

THE GEORGETOWN HERALD
 NEWS OF
 GEORGETOWN, NORVAL, GLEN WILLIAMS, LIMEHOUSE
 STEWARTTOWN, ASHGROVE, BALLINAFAD, HORNBY,
 TERRA COTTA, ACTON, BRAMPTON, MILTON.
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The Editor's Corner

ESQUESING MAY ADOPT TOWNSHIP SCHOOL AREA PLAN

A few weeks ago we commented, in this column, on the success with which the Township School Area plan had worked in Nassagaweya last year. Our own Township of Esquesing is now giving serious consideration to the adoption of the new system. Already one meeting has been held in Stewarttown to discuss the "area idea," and another is scheduled in the very near future. Nothing definite has been decided yet, but it seems fairly possible that Esquesing may adopt the plan which has been put into effect with beneficial results to all, in Nelson and Nassagaweya.

There are seventeen or eighteen schools in our township, and as experience has shown that about 8 or 9 schools make the most desirable unit in the Township School Area plan, Esquesing would probably have two areas.

Under the plan, all schools in the proposed area, their assessments, liabilities, and bonuses, are pooled. An equalized tax rate is struck by a referee appointed by the Minister of Education. The referee is usually the school inspector of the area. All the individual school boards are dissolved and in their stead a Township School Area Board of Trustees is elected by ballot, the nomination and election taking place at the same time and place as the annual municipal elections of the township. Their only remuneration is a mileage allowance not exceeding seven cents per mile for a maximum of eight meetings per year. The Board of Trustees consists of five members.

Apparently the equalization of assessment is the one point on which some in Esquesing may object to the plan. Here the rate has a wide variation from 1 1/2 to 8 mills. Under the plan the high rate schools would have their rates lowered substantially and the low rate schools would have theirs increased a trifle. In addition the granting of a government bonus of \$250 for each school entering the Township School Area plan would equalize this considerably.

Under the plan the educational opportunities for all rural school children are equalized and have a much better opportunity for becoming modernized. For instance, itinerant teachers of such subjects as music, manual training, household science and agriculture, may be engaged with greater ease. The large unit could arrange for transportation of senior pupils to secondary schools more easily. There would also be a saving in the purchase of school supplies, if the Township Area Board of Trustees decided to supply books free of charge to the pupils in the area, because they could buy wholesale and get the usual 20% discount there, plus a grant from the Department of Education of 25% of the cost, and a grant equivalent to this amount from the County Council. This means that a book which regularly costs \$1.00 costs the Township School Area only 40 cents. The parents of the pupils, therefore, obtain the advantage of reduced costs.

There might be some who would object to the plan on the grounds that too few people would have control of the schools. However, in the survey made it has been found that more people cast their ballots for election of Township School Area Boards than the total numbers who attended the annual meetings in the original school sections.

To us, the whole idea seems an improvement over the old system, from the standpoint of education, finances and administration. If Esquesing adopts the Township School Area plan we don't think they will ever want to revert to the separate school section system. Milton Heights and Norval have already held meetings, and are in favor of the plan.

STEWARTTOWN THRIVING VILLAGE 67 YEARS AGO

We've been delving again into the history of the county as it was in 1877, and found an account of the Village of Stewarttown which we think you'll find interesting. The hamlet today is quiet, and quaintly lovely, with its houses nestled between two high hills, and a calm mill-pond at its back-door, as it were. Lawson's mill still operates, and the buildings spoken of in the Atlas, still exist, but the rest of the story which follows brings to mind quite a different Stewarttown from the village we know today:

This is about the oldest village in the county, and before the building of the Grand Trunk Railway did a very considerable trade. The construction of the railway was the chief cause of its decline, together with the fact that a former owner of the mills here was non-resident. This and other untoward circumstances was

the cause of the removal of the trade to Georgetown. There are now, however, strong indications of returning prosperity, and the village is likely again to become one of the most flourishing in the township. The population is over 200, and increasing. The mills have become the property of Messrs. Lawson Brothers. They have recently erected a steam saw-mill, and intend putting up a steam shingle mill immediately. The flour mill is situated on the west branch of the River Credit. (Steam is also to be added here at once). It is estimated that two million feet of lumber will be manufactured here this season, besides a large quantity of shingles. Number of hands employed by them, about 20.

Captain Johnston has also a saw and shingle mill constantly running, and employs 10 hands. David Cross, Esq., has an extensive tannery, which turns out annually a large and superior quality of leather, which, together with his hop farm, gives employment to a considerable number. Edward Nixon, saddle and harness maker, is doing a lucrative business and is largely patronized. Henry Tost, builder, has quite a reputation in his line. Thomas Bell, blacksmith, etc., is also doing a good business. This village is the capital of the township, and it has been the seat of the local legislative body, viz., the Township Council, since 1850.

It contains a large two-storey brick school-house, with two departments; two churches, namely, Church of England and Wesleyan Methodist; the most commodious public hall in the township; a drill shed, and is the headquarters of No. 2 Company, 20th Batt., under command of Captain Appelbe. Here also are situated a Grangers' Lodge, and Orange Lodge; also a Lodge of Good Templars. The post-office is called Esquesing, and was the first established in the township.

Historical data on the county is very hard to get, but when we do have access to some, we publish it because of the widespread interest it holds. Printing it in the newspaper is also another way of preserving the information.

BIBLE'S CIRCULATION EVER-WIDENING

Over 600,000 copies of the Upper Canada Bible Society's "Service Edition" of the New Testament have been distributed, without cost, to Canadian men and women on active service, through the Chaplains Services, it was disclosed in the Society's annual report just released. The Society's war services also include provision of Scripture in the required languages for prisoners-of-war, and interned aliens, and for the sick and wounded. The Bible Society supplies, for inclusion in the emergency equipment placed in life-boats and rubber rafts, a copy of the New Testament enclosed in a specially designed waterproof cover. Wide publicity has been given the statement of a rescued airman "There are no atheists on a rubber raft."

The annual report is an inspiring story of Scripture distribution, not only in the Upper Canada Auxiliary in the Province of Ontario, but throughout Canada and throughout the world. The Society, founded in 1819, has over 500 branches throughout the Province of Ontario. Georgetown's branch has been established for many years and has an excellent record.

With Easter coming this Sunday with its message of resurrection and hope, it is fitting indeed to pause and reflect that in this time of stress, people the world over are turning back to their Bibles for help, comfort and guidance.

CONCERNING PLANES IN THE AIR AND ON THE GROUND

Airways and aeroplanes are in the news these days.

With regard to airways, we have at hand an excellent bulletin from the Aeronautical Institute of Canada, which is endeavouring to rouse an awareness of post-war aviation development, in all towns across Canada with populations of over 1000. A National Air Conference will be held in Toronto at the Royal York Hotel, May 2nd and 3rd, to which all the towns aforementioned, have been formally invited. We note that some of our neighbouring towns have already chosen representatives to attend.

Just what line of development Canadian post-war air transportation will take still remains to emerge from the maze of indecision and contradictions now prevalent in Ottawa. But Canadians who have given the matter thought, have decided on several points, which will have to be reflected in any governmental decisions.

We believe the majority wish the scheme of post-war air development in Canada to be as broad in scope as possible. This will serve a triple purpose by giving our thousands of young R.C.A.F. men an opportunity to utilize their training, flying Canadian-built planes, thus ensuring that the government's large investment in aircraft factories will not be lost. At the same time such a scheme can prove to be the means of opening up the vast north-western wilderness of Canada, to reveal a greater country, with equally greater opportunities.

And in all this planning, the aforementioned towns quite rightly desire a voice, for they want their municipalities to have a place on Canada's air-map. At the National Air Conference, leading experts in every branch of aviation will be present to advise municipal delegates and business leaders on local airport development.

When we mentioned that aeroplanes were in the

news, we had in mind the dispute between Premier Drew and the Dominion Munitions Minister, Honourable C. D. Howe. You have probably read of Mr. Howe's announcement that the planes known as Douglas DC 4's would be used by the T.C.A. after the war, and that the contract would be placed with a Montreal firm. We feel that Premier Drew, representing the 9000 workers employed at Malton, was quite right in demanding to know why the Montreal firm and that particular type of plane were so arbitrarily chosen. He was answered in Parliament last Saturday by the munitions minister. It was reassuring to know that no opportunity is being lost to see that Malton Victory Aircraft will take its rightful place in post-war plane manufacture. There has been a tremendous development in that district, and several hundred workers from Georgetown are employed at the plant. There is no other plant in the whole of Canada in a better geographical position to turn out planes for the post-war trade.

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C. N. R.
TIME TABLE
 Daylight Saving Time

GOING EAST

Passenger	7.01 a.m.
Passenger and Mail	10.10 a.m.
Passenger and Mail	7.02 p.m.
Passenger, Sunday only	8.31 p.m.
Passenger, daily	9.25 p.m.
This train was formerly the flyer but now stops.	

GOING WEST

Passenger and Mail	8.40 a.m.
Passenger, Sat. only	2.23 p.m.
Passenger, daily except Saturday and Sunday	6.35 p.m.
Passenger, Sundays only	7.33 p.m.
Passenger, Sundays only	11.53 p.m.
Daily Except Sunday	12.59 a.m.

GOING NORTH

Passenger and Mail	8.50 a.m.
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GOING SOUTH

Passenger and Mail	7.08 p.m.
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FOR TORONTO

7.04 a.m.	6.44 p.m.
9.34 a.m.	9.34 p.m.
2.24 p.m.	b 10.09 p.m.

FOR LONDON

y 10.35 a.m.	s 7.15 p.m.
y 2.20 p.m.	b 8.20 p.m.
4.50 p.m.	x 11.10 p.m.

b—Sun. and Holidays only.
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 y—To Kitchener.
 s—To Stratford.
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