

When Your Sweet Tooth Says
CANDY
Your Wisdom Tooth Says
BARNARDS

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VOLUME 80

MILTON, THURSDAY, JAN. 4, 1940

No. 34

CANADIAN CHAMPION

EVERY THURSDAY MORNING
At the Office of Publication,
MAIN ST., MILTON, ONT.

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BRIGHT & WHITE,
PUBLISHERS.

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DRS. STEVENSON and FREED
M.D.; L.M.C.C. M.D.; L.M.C.C.
Physicians and Surgeons
Phone 2W
Office Hours—9:30 a.m. to 1:30 p.m.; 7:30 p.m. to 9:30 p.m.
Coroner, C.P.R. and Gaol Surgeon.

CAMPBELLVILLE:

DRS. FREED and STEVENSON
Phone—Milton 235-r-3.
After 10 p.m., Milton 2W
Office hours—9:30 a.m. to 1:30 p.m.; 7:30 p.m. to 9:30 p.m.
Sundays by appointment only.

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Physician and Surgeon
Phone Office 178W
Residence 178J
Office hours—9:10 a.m. to 1:20 p.m.; 7:30 p.m. to 8:30 p.m.
Baby Clinic—Tuesdays—3 to 5 p.m.

LEGAL

DICK & DICK
W. I. DICK, K.C.
(County Crown Attorney)
KENNETH Y. DICK, B.A.
Solicitors, Barristers
MAIN STREET—MILTON
RESIDENCE 46 OFFICE 112

T. A. HUTCHINSON
Barrister, Solicitor, Etc.
OFFICE—Next door Champion Office,
Main Street—Milton
Telephone 54.

GEORGE E. ELLIOTT
Barrister, Solicitor, Notary Public.
OFFICE—In Farmers' Building, Main Street, Milton,
Telephone 70.

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DENTAL SURGEON
Office in Royal Building, Milton,
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X-RAY Service. Evenings by appointment.

DR. F. E. BARCOCK
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Night appointments may be arranged.
X-RAY SERVICE. GAS EXTRACTION.
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The Chiropractor
24th year of practice.
DRUGLESS THERAPIST. X-RAY
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CLOSED EVERY THURSDAY
Over Dominion Store, GEORGETOWN,
Phone 150 W.

LINTON NAYLER
Painting, Paper-hanging
and General Repairs
Estimates Given. Moderate Charges.
Workmanship Guaranteed.
PHONE 323. 26-3m MILTON

COUNTY OF HALTON
1940 - LOCAL COURTS CALENDAR - 1940

Place of sitting	Day of sitting	Jan.	Mar.	May	June	Sept.	Nov.	Jan. 1941
1 Milton	Friday	5	8	3	28	6	8	10
2 Oakville	Tuesday	9	5	7	25	10	5	7
3 Georgetown	Wednesday	3	1	25	4	6	3	5
4 Aton	Thursday	4	7	2	27	5	7	9
5 Burlington	Monday	10	4	6	31	9	4	6

May, June and September Courts will open at 9 a.m. standard time.
All other Courts at 10 a.m. standard time.

NAMES AND ADDRESSES OF CLERKS—1. B. Knight Milton; 2. John Chambers Oakville; 3. E. C. Thompson, Georgetown; 4. E. T. Thetford Aton; 5. W. C. Riddford, Burlington.

General Sessions of the Peace and County Court Sittings with or without Jury 4th June and 3rd December, on opening days at 1 p.m.

County Court Sittings, without Jury, 2nd of April and 1st of October, 10 a.m. and so often as other lines as may be required for the dispatch of business.

Audit of Criminal Justice Accounts, 5th January, 9th April, 5th July, 4th October, 10 a.m.

By order W. I. DICK, Milton,
Clerk of the Peace

TRAVELLERS' GUIDE.

(All Trains Run on Standard Time)
CANADIAN PACIFIC RAILWAY
—GOING EAST—
7:31 a.m.—Daily, flag.
1:02 p.m.—Daily.
8:45 p.m.—Daily except Sunday.

—GOING WEST—
9:27 a.m.—Daily, flag.
6:16 p.m.—Daily.
12:25 a.m.—Daily except Sunday, flag

—SUNDAY—
Going East—7:31 a.m., flag, 1:02 p.m., 8:45 p.m. flag.
Going West—9:27 a.m. flag, 6:16 p.m.

CANADIAN NATIONAL RAILWAY
—GOING NORTH—
8:04 a.m. | 7:15 p.m.

POLLOCK & INGHAM
Successors to Catter & Worth

MONUMENTS
Designs on Request.
GALT, Phone 2048 ONT

C. R. TURNER
Funeral Director
and Embalmer
Agent for Dale's Funeral Designs.
PHONE 63 MILTON.

F. W. B. FITZGERALD
Insurance and Real Estate
All lines of Insurance Transacted.
Farm and Town Property,
for sale or rent.
PHONE 53 MILTON

T. G. RAMSHAW
Valuator and Auctioneer
Valuations promptly attended to
and conducted to satisfaction guaranteed.
PHONE 108 MILTON

PLEASED!
A client wrote us on April 10th,
1939, as follows: "Your remittances
are like getting money from
home. I never could have got it."
Let us get some for you too.
Send your list now.

KELLY & AIKEN
Collection Specialists
Orangeville, Ont.
Est. 1890.

H. WHEELER
Teaches of
PIANO - VIOLIN
GUITAR
Piano Tuning and Repairing
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Heating and
Tinsmithing
PHONE 205
MAIN ST., MILTON, ONT

INSURANCE
Life, Fire, Automobile, Burglary
Plate Glass, Accident, Health.
F. D. DEWAR
Phone 72, Office: Cor. Main & Martin Sts.

WISCONSIN EXCAVATORS
Uncover Coral Fossils
In an Indian grave near Racine,
Wis., excavators found an oddly-
marked stone. Though not shaped
for any use, it must have been pre-
cious to the early chief with whose
spears and arrows it was buried.

That stone was a fossil coral mass
that lived in a late Devonian sea
300,000,000 years ago, writes Car-
roll Lane Fenton in Nature Maga-
zine. It was a home of clustered,
translucent polyps whose bases built
it up in lacy details that were re-
vealed when the fossil was polished.

Though discovered in a Wisconsin
mound, both its species and its pres-
ervation show that this coral origi-
nally came from a hillside in north-
ern Iowa.

That Iowa hillside is rich in corals
of a long-vanished sea. There also
are banks of fossil sponges and
countless thousands of early shells.

Farmers turn corals up with their
plows; sponge banks are blasted,
crushed into bits and burned to form
the cement from which buildings
and pavements are made. Roads
built from fossils often cross streams
whose beds are filled with corals,
sponges and shells weathered from
near-by beds of stone.

The richest fossil beds are shales
that weather into yellowish clay.
There the Indian's coral is found,
along with many that are shaped
like horns. Each horn matches a
single pit on the specimen from the
old chief's grave; at its top we find
a deep, ribbed cup in which the deli-
cate polyp sat with its tentacles
stretched forth in search of food.

On the sides of the "horns" many
animals lived, just as they live on
corals today. There were worms
with tubes like tiny snails, from
which red plumes appeared when
nothing was near to cause alarm.

Delicate structures that looked like
moss were the homes of branching
bryozoans—creatures whose closest
cousins were shells living on the
mud near by. Indeed, some shells
come closer than that, cementing
themselves to the coral masses
among their tiny relatives. Corals,
in turn, grew upon shells: for they
had a solid base on which to
begin their curving horns. How they
managed to keep upright, even then,
is a problem no one has solved.

FUTURE CAR IMPROVEMENTS
To Develop Safety Angle
Improvement in the automobile in
the next few years will be along
the lines of greater comfort and
safety. Performance, from the
standpoint of engine efficiency and
highway durability, probably will
show less progress until other fac-
tors have made compensatory
strides.

This briefly sums up the attitude
of automobile men who attended
sessions of the World Automotive
Engineering congress in New York,
Detroit and San Francisco. It was
the opinion repeated in a number of
papers read before the meetings. It
was the underlying thought in a
statement made by William S. Knud-
sen of General Motors corporation.

The triumvirate of car owner, en-
gineer and manufacturer are agreed
on one thing—present car speeds are
adequate for both town and coun-
try driving. Only on long distance tri-
ps are exceptionally high speeds to be
demanded. But, the engineers as-
sert, there will be no demand for
more speed until there has been a
great deal of change on transcon-
tental highways.

It was the consensus that trans-
mission show a widespread im-
itation of becoming overdrive, bot-
tomatic and manual. Introduction
of the fluid flywheel is bound
to have a marked effect, the engi-
neers agreed, although here the fac-
tor of cost is to be considered.

The question was raised, also,
whether the cost of accessory equip-
ment was not out of proportion to
the cost of the car itself. A belief
was expressed from other quarters,
however, that, so long as accesso-
ries were not as well standardized
as the automobile, a variation was
bound to be apparent.

To Knudsen, the greatest possibil-
ity for weight saving—and therefore
cost saving—lies in the body-frame
construction that has been devel-
oped in Europe.

"We in America," he said, "have
been rather backward on the sub-
ject, perhaps because of the size
and performance of our cars. But
it seems to me that some way could
be found to combine the body un-
derpan with the frame in one piece
and accomplish substantial weight
saving without any great sacrifice in
structural strength."

Strongest Soldier
Peter Francisco, known as "the
strongest soldier of the Revolution-
ary war" a resident of Virginia,
was born in Portugal. A granite
memorial on the Guilford Battle-
ground at Greensboro, N. C., com-
memorates his prowess. During the
battle, Peter killed 11 British sol-
diers with his broadsword, and al-
though wounded escaped to do other
feats of strength. At another time
during the War for Independence,
Peter is credited with shouldering
an 1,100-pound gun and marching
off with it. Once he was not con-
tent merely to throw a man over a
fence, but also threw the gentle-
man's horse over after him.

Cornerstone in Safe
A stone from the parapet of a
bridge on the River Pinn at Pinner,
England, will be taken from storage
in a London bank and replaced in
the rebuilt structure. The stone,
commemorating the bridge's renew-
al in 1728, was hidden recently from
the office in which it was stored.
Officials accepted the explanation
that it had been taken as a practi-
cal joke, but decided to "bank" it
until needed.

GLORIOUS ADVENTURE

By R. H. WILKINSON
(Associated Newspapers.)
WNL Service.

WHEN Kay Winthrop turned
down Chet Loring's mar-
riage proposal the folks of
Shiresham made up their
minds that she didn't intend to mar-
ry any one. Chet was not only good
looking and popular, but he had a
future. A graduate of Yale, he was
the son of Shiresham's leading citi-
zen and would one day become sole
owner of the Loring Textile mills.

It was hard to understand a girl
who would pass up an offer like that.
For some reason Kay must have
decided to live and die an old maid,
because no girl could possibly aspi-
re higher than Chet Loring.

As a matter of fact, the folks of
Shiresham were for once quite ac-
curate in their guesswork.
Kay had resigned herself to do
just what they predicted: Live and
die an old maid. And she proba-
bly would have succeeded because of
a natural stubbornness and inde-
pendence of nature had not, a
month after Chet's proposal, Ben
Hosea of the Wallington Express
popped into town one day to inter-
view Loring senior concerning the
possibility of a textile strike.

En route back to the railroad sta-
tion Ben stopped in the drug store
to buy some cigarettes and found
Kay Winthrop there.

One look at Kay and Mr. Hosea
had an attack of goosepimples.
He followed her out to her car
and climbed boldly aboard the run-
ning board.

Kay looked at him indignantly,
but she didn't scream.
"Excuse me," said Ben, lifting his
hat, "but I've traveled all over this
old world of ours and back again,
and I've never seen a girl as beau-
tiful as you."

Kay was too overcome with as-
tonishment to speak.
And when at last she got herself
partially under control she didn't
say at all what she intended. In-
stead, an eager, wistful look came
into her eyes.

"Have you ever been to China?"
she asked.

"China, yes," said Ben, and
opened the door of the roadster and
sat down beside her. "Twice. Drive
me down to the station and I'll tell
you all about China."

Thinking it over later, Kay mar-
veled at her acceptance of this bold
young man.

Yet she knew that, in her dreams,
she had always wanted it that way.
Secretly that had been her heart's
desire: To have a bold, laughing
young man appear from nowhere
and sweep her off her feet, so to
speak; to talk to her of far away
countries, of vagabonding and the
world, of queer, strange people,
of love and romance, and never
once settling down and living
in security as Chet Loring and all
the other young men she knew want-
ed to do.

Kay felt in love with him.
She couldn't help it.
He was a symbol of all the things
she had ever wanted and dreamed
of having. Everyone told her she
was crazy, they shook their heads
in pity and admonition. But Kay
didn't care.

When Ben proposed marriage she
accepted eagerly.
"I've a little money saved up,"
he said. "Enough to buy my pas-
sage on a freighter going to China.
I'll chuck this reporting job and do
the thing I've always wanted to do:
Write a travelogue. I'll do it while
we're cruising across the Pacific.
Will you take a chance that I can
sell the book?"

"Yes," said Kay breathlessly.
"Oh, yes. It'll be a glorious adven-
ture! You can show me all the
places you've visited before, all the
queer countries and strange coun-
tries."

Ben nodded and for once held his
tongue.
He looked down into her glow-
ing eyes and instantly turned away.
But Kay was too excited to notice.
"We'll elope," he said. "Next
Thursday night. It'll be more ex-
citing."

That Thursday Kay lived in a
world of dreams and glorious ex-
pectancy. When the time came
she was waiting for him with her
suitcases packed and an eager, joy-
ous look in her eyes.

During the ride to the docks, he
said:
"The captain will marry us on
board."
And then he was strangely silent.
At the pier he pointed out their
ship, and Kay exclaimed in delight:
"Oh, it's wonderful! Like—like a
dream ship!"

Ben swept her into his arms and
kissed her.
Then he sat her down on a pack-
ing box and stood before her, look-
ing down into her eyes.

"Darling," he said, "I thought I
could go through with it, but I can't.
You're too fine and good and—and
glorious."

Slowly the smile faded from Kay's
lips, the joyful, expectant look left
her eyes.

"You—you mean—?" she began.

"I mean," said Ben, in a voice
that he might have used had he
been pronouncing his own death
sentence, "that I haven't been hon-
est with you. I haven't been round
the world, or visited strange coun-
tries and queer people. I—I've nev-
er been outside the state. Those
stories I told you were only my
dreams—the things I've always
wanted to do, but never got around
to. I talked to you that way be-
cause I fell in love with you and
after that first day I knew that that
was the way to make you love me."

"Then—then you're not going to
write a book?"

"Some day I am. Some day
when I can overcome the cursed
inertia that has been my Waterloo
since childhood."

"Then—you're just like everyone
else?"

"He shook his head.
"No. There'll come a time when
I'll sail away. But it will have to
be alone. It takes money to sup-
port a wife. A wife wants security
and most anyone else but me could
give her that."
Kay's eyes were misty.

She looked toward the ship that
was to take them away.
A gray veil of fog rolled in from
the ocean and was eddying about
her bulwarks like a silvery wreath.
Riding there at anchor it was not
hard to think of her as a ghost ship,
a fairy vessel belonging to another
world, a world of romance and
adventure.

Kay turned away and looked up at
Ben.

"I don't care," she said huskily
"if you did die I love you, darling,
and I'm glad you were honest. Glad
you had that much imagination,
glad those thoughts were in your
dreams, for they were my dreams,
too. I—I needed someone like you
to—wake me up. I never would
have gone, if it hadn't been for you."
Ben's eyes gleamed in the dark-
ness. He reached down and seized
her hands.

"But, darling, I've only enough
money for the tickets. No more."
"But the book! You'll write the
book!"

"Of course, I will!"
He laughed, and there was recap-
tured hope and confidence in the
words he made. "It mayn't sell,
though."
"Oh, it will! It will! It can't
help selling if we are having our
adventure! If it doesn't we can al-
ways write another! And in the
meantime we'll get along. Some-
how."

"We'll get along," Ben repeated
joyfully. "You and I together—in
far away places, in a strange coun-
try, among queer people. Just you
and I on our glorious adventure.
—I guess we only needed each other
to get started."
He kissed her again and held her
close for long minutes. And then
they turned toward the ghost ship.
In an arm they passed through
the silvery mist. It closed about
them, shutting off the lights and
sounds of the familiar world that
was behind, and they were gone
into the land of glorious adventure.

Balloons Aid in Checking

On Center of Hurricane
A tiny instrument, weighing about
one and one-quarter ounces and sus-
pended beneath a small balloon, is
science's latest device for finding
the whys and wherefores of South
Atlantic and Gulf coast hurricanes.

According to W. R. Gregg, chief of
the United States weather bureau
conducting tests of the equipment,
the data obtained will add immeas-
urably to what is already known
about hurricanes. The instruments
are sent out from three stations—
located near Montgomery, Ala.;
Jackson, Miss.; and Augusta, Ga.

—operated by the Massachusetts in-
stitute of technology, co-operating
with the government in this study.

Signals for release of the instru-
ment-carrying balloons are given by
the weather bureau's eastern dist-
rict forecaster at Washington, D.
C., who also sets their schedules,
says Scientific American. From his
daily charts of weather conditions
all over the world, the forecaster
follows every tropical disturbance
from the time it appears far out on
southern seas, until it has blown a
path across the land or has veered to
spend its fury over the water.

The instrument consists essentially
of three recording elements, three
small penpoints, and a piece of
smoked glass about the size of a
postage stamp. Fitted into a small
aluminum or doped fabric gondola,
it is carried on a hydrogen-inflated
balloon to a height 10 to 20 miles
above the earth at a rate of climb
of 650 to 800 feet per minute.

Five pieces of red cloth are at-
tached to the bamboo framework to
attract attention of passersby to the
fallen instrument. A tag offering a
reward for return of the device to
the United States weather bureau
station at Boston is also attached.
There the glass plate will be ex-
amined and read under a micro-
scope and tabulations from the re-
cordings will tell an interesting
story of what goes on in the heart
of a hurricane.

Old Steamship Ticket

Tells of Life at Sea
Among the most interesting ob-
jects to be seen at the Maritime
museum of Gothenburg, Sweden, is
a steamship ticket issued in 1858,
giving a menu which is quite star-
ling when contrasted with meals on
luxury liners today. The regulations
printed on it are:

"Each passenger will be furnished
the following rations weekly: Seven
pounds of ship's bread, two pounds
of salt pork, two and one-fourth
pounds of flour, one pound of salt
herring and a daily ration of one
can of water for drinking and wash-
ing purposes. These rations are
furnished from the ship's stores, but
each passenger must furnish his
own butter, sugar, mustard, sirup,
pepper and vinegar. Each passen-
ger is responsible for bringing his
own bed clothing and tin dishes for
eating, drinking and washing pur-
poses. The ship's master has the
right to withhold water rations until
the promenade deck has been swept
and cleaned each day by the pas-
sengers."

Many other items of interest to
ocean-going travelers are exhibited
at the Gothenburg museum.

U. S. Diplomatic Dress

Chosen by Congress
How the uniforms which Ameri-
can diplomats wore in the days of
Washington and Jefferson, Monroe
and Jackson, came to be abolished
by act of congress has an amusing
story, says Col. T. Bentley Mott,
for many years military attaché at
the American embassy in Paris.

"The incident which brought it
about is said to have occurred in
Florence," explains the colonel in
"Twenty Years as Military At-
taché." "That town in the '50s
was a gay capital, much in favor
with wealthy Americans doing the
grand tour. Our representative
there was something of a dandy and
he wore his uniform with distinction
as well as with pleasure. Since he
had absolutely nothing to do, he
spent much of his time and money
entertaining the Italian aristocracy
with a lavishness they greatly ap-
preciated.

"A visiting congressman, how-
ever, failed to receive from him the
kind of attention he desired and
thought he deserved, so, upon his
return to Washington, he set about
taking his revenge with a consider-
able subtlety. He introduced a bill
prohibiting diplomatic officers from
wearing uniforms, and the argu-
ments with which he supported it
can readily be imagined, for we
have heard them repeated many
times since. His proposed law,
exciting little interest or opposition,
was easily passed and has remained
to this day unaltered on the statute
book."

Colonel Mott declares that the
"average American diplomat feels
just as uncomfortable in evening
clothes at 11 o'clock in the morning
as Senator Johnson would feel if
he had to play golf in a cut-away
coat or Babe Ruth if obliged to go
to bat in a derby hat; any self-
respecting man feels uncomfortable
when he feels conspicuous."

French Changed City's Name

The city now known as Colon was
founded in 1850 and was first called
Aspinwall in honor of William H.
Aspinwall, one of the builders of the
Panama railroad. In 1881 the French
officially adopted the name of Colon
when they started the construction
of an interoceanic canal. For a
time it was commonly called Aspin-
wall-Colon, but in 1890 Colombia di-
rected the return of all correspond-
ence not marked "Colon."

The SNAPSHOT GUILD

PICK A PICTURE SPECIALTY

AS YOU become more skilled in
photography, you may find that
certain subjects or types of pictures
appeal to you strongly. If so, it is
wise to specialize on this preferred
type. Such specializing doesn't limit
you; indeed, if you master the tak-
ing of one kind of picture, the knowl-
edge will help you in taking other
kinds.

Here are a few of the picture spe-
cialties that many amateurs find in-
teresting. Perhaps in the list you
will find one that just fits your own
needs:

Action pictures: If you have a
camera with fast lens and rapid
shutter, this is an interesting field,
full of thrills and dramatic opportu-
nities. Both winter and summer
sports offer splendid chances for ac-
tion shots.

Flower pictures: This is a year-
round specialty. In winter, picture
your window garden; in summer