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**JAN. 31 — FEB. 1 from GEORGETOWN**  
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**CANADIAN NATIONAL**

**Creemore Farmer Dies While Skating**

**FATHER OF ASHGROVE MAN**

George Davidson, 60-year-old Creemore farmer, died of a heart attack while skating at the community rink in Honeywood, on Thursday night, January 9th.

Mr. Davidson was born in 1880, on lot 13, Con. 7, Nottawasaga, and had lived his entire life in the district. He was interested in education and had served as trustee and secretary-treasurer of Dunedin Public School for 27 years, as well as being active in the Rural Trustees Association. He was interested in sport, and was a member of a famous Dunedin football team many years ago. He was a member of Lavender United Church and a Liberal in politics.

Surviving are his wife, the former Sarah Fachnie, three daughters and five sons, including G. Davidson, of Ashgrove.

**RECRUITS**

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**Reinforcements for 16-43rd Field Battery, R.C.A., C.A.A.**

**12th Field Regiment, R.C.A., Active Army**

SIGNED:

**O. M. McConkey, Major**

**"As We See It"**  
By J. A. Strang

When choosing a subject to write about in a column of this kind, we are always tempted to write about something or other that our readers may not be very familiar with. For instance, a few years ago it was our good fortune to motor through to the Pacific Coast, and we do like to write or talk about that trip, especially about the Rocky mountains. However, if you have never seen the Rockies, no words of ours can describe them to you, so maybe we better stick to topics nearer home. In the January number of the National Magazine, Gertrude Dutton, has an interesting article entitled "Oddments in Cookery" that we liked much. This article deals with many of the different spices and is well worth reading. Even the condiments, salt or pepper make an interesting topic or again bread has plenty that would interest anybody, in its manufacture. Maybe we will be telling you something about writing a letter column. It isn't the scarcity of topics to write about, it's making up one's mind what not to write about, that causes those wrinkles.

When the new house is completed, or the old one remodelled, about the time that we are beginning to think that we have everything about perfect, something is sure to crop up, that places the monkey wrench in the machinery—and we decide right then that the next time that we build or remodel we are going to have everything right and no mistakes. It may be merely a misplaced water pipe that causes the trouble. It was working alright until that day, like Wednesday of last week, when the wind was in the east, and real cold at that, and can't a cold east wind cause trouble to water pipes. Turning on the tap the following morning, we get no response. The water is frozen. Of course we could phone for the plumber, but we might find that thirteen others had phoned him before we did. Anyway we do like the idea of how to get in the cellar, we get out the garden hose and attach it to a hot water tap some place, then we shove the business end of the hose into that awkward corner where we think that the trouble lies, turn on the water and in a few minutes everything is O.K., once more. The idea isn't copyrighted and you are welcome to try it out.

It was crossword puzzles that were all the rage a few winters ago and then it was jig-saw puzzles that became quite popular. We suppose that this is the winter of getting programs. We don't recall ever getting excited about either the crossword or the jig-saw puzzles, but we do like the quiz programs. Of course "Information Please" is the best of all but some of the others are quite interesting also. It might be natural to think the winner on some of these programs, gets some easy money, and while we think of the one, that won, we never give a thought to the thousands that write in each week, and who never get anything for their trouble. Suppose the winners were the contestant on one of these programs and you were asked to quote the rhyme and also to name the author or poet that wrote the lines that begin something like this: "Little Jack Horner, sat in a corner, could you do it?" We could quote the lines but we couldn't name the poet that wrote them. No doubt it was written by some one who may not have been a poet at all and who never dreamed that his simple little couplet would be memorized by millions. We remember reading the same story as it might have been written by one of our well known poets. It should be easy for you to name the poet that the writer must have had in mind.

Jack Horner there, the bonnie lad,  
Sae fu' o' joy and pleasure,  
A wee bit sweetie makes him glad,  
He's eating at his leisure.

The noo' he pu's a plum awa,  
And then he takes anither,  
An' says "We're no so bad at a',  
The plum and me thegither."

If this gets by the Herald's waste paper basket, we may give you another poet's version of the same story next week.

Reclips are always of interest, especially to the ladies. Here is one that I have given before but it is still quite modern and may interest our readers. In fact it might even be of interest to a domestic science class.

Give me a spoon of Oleo Ma,  
And the sodium alkali,  
For I'm going to make a pie. Mother,  
I'm going to make a pie.

For Dad will be hungry and tired,  
Ma,  
And his tissues will decompose,  
So give me a gram of phosphate,  
Ma,  
And the carbon and cellulose.

And give me a chunk of casein, Ma,  
To shorten the thermo fat,  
And give me the oxygen bottle, Ma,  
And look at the thermostat.

And if the electric oven is cold,  
Just give it one more ohm,  
For I want to eat dinner ready, Ma,  
The moment that Dad gets home.

Sorry, we aren't gifted that way, or we might have set that one to music.

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**The Year On The Canadian National System**

By S. J. Hungerford, Chairman and President, Canadian National Railways, and President, Trans-Canada Air Lines.

With steadily increasing force, the impact of the war is being felt in every phase of the Dominion's industrial and commercial activities. The needs of modern mechanized warfare are so numerous and so great, the cost in labour and materials so immense, that there is created a greatly increased demand for commodities and services of all kinds. The present conflict gives promise of being the most expensive in the history of the world as yet known. By the close of the war we will have added to our manufactures a long list of items which a year ago were comparatively new to Canadian factories and mills.

Canada's railways made possible the very important expansion in the variety and volume of the Dominion's commodity production which took place in the twenty-five years preceding 1939. The same railway network is making possible the present expansion in our production, and the expansion which is following. The Canadian National Railway System — its 22,000 miles of line traversing the Northern forest belt, tapping the mineral riches of the Canadian Shield, spreading out across the agricultural areas of the country, serving every principal manufacturing centre on the ocean and inland ports of the Dominion — is proving itself able to provide Canadian industry with the efficient transportation service required to effect this expansion in our production of materials and equipment.

The increasing demand for railway service has been the task of the Canadian National Railways' operations in 1940. While the audited figures for the month of December are not yet available, carefully estimated results for that month added to the known figures for the first eleven months of the year show that the system had in 1940 net revenue of \$42,000,000 after the payment of operating expenses. For comparative purposes, results for 1938 and 1940 are shown:

Operating Revenues, 1940,	\$244,000,000;
1938,	\$203,820,186;
Operating Expenses, 1940,	\$202,000,000;
1938,	\$182,845,768;
Net Revenue, 1940,	\$42,000,000;
1938,	\$20,974,418;
Operating ratio, 1940,	83.78%;
1938,	89.76%;
1938,	96.67%.

The safe and expeditious handling of special wartime movements of thousands of men of the navy, army and air force has been the concern of all departments of the Canadian National System — railway transportation, sleeping and dining car, steamships, air lines, hotels, express and telegraphs. Less in the public eye but extremely important has been the task of moving thousands of trainloads of construction materials, machinery and equipment to the new manufacturing plants. As these plants are completed there comes the work of transporting to them large tonnages of many kinds of raw materials and trying to ocean shipping points, the production of war material and equipment. Besides meeting the transportation requirements of Canada's fast growing munitions industry, the country's railway transportation facilities must maintain the flow to the United Kingdom and other countries of timber, metals, grain, meat, etc.

Meeting the increased demand for railway transportation service means the expansion of rolling stock and other facilities. The Canadian National early took steps to ensure that its supply of cars and locomotives would be adequate. Its shop programmes on repair and rehabilitation have brought the number of units available for service up to a very high percentage figure. During 1940, 2,760 new box cars, 500 flat cars, 100 refrigerator cars, 30 small, 100 express and baggage cars, 150 ballast cars, and 25 heavy duty steam locomotives were added to the equipment of the railway. The box cars are of all-steel construction, 90,000 lbs. load limit, similar in design and equipment to those purchased during recent years. The flat cars, 52 feet long and 125,000 lbs. load limit, are supplementing equipment being used in handling airplane sections and also lumber from Pacific Coast sawmills to Atlantic Coast ports. Locomotives purchased are of the "6100" class, primarily designed for freight service but also suitable for heavy passenger service. In working order, locomotive and tender weigh 343 tons; over-all length is approximately 94 feet. These engines are equipped with mechanical stokers, superheaters, feed water heaters and roller bearings. Increased traffic due to the conditions made advisable certain additions to track facilities by way of passing tracks, siding and yards. Further additions to physical facilities are under study and consideration to meet growing wartime demands for railway transportation service.

At sea the vessels of the Canadian National Steamships (West Indies) Ltd., and of the Canadian Government Merchant Marine Ltd., are doing important work in the import and export activity of the Dominion and in passenger carrying. The vessels now operated by the C.N.M.S. include some 15 ships, formerly managed by French and Danish interests. Engaged in the naval defence of the Do-

minion, are the "Prince Robert," the "Prince David," and the "Prince Henry," formerly of the Canadian National Pacific Coast Steamship fleet.

Some seventeen hundred employees of the Canadian National System are on active service with the Navy, Army and Air Forces of Canada. The preservation of seniority and continuity of service on the railway for these employees has been the subject of action by the Board of Directors.

On land, at sea, and in the air the Canadian National System and its personnel face the tasks which lie ahead with confidence and with a determination to leave nothing undone to contribute a maximum of service to the nation.

**Lift Up Your Hearts**

To those who are so fortunate as to be living on a continent where there is peace and protection, these lines from the pen of Thomas Curtis Clark should appeal.

"Not yet has earth succumbed to baneful power,  
A mighty host are they who do God's will;  
For conscience rules the hearts of millions still,  
God's centuries make vain the tyrant's hour;  
In countless breasts is liberty enshrined,  
And myriad feet still walk the path of peace.  
Love's dream still lives and ever shall increase;  
Tis not in vain Christ's perfect light has shined,  
Lift up your hearts and quench your stubborn fears;  
The proud dictators yet shall face the night.  
Time digs the graves of those who spurn the right;  
They have their day, but justice claims the years.  
Lift up your hearts and know that life is good,  
That God will crown His dream of brotherhood."

**MY MIRROR AND ME**

I have a faithful mirror and in it I can see,  
That when I smile a pleasant smile my mirror smiles at me.  
Lord, help me walk from day to day, so that my life may be  
A light to light the darkened way, a mirror Lord, of Thee.

When trouble may surround us and other folks are blue  
May I reflect Thy goodness Lord, in kindly things I do,  
And when the day is dark outside and when the clouds are low,  
Then help me show the brighter side, keep smiling as I go.

**ERIN MAN DIES — FORMER GEORGETOWN RESIDENT**

James Harding, lot 7, con. 9, Erin Township, died suddenly from a heart attack, while at work in the bush on his farm on Tuesday afternoon, January 14th. Dr. H. Gear and acting coroner Dr. Pritchard, of Guelph, were called and pronounced death due to natural causes. No inquest was deemed necessary.

He is survived by his wife, formerly Violet Susan McCann, and two children, James and Helen. The family formerly lived in Georgetown before moving to Erin several years ago. The funeral was held on Thursday, with interment in Coningsby Cemetery.

**TOO BAD**

Logger — "Not a day passes but what my wife shows her incompatibility."  
Millman — "Ain't it a crime the way women dress."

**NOTICE TO CREDITORS**

IN the matter of the estate of JAMES HICKEY, late of the Town of Georgetown, in the County of Halton, gentleman, deceased.

NOTICE IS HEREBY GIVEN that all persons having any claims or demands against the late James Hickey, who died on or about the tenth day of December, 1940, at the Town of Georgetown, in the County of Halton, and Province of Ontario, are required to send by post prepaid or to deliver to the undersigned Solicitors herein for Trefle Imbeau, the Executor of the last Will and Testament of James Hickey, gentleman, deceased, their names and addresses and full particulars in writing of their claims and the nature of the securities, if any, held by them.

AND TAKE NOTICE that after the 15th day of February, 1941, the said Trefle Imbeau will proceed to distribute the assets of the said deceased among the persons entitled thereto having regard only to the claims of which he shall then have had notice and that the said Trefle Imbeau will not be liable for the said assets or any part thereof to any person of whose claim he shall not then have received notice.

DATED at Georgetown, Ontario, this fifteenth day of January, A.D. 1941.

DALE and BENVENISTE,  
Solicitors for the said Trefle Imbeau.