THE GEORGETOWN HERALD

Sixty-Sixth Year of Publication | The Georgetown Herald, Wednesday Evening, July 5th, 1933. | $1.50 per Annum in Advance; $2.00 to U.S.A.

The Georgetown Herald
J. M. IMPEY
Publisher and Proprietor
Member Canadian Weekly Newspaper Association

C.N.R. Time Table
(Standard Time)

Going East	
Passenger and Mail	10.30 a.m.
Passenger and Mail	4.37 p.m.
Passenger for Toronto	9.44 p.m.
Sunday's going East	
Passenger	6.40 p.m.
Passenger for Toronto	9.44 p.m.
Going West	
Passenger and Mail	8.40 a.m.
Passenger	1.00 p.m.
Passenger and Mail	6.00 p.m.
Passenger, Sunday	12.15 p.m.
Going North	
Mail and Passenger	8.40 a.m.
Going South	
Mail and Passenger	6.45 p.m.

THE BUS
Summer Schedule
EFFECTIVE JUNE 5th, 1933
Leave Georgetown

West	East
8.30 a.m.	6.15 a.m.
11.30 p.m.	10.30 a.m.
1.30 p.m.	1.15 p.m.
4.30 p.m.	4.45 p.m.
6.30 p.m.	6.45 p.m.
8.30 p.m.	9.15 p.m.
11.30 p.m.	

X—Sundays and Holidays only.
EASTERN STANDARD TIME

ARROW

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No Medicine, Surgery, Osteopathy
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New Way
TO
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and
WELSH ANTHRACITE
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No Extra Delivery
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MORVAL
STEWARTTOWN
GREAT WILLIAMS
STONE SCHOOL
Discount Allowed: For Cash If Not Owing A Bad Account
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It may be all right to be known as a man of wisdom, but don't carry it to the extreme by being visionary.

It is our guess that these pancake hats the women are wearing could have been improved by the addition of a little more soda.

Buy Quality
SALADA TEA

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Public Meeting

TOWN HALL

ACTON

FRIDAY, JULY 7th

at 8 p.m. Standard Time

The meeting will be addressed by

Hon. Charles McCrea
MINISTER OF MINES

Dr. R. K. Anderson M.P.

Mr. McCrea will answer Mr. Hepburn's and Mr. Phillpot's statements made at recent meetings in Acton.

Dr. Anderson will discuss Dominion Issues that arose during the last session of Parliament.

Everybody is invited to come out and hear the public issues discussed.

GOOD PRINTING is a Good Salesman

Remember when you send out a circular, broadside, pamphlet, letterhead, business card or in fact any piece of Printing, that it stands for YOU. You can't make excuses for it. If it's in bad taste, if its face is dirty, so to speak, because it is poorly printed, your advertisement will be a detriment rather than a help. Good Printing is a good salesman—see that it is good by having it done here and you will get satisfactory results every time—at a fair price.

LETTER HEADS
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STATEMENTS
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INVOICES
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BREAD TICKETS
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COUNTER CHECK BOOKS
VISITING CARDS
WEDDING STATIONERY
BOOKS
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PRICE LISTS
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LET US HELP YOU WITH PRINTED FORMS
Printed forms save time and simplify many otherwise tedious tasks. Call us and enquire. You know the number—
PHONE 8—Georgetown
The Georgetown Herald
YOUR LOCAL PRINTER

"If It's Printed - We Can Print It!"

Complex Problem of Night Ride

By C. E. MCCORMICK

THE night was cold, black, and dark. "Ugh! what a bleakly night to start on a long journey," said a traveller. "but it cannot be postponed. The business in hand will brook no delay."

He shivered in his fur coat as the high wind cut him scudding along at a rapid pace to the railway station, a delectable little place, so cold and cheerless on the night. One passenger, a pretty, young woman, but as a benighted bird and looked about her in fear and trepidation, as though she feared some monster would pounce upon her and devour her. Apparently she had never travelled alone before. When the traveller came in, her face brightened up for a moment then looked fearful again. He watched her furtively. "What brought her out on such a night," he muttered.

In about ten minutes the train pulled into the station and both travelers got on and went into the same car. The woman sat in front of the man. He gazed at her for a moment, then forgot all about her, so absorbed was he in thinking of "the business in hand." Presently, however, he became painfully conscious that something was wrong when he heard a half stifled cry, and looking at the woman, saw that she was sobbing.

He hesitated to speak to her, thinking she might resent what she considered impudent interference. As he sat pondering the matter, wondering what to do, the train suddenly stopped with a great jolt and the woman, affrighted, jumped up and screamed, "There! I knew it would happen. We've jumped the track!" And she continued to scream and scream.

The few other passengers in the car mostly men, looked at her and one of them laughed.

"Stop that laughing," commanded another man, jumping up, "or I'll knock every bone in your body."

"Oh, you will, will you?" mocked the laughing man. "Well, come on, just you try."

During this noise the woman kept screaming, "O, I knew it would happen. I knew it. Why did they induce my taking this journey?"

The traveler, hoping to quell what promised to be a riot, cried out, "Please, gentlemen, I beg of you, until we find out what is the matter with this lady."

"What your own business," they shouted, "the lady, doubtless, is capable of minding here. And, anyway, if she wanted to scream she had a perfect right to, since the train stopped where it shouldn't."

And they continued to argue. The battle of words was distracting. "This noise must be stopped," cried the traveler. At that moment the lights went out. This had the contrary effect to what he expected. The lady stopped screaming and the man stopped talking.

After a few minutes of intense silence the lights flashed on again and the train started. The traveler looked at the lady. Now she was composed and tranquil. The man likewise.

"What a curious psychological problem has presented itself for my observation tonight," was the thought that flashed through his mind.

For the moment the problem drove all thought of his business out of his mind, and in trying to solve it he sat deep in thought. Then, "Eureka! I have it. The lady, no doubt, has been reading something that made a deep an impression on her mind that it became almost an obsession causing her much mental anxiety. The thought of the possible danger of the train did focus the fear formed into physical proportions to her mind that all other matter was relegated to second place. So, naturally, when she was obliged to set out alone on a journey she immediately began to conjure up all sorts of dire happenings. That was why she cried. And when the train stopped suddenly with a jolt, which is a common occurrence when travelling, her mind was so overwrought she immediately imagined the worst and began to scream. But when the lights went out, which was an occurrence that night, justifiably, have caused fearful forebodings, she became calm again. When the real cause for mental anxiety presented itself, the mental cause became apparent at once, and she saw how foolish she had been."

At this moment the lady was making desperate efforts to control her mirth. But to no avail. After a short struggle it had its way and a merry laugh rang out in which everybody joined. Whereupon she said, "Fellow passengers, I owe you an apology for causing so much disturbance. I am glad it had no unfortunate or lasting effect. But I wish to sound this note of warning. Don't ever read a book like this," and she held it up, "before starting on a long journey. If you are sensitive it may have the same effect on you that it had on me. It is responsible for what might have been a great misfortune, but, happily, turned out all right."

All the passengers crowded around her to see the book. It was entitled "The Railroad Wreck." Again the car resounded with hearty laughter.

And now comes the most interesting part of this story. As a result of that chance encounter the lady and the traveler, Matthew Blake, Esq., came to the wise conclusion that this world would be a dreary old place to live in if they did not share one another's joys and sorrows.

THE LORNE RIFLES (SCOTTISH)

The Lorne Rifles (Scottish), commanded by Lt.-Col. Gordon Cousens, M.C., will go into camp at Niagara-on-the-Lake on Friday evening, August 4th, 1933. It is expected that the regiment will travel by boat from Oakville, and will return Monday afternoon or evening. District headquarters has allowed only 150 all ranks, and as the regiment attended camp last year with over 300, it is expected that only the most regular and efficient will be taken.—Gazette.

My barber many yarns narrates,
His mouth he seldom shuts;
And some of them he illustrates
With unexpected cuts.

LIFE'S DRAMA

"Hello life," I thought to say
As I got out of bed to-day.
"Hello world, with all you hold,
Ever young and ever old;
Background for the drama played
Here by men by pleasure swayed,
Torn by doubt and hope and fears,
Glorious setting for our years.

"Here beneath a lovely sky
Anxious men go hurrying by,
Seeking something out of strife
To enrich their days of life
Here amid a blossomy scene
Some are selfish, some unclean,
But the most of men believe
There are triumphs to achieve.

"Trees and streams and fields remain
Backdrops for man's loss and gain.
All we are and all we do
Set and stays in silence view.
Summer roads watch us play,
Watch us put our deed away.
Wherever'er mankind has gone
In life's drama running on.

"Furnished off I stand
Watching toil of brain and hand.
Love and hatred, joy and grief,
Saint and sinner, man and thief,
Provided task and courage great
Battling with the odds of fate;
And, entranced, I wait to see
What the next great act will be."

—by Edgar A. Guest.

OUR CHANGING TIMES

Are we on the edge of great changes in our methods of transportation? Recent developments would make one think so, and it may be only a few years hence that we shall be unable to recognize in our transportation methods those in use to-day. The cause is the internal combustion engine, and from recent experiments it seems certain it will not be long until the present railway locomotive will be relegated to the scrap heap as far as passenger train business is concerned.

Over in Germany they have a Zeppelin car, which makes 150 miles an hour, and a train known as the "Flying Hamburger" that dashes along at a mere 90 miles an hour. Powered by internal combustion engines, and manned by a much smaller crew, these new transportation equipments will surely be a few years supplant our present-day engines.

On this side of the Atlantic experiments have been made with the Diesel engine, but without sufficient success to predict they will become popular. The season of the Newer Cars in Germany and elsewhere on the continent, however, has been the result of further investigation in North America. The heads of the Union Pacific Railway, according to the New York Times are to order a light, three-car, with a speed of 110 miles an hour, and powered with internal combustion engines. Moonlight lubricants, both and whisker cars to be installed so that they other no air resistance and it is hoped the new method will provide cheap transportation at a speed equal to the slower aeroplanes. As the Times says, the present-day methods of railroading are to be relegated to the museum of the old-time sailing ships. And that day may be very soon.

WHAT ABOUT THE AMATEUR SITUATION

Before the advent of large gate money in sports the amateur status of players was not the concern of the amateur athletic body governing sport that it is to-day. The litigation proceedings in Toronto between the parties promoting hockey is attracting our attention. It is alleged that men associated with the professional sport have profited by the preferences of what is considered a team of amateur players. The public does object also to players receiving remuneration for playing amateur O. H. A. hockey for the reason small centres are drained of their best hockey and sporting material. A club desiring to win a championship go out into the open market and secure the best material possible, offering inducements that destroys everything that amateur sport means. The O. H. A. is alive to the existing condition and promises their attention to the matter. They will be well advised to stop the travelling of amateur players from one part of the country to the other if they wish to have the small town, in the sport field. Because with lack of big gate money the smaller centres cannot possibly have teams capable of playing year after year against wealthy clubs who put forward a championship calibre team; at the cost of in most instances—the small town.

The O. H. A. must act. Amateur and professional sport must be kept distinctly separate, with one qualification, which we believe is under consideration. That is a player playing, say professional lacrosse should be able to engage in all other amateur games with the exception of the game or games in which he is engaged professionally.—Bolton Enterprise.

HOME TOWN NEWS

The importance of home town news in the small paper has been emphasized by a large gathering of editors of the smaller American newspapers in New York. Local heads and little personal items it was shown, possessed the strongest appeal for their readers. The dwellers in a small town are undoubtedly more interested in what is going on immediately around him than he is in plans, say for the development of wheat growing in Siberia.

It is what most immediately concerns us that is of the greatest personal interest to us. That does not mean that a man in a small town has no interest in world affairs. In many instances, indeed, it will be found that the editors of small town newspapers are exceptionally well-informed upon world affairs. But they wisely judge that their readers will find more delectable material for debate in the developments and happenings of the town in which they live than in what is going on in Tibet or Timbuctoo.

There is nothing of narrowness, nothing of prejudice, nothing of small vision. It is just plain horse sense.

Mother—"Would you like me to take you to the Zoo this afternoon?"
Bright Child—"No. If they want me, let them come after me."

You can always tell the hen-pecked husband. He is the one who is given the blue sky pieces to work in the jig-saw puzzle.

Man (proudly)—"What I am today I owe to my wife."
Neighbor (bored)—"Well, what are you?"
Man—"I'm the husband of the best bridge player in this town."

GOODYEAR PAYS JULY DIVIDENDS

Improvement Shown in the Last Quarter, says President Carlisle.

Dividends on the Preferred and Common stocks of the Goodyear Tire and Rubber Co. of Canada, Limited, for the second quarter of 1933, amounting to $1.75 per share on the Preferred and 20 cents per share on the Common, have been mailed to shareholders.

In a letter accompanying the cheques, President C. E. Carlisle states that the dividends of the first half year have been earned on both Preferred and Common stocks and a considerable amount has been added to surplus. Inventory of finished goods is quite satisfactory and conservative, and plant and equipment are carried at a very conservative amount. Purchases of cotton and crude rubber show a profit, at present prices, of well over half a million dollars, which is not included in the six months' earnings.

Reserves were set up during the half year at the same rate as in previous years. The total reserve account stands at $[illegible]; current assets at $10,[illegible]; investments in cash and Government bonds total $18,[illegible] and miscellaneous investments [illegible]. Surplus account stands at approximately $7,[illegible].

Since the first of the fiscal year the Company has redeemed 156 shares of Preferred stock under sinking fund provisions, making a total of 7,[illegible] redeemed to date. Prior to the current fiscal year 4,[illegible] shares of the present issue of Common stock had been cancelled. During the half year, practically all of the bonds issued by the Cotton Company were bought. This is also shown in the investments. Out of the $1,000,000 bond issue of the Cotton Field there are now outstanding in the hands of the public, bonds to the par value of $[illegible].

Surveying business conditions, Mr. Carlisle's letter continues:

"There recently has been an increase in activity of Canadian business as well as world business. There has been a greater demand for labor. Prices have advanced. However, the price advance has not been so marked when you make the comparison with gold.

"Most nations have and are supplying remedies to combat the depression. This is especially true of the United States. No Congress in the history of the United States has adopted such unusual methods of plans that so completely defy all efforts to estimate their effects. The major world problems remain unsolved, i.e., stabilization of currency, international trading and international debt settlement.

"Your Company," concludes Mr. Carlisle, "will continue its conservative policy as to its investments and operations and at the same time take full advantage of its opportunities."

EMPIRE MARKETING

Canada Makes Three New Highest Records

For four years in succession the Empire Marketing Board has been able to announce each year new records of shipments of a variety of Empire products to the United Kingdom. In 1932 Canada contributed three of her own previous highest records, viz., wheat, 46,974,000 cwts. as against the last highest record of 41,[illegible] cwts. in 1928; Tobacco, 18,344,000 lbs. as against 6,373,000 lbs. in 1931; and pulpwood, 38,000 cwts. as against the previous highest record of 18,000 cwts. in 1928.

Some of these records are sufficiently striking to deserve comment, says the Empire Marketing Board report. Not only did imports of wheat from Canada constitute a record for supplies coming to the United Kingdom from that country, but the 1932 total has never been exceeded by any country except during the two war years, 1918 and 1917, when imports from the United States of America reached a higher figure. Imports of eggs from Australia, bananas from the British West Indies, tobacco from Canada, apples and pears from New Zealand, and grapefruit from Palestine and the British West Indies all exceeded by 50 per cent or more their previous bests.

Besides the record importation of Canadian tobacco, it is noticeable that imports from both Southern Rhodesia and Nyasaland established new records, exceeding the quantities imported in 1928 and accumulations of stocks in the United Kingdom, but no similar accumulation has resulted from the record imports of 1932.

THE BIG NEWS

You have to run to a back corner of the big daily newspapers these times to get the real, gripping news of the day.

In an out-of-the-way page, under the heading "Live Stock Markets" you get price remains steady at that price of hogs. It is only a small news item but it directly affects the welfare of many thousands of farmers and their families in Western Ontario and indirectly it affects the prosperity of the scores of towns and cities which depend upon the farming community for support.

The "hog markets" have been good news the past two months. Every week has seen a steady advance in the price of live pigs. The figure has gone up from three dollars a cwt. to five-fifty. Not a very good price at that, but a real improvement. If the market price remains steady at that price or a little higher, it will mean a whole lot to this Old Ontario.

We don't know when the depression will be over. Nobody seems able to tell us. We are apt to get lost in the complex situation when we try to discuss it. But we are hopeful. Already we are beginning to feel better. For the price of hogs is up.

NO TIME TO SUCCEED

One of the country's eminent financiers said in a recent article that men who have no time to read, have no time to succeed. He himself tries to read at least two hours a day, because he finds that his mind works better after the stimulus of other people's ideas. Probably he is rather particular about his reading, too, but he certainly takes time for it. He believes that it is partly due to this habit that he had achieved a success so far out of the ordinary.

It pays to do whatever is necessary to keep yourself in the pink of condition. It takes time to keep the body in shape, but the minutes you spend in setting-up exercises, or the hours you give to walking or skating, are well invested. It takes time to keep the mind alert, but the time you give to improving reading advances your success. If you lack time to make your body and mind efficient, you lack time to succeed.

GIVE THE TEACHERS A CHANCE

Give the teachers a chance, seems to be the keynote of this paragraph in the Hesketon Advance: "Teachers and persons applying for positions are strongly objecting to the provision "state salary" in the advertisements. They contend, and we think properly, that trustee boards and others who are advertising positions should state the position vacant, and the nature of the qualifications and the salary they are prepared to give. Then, either by personal application or by correspondence, they can make their choice. When positions are filled by "Dutch auction," teachers allege they are placed in an anomalous position. They know that in recent years salaries have been decreasing, and they wish to meet trustees part way, but they urge that the trustees are really in a position to save time and trouble by setting the salary. The trustees know what they will pay before the vacant post is made known and the farmer knows what he can afford to pay. Let the anxieties of the unemployed be relieved as much as possible by announcing the job and the pay that will be given to the competent successful applicant.

STAY IN YOUR CAR

If you are driving along the highway when an electrical storm comes up, and you seek a nice safe place to stay until the storm passes, just take the advice of experts and stick right to the driver's seat.

The Bureau of Standards tells us that automobiles are practically immune to lightning despite the fact that rubber tires and the car as a whole become very wet during the storm.

Persons driving within a conducting enclosure are fairly safe against lightning, and the auto body, although enclosed to a considerable extent by glass, approaches this condition.

The average motorist is probably safer in his car during an electrical storm than in his home. Come to think of it, there are mighty few cases on record of autos being struck by lightning. And this is rather remarkable when you stop to consider the hundreds of thousands of cars out in electric storms, particularly in our larger cities.

CANST THOU SPAY ???

Consider the editor!

A child is born unto the wife of a merchant in town. The physician gazeth in panic. The editor writeth a stick and a half and taketh the multitude that the child lippeth the beam at nine pounds. Yea, he lieth even as a cobbler. And the proud father giveth him a Cheero (possibly).

Behold the young one groweth up and graduateth. And the editor putteth in the paper a small piece. Yea, a peach of a notice. He taketh of the wisdom of the young woman and of her exceeding comeliness. Like unto the rose of Sharon is she, and her gown is played up to beat the band. And the dressmaker getteth two score and four iron men. And the editor gets a note of thanks from the sweet girl graduate. (Maybe).

And the daughter goeth on a journey. And the editor throweth himself on the story of the farewell party. It runneth a column solid. And the fair one remembereth him from afar with a picture postal card that cometh six for a penny.

Behold she returneth, and the youth of the town fall down and worship. She picketh one and lo, she picketh a beaux. But the editor calleth him one of our promising young men and getteth away with it. And they send unto the editor a bit to the wedding, and bids are printed in a far city.

Flowery and long is the wedding notice which the editor printeth. The minister getteth his bit.

The editor printeth a death notice, a column of obituary, three lodge notices, a chunk of poetry, and a card of thanks. And he forgetteth to read the proof on the dead, and the darned thing cometh out: "Gone to Her Last Roasting Place."

And all that are akin to the deceased jumpeth on the editor with exceeding great jumps. And they pulleth out their ads and cancelleth their subs, and they sing the hammer unto the third and fourth generations.

DON'T BE A SLACKER

There were slackers during the war and there are slackers in times of peace. How about the church member who expects others to keep up the expenses of the church; the lodge man who never accepts office and seldom attends; the citizen who is never at a nomination or party caucus and often fails to vote in a general election? These slackers complain of high taxation and inefficiency in government, but you couldn't run fast enough to get one of them to allow his name on a ticket. They are too selfish, too busy, with their own affairs, too timid to get out and become a target for the public to shoot at. They are slackers in the matter of good citizenship just as much as there were slackers during the war. They complain, criticize, condemn, yet decline to take hold and help. They expect others to make all the sacrifice. It takes courage and determination to take hold and try to help out. So don't expect the other fellow to do it.—Vara Leader.

ABSENT MINDED PEOPLE

Absent minded people are funny. Sir Isaac Newton wanted his servant to carry out a stove that was getting too hot. A fellow stole his dinner before his eyes and he afterwards thought he had eaten it because he saw the dishes empty. A Scotch professor walked into the middle of a horse pond while pondering on Final Causes. It is told of another professor that coming home late he put his umbrella to bed and stood himself up in a corner of the room. Ben Franklin punched down the fire in his pipe with the finger of a young lady sitting at his side, and severely burned the lily white porker. A gentleman in Troy received a letter in the dark, used the letter to light a lamp, and then looked about for it to read. Pere Gratry one day in Paris thinking he left his watch at home, took it out of his pocket to see if he had time to go back for it. Neander the church historian, used to go to his lectures in his night cap and night gown, and sometimes walked in the gutter. But all those cases do not equal that of a man who takes a paper year after year and always forgets to pay for it. —Exchange.

Truth goes in a walk while a lie gallops all over town.

Mrs. James—"My brother is coming to stay a few days, dear. The poor boy looks very seedy."
Mr. James—"Well, he's not going to plant himself here!"

CONTENTMENT.

Money and fame and health alone
Are not enough for a man to own;
For healthy men we hard to sign
And men of wealth go frowning by,
And one with fame may play his part
With a troubled mind and a heavy heart.
If these three treasures to joy possess,
How shall a man find happiness?

Health comes first in the famous three
But cripples can smile, so we all must see;
Fame is sweet, as we all must own,
But the happiest hearts are not widely known.
Money is good when it's truly earned,
But peace with fortune is not concerned,
For the bravest and loudest smile we know
Have little of silver and gold to show.

Yet there must be a way to the goal we seek,
A path to peace for the strong and weak,
And it must be open for all to fare,
In spite of life's sorrows and days of care.
For those who have suffered the most the while
Look out on the world with the kindest smile,
And those who have little of wealth to boast
Are often the ones that we love the most.

So I envy the joy which man strives to win
In love of something which lies within,
A mind of courage to rare can break,
A love for beauty he that can take—
For they are the happiest souls on earth
Who gather the treasures of gentle worth—
The pride of neighbors, the faith of friends
And a mind at peace when the sun descends.

—Edgar Guest

14 MILLION AMERICANS VISITED CANADA IN 1932

More than fourteen million Americans visited Canada last year, according to an estimate received by the tourist department of the Canadian National Railways. This number constituted the bulk of the tourist traffic of Canada, the number of visitors from other countries being estimated at only 11,000. The United States, in turn, attracted more Canadians than any other country, the number of Canadians who visited that country during 1932 being estimated at 1,000,000. Based upon population the percentage of Canadians visiting the United States was about equal to the percentage of Americans visiting Canada.

THE LATE EXAMINATIONS

A great "hullabaloo" has been and is being made about the fact that departmental examinations will this year be held in July, and we hear that failures will be numerous on account of the heat when the exams will be on and that parents are being urged to a frantic cramming their children for the exams, and that they will not be able to keep up till July. This to us seems too silly for comment.

When some of us went to school, there was nothing else dreamed of but that the exams would be in July. The teaching then continued till June 30th, so, of necessity, the exams could not start until after that. And some of us had to do considerable concentrating of the mind on the Twelfth of July when drums were rolling outside to keep our minds on the question by reminding us of easier inside the examination room. But somehow we never dreamed those days of making a hullabaloo about our hardships. We were supposed to know a thing on a hot day just as well as on a cool day and if we could not remember the answers on the Twelfth of July just as well as on any other day it was considered evidence that we did not know them. Things have changed now. Certain newspapers have adopted the plan of holding interviews with themselves and manufacturing yarns which are supposed to tell against the powers that be, and if you don't know your lessons the custom is to blame the Government. We feel that the "terribleness" of the late exams is entirely imaginary—and we hope the students will not take advantage of the sympathy.—Sarnia News-Argus.

HIGHWAYS SAFETY CAMPAIGN

Again the Minister of Highways, The Hon. Leopold Macaulay, through the Motor Vehicles Branch, is inaugurating an aggressive, widespread publicity campaign in an effort to stem the tide of disaster on the streets and highways of the Province.

Despite an educational programme which the Highways Department have carried out over a period of years, deaths and injuries caused by motor vehicle traffic are alarmingly, unnecessarily high.

The Highways Department this year is utilizing daily and weekly newspapers, the trade press, school teachers, the radio—every available means—to impose conditions. This publication bespeaks the thoughtful co-operation of every motorist and every pedestrian in the interest of safety.

THE VANISHING HITCH-HIKER

"It's fun to be fooled—it's more fun to know." That's the way certain motorists around Kitchener, feel about the mysterious hitch-hiker who has a habit of vanishing from speeding cars. Hair standing on end, these separate motorists swore it happened, then a Kitchener lawyer told the tale. He had picked up an old hiker with a patriarchal beard.

"Well," the driver said, after a while, "times are pretty tough, don't you, eh?"

"They are," came a voice from the back seat, "but the depression's over, mark my words. It ended on June 7."

The driver chuckled. "You seem to know."

No answer from the rear seat.

"I say," repeated the driver in a loud tone, "you seem to know."

Still no reply. The driver looked around. The rear seat was empty.

Helping the Editor

An editor in Montana told his subscribers to help him edit the paper. Said he: "If you get married, send in the particulars; if a baby arrives at your home, send it in." Three days after the paper came out, two babies were left in the sanctum.

When a hen cackles after laying an egg, it's probably just her way of informing the rest of the flock she's going to knock off work for the rest of the day.