the smells, fruit peels, push-carts, kids and clothes were most evident, Solly returned, preceded by a small van of new furniture which went into the whole second floor of the newly renovated Lowenthal building.

He sat behind curtained windows, grinning down spitefully on the staring faces of erstwhile neighbors. Then he turned on the sallow youth, newly appointed guardian of the outer office.

"All cases from the Ninth ward paid in advance and double rate," the little lawyer instructed savagely. "I'll show 'em. And every afternoon you go out. Find who owes money to which. Get 'em to pay. Make 'em mad. Make Mr. Glasberg, at the Kash and Karry grocery, collect from everyone who owes him money. Make Silverstein stop giving credit at the warehouse. Scare 'em!"

His eyes blazed viciously.

For six months an insidious influence gnawed within the ward. It was carefully guided and superintended by the red-headed man behind the curtained windows in the Lowenthal building.

"I hear Mr. Glasburg is having a hard time of it. A bad thing when a family man goes astray."

"Who said that?"

"The boy who works for Solly Isaacs. He let it slip. I know he didn't mean to. He bit his lip, like this."

Bad days, very bad days for the ward with friend against friend, and even old man Isaacs suspected of handling stolen goods.

In the midst of it the little lawyer watched the growing havoc and expanded his business of aiding criminals through loopholes of law.

His neighbors, unsuspecting victims of his malignant hate, were proud of his comeback. They watched his meteoric rise with wonder, without too great curiosity, but they did watch.

The people on Grimm street knew the back of the Lowenthal building and could see certain skulking figures go in the alley. But why didn't they go in the front way?

Ay thoughts will rise to murmurs and murmurs rise to official ears, there came a time when the plumbing in the Lowenthal building suddenly stopped and workmen must mess through Solly's private offices, much to his irritation, secretly leaving little hidden transmitters.

Detectives listening from another part of the building, making notes of Solly's indiscretions and sins, were the indirect cause of Mr. Glasburg shaking his head solemnly before Mrs. Hresdon some four months later.

"I hear Solly Isaacs is on bookkeeping at the prison," he said. "You remember, Solly? Of course. Funny about him; a quiet, harmless, nice young feller. Ah, if we had only known, we might have warned—"

"You never can tell, Mr. Glasburg. Would you mind charging that?"

"Glad to, Mrs. Hresdon."

"And I'll be in about the old account on Wednesday."

Mr. Glasburg mulled, bowed and did not ask which Wednesday.

The ward produced its smells, carts, kids and clothes. Nothing had changed except that Solly Isaacs was "on book keeping" at the prison.

Mr. Glasburg dismissed his sad thoughts abruptly and went back to stacking peaches carefully turning the bright and rosy sides toward the public.

SPEEDY MERMAIDS IN C.N.E. SWIM

Most of the prize money for the Women's Three-Mile swimming race in front of the Canadian National Exhibition Grounds at Toronto on September 3rd, according to expert observers, will be shared by the six contestants shown above. No. 1 is Nell Hurley-Parrott, formerly of Memphis, Tenn., but now the wife of "Polly" Parrott, the six-day bicycle rider of Victoria, B.C. Hereafter she is going to reside in Canada. Last year she led the race for three-quarters of the distance, but dropped back and finished in third place. No. 2 is Mrs. Evelyn Armstrong of Detroit, the veteran of the C.N.E. Marathon swims. She was in the money in 1929, 1931, 1932, 1933 and 1935. No. 3 is Lucy Spence of Toronto, a powerful swimmer who is better over a longer course. No. 4 is Janet Sheater of Port Credit, winner of the Century of Progress swimming. No. 6 is May Looney, sister to Mona, who won fourth place in 1930, third in 1932, fifth in 1933, first in 1934 and, fifth in 1935. She is in splendid condition and is regarded as the most dangerous contender.

TESTED RECIPES

By Betty Barclay

Tarts with Magic Fillings Give Dinner Distinction

Tarts are an ideal dessert for a muddles guest dinner—not only because they can be so delicious but because they are so easily served. And if their filling is a little unusual they add just that touch of difference that every hostess aims for to lift her dinner above the ordinary. Here are two short-cut recipes for orange tarts made with a filling of sweetened condensed milk, that gives a rich creaminess and smooth texture.

Chocolate Orange Tarts

2 squares unsweetened chocolate
1 1-3 cups (1 can) unsweetened condensed milk
½ cup orange juice
Grated rind of half an orange
2 oranges
8 baked tart shells

Melt chocolate in double boiler. Add sweetened condensed milk, stirring over boiling water until mixture thickens. Add orange juice and rind. Stir until thoroughly blended. Cut orange sections into small pieces, free from membrane, and arrange in baked tart shells. Cover with chocolate mixture. Top with whipped cream if desired.

Golden Tarts

1 1-3 cups (1 can) sweetened condensed milk
3 oranges
3 eggs
3 tablespoons granulated sugar
12 baked tart shells

Blend sweetened condensed milk with diced pulp and juice of oranges. Add well beaten egg yolks. Pour into tart shells. Cover top with meringue made by beating egg whites until stiff and adding sugar. Bake 15 minutes, or until meringue is brown, in a moderately slow oven (325 degrees F.).

• • •

Maple Nut Ice Cream
(Electric refrigerator)

1 package Maple "JUNKET" Mix for Ice Cream
1 pint coffee or table cream*
½ cup finely chopped walnut meats

Put 1 pint coffee or table cream (*) into a chilled bowl. Add Maple "JUNKET" Mix. Beat all together with an egg beater until thick (1 to 2 minutes). It will not become stiff. Stir finely chopped walnut meats. Pour into tray and put in freezing compartment to freeze.

* Or 1 cup (½ pint) cold whipping cream and 1 cup milk.

• • •

THE SAVORY SAUSAGE

Too many cooks neglect the humble sausage— failing to realize that it lends itself to exceptionally attractive dishes. Here are two simple recipes:

Spanish Sausage

1 pound pork sausage
6 small green peppers
1 cup bread crumbs
1 cup tomatoes
1 onion, grated
1 cup diced celery

Mix sausage, bread crumbs, grated onion, and diced celery. Moisten with tomatoes. Cut tops off green peppers, remove seeds and parboil for five minutes. Stuff with sausage mixture and bake in a moderate oven (350 degrees F.) for thirty minutes.

Sausage Stuffed Baked Apples

1 pound pork sausage
4 cooking apples
1 cup sugar
1 tablespoon butter

Pare the apples and remove the centres. Stuff with pork sausages. Place in a baking dish. Sprinkle with sugar and dot with butter. Add 1 cup water, cover, and bake in a moderate oven (350 degrees F.).

CENTRAL ONTARIO BUS LINES LIMITED

Additional Service Labour Day, Monday, September 7th

On Labour Day there will be an extra trip between Guelph and Toronto, leaving Guelph at 7.30 p.m., arriving in Toronto at 9.45 p.m.

This extra service is being operated, primarily to relieve the heavy traffic which always occurs on a holiday night.

It is also the intention of this Company to operate an additional trip from Toronto and the Canadian National Exhibition Grounds, to Kitchener at 11.00 p.m. (Standard Time). There will be the usual trip leaving at 10.00 p.m., but the extra service at 11.00 p.m. is being operated for the convenience of those who wish to remain at the Exhibition as long as possible.

PICTORIAL STORY OF RAILWAY AT CANADIAN NATIONAL EXHIBITION

Canada's story of railway development throughout a century is told in a graphic, pictorial way at the Canadian National Exhibition this year. Past and present triumphs are pictured boldly and with a wealth of colour in the Canadian National Railways' display. From the past comes the pioneer locomotive of Canada, the Dorchester, which made its first trip in 1836 and is here reproduced to its full size. The gigantic, silhouetted old-time figures which are grouped around the Dorchester peer intently into the years to come and to them is presented the emergence of the locomotive giants of the twentieth century, including the mammoth streamlined G400. The 14 mile iron highway connecting the St. Lawrence and Richelieu waterways, one hundred years ago is seen in its steady development until it spans the continent. On illuminated glass has been engraved for the first time a series of railway maps showing with historical accuracy the growth of the Canadian National System during the century. In 1836, a mere inch of railway line. In 1870, the growth of the Grand Trunk System and the early sections of the Intercolonial. In 1890, more railway building east and west and throughout the central area of the Dominion. In the map of 1910 the penetration of the Northwestern frontiers of Canada is outlined with the rapid development of the Grand Trunk Pacific and the thrusting eastward of The Canadian Northern. In the 1936 map, the story is told of the Canadian National System as it is today with approximately 24,000 miles of road, serving every province and linking up the important centres of Canada with those in the United States.

Nor are the latest features of comfortable and speedy travel overlooked. New illuminated, coloured picturization is used to illustrate modern equipment in day coach, dining, parlor car and sleeping cars, and brings forcibly to the spectator the truism that a passenger train of today is something more than a medium of bridging distance, that it is an up-to-date hotel on wheels offering every convenience to its patrons.

In keeping with the brilliant colouring of the historical feature of the exhibit is a relief replica of Jasper National Park and its mountain peaks, complete with Jasper Park Lodge and golf course, and the numerous mountain streams and rivers, while "The Continental Limited," operating between Eastern Canada and Vancouver, draws into the station, stops and moves onward again, with motor cars swiftly running over the roads from the station to the Lodge.

Executed in broad outline and brilliant tints, the modernistic touch is given the exhibit which is fully in keeping with the spirit of railway progress exemplified.

LOW FARE EXCURSION TO WESTERN CANADA

At the approach of the early fall season for pleasurable travel, an opportunity to visit points in Western Canada as far as the Pacific at economical rates will be provided residents of Eastern Canada between September 19 and October 3 by low fare excursions operated by the Canadian railways, according to C. P. Riddell, Chairman, Canadian Passenger Association. These fares will be in effect from the Maritime Provinces and all points east of and including Capreol, Cochrane, Sudbury, Sault Ste. Marie, Windsor and Sarnia to all points in Canada, Port Arthur, Armstrong and west thereof as far as the Pacific Coast.

Railway tickets will be good going any time between September 19 and October 3 inclusive and provide for a generous limit for the return movement of 45 days from date of purchase. Different classes of accomodation will be provided for these excursions; passage good in coaches only at approximately one cent per mile, or in tourist cars, at approximately one and one-quarter cents per mile, and in standard sleeping or parlor cars at approximately one and one-half cents per mile, plus regular charge for sleeping or parlor car accomodation occupied. Stopovers within limit of ticket will be permitted at Sault Ste. Marie, Port Arthur, Armstrong and points west thereof, both going and returning. Tickets will be good going and returning via the same railway only, but passengers will have the privilege of various routings.

With these excursions taking place at an attractive time of the year for travel purposes, it is anticipated that these low fares will prove an added inducement for those desiring to visit Western Canada.

MEALS AT 4c

The report of the gaol of the province for the period from November, 1934 to March, 1935, has just been issued and like all other statistical books has much of interest if it can be readily located. We find that Milton gaol had 48 committed to it during the period and only one was a woman, and all of them over sixteen years of age. There are twenty-one cells at the Milton gaol and the greatest number there at any one time was thirteen—which, we suppose, was unfortunate for all of them. It is gratifying to learn that this part of the county equipment is entirely adequate and the citizens of the county are so behaving that the complete facilities are not being utilised. Repairs at Milton gaol were $8.10 and the total expenditure for maintenance was $1502.29. The average cost of each prisoner per day was $1.71 and the daily per capita dietary cost 12.42, which seems to bear out the fact that prisoners do not receive expensive meals. The average cost per day for fuel, food and clothing was just a trifle over 40c. The Halton county gaol in costs and other figures seem to be on the average with those in similar centres.—Champion.

CALEDON BURIED INDIGENTS FOR $5 SIXTY YEARS AGO

Relief was a headache to municipal councils 60 years ago according to a resolution found in a minute book discovered during the renovation of the township of Caledon hall. The resolution instructed the clerk to notify each indigent to be more economical, and expressed the opinion that many indigents were extravagant. In no case was more than five dollars to be paid for the burial of a ward of the township. Many relief items are included in the statement of expenditures, including one of 50 cents for a bottle of brandy. Funeral costs ran from $3 to $14.62. A year's relief costs totalled $440.57.

The municipality had 30 hotels and "liquor shops", each of which was assessed $25 for license to operate. The township tax rate was three mills on the dollar while two and a half mills were raised to pay a bonus of the Toronto, Grey and Bruce railroad.

The reeve of the municipality was paid $30; the deputy-reeve $23.50 and the councillors varying amounts. The clerk was paid $300 per annum, the treasurer $75, and the tax collector $65. The municipal election of 1875 cost $49.50.—Toronto Star.

THRESHING FIRES IN ONTARIO

Of agriculture areas in both Canada and the United States, Ontario almost alone, has suffered to any large extent from fires resulting from threshing operations, P.S.D. Harding, inspector of the Ontario fire marshall's department, said in addressing the convention of Brotherhood of Threshermen, at Barrie, recently.

Approximately 90 per cent. of all the fires which result from threshing machines were caused by matches and cigarettes, through carelessness of the help, Mr. Harding said. However, he believed that the thresher has been blamed for many fires for which he was not responsible. Last year Mr. Harding investigated 63 barn and threshing fires, this being an increase of 28 compared with 1934.

In an effort to lessen the danger of the thresher fires, Mr. Harding recommended that all threshing machines be registered and licensed at a fee sufficient to cover an inspection system by an experienced thresherman or other competent party; that there should be a maintenance man in charge of the separator, who would be in immediate attendance when the machine was being operated; that the utmost care be exercised to prevent sparks from the engine fuel or firebox or from exhaust of tractors starting fires; that separators should be grounded when possible to prevent static electricity; that a more thorough trial of the blower spray be made to determine its value in lessening the danger from fire; that a non-freezing, hand-operated fire extinguisher be attached to every separator and, most of all, that special precautions be taken to prevent the careless use and carrying of matches and smoking, even to the extent of making it an offence punishable by summary conviction to even carry matches or to smoke in the vicinity of threshing operations.

"Did you give your wife that talking to on economy?"

"Yes."

"Any results?"

"Yes. I've got to give up golf."

TEST OF COURAGE

"Now, boys," the teacher quired, "after what I have explained of the lion's fierceness, strength and daring, can any one of you name a single animal that the king of beasts stands in awe of?"

Up shot little Willie's hand. "Well," the teacher asked, "which is the animal?"

Willie (promptly)—"Please, teacher the lioness!"

RADIO REPAIRS

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Hugh Lindsay

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