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GEORGETOWN

ACTON

Mr. and Mrs. E. Coles and family removed this week to Georgetown, where Mr. Coles has been appointed representative of the Metropolitan Life Insurance Co. Acton friends regret their removal, but wish them success in the new home. Announcement was made on Sunday to the congregation of St. Alban's Church, Acton, and St. John's, Rockwood, by Rev. E. E. Brillinger, of his acceptance of a call by the Bishop to a new charge. Mr. Brillinger will leave Acton at the close of the present year for the new parish of St. John's Church, at Winona, and the mission charge on Barton St., in

Hamilton, of the Church of the Good Shepherd.

The colored street lights have added greatly to the decoration of the streets. The work of the Commission is appreciated.

Mr. and Mrs. James McIntosh observed this week the sixty-first anniversary of their wedding.

Chief R. J. McPherson was taken suddenly ill on Monday afternoon while at work in the town hall. He has been confined to the house since, but all will be glad to learn that he is improving.

Mr. H. N. Parmer, former Clerk and Treasurer, who has been in the Toronto General Hospital since November 17th, was able to leave the hos-

pital last week for St. John's Convalescent Hospital at Newtonbrook. Friends will be pleased to learn that he is recovering nicely and expects to be able to visit in Hamilton next week with his sister.—Free Press.

"Hello, old man. What's the trouble?"
 "I've been to a fortune-teller."
 "What did she say?"
 "Nothing. She just gazed into the crystal—and gave me my money back."

—A Herald subscription for a friend is a lasting gift.

EARLY HISTORY OF HALTON COUNTY THRESHING OUTFITS

(By Sandy in the Streetsville Review)
 He is a strangely self-centered man who does not remember with gratitude what he owes to the pioneers of Canada. But the worthy and heroic race were they who came into the new land when the circumstances and outlook were far other than they are today. There were often privations and but little ease and luxury in their lives. But they were cheered in the midst of hard toil and narrow surroundings by visions of the future. They saw the homes that were to be and the coming of better days. And they toiled on with unflinching courage in the hope that they might leave a worthy heritage to their children. And who will say that they did not lay the foundation truly and well? They not only made homes, but, side by side with these, they reared the humble little school house and the unpretentious church. It means much to Canada that the pioneers in the midst of their struggles carved for more than material things, and believed that life is only rounded out and complete when God is taken into its working-plan.

One of the greatest problems the pioneers had to face was after the grain was perfected by nature, to separate the grain from the straw. This was the most important process. In biblical times, we read the ox that trod out the corn must not be muzzled. A glance over the methods of threshing in Ontario since the stalwart pioneers wielded the flail is interesting in itself. Many farmers of the present day have never seen a flail. It consists of a stick of polished wood, about the size of a fork handle, and four feet long. To this was attached a similar piece about three and a half feet long, being attached to the handle in an ingenious manner that would allow it to turn as it was swung in the air. For years after threshing machines were fairly common peas were threshed with the flail, this method breaking less than the swiftly-revolving cylinder, making the peas much more valuable for seed. This work was generally done in the winter, men being coming quite expert, some claiming to be able to thresh 40 bushels a day.

Twenty bushels was, however, considered to be a good day's work. Instead of the ox being driven over the grain to tread it from the straw, a man wielding the flail to pound it out was considered a great improvement. It was about the year 1825 before any one mechanical contrivance figured in threshing operations. These were crude affairs. The cylinders at first were of wood, turned true with iron staples driven in to serve as teeth. Soon, however, iron cylinders were used. These were driven by horses hitched to arms going around in a circle. This method knocked the grain from the straw in a fairly thorough manner, but did not separate it, this having to be done by hand, tossing the straw with a fork, the tossing the grain and chaff with a hand-made basket or scoop, shovel on a windy day, in this manner getting the grain fairly clean. These machines were quickly improved on, decks being invented to separate the straw, then a shoe with fans to clean the grain. For a long time after reaching this stage the machine did not elevate the straw, simply delivered it on the ground behind the machine. To fork this by hand on a high stack was a laborious task. When an elevator or straw-carrier was invented it was hailed as the last word in improvement. These were short, but soon were made more efficient. To stand at the head of a carrier all day was the hardest and dirtiest work about the farm and had always to be done by the hired man attached to the farm where the threshing was being done. Until about 1889 threshing was done by horsepower in Ontario. Five teams hitched to arms, going in a circle drove the separator. The separator, up to this date, was built to stand on the barn floor, having to be loaded on a low truck when the job was done and unloaded at the next barn.

This loading was heavy work after a hard day's work but these machines were much easier to get the stuff up to, also to clean up the floor, as they were much lower than those built on trucks. The ten horsepower was also unloaded and staked to the ground and were very heavy to load on the wagon. An ingenious method was introduced by which a long rack was made for the wagon, and the horse-power raised by two men and carried under the wagon, easier for the men to load, but much heavier for the horses to move on the road. In certain sections of the country horse-powers were used for threshing for a long time after 1880, separators being built on trucks, never unloaded. They could never be placed as firmly for heavy work as the old style with the frame on the floor. About 1880 steam was introduced. The first engines were portable, ten and twelve horse-power driving separators built on trucks, men hailing this as a cinch that at night they had not to load either separator or horsepower. Portable engines were generally used until about 1902, when the blower superseded the straw-carrier and self-feeder and hand cutters were attached. Until this time feeding was done by hand and threshers took great pride in their skill as feeders. The automatic feeder and hand-cutter did this work much more efficiently. It at once took away all the former glory from these occupations. To drive these machines large engines were required these being too heavy to haul around with horses, tractors being used. Then the inventors tackled another problem. In Ontario most of the straw was fed and was run through a cutting box before feeding. How to thresh and cut the straw at the same time was the problem to solve. About 1908 inventors all over the country wrestled with this problem. At first all endeavored to cut the sheaves first, then thresh them afterwards. This, how-

(Continued on Page 5.)

Chance For Life Given Ontario's Children By Hospital For Sick Children

Paralysis Epidemic Reminds Province of Type of Service Given Every Day For 62 Years

Like a spectre out of the dark ages, infantile Paralysis (Polio-myelitis) appeared in Ontario homes late last July.

Rich and poor, old and young city dweller and farmer—all were hit where least expected, the horror spread. By late August an epidemic of major proportions was with us. School opening was postponed over a great portion of Ontario. Children died before they could be rushed to hospitals.

Nearly every parent in the Province was concerned and took what precautions seemed best to have children avoid contacts which might bring the ghastly plague to them. But mystery still shrouds the way in which this dread disease is spread. Then, the Iron Lung became front-page news. In all Ontario there were only three Iron Lungs available. Telephone enquiries to Boston and Montreal manufacturers produced the indefinite promise that MAYBE in ten days or two weeks ONE could be shipped.

But children were in danger, lives were at stake. IRON LUNGS were needed at once. So the officials and staff of The Hospital for Sick Children decided to build IRON LUNGS themselves.

In less than eight hours, a crude but workable wooden lung was finished—less than 30 minutes before the doctor had said a little patient would die unless a respirator could be provided.

Four more Iron Lungs (wonders in design and operation) were rushed to completion in as many days. Enthusiastic workmen gave up Saturday, Sunday and the Labor Day holiday to fabricate the steel shapes and parts under the direction of Hospital officials. These machines went into instant service.

The Provincial Department of Health then asked that twenty-three more IRON LUNGS be built with all possible speed, so that children from every part of the Province

might be provided the only possible chance for life during the later stages of the disease.

This was the emergency met by The Hospital for Sick Children when many lives were at stake. There was no thought of expense or human limitations. The job had to be done, and done despite the fact that it meant night and day service for many, many weeks.

But this is just typical of the service The Hospital for Sick Children has rendered for over 60 years.

Every hour of every day and night some emergency must be met. The life of a child, precious to some family, is at stake. It is only when dozens of similar cases occur at the same time that the work becomes "news," and can be called to the attention of the public by the news in a spectacular manner. Nevertheless, the work goes on hour after hour until the days and months and years total decades of service to the needy children of the Province.

Every emergency situation creates costs which mount up far beyond the normal provisions of government and municipal grants. But unlike most other hospitals, The Hospital for Sick Children has no large group of Private Ward beds from which to draw extra revenue which can be applied to Public Ward service.

Over 400 of the 620 beds are in Public Wards. No help is received from the fund collected by the Toronto Federation for Community Service, as patients are taken from all over the Province. Sick and crippled children must be given medical attention and hospital care no matter what their circumstance. No one would deny them this right.

This worthy institution has just started its annual Christmas appeal for funds to enable its work to be continued in just as effective a manner as in the past.

Those who have investigated all agree that The Hospital for Sick Children makes most careful use of charitable donations and bequests—a world-wide recognition for efficiency and economical operation has been earned.

Your gift should be mailed to the Appeal Secretary, The Hospital for Sick Children, 67 College Street, Toronto.

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 IVORY TOILET-WARE \$1.95 to \$20.00 — LEATHER GOODS
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- 3—You wish to REPLACE with new customers the old ones who moved away.
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