

For Value Received

By B. N. SMITH

DR. LA MOTT looked at the small, exquisite woman in the chair beside his desk. Vaguely he sought to bridge the chasm of those ten intervening years.

"You knew Harvey died, didn't you, Louis?" "No, I didn't, Dolores. I'm sorry."

"But not his mother's disposition. I've trained him away from that," she said moodily.

"Oh, I've been up and down. If you hadn't been so far away I'd have had one of your famous diagnoses, Louis."

"I don't want to frighten you, but if you drive back to Yuma—"

"Then you must go by train, Dolores," he said decisively.

"If I please you to that extent, you'll have to help me cash a check for expense. I didn't know I was to travel in state."

"That's easy. Come around here and make it out; I'll endorse it and have Miss Johnson bring you the cash."

Again the shrill siren of the ambulance sounded and, once more, Dr. LaMott was called to the receiving room.

"Of course, Dr. LaMott," said the investigator from the insurance company.

"No—our evidence would seem nothing more than a coincidence to a jury."

"When the door had closed on his visitor, Dr. LaMott picked up an envelope and extracted a check, to which was attached a pink slip marked 'No Funds.'

He struck a match and watched the flame consume both check and slip.

Reminiscences of Georgetown

Twenty years ago, C. W. Young wrote these articles for the Herald, and we take pleasure in reprinting them for the next few weeks.

By C. W. Young, a Native Son

An old friend, alluding in rather too flattering terms to some reminiscences of mine of Acton, recently published in the Acton Free Press, has suggested that some recollection of Georgetown of old would be interesting to readers of the Herald.

Well, considering that Georgetown was the spot where I was born, there should be plenty of them; though naturally, having left the village in 1865, and seen but little of it since, they will be but fragmentary and disjointed, and possibly in some cases not absolutely accurate, especially as to names. But here goes:

THE FIRST SETTLER

The first settler in Georgetown was George Kennedy, who built a saw mill on the branch of the now Credit which flowed through the town-site-to-be and from which the place took its name.

Behind the house was a large stable, and on the north-east corner a hard-ware store. The remainder of the block afterwards became a garden, and a good one for those days.

Opposite on the main street, Frank Barclay built a general store facing the young homestead. There was a tavern on each of the other corners—one kept by Benjamin Thompson, the other by Robert Jones, who moved to Guelph, and after him, Thomas Clark.

One of my earliest impressions is the building of the Grand Trunk Railway, which on account of the deep excavations and high embankments, near Georgetown, required a very large number of workmen, principally Irish immigrants—orange and green—who agreed pretty well in the main, but bolted over occasionally—as on St. Patrick's Day and the Twelfth of July.

As the back country settled up, Georgetown assumed importance as a grain market and teams came from as far as Erin and Carleton Place and Calton, and even further, grain laden.

Mr. Young employed a large force of clerks, and the delivery went on continuously night and day, stopping only for Sundays. Some of this grain was milled at Stewarttown, where there was a grist mill and saw mill, and some of it was shipped out unground.

But all before the railway, went to Oakville, where there was a fleet of schooners to take it to Toronto, Oswego or Montreal. At first it was only winter transportation but subsequently a plank road was built down the seventh line from Stewarttown, some 18 or 20 miles, to Oakville. There were cedar stringers and three-inch pine planks, crosswise, which cost a mint of money even in those days, but now would ransom a king. This plank road was a dandy for one or two seasons, but the frost heaved it and the planks became loose, and even the thought of it is a nightmare, till it was replaced by a gravel road.

THE FIRST TRAIN

A very early recollection—it must have been in 1855 or 1856—was being taken by an old gentleman, Mr. Leon-

ard to see the first passenger train go west on the Grand Trunk. We went to the White Bridge, along with a number of the villagers, and after waiting for a good while the train came puffing up the grade under the bridge and was lost to sight in the distance of "The Rock"—now Limehouse.

EARLY TRAVELLING

Soon after that came the Provincial Exhibition—the event of the year—in Toronto, and an excursion to see the wonders of the world. There were very few passenger trains then; plain wooden benches were nailed on the floors of freight cars. The only light was a dim lantern hung in the centre of the car, but people thought it was a great stride forward to make the journey of thirty miles in a couple of hours, instead of being an all-day job as it was before the coming of iron horses.

Another notable excursion was one evening to see a circus—the first to travel by rail in Canada. This particular circus had been in Toronto a day or two previous and trouble had arisen, the upshot of which was something like a riot—the call of "Hey Rub!" by the circus men, and a general free fight. Most of the canvas was burned and it was a crippled circus that came to Brampton. But the ride on the cars at night was excitement enough for one night. Ridiculous and toy-like would the locomotives look beside the mammoth machines which haul the enormous trains of today. The smokestacks were high and surmounted by a kind of inverted funnel. They burned cordwood cut in half and it was necessary about every forty miles to wood-up, engineer, fireman, conductor, brakeman, and baggage-man, and sometimes the passengers—look part. Thousands of acres were burned and the iron horses had the insatiable maw of the iron horse.

The formal opening of the Grand Trunk was celebrated by a grand ball in Montreal, in 1856 I think. My father and mother and a cousin went to the ball, and their perilous journey, as it was considered, created more talk than would a trip around the world in 1920.

The roadbed was new, and poorly ballasted and in place of the massive T rails of 80 or 100 pounds to the yard now in use, there were light U rails of perhaps 50 pounds. The speed was slow, but railway journey was not without its dangers.

My wife tells me that there was a grand ball in Guelph on the opening of the Grand Trunk but doesn't recall the date, and that is all I know about it.

Many things come to mind as I think sometimes of the iron bridges that span the ravine a mile or so below Georgetown at the bottom of which flows the River Credit. Very clearly do I remember going with my father and mother and some others to see the unfinished work. The piers were up and over all they looked entering up to a height of 160 feet from the water, and such a lot of them, for the bridge is over a quarter of a mile long, and with the exception of the Victoria Bridge at Montreal, the longest on the Grand Trunk system.

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THE TIME AND THE PLACE

"Canadian Snapshots" has moved to its new hour on Wednesdays at 10:30 p.m. EDST. This programme, from Toronto, is familiarizing Canadians with many of the advantages of staying at home for vacations, and with the stories of the many magnificent playgrounds so easily available by road, railway, plane and water, it makes an appeal, too, to the visitor from over the border.

IF DOG BITES MAN

There are nice bites and nasty bites. To the first belong the bites that go with steak, when one's hungry. To the latter belong snake bites and dog bites which may be painful and quite dangerous.

were all smashed, and the freight scattered all over the landscape. A brakeman in the caboose was killed, and was found with his head cut off as cleanly as if done with an axe.

(Continued next week)



DOMINION DAY

With pride, comradeship and confidence the people of Canada prepare to celebrate Dominion's 73rd Birthday. At no time since Confederation has the Nation carried such a burden, but from the strenuous days of early pioneer struggles to this hour in 1940, her people have faced their trials, their duties and their daily tasks with the courage born of a clean heritage.

That Canada today may be of good cheer, birthday honours will be marked by a pause to remember our yesterday's men and women who set the path for the future.

The Canadian Broadcasting Corporation has planned for its National Network listeners a special Dominion Day programme. "Our Home, Our Native Land," which will be heard on Monday, July 1, at 8:30 to 9:00 p.m. EDST.

The story of "Our Home, Our Native Land" will be written by Harry Foster, Canadian author and native of Charlottetown, Prince Edward Island, and will be produced by J. Frank Willis, of the CBC features Department.

A new approach to history will be employed in this story of Canada, her history will be written by Harry Foster, Canadian author and native of Charlottetown, Prince Edward Island, and will be produced by J. Frank Willis, of the CBC features Department.

What has been done before, can be done again and to remind Canadian listeners that many hard battles have been fought, many dangers faced and overcome, is the object of CBC's drama feature, "They Shall Not Pass," which has been written by William Strange, and will be heard next on Wednesday, July 3, at 10:00 p.m. EDST.

THEIR VALLANT DEEDS

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CANADIAN MAESTRO HONORED

Percy Faith, the brilliant young Canadian arranger-conductor whose recent concert with Oscar Levant as guest artist packed Massey Hall, Toronto, has accepted an invitation to arrange and conduct three programmes for the Contented Hour, Mondays at 10:00 p.m. EDST.

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Regarding Enlisted Men

In order to enable this paper to prepare a complete and accurate list of the men from Georgetown and district who have enlisted with the C.A.S.F., the publisher requests the relatives of members of the Canadian fighting forces in England, and those in training in Canada, to fill in the following form and return it to this office:

Name in full (Print Surname First)
Rank
Unit
Place and date of enlistment
Birthplace and age
Names and address of parents or next of kin
Other particulars

with a snake in the grass or a dog that reverses the headline "Man Bites Dog." Antidotes for poisons caused by various animals will be given and also hints on the emergency measure to be taken immediately after the attack.

NOVELTIES IN MUSIC

A new CBC programme bows in on Saturday, July 6, at 7:05 p.m. EDST. "Novelties in Music" will be the title and the order, with Doris Ord, Alleen Stevens and Doris Scott giving a new lift to familiar popular tunes, flanked by Marjorie Daines at the piano and Stan Wilson, with guitar on knee.

NAMES MAKE NEWS

Batrice Sullivan, who's just like a page out of the Bluebook herself, will tell how this famous volume is written in a talk on "The Social Editor at Work," Friday, July 5, at 5:15 p.m. EDST.

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BE KIND TO YOUR EYES, THIS SUMMER

An exceptionally interesting and authoritative article in The American Weekly with the June 30 issue of The Detroit Sunday Times, points out that those snappy sun glasses of yours may be hurting your sight and stomach, too.

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Advertisement for Old Chum tobacco featuring illustrations of people smoking and the text 'There is no other tobacco JUST LIKE OLD CHUM'. Includes contact information for W. H. LONG - Phone 89.