

### The Georgetown Herald

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J. M. MOORE, Publisher  
Phone 8 Georgetown

#### OLD MOTHERS

I love old mothers — mothers with white hair  
And kindly eyes, and lips grown soft and sweet  
With murmured blessings over sleeping babes.  
There is something in their quiet grace  
That speaks the calm of Sabbath afternoons;  
A knowledge in their deep, unflinching eyes  
That far outreaches all philosophy.  
Time with caressing touch about them weaves  
The silver-threaded fairy shawl of age.  
While all the echoes of forgotten songs  
Seem joined to lend sweetness to their speech.  
Old mothers as they pass with slow-timed step,  
Their trembling hands cling gently to youth's strength.  
Sweet mothers — as they pass one sees again  
Old garden walks, old roses and old loves.

#### AND THEY FOLLOWED HIM

He walked the highways — up small streets and down,  
Or on the shore-roads by the glittering sea,  
But weather in the country or the town  
They sought Him ceaselessly.  
Men closed their shops — they left their plows to seek  
The many roads He took beneath the sun;  
The women, eager to see Him — hear Him speak —  
Left every task undone,  
Their little children stumbling at their side.  
That all might see this Healer, Teacher, Guide,  
That all might see Him! Oh, I wish to-day  
That He were here along some city street  
Or country lane, and we could find the way.  
On eager, stumbling feet:  
Our men to leave their shops and plows to go —  
Our women every household task to find.  
The One who had compassion long ago  
Upon the deaf and blind — Dear God,  
We are so deaf and blind — Dear God,  
I pray  
That somewhere we shall find Him on the way.

#### TO COMPLETE STORY OF WAR BY 1988

The official story of Canada's part in the great war probably won't be told until 1980-82 years after the close of the war. And while it is going to take between 30,000,000 and 40,000,000 words to tell of the United States part in the war, it is estimated that Canada's official history will contain only 5,000,000 words.  
National defence department officials began in 1921 to compile the history and one volume concerning the medical services had been published, and the first of eight general volumes is being bound.  
Between 1921 and 1932 historians gathered a vast amount of material including war diaries and official files, upon which the history is based, and sorted and classified it. The volume on the medical service was published in 1926, and the writing of the general volumes began in 1932.

Johnnie Gordon — "Will ye give me a penny, mither?"  
Mother — "What for?"  
Johnnie — "For being good a' day."  
Mother — "Nonsense, ladde, can ye no be good for nothing, like yer father?"

### Ma Perkins' Plans

By M. LOYOLA DUFFY  
McClure Newspaper Syndicate,  
WNU Service.

TO FOUR of her five children Ma Perkins gave care, substantial food and maternal affection, but only to one did she give self-denial, dainty extras and adoration. This fifth was Pansy.

She had been one of those plump, pink and white babies, that strangers stop to admire on the street, and now, at the age of nineteen she was still fair, with yellow hair—a common type of prettiness. But to Ma, she was a being set apart.

No matter what time Pansy came home, Ma would be waiting with a hot, bed-time lunch. It was the brightest hour in Ma's long, weary day. Pansy would sip hot cocoa and wax confidential. She would tell Ma all about the college youths she knew, the make of cars they had, and the compliments they paid her.

Most often she mentioned Ted Gladstone and his red roadster, and hope flamed high in Ma's breast—he was the big steel man's son.

Ma would smile contentedly, for the long lean years would soon be over and Pansy would soon have a beautiful home of her own and the other children would have their chance.

Ma had known from the time that Pansy lay dimpling in her cradle that Pansy was to marry money. How could it be otherwise, with her prettiness, her popularity and all the smart clothes that Ma had copied so laboriously from fashion books?

Ma Perkins was hanging out the Monday wash, when Mrs. Malley leaned confidentially across the railing of her back piazza.

"What do you make of it, Mrs. Perkins?"

"Make of what?" asked Ma. "Your Pansy and my Billie."  
"What about Pansy?" It was too absurd to couple the names together.

"Don't tell me you ain't onto it. Sure they're together 'most every minute since Billy came back from

### SHORT SHORT STORY

Complete in This Issue

Boston. To give your daughter her full deservin's, I will say that she's the first girl that ever turned my Billie's head. Sometimes I've give up hopes of ever being a grand-mother."

Mrs. Perkins stiffened, and two bright spots glowed on her thin cheeks.

"You've been having pipe dreams, Mrs. Malley. It's just the nice way Pansy has with every-one. Being as you opened the subject, I don't mind saying that I think she shows more favor to that young Gladstone. You know his father—the big steel man."

"Yes, I know his people, and a sporty bunch they are—his father married a girl from the chorus. If I had a daughter, Mrs. Perkins, I'd be doing my best to keep her away from Gladstone and his like. They ain't fit company for any young girl."

"Sour grapes!" muttered Ma Perkins as she gathered up her pins and clothes basket and disappeared quickly through the screen door.

Ma gave scant thought to Mrs. Malley's implication about young Gladstone. What worried her was the absurdity of coupling Pansy's name with her Billie's. However, that night the red roadster was parked before the door and Ma's heart sang to the accompaniment of the sewing machine. She amused herself picturing the befitting bridal gown for the daughter-in-law of Gladstone, the big steel man.

It was Pansy herself who broke the news. She came in earlier than usual one night and Ma hastened to put on the kettle.

"Pansy dear, you just missed young Gladstone. He called five minutes after you left."  
"Say, can him next time, Ma. I'm through with that bunch for good."

Ma Perkins was staggered. "What do you mean—through?"

"I know you'll be glad, Ma. I've decided to cut out that bunch of drunks forever. I'm going to marry Billie Malley the last of the month."

"But, Pansy—young Gladstone—think what you'd have."  
Pansy laughed. "Say, Ma, you wouldn't want me to marry that scoundrel, would you? They're sending him to a ranch somewhere—he's a wreck from bad booze. Billie is so different from that wise gang. Honest, Ma, he's a dear."

Ma Perkins rose slowly. "I'm tired, Pansy. You can boil your own cocoa. I'm going to bed."

It was a hard blow for Ma, but she was a game loser. Next morning she stretched a friendly hand across the back piazza.

"Pansy told me the news last night. I hope you'll forgive the way I spoke that day, but it's hard to give your daughter to anybody's son."

Mrs. Malley was anxious to conciliate. "Sure I know how it is, Mrs. Perkins. Ain't I a mother myself?"

### LOCOMOTIVES CANNOT SWERVE TO AVOID RECKLESS MOTORISTS

Railway engineers are carefully trained in the laws of safety, says an editorial in the Canadian National Magazine. They do everything in their power to avoid accidents. They cannot, however, swerve their engine from the steel rails on which it must operate, and this fact the motorist seems to overlook. Warning bells and lights, watchmen's flags and crossing gates give notice of the approach of trains, yet there are far more accidents caused by automobiles crashing into the side of trains than by trains striking automobiles. It is here that the co-operation of the motorist is required.

In one province (Quebec) the law requires that every vehicle come to a full stop before crossing a railway track. The observance of the law would prevent many accidents. It would decrease the crop of grey hairs in the heads of many railroad engineers and in some cases, would probably increase their working days. But it is a law which can only be successful through the co-operation of the motorist and, if one is to judge by actual experiences on the highway, such co-operation is the exception rather than the rule.

With another motoring season getting well under way it is perhaps timely to stress the importance of "safety first" at all times. Time is important, but the attempt to save a few seconds in elapsed time, when one is driving a motor car, may be a matter of life and death in more ways than one. Thrilling sport to some seems like a reckless sport to some drivers. But it is the cause of most crossing accidents with their attendant wastage of human life and property.

The railways preach and practice safety at all times and train their employees along these lines. They cannot train the motorist to whom the highway is the free and open road. They can and do, however, ask his co-operation in their attempt to reduce the accident toll as far as possible. The careful motorist exercises special caution whenever he approaches a railroad crossing. May his tribe increase!

#### WHEAT THE STANDBY

Canada ranks last as a supplier of wheat to Italy, partly owing to Canadian prices being highest and partly because imports from European countries were affected through clearings, that is, on credit. At the same time, Canadian wheat in 1937 showed its importance. Entry into Italy of Canada's products is impeded by prohibitive tariffs, exchange restrictions, and quota restrictions, while Italian products entering Canada enjoy most-favoured nation treatment. Despite these conditions, the balance of trade is still in favour of Canada, mainly to shipments of wheat, which in 1937 accounted for a little more than 50 per cent. of the imports from Canada and, were valued at 31,708,000 lire.

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## The Georgetown Herald

Phone No. 8

Georgetown

THE GEORGETOWN HERALD  
J. M. MOORE  
Publisher and Proprietor

### C.N.R. TIME TABLE

(Standard Time)

Going East	
Passenger	6:16 a.m.
Passenger and Mail	10:08 a.m.
Passenger and Mail	6:40 p.m.
Passengers for Toronto	9:49 p.m.
Passengers, Sundays only	8:31 p.m.
Going West	
Passenger and Mail	8:34 a.m.
Passenger and Mail	3:35 p.m.
Passenger and Mail	6:52 p.m.
Passenger, Sunday	11:19 p.m.
Going North	
Mail and Passenger	8:45 a.m.
Going South	
Mail and Passenger	6:52 p.m.

### GRAY COACH LINES

TIME TABLE  
Standard Time

LEAVE GEORGETOWN

To Toronto	
a 6:08 a.m.	4:10 p.m.
8:58 a.m.	6:15 p.m.
11:58 a.m.	9:10 p.m.
c 2:18 p.m.	
To Kitchener	
x 9:30 a.m.	x 6:00 p.m.
11:55 a.m.	xb 8:50 p.m.
x 1:55 p.m.	d 10:35 p.m.
a 3:55 p.m.	e 11:55 p.m.

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