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## SKUCE TO TRAFALGAR BORNHOLD IS INSPECTOR

With the opening of schools this September, some changes have been made in the inspection of public schools in Halton County with the division of this county into two inspectorates to be known as Halton No. 1 and Halton No. 2.

The new inspectorate, Halton No. 2, consists of the public schools in Trafalgar Township. L. L. Skuce, B.A., B.Paed, public school inspector in Halton County for the past twenty years, assumes the position of superintendent of public schools in Trafalgar Twp. Kenneth Armstrong, B.A., M.Ed., the former supervising principal of the Trafalgar schools, becomes inspector of public schools for Halton No. 2.

The inspectorate of Halton No. 1 consists of the remainder of Halton County and comprises the Townships of Esquesing and Nassagaweya, the village of Bronte, and the towns of Acton, Greater Burlington, Georgetown, Milton, and Oakville. R. F. Bornhold,

## The More I See of It The Better I Like It

by Ronald More

The more I see of Canada, the better I like it. There is still so much to see for, after all, Canada is an immense country full of the most delightful scenery so that, apart from the prairies, there is something new at almost every turn and it becomes better the further one travels west.

Last April, I travelled by Canadian National Railways from Toronto to Prince George, B.C., and was fortunate enough to be able to watch nature turning from winter into spring. It was an amazing sight. The trees were thrusting their buds out to the sun, millions of various types of ducks sported on the many sloughs, hundreds of Canada Geese looked up from their feeding, with a look of disdain, at the throbbing monster which hauled our train to the West.

Knowing there were certain stories to be written within a few months, one was able to concentrate on them and begin to outline the general trend but had the train seats not been comfortable and the atmosphere one of "complete personal service," this would not have been possible. I was able to leave the train with a perfectly pressed flannel suit, though how the "presser" managed it, I shall never be able to guess.

And so on to Jasper, Alta., and those magnificent Rockies. Now, for anyone travelling to Prince George there is a wait of several hours, there, but in such a city as Jasper what does that matter? There is far too much to see — even if the usual summer hotels and various tourist traps were still closed and the day sunny though chilly — and a walk along the highway, with practically no traffic, produced a close-up of a group of mountain goats not more than fifty feet from the road.

They even posed for the inevitable photograph looking at the camera as though to say: "Oh, here is the first of those tourist pests with his little black box. 'Heads up, boys.' Their supercilious attitude was truly laughable. From Jasper to Prince George, the run is through some of the most magnificent scenery in Canada.

One meets all manner of men. Officials of the railway, such as a travelling auditor on his way to visit station agents, a colonel of a Canadian regiment stationed in Germany on his way home on leave. And so, as the trip progresses, so the types of travellers change.

From Toronto to Winnipeg there are the inevitable travelling salesmen full of the talk of their kind and from there, all across the prairies, the general trend seems to be either farmers or salesmen on their way to induce said farmers to buy their products or most definitely go out of business.

Later on one meets lumbermen or miners from out of the far north, on their way back, through Edmonton, to such places as Uranium City, Eldorado, or Flin Flon and other settlements with such romantic names and the general conversations range from the type or amount of work being carried out in their areas, to how the last night was spent in the "big city," which might have been anywhere from Montreal to Winnipeg — or Chicago.

The lumbermen really begin to show up at Jasper and until it is time to go to bed, the general conversation among them in the parlour car, is one of timber prices, the shenanigans of governments, the charges for stumpage or the chances of forest fires. This latter with a hint of dread in their voice for such a fire can ruin a lumber operator overnight and so on, until someone reminds the rest that this train will arrive in Prince George at the grisly hour of 5.15 a.m. and there is a general exodus to the sleeping cars.

All in all, it was a grand trip and although I have crossed Canada, three times by road, it was the first time by railway, and quite frankly I enjoyed it.

B.A., M.Ed., assistant to Mr Skuce for the past six years, assumes the position of inspector in charge of Halton No. 1. Associated with him will be E. F. Jorgsen, B.A., M.Ed., inspector in the county for the past two years, and W. L. McNeill, B.A., B.Paed, newly appointed to inspectorial duties in Halton.

W. Leonard McNeill is a graduate of Queen's University, and of the University of Toronto. He was born in Janetville, Durham County, and received his earlier education at Janetville continuation school, Lindsay collegiate institute and Peterborough normal school. Prior to his appointment as inspector, Mr. McNeill served as public school principal in the Township of North York in the Metropolitan area of Toronto, in the city of Peterborough, and in the Manvers Twp. Schools in Durham County. With Mrs. McNeill, he has taken up residence in Milton.

Sixty graded and ungraded schools are included in Halton No. 1. Some four hundred and fifty teachers will be on hand to greet the estimated thirteen thousand pupils expected for the opening of school next Tuesday.

The three inspectors of Halton No. 1 have their offices at 7 Court Street, Milton.

## GALBRAITH BROS. HAVE HIGH HERD IN HALTON

J. E. W.

A progress report for the 1318 herds enrolled in the 58 groups organized under Ontario's Dairy Herd Improvement policy has just been released. This report is based on the 305 day lactation records of 28,420 cows. Nearly 89 per cent of this number are Holsteins; 4.1 per cent Ayrshire; 3.6 per cent Jersey; 2.6 per cent Guernsey; and the balance is distributed among the Shorthorn, Red Poll and others.

The average production per cow for 1937 is 8971 lbs. of milk and 321 lbs. of butter fat. Galbraith Bros. of Burlington R. R. 1, had the top Halton herd for butter fat in 1937 with an average production of 12,193 lbs. of milk and 493 lbs. of butter fat. In addition to being the top butter fat herd in Halton D.H.I.A., they stood second in D.H.I.A. in the province. Roy J. Wilson of Milton, R. R. 4, had the high herd for milk production in Halton, with an average production of 13,168 lbs. of milk and 481 lbs. B.F. Other 400 pound herds in Halton included those of Howson Ruddell of Georgetown R. R. 2, Grant Harrison of Burlington R. R. 1, Sam Harrop of Milton R. R. 5, Ross Lawrence of Milton, R. R. 1; Robt. Marshall & Son, R. R. 1, Milton; C. A. May & Son, Hornby, R. R. 2, Denzil Lawrence, Milton R. R. 1, and George

Rae of Hornby R. R. 1.

It is also interesting to note that on the basis of records above D.H.I.A. age class average for butterfat that the herd of Chas. Fatt of Campbellville, R. R. 1, had 100 per cent of his cows above the class average. The Halton West Association supervised by George R. McCormack stood second in the 58 D.H.I.A. associations in the province from the standpoint of butterfat with an average 9681 lbs. of milk and 367 lbs. B.F. Halton Centre Association supervised by Howard King, was in fifth position with an average of 9720 lbs. milk and 359 lbs. B.F., while Halton East association supervised by F. W. Chisholm was in 25th position with an average of 8786 lbs. milk and 326 lbs. butter fat.

Wide Cost Variation

In the analyses made by the Economics branch we note the average cost in 1192 herds for the twelve months ending May 1st, 1937, was \$3.46 per cwt. We note further that the average cost of producing milk in the 119 herds with the low net returns was \$2.80 per cwt., while in the 119 herds with the low net returns the cost of production was \$4.61 per cwt. Factors responsible for this wide variation in cost of production are Production per Cow; Feeding Efficiency; Use of Labour; Use of Capital and Size of Herd.

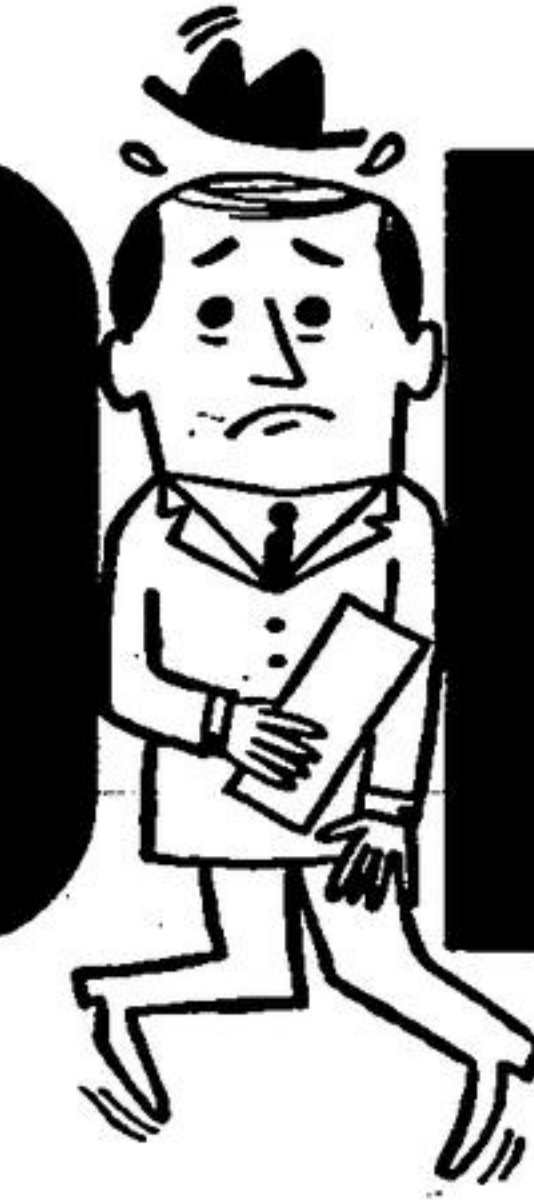
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