

### The Georgetown Herald

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J. M. MOORE, Publisher  
Phone 8 Georgetown

#### EVENING

The day, the golden light, has gone,  
And quietly the evening drifts  
Across the world. Now the round  
Moon,  
Leading the first star heavenward,  
Lifts  
Her slender lantern in the sky.  
And shadow, like a dappled fawn,  
Steps delicately forth to try  
The pool of silver on the lawn.

Oh, do not speak. This is the hour  
For crickets in the garden wall,  
For sleepy bird and folded flower.  
This is the dusky interval,  
Serene and beautiful, as though  
God lifted up a gentle hand  
For silence, that His world might  
know  
He walked at evening through the  
land.

By Sara Henderson Hay.

#### WHAT'S WRONG WITH US

Too much oats and too much wheat,  
Too much corn and too much heat,  
Too much cotton, too much oil,  
Too many hours that we don't toil,  
Too many highways, too many cars,  
Too many people behind the bars,  
Too much poverty, too much wealth,  
Too many people have poor health,  
Too many politics, too much booze,  
Too many wearing high heeled shoes,  
Too much loafing, too many bets,  
Too many failing to pay their debts,  
Too many spending their dough for  
gas,  
Too many talking of European sass;  
Too many living beyond their means,  
Too many buying canned corn and  
beans,  
Too many sowing their crop of wild  
oats,  
Too many candidates after your votes,  
Too many having their washing done,  
Too many playing bridge for fun;  
Too many poets, too much prose,  
Too much girls without under clothes;  
Too much being of goods on time,  
Too many people don't save a dime;  
Too much ball, too much play,  
Too many officers on big pay,  
Too much taxes, too much spent,  
Too many folks spend every cent;  
Too much fun, too much ease,  
Too many tips in my B.V.D.'s,  
Too much reform, too much law,  
The greatest mess you ever saw.

—Hartville News.

#### HITCH-HIKING PUNISHABLE

That hitch-hiking, which is one of the great nuisances that the motorist of today is faced with and which is especially prevalent on the Walkerton-Hanover highway, has been made a punishable offence under the Ontario Highways Act and which has been in force for some time, is a fact not commonly known to the general public.

Under the caption "Soliciting Rides Prohibited," sub. sec. 2 of Sec. 44 of the Highways Traffic Act it says: "No person shall, while on the travelled portion of a highway, solicit a ride from the driver or operator of a motor vehicle, other than a public vehicle, and the latter is taken to include a motor bus or a taxi-cab, where there is a fee attached.

For an infraction of this Act a penalty of not less than \$5 and costs, nor more than \$10 and costs may be imposed, or in default of a term of jail is provided for the offence.—Walkerton Herald Times.

The children had been photographed and the teacher was trying to persuade them to buy copies. "Just think how nice it will be to look at the photograph when you're all grown up," she said, "and say: 'There's Rosie, she's married, or 'That's Billy, he's a sailor.'"

"And that's teacher, she's dead, said a small voice.

### Grandma's Diary

By SELMA A. CAREY  
© McClure Newspaper Syndicate.  
WNU Service.

**VIRGINIA DEXTER**, from the depths of the pillowed hammock on her veranda, idly watched the actions of David Hughes as he helped an urchin cover a load of wood that had fallen from his cart.

**SHORT STORY** "Always a good Samaritan, aren't you, Dave?" she jokingly asked him, as he came up and sat down beside her.

"I wish you would be one to me, Virginia," he pleaded.

"Please, David, don't go all over that again," she exclaimed, rather crossly; then, to divert his thoughts, she opened the paper on her lap. "They are having the Legion benefit dance tonight, I see."

"May I take you?" David asked quickly.

"I'm sorry, but Mr. Allen asked me first."

"That cad!"

"David!" indignantly.

"I'm sorry," humbly apologized David.

"Here comes Mr. Allen now," exclaimed Virginia, as a bright red racer swung into view down the road.

In reply to Mr. Allen's invitation to go for a short spin, Virginia agreed enthusiastically, to David's intense chagrin.

A kindly-looking white-haired lady, who came out in time to hear her acceptance, said, "Dear, I wish you wouldn't."

Virginia interrupted by kissing her, as she said, "You silly little Grandma, don't worry about me. By-by, Grandma."

Grandma sat watching David as he went down the road with his familiar jaunty step. "Just like Hiram used to be," she soliloquized.

Later, in her room, Grandma took out a dusty little box from concealment. Tenderly she handled the trinkets therein until she reached the object of her search, a little black book.

Surmising that Grandma was having a nap, upon her arrival home Virginia sat in a comfortable chair to take a rest in the sitting-room.

With a casual glance at the magazines on the little table she noticed the little black book, and, curiously, she picked it up, opened it and, with deep interest, she commenced reading.

"June 1, 1850—Mr. Hale called today. I was glad it wasn't Hiram who called for he is getting to be such a bore of late, while Mr. Hale—ah—he is so romantic and debonaire."

"August 1, 1850—I am treading on air today. Mr. Hale proposed to me. I must now call him Noah. Hiram seemed displeased, but he is so queer."

"September 15, 1850—Noah and I were married today in the little church around the corner. He seems a trifle impatient this evening, but, of course, I should allow for all the excitement. I am actually nervous myself."

"January 1, 1851—Noah has been away on business for the past few months. I was so glad to hear from his own lips that it was his sister he was seen with in town."

"July 15, 1851—Noah's and my son is three weeks old today. I named him Robert, after Hiram Roberts. I am glad I did this because it pleased Hiram, and Noah didn't mind a bit. In fact, I do not think he cared whether I named him at all."

"Noah is working too hard lately. I mentioned this to him today and he became almost furious at me for standing in the way of his ambition."

"June 24, 1856—Little Robert is five years old today. I haven't received a word from Noah in three years. Hiram has been so kind to baby and me. Robert calls him Daddy. He doesn't remember his own."

"June 24, 1876—This is Robert's wedding day. The only reminder I have of his father is the words imprinted on my memory, taken from a newspaper clipping dated 20 years ago:

"'Couple found dead in Hotel. They were registered as Mr. and Mrs. Noah Hale.'"

Virginia closed the book. "Poor, dear old Grandma! What heart-aches she had known."

"Why, she left it purposely for me to take warning before it was too late for me, too," exclaimed Virginia, as she realized that her love-life had been the same as Grandma's.

Two hours later David's dejected look turned to gladness as he espied Virginia when he entered the house. "Virginia!" he cried. "I thought you were with Mr. Allen in the auto when I passed it down the road."

"I told Mr. Allen I was going with you, David."

"You've made me the happiest man in the world," David whispered into a little pink ear that lay very near his coat-lapel.

"Not I, but Grandma's diary," contradicted a muffled voice.

### Trans-Canada Planes Fly 56 Times Across Rockies in One Month

Continuing the rigorous training schedule that has featured activities of Trans-Canada Air Lines since inauguration of its cross-country flying, pilots today looked back on a month during which they completed 28 round trips between Vancouver and Winnipeg and the same number of night training flights between Regina and the Manitoba capital. Their flying time for May, favored by satisfactory weather conditions, hoisted their grand total of hours in the air to 5,500, 112 of which have been marked up in the two Lockheed 14's since they were brought here two weeks ago in the record-breaking non-stop flights from Vancouver.

Recently, while six of the 36 pilots have been engaged in flying the 14's, 12 others have entered the sixth and final stage of the extensive training in the Electra 10's. The remainder, step by step, are qualifying for advanced course in mastering instruction, on mechanical functions of the equipment, the primary Lockheed flying instruction, instrument flying, local and cross-country night flying, and finally advanced instrument and range flying across the western half of the continent.

**Flying "Fourteens"**

Upon graduation from the Electras, each pilot will be required thoroughly to familiarize himself with the new 14's, two more of which will be added to the present fleet before the end of June. Because of the size of the new craft, the sensitivity of the equipment for controlling the take-offs, cruising and landings, and the various safety features recently perfected and installed on the 14's, this phase of T. C. A. training promises to become one of the most intensive of the new course. That careful and concentrated training of its flying personnel is basic to the success of its operations once mail and passenger service is begun, Trans-Canada will require each pilot to make approximately 100 landings in the course of his local training in the 14's.

Refresher courses in the Link Trainer will continue to be an important feature in the pilot training. This ingeniously-contrived equipment, now recognized internationally as one of the finest pilot-training devices yet introduced and of which 200 were ordered recently by the Royal Air Force makes flight instruction possible in the very offices of Trans-Canada. Seated in the closed cockpit of the miniature craft, pilots familiarize themselves with beam flying, instrument approach and radio navigation, and are conscious of sensation of flight while their every move is recorded on a chart in the hands of an instructor. In all, pilots have completed 400 hours in the Trainer stationed at Winnipeg.

Awaiting installation of airway facilities east of Winnipeg and surfaced runways at Kapuskasing, Trans-Canada officials have declined to estimate when regular training flights to the north will be inaugurated. Simple extension of beam flying, instrument approach and radio navigation, and are conscious of sensation of flight while their every move is recorded on a chart in the hands of an instructor. In all, pilots have completed 400 hours in the Trainer stationed at Winnipeg.

**New Range Stations**

Progress in establishing of new range stations between Lethbridge and Winnipeg, at Swift Current, Medicine Hat, Broadview and Rivers, has been recorded. Over the Rockies, aerial survey of proposed range sites to eliminate the "dog's leg" to Grand Forks is being supplemented by a ground crew which includes instrument pilots and surveyors. The new sites will lead the mountain flights in a direct course between Cranbrook and Princeton, taking them over the valleys in the vicinity of Nelson, B. C. Work on the 100-mile landing fields, including installation of border lights for night landings, also is progressing satisfactorily.

Considerable work in connection with the establishment of range stations has yet to be carried out. The Department of Transport has been operating hand in hand with Trans-Canada and surveys are being conducted in the East as well as in the West. This blazing of an air route across Canada requires careful and unhurried consideration of all available sites.

Maintenance training has kept pace with the intensive instruction afforded the pilots. Employees engaged in special courses relative to the maintenance of the Electras and Lockheeds now number 58, 47 of whom are stationed in Winnipeg. Every phase in connection with the operation of the powerful motors is being studied thoroughly. At Winnipeg instruction is being given crew chiefs from Vancouver and Lethbridge on the maintenance and servicing of the 14's.

Offices of T. C. A. in the new hangar at Winnipeg likely will be occupied during June.

Making friends is easy but we'd like to know now to keep them and still run a newspaper.

#### PRIZE WINNING ESSAY

Following is the second prize winning essay in Grade VIII written by John Keir of Georgetown Public School, in the W. C. T. U. essay and poster contest:

#### THE EVIL EFFECTS OF ALCOHOLIC BEVERAGES

There are many ways in which alcohol can be used. When used outside the human body it can be a great friend but when taken as a beverage it is a deadly enemy. Many people are suffering in the hospital and many have died due to the use of alcoholic beverages.

A great majority who drink alcoholic beverages do so because their friends indulge in the practice. The taste for alcohol is not a natural craving of the body; it is an acquired taste. The first effect it has is to lessen one's self-control. Even small quantities cause a man to lose control of sight, action and speech. If he takes more he will become intoxicated and collapse into a physical and mental helplessness.

The dangers of using alcohol are many. It is the cause of indigestion, headaches, nervousness and weakness and is commonly connected with the appearance of disease in the stomach, liver brain and the nervous system.

To hold a position in athletics one must avoid alcohol for it reduces the strength, speed and staying power of any athlete. To have a clear brain, quick eyes and steady hand it is necessary to abstain from all forms of alcoholic liquors. The habitual drinker spends too much of his earnings on drink. This leads to his being frequently out of work and so to poverty.

Alcohol strengthens the baser instincts of the drinker and weakens the nobler impulses. Under the influence of this drug a workman will think he is working quickly and is doing better work, while in reality he

is working slowly and doing worse work. In business alcohol impairs the memory and many mistakes and errors arise from its use. These are effects which no engine driver, motor driver or sea captain can afford to risk.

When a man begins to use this drug he thinks he knows when to stop but soon he finds he can not stop due to the insidious effects of alcohol upon his will-power and self-control. He does not realize that the home comforts are disappearing and that the money which he should be spending on clothes and food for his family is being spent on liquor. In his sober moments he realizes this but seeks relief again in liquor. He slowly sinks to a lower and lower level dragging with him the ones he loves most.

Junior—"I say, mother, if dad was to die would he go to heaven?"  
Mother—"Hush, Junior! Who's been putting such ridiculous ideas into your head?"

#### Good Clean Fun

Magnolia: "When Mandy went and got married, us girls done give her a shower."  
Pansy: "Dat sho' was nice. Ah'll bet her husband was glad to get'er all nice and clean."

#### YOU DON'T DARE—

miss the big Band Festival and Tattoo at Waterloo on June 25th. If you do, you will miss the greatest show of the year. Come and see the biggest gathering of bands on the continent. Music from early morning till midnight. Scotch dancing and piping contests. Band contests. Instrumental contests. REMEMBER Waterloo, Ontario, June 25th.

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ABOARD THE "SAGAMO" R.M.S.

Illustrated Map Folder mailed on receipt of name and address.

MUSKOKA LAKES NAVIGATION AND HOTEL COMPANY, LIMITED  
Box 11 GRAVENHURST, ONTARIO

#### 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	8:40 p.m.
Passengers for Toronto	9:40 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.
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Going South

Mail and Passenger	6:52 p.m.
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#### GRAY COACH LINES

##### Summer Time Table

Effective Saturday, June 25th

LEAVE GEORGETOWN

To Toronto

6:08 a.m.	8:58 a.m.	11:43 a.m.
2:18 p.m.	4:10 p.m.	6:15 p.m.
9:10 p.m.		

a—except Sundays

To London

9:35 a.m.	1:50 p.m.	7:50 p.m.
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x—connections for Owen Sound

Standard Time

Tickets and information at W. H. LONG  
Phone 89 Georgetown

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