

# THE GEORGETOWN HERALD

NEWS OF  
 GEORGETOWN, NORVAL, GLEN WILLIAMS, LIMESOUSE,  
 STEWARTTOWN, ASBROVE, BALLYMAD, TERRA COTTA.

**SUBSCRIPTION RATES**  
 Canada, United States and Overseas \$2.00 a year  
 Single Copies 5c

Advertising Rates will be quoted on application  
 TELEPHONE: No. 8

WALTER O. BISHOP, Publisher  
 MARY H. BISHOP, Editor  
 CLARFIELD L. McOILVRAE  
 Mrs. C. Macdonald Rose Hill  
 Member of the Canadian Weekly Newspaper Association and the  
 Ontario-Quebec Division of the C.W.N.A.

## The Editor's Corner

### "MISSING BELIEVED KILLED"

"These cryptic words mean another one of our boys, one more of our country's best—some mother's "baby," some father's "pride," perhaps some tiny tot's "daddy"—has given his all for us.

"If you're single and earn over \$20.00 a week, don't pat yourself on the back when you say to the Victory Loan canvasser, "Oh, I guess I'll buy a \$50.00 Victory Bond." Kneel down instead, and beg God to open your eyes, your heart and your purse, and to give you a some of the vision, the zeal, the "love of their country" our men in the armed forces have.

"For you are not buying anything, mister—not a thing. Out of your priceless bounty, and without straining yourself one little bit, you're LENDING the Government a measly \$50.00 to train, equip and pay these very best of our young men, who are so ready, willing and eager to give their all that this Canada of ours—this Canada THEY love so deeply—shall never become another Poland, Czechoslovakia, Greece, Belgium, France or Norway."

"Even if you were to lend EVERYTHING you have, you would still be offering far, far less than they who are offering—AND GIVING—their very lives. And their family, their home, their Canada, are just as dear to them as yours are to you.

"Remember, you don't buy Victory Bonds. You merely lend some of your money to the Government, and your Victory Bonds are a Government receipt for the amount of your loan. Victory Bonds are worth their face value any time. You can get money on them from the bank, if you need it, just as easily as you can draw money out of your Savings account."

We thought the above article by M. A. Sanderson a particularly fine one. By November 7th, Georgetown is scheduled to lend \$225,000.00 to our government by Victory Bond investments. At time of writing, General Sales Chairman, LeRoy Dale, reports sales are encouraging, but there is still room for improvement. Let's put those dollars to work, and have Georgetown exceed the quota set. We can even hit the \$300,000.00 mark if we really try!

### HALLOWE'EN

To most of us, Halloween brings visions of fun and jollity. It's a night of mystery, lit by grinning pumpkin faces in darkened windows. Early evening will bring forth a weirdly attired number of little folk, with their familiar cry of "shell out", and later on parties will get into full swing, with "bobbing for apples", "pinning the tail on the donkey" features of the evening's fun.

Halloween is an old, old festival. The ancient Romans held it about the first of November, in honour of Pomona, the goddess of fruit trees. The Druids celebrated a festival in Britain at the same time, in honour of the sun god, and in thanksgiving for harvest, and the two festivals seem to have become one in the minds of the Britons. When the people became Christian, the early Church Fathers wisely let them keep their old feast but gave it a new association by holding it in commemoration of all saints and martyrs. It was in this way, the eve of the festival came to be called "All Hallowe'en." The name comes from the old English word "halwe", or as we now say, "holy".

Many beliefs have grown up about Halloween. Spirits, good and bad, were supposed to be abroad. Thus the idea of pranks, supposedly the work of evil spirits, played on Halloween, came into being. We all know that real harm has been done to people's property, under the guise of Halloween mischief. No one can condone this, and we hope Georgetown will have no complaints lodged about damaged property this year.

### TAKE CARE OF JUTE BAGS

Among goods that are becoming increasingly short in supply are jute bags. Farmers are urged not only to take special care of every kind of bag, but to keep them moving back into the trade.

With filled bags care should be taken to see that they are not stacked so high as to rupture the bags on the bottom. No hooks should be used and every precaution taken to prevent damage by rats and mice. The bags should be stored in a dry place. When opening them open by the seam by cutting the string, not the cloth. Empty bags should be well shaken then hung

## J. S. Hungerford and the Canadian National



From the days of his apprenticeship which began in 1886 when he was fourteen the career of Samuel J. Hungerford covers a span of fifty-six years all spent in railway work. From his first employment in a railway machine shop at Parham until his appointment first as President and then as Chairman of the Board of the Canadian National Railways, Mr. Hungerford has lived through the period of greatest development in Canadian rail transportation, a period which he himself describes as "a thrilling half century."

While Mr. Hungerford has been engaged in railway work in Canada, the population of the Dominion has more than doubled, the value of production and resources has multiplied many times. At the beginning of his apprenticeship in 1886, the Grand Trunk and the Intercolonial were operating in Eastern Canada and the Canadian Pacific line from Montreal to Vancouver had just been completed. The total railway mileage was eleven thousand, approximately one-fourth of the present mileage—42,700. In the first year of Mr. Hungerford's apprenticeship the gross revenues of all Canadian railways amounted to only \$3,000,000. In contrast, the gross revenues of the Canadian National Railway System alone were \$304,000,000 in 1941.

During the years of his growth and advancement, the opening up of the country was given over to the railways and in the development of the country came to play an important role, beginning in the early part of the century and during the busy years of construction preceding the first Great War.

Mr. Hungerford was born near Bedford, Quebec, on July 16th, 1872. His boyhood training was similar to that of other boys in rural districts, and he was in High School at the age of 14 when his father died. That was the beginning of real responsibility. Necessity compelled the boy to leave school and go to work. The first choice of employment was to settle his life-time occupation. He became machinist apprentice in a railway shop, served his time, and laid the foundation for his career in transportation. Within that span the apprentice progressed through the shops, maintenance and construction fields, supervisory positions and executive posts to attain the office as President of one of the world's most important transportation organizations, the Canadian National Railways, with the largest rail mileage in North America, auxiliary services of telegraphs, express, hotels, mail and coastal steamships, and related services of ocean vessels and air lines.

The apprentice began work in the shop of the South Eastern Railroad at Parham, Quebec, receiving five cents an hour for a ten hour day. Wood-burners were then in use, automatic couplers and air brakes were just coming into use. Yet progress was being made and the apprentice who carried a text book in his dinner pail was later to participate in the development which led to powerful and efficient steam locomotives, steel passenger coaches and freight cars, refrigeration, air conditioning, heavier rail, comforts for passengers and railwaymen alike, the adoption of numerous safety devices and the extensive employment of automatic signalling.

In 1891 the journeyman machinist began the first of many moves which brought him to work at points in Quebec, Vermont, New Brunswick, Ontario and Western Canada, until in 1903 when he was appointed master mechanic at Calgary. Successive steps found him superintendent of all the Winnipeg shops.

During a period of 24 years Mr. Hungerford has been through all phases of locomotive and shop work, thus becoming thoroughly qualified in all matters concerning motive power and its efficient maintenance. In 1910 he became superintendent of rolling stock, Canadian Northern Railway, with headquarters at Winnipeg.

The ten years that followed was an active period in Canadian Railroad

and Mr. Hungerford was in the midst of the activity which brought considerable additions to the railway mileage of the Dominion. The first Great War added to his responsibilities and he was transferred to Toronto in 1917 as superintendent of rolling stock, later becoming General Manager of Eastern lines. In 1918 financial trouble arising out of the abnormal conditions of the war years compelled the Government of the day to take over the Canadian Northern and the National Transcontinental Railways. Grouped with the Canadian Government Railways these lines became the Canadian National Railways and Mr. Hungerford was appointed assistant Vice-President of Operating Maintenance and Construction of this important alignment.

Two years later, in 1920, the Grand Trunk Pacific was brought into the amalgamation. Mr. Hungerford then became Vice-President in charge of these departments and in 1923 he became General Manager of the System.

The following year, 1923, brought the Grand Trunk Railway into the group and under the late Sir Henry Thornton La Chairman and President, the amalgamation of the Canadian National System was complete. Mr. Hungerford as Vice-President in charge of Operating and Construction.

Thus within the span of 37 years the apprentice had progressed from his first humble tasks to responsibility for the operation and maintenance of the largest railway in North America. It was a grave responsibility not only because of the great mileage involved and the vast territory to be served but also because these systems had been built without relation to each other, except in the case of the Grand Trunk Pacific and the National Transcontinental Railways and it was necessary to co-ordinate the lines. The magnitude of the undertaking cannot be properly dealt with within the limits of this sketch, but it represents an important part of the transportation history of Canada.

During the period of co-ordination of the Canadian National transportation facilities were improved, motive power expanded, services extended, new ideas were encouraged and a warm family spirit was developed among the employees. Proving more than a career during these years, the System helped to develop new territories, the expansion of which greatly added to the mineral, forest, industrial and agricultural resources of the country.

The international depression fell upon Canada before the structure was entirely completed and its effects were felt by the System in common with all transportation organizations on this continent. In 1932 Sir Henry Thornton resigned and Mr. Hungerford was appointed as acting president. The appointment was confirmed in 1934 and in 1936 he was made Chairman of the Board of Directors. In 1937 he became the first president of Trans-Canada Air Lines. In July 1941, Mr. Hungerford resigned the presidency of the railway system, and of the air lines, retaining as chairman of the C. N. I. board. He was succeeded as president of the Canadian National by R. O. Vaughan, then Vice-President in charge of purchases, stores and steamships, and as president of T.C.A. by H. J. Byrington, K.C.

## Canada Year Book Ready for Distribution

The 1942 edition of the Canada Year Book, published by authorization of the Hon. James A. MacKinnon, Minister of Trade and Commerce, is announced by the Dominion Bureau of Statistics. The Canada Year Book is the official statistical annual of the country and contains a thoroughly up-to-date account of the natural resources of the Dominion and their development, the history of the country, its institutions, its demography, its different branches of production, trade, transportation, finance, education etc.—in brief, a comprehensive study within the limits of a single volume of the social and economic conditions articles that are shown in the edition has been thoroughly revised throughout, and includes in all its chapters the latest information available up to the date of going to press.

The 1942 Canada Year Book extends to over 1,000 pages, dealing with all phases of the national life and more especially with those susceptible of statistical measurement. A statistical summary of the progress of Canada is included in the introductory matter. This gives a picture in figures of the remarkable progress that the country has made since the first census of the Dominion was taken in 1871.

Special War Articles.—The special articles that are shown in the edition of the Year Book have been selected to illustrate the effects of the War on the Canadian economy and to show such changes and developments as have taken place to date. There are many other special articles relating to manufacturing, resources etc.

The important chapters on Labour, Public Finance, Currency and Banking, and Internal Trade have also been directly related to the war effort and the special War Chronology begun in the 1940 Year Book is brought up to date.

The drastic changes that the War has already brought about in the "way of life" of the average Canadian are reflected in even a cursory comparison of the present edition with that of

# DIRECTORY

**F. R. WATSON**  
 D.D.S., M.D.S.  
 Georgetown  
 Office Hours — 9 to 5, Except  
 Thursday afternoons

**A. M. NIELSEN**  
 80th Year of Practice  
 Chiropractor  
 X-RAY  
 Drugless Therapist  
 Lady Attendant  
 Office over Dominion Store  
 Georgetown  
 Hours: 2 - 5 - 7:30 - 9:30 p.m.  
 Closed Thursday Phone 1186

**DR. J. BURNS MILNE**  
 DENTAL SURGEON  
 X-RAY  
 Georgetown — Phone 98

**CLIFFORD G. REID**  
 D.D.S., D.S.D.  
 DENTIST  
 Phone 419  
 Main Street — Georgetown

**LeRoy Dale, K. C.**  
**M. Sybil Bennett, B. A.**  
 Barristers and Solicitors  
 Mill Street  
 Georgetown — Phone 19

**Kenneth M. Langdon**  
 Barrister, Solicitor, Notary Public  
 First Mortgage Money to Loan  
 Office — Gregory Theatre Bldg  
 Mill Street  
 Phone 23 — Georgetown

**FRANK PETCH**  
 LICENSED AUCTIONEER  
 ALL CLASSES OF INSURANCE  
 Prompt Service  
 Phone 331 — Georgetown  
 P.O. Box 413

**Elmer C. Thompson**  
 INSURANCE SERVICE  
 Fire — Auto — Windstorm  
 C. F. Railway and Allied  
 Steamship  
 SUMMER EXCURSIONS  
 Phone 119 or J Georgetown

**Gray Coach Lines**  
**TIME TABLE**  
 NOW IN EFFECT  
 Daylight Saving Time  
 LEAVE GEORGETOWN

Eastbound	Westbound
a 7:04 a.m.	10:00 a.m.
8:34 a.m.	11:25 a.m.
12:00 p.m.	2:20 p.m.
3:24 p.m.	4:45 p.m.
4:54 p.m.	b 5:40 p.m.
6:34 p.m.	c 7:15 p.m.
9:19 p.m.	dx 8:30 p.m.
b 1:50 a.m.	dy 10:05 p.m.
	11:35 p.m.

a—Daily except Sunday.  
 b—Sun. and Hol. Only.  
 c—Daily except Sun. and Hol.  
 d—Sat., Sun. and Hol.  
 x—To Kitchener only.  
 y—To Stratford only.

**RADIO**  
**Repairing**  
 WE SPECIALIZE IN  
 THIS WORK  
 15 Years Experience  
**J. Sanford & Son**  
 Phone:  
 GEORGETOWN 146

**Monuments**  
 MARKERS AND LETTERING  
**POLLOCK & INGHAM**  
 Designs on Request—Phone 3048  
 Inspect our work in Greenwood  
 Cemetery

**RALPH GORDON**  
 The versatile entertainer for  
 your next program  
 Illustrated circular Free  
 TORONTO  
 Address: 628 Crawford St.

**C. N. R.**  
**TIME TABLE**  
 Daylight Saving Time  
 Going East

Passenger	7:01 a.m.
Passenger and Mail	10:03 a.m.
Passenger and Mail	2:54 p.m.
Passenger, Sunday only	6:31 p.m.
Passenger, daily	8:34 p.m.
This train was formerly the flyer but now stops	
Going West	
Passenger and Mail	8:35 a.m.
Passenger, Sat. only	2:18 p.m.
Passenger, daily except	6:34 p.m.
Saturday	7:00 p.m.
Daily except Sunday	11:30 p.m.
Passenger, Sundays	12:53 a.m.
only	
Daily Except Sunday	12:53 a.m.
Going North	
Passenger and Mail	8:45 a.m.
Going South	
Passenger and Mail	7:13 p.m.
Depot Ticket Office—Phone 106	

1939, and the above references are indicative only of the main directions of change. Each chapter has been recast in ways too numerous to mention here, in order to show the reorientation of the economy that has taken place and is bound to affect the lives of future generations in a very real sense.

Persons requiring the Year Book may obtain it from the King's Printer, Ottawa, as long as the supply lasts at the price of \$1.50 per copy; this covers merely the cost of paper, printing and binding. By a special concession, a limited number of paper-bound copies have been set aside for ministers of religion, bona fide students and school teachers, who may obtain such copies at the nominal price of 50 cents each but application for these special copies should be directed to the Dominion Statistician, Dominion Bureau of Statistics, Ottawa.

**SUGAR REGULATIONS FOR THRESHING CANONS**

To clear up misunderstanding regarding special allowances of sugar for feeding threshing gangs, the ration division of the Wartime Prices and Trade Board has issued a further explanation.

Until October 31, by which time it is assumed threshing operations will have been completed, an applicant who is feeding threshers may obtain extra sugar on the basis of one ounce per person per meal.

As the special purchase vouchers formerly used for such purchases were abolished September 30, the merchant

who provides the sugar for threshers is required to make up an invoice, or prepare on his own letterhead, the following information: name and address of purchaser, number of men in harvest gang, length of time they will be working, amount of sugar sold, purchaser's signature to indicate he took delivery. These invoices will be used by the merchant in replacing his sugar stocks.

The ration division explained that details of the arrangement are being emphasized because some merchants have been selling sugar to farmers without due regard for the conditions involved. It was pointed out that this provision of extra sugar for threshing gangs, after the special purchase vouchers had been abolished, was in response to numerous representations from those whose threshing is late this year. It was also emphasized that the special provision does not extend to tea or coffee.

Picnic—I've found a four-leaf clover, Sally.  
 Sally—Goody, goody! That means we will soon be married.  
 Picnic—Oh, but I thought it meant good luck.

**PICOBAC**  
 Pipe Tobacco  
 FOR A MILLION