

**THE GEORGETOWN HERALD**  
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WALTER O. BISHOP, Publisher. Staff—Garfield L. McGilvray, Leslie Clark, Reginald Broomhead.

### The Editor's Corner

#### WAR TAXATION

Dean Wilson gives us this week in "Ottawa Week by Week," a summary of opinion in the capital as to the probable bases for increased taxation during the war.

Rumor has persisted for some time that income tax exemptions for both married and unmarried persons may be lowered. While this would result in increased revenue for the government, we feel that it would throw an even more unfair burden on the salaried man. A man who is on the payroll of any concern is always the "goat" when it comes to paying income tax. There is no possible way he can avoid giving a true picture of his earnings.

Contrast this with the man who is in business for himself—the professional man, stockbroker, sole owner of a small manufacturing business. There are many in this class who consistently give a false report of earnings and pay little or no income tax.

It would be ridiculous for the Government to check more closely on this group of people. Suppose a man, owning his own business, has reported an income of \$1000 a year. Upon investigation it is found that his living expenses have been \$2000 a year, and besides this he has a bank account and owns some stock and bonds.

Surely the Government has a clear-cut case of income tax evasion against this man.

There are many people who are in this position—some of them, quite unwittingly. I remember discussing the question with a friend a few years ago. He had run a country general store, and had done very well at it. A new car every year, a son in college, comfortable home, and yet he had never paid a cent of income tax. I asked him why he had never paid income tax, and he answered, quite honestly, "Why I've never saved over \$500 in any year."

He was quite surprised when I suggested that the Government was not interested in what a man SAVED in a year, but in what he EARNED.

#### THOSE WERE THE DAYS

The performance of Mr. Ralph Gordon at the I.O.O.F. Ladies' Night on Monday, brought a flood of memories back to this writer. Who can ever forget the wonderful week of Chautauqua, looked forward to for six months before, and talked about for six months afterwards.

Vierra's Hawaiians, Private Pete, the Swiss Bell Ringers, stock companies "The Great Road" and "Broadway" provided the smaller towns with first-rate entertainment.

There was the thrill of watching the train pull in, with all the equipment; putting up the big tent, stringing the lights; the Chautauqua "gang" who swore so fluently (usually college students), the strange, foreign-looking people who came to perform. Then the last evening, when the tent came down after the show as if by magic. And finally the next morning when all the town kids gathered to mill over the abandoned debris—cigarette boxes, handkerchiefs, chocolate bar wrappers, and perhaps even the odd nickel or dime.

Gradually Chautauqua lost its hold as an entertainment-puller. Improved motor cars, talking pictures, radio not only distracted people, but gave them a standard of comparison which Chautauqua could not equal. Slowly it fell back, until today it is but a memory in the field of time.

#### THE ORIGIN OF CHAUTAUQUA

How many of you know the origin of the great Chautauqua circuit? It began years ago as a yearly religious revival in the town of Chautauqua in New York State. Soon it grew—famous ministers and prominent laymen gathered from neighbouring States for a revival week. Then the idea spread to other towns.

In time other features were added—first, a lecture on some social or political problem; then a reader from Shakespeare, an instrumental number, a monologue, and finally plays, magicians, and comedians. Finally it emerged as a mammoth variety show, bringing culture and entertainment and education to the towns and villages of two nations.

#### BETTER LATE THAN NEVER

The editor wishes to apologize for a grievous "sin of omission." We have failed in our duty, and we're sorry. The past week, we have gone to bed each night, haunted by the pain-racked faces of passers-by, wondering why this misery in a town so fair as Georgetown.

Can we ever be forgiven? Will our omission be forgotten in the years to come? We hope so!

To all these patient sufferers, the Herald gives the glad tidings: "YOU CAN TAKE 'EM OFF!"

### POETRY

#### ONE DAY AT A TIME

One day at a time, with its failures and fears,  
 With its hurts and mistakes, with its weakness and tears,  
 With its portion of pain and its burden of care;  
 One day at a time we must meet and must bear.

One day at a time to be patient and strong,  
 To be calm under trial and sweet under wrong;  
 Then its tolling shall pass and its sorrow shall cease,  
 It shall darken and die, and the night shall bring peace.

Not yesterday's load we are called to bear,  
 Nor the morrow's uncertain and shadowy care;  
 Why should we look forward or back with dismay?  
 Our needs, as our mercies, are but for the day.

One day at a time, and the day is His day;  
 He hath numbered its hour, though they haste or delay.  
 His grace is sufficient—we walk not alone,  
 As the day, so the strength, that He giveth His own.

Annie Johnson Flint.

#### KITCHENITIS

When you have a kind of feeling  
 That you have too much to do,  
 And you mumble round the kitchen  
 That your work is never through;  
 When you're sore at the dishes  
 And the kettles and the range,  
 Then your trouble's "Kitchenitis,"  
 And you need a little change.

If your feet seem awful heavy,  
 And they're hard to drag around,  
 If you're peevish and you're fretful,  
 At each tiny little sound;  
 If you do not seem to please yourself,  
 When you have done your best,  
 Why, your trouble's "Kitchenitis,"  
 And you need a little rest.

If you do not feel like dolling up  
 And getting a marcel,  
 And little things annoy you  
 "Till you want to stand and yell;  
 If you do not feel like working,  
 Neither do you want to play,  
 Then your trouble's "Kitchenitis,"  
 And you need a holiday.

But you do not need a doctor,  
 Medicine nor pesky pills,  
 What you need's a new environment,  
 Some new faces and new thrills;  
 Go away for 'bout a month or so,  
 By car or bus or train,  
 That will knock your "Kitchenitis,"  
 So 'twill never come again.

—RALPH GORDON  
 628 Crawford St., Toronto.

#### MANY CASUALTIES IN TOAD REGIMENT

The *Fergus News-Record* tells this week of an unusual event which occurs in that town each year.

Once each year it seems that every road in the Fergus district gets a terrible impulse to dead for the Grand River at the same time. Apparently the past winter was an unusually dry one, and the roads were in a state of disrepair. At any rate, the roads were in a state of disrepair. At any rate, the roads were in a state of disrepair. At any rate, the roads were in a state of disrepair.

the sidewalks in such numbers that it was hard to avoid stepping on them—and the feel of a toad underfoot is not pleasant. Motorists ran over hundreds of toads.

Next morning the pavement running parallel with the river was covered with hundreds of squashed corpses. From Otsepe comes the story of a similar occurrence on the same night. This offers an opportunity for some amateur naturalists to study the migration of toads at egg-laying time, to discover whether they always move on the same day, or whether the weather or some other feature is responsible.

## Germany Under Blockade

### DIFFICULTIES OF TRADE AND TRANSPORT

#### SUMMARY OF RAW MATERIALS AVAILABLE

Let us review the conclusions reached in the preceding articles. Germany can, if she is willing to devote manpower to agriculture, take care of most of her foodstuffs. Only in vegetable oils need she suffer. She can apparently gain access to the iron she needs unless Sweden is cut off. She cannot obtain copper but has a large reserve of it. She cannot obtain nickel and other minerals important in metal processing, though this may mean poorer metals. There is plenty of coal for normal needs, although even here the householder suffers. There will be a shortage of rubber; difficult to overcome, and a serious scarcity of textiles, especially wools and cottons, while in oil, an essential commodity, large-scale warfare would soon use up German reserves and bring a shortage, although at the present scale of warfare this may not happen for some months.

The U.S.S.R. has at present little to offer to Germany apart from lumber, manganese, and possibly small quantities of wool, oil, and grain—though at the present scale of warfare this may not happen for some months. The U.S.S.R. would demand German supplies—particularly of machinery, tools and plant—and to supply this type of export Germany must use productive capacity which may well be needed for more direct war effort.

#### OBSTACLES TO GERMAN TRADE

So far we have considered German needs only from the standpoint of accessible materials. Now let us look at the means of obtaining these materials, by trade and domestic production. First, trade: the countries which are cut off by blockade from Germany have goods needed by the Nazis. What can Germany offer? All of them, including the U.S.S.R., will want either gold or goods in payment. Foreign Exchange. Germany has not enough gold or foreign exchange to pay for her imports. In 1934 she had about three billion gold marks plus about twenty-five billions invested outside Germany which could be used to pay for imports. Today, even allowing for concealed items and for gold and securities that Germany obtained when Austria, Czechoslovakia and Po-

land were seized, Germany can scarcely have two billion marks altogether, an amount that would pay for normal German imports for only three or four months. Of this probably less than one hundred millions are in gold. Some experts believe that she has actually much less than two billions.

Manufacturing for Export—Therefore Germany must export goods to pay for imports. One of the few natural commodities she has for export is coal. Yet synthetic production of oil and other commodities requires large amounts of coal. For this and for trading purposes Germany had deprived her householders of coal until her cities were ill-lit.

Apart from coal, Germany's best export products are manufactured goods, especially arms, tools and machinery. The problem is whether Germany at war can spare enough men and equipment to produce the goods for export. Her reserves of labour and of goods are small, and to maintain foreign trade she must strain her war capacity seriously. Under present conditions apparently she can bear the strain for a time at least, for she exports arms and machinery to central and southeastern Europe. Yet even today her effort is limited by available raw materials and here, as we have seen, there is no surplus. To provide enough exports Germany must, it would seem, deprive herself of supplies needed internally.

Transportation—Even should Germany buy goods abroad there is the problem of getting them to Germany. Obtaining material from Belgium, Holland and Denmark is not difficult. On the other hand, southeastern Europe and the U.S.S.R. can not easily send large quantities of goods to Germany. The Danube, one route from Rumania, is frozen for part of the year, while rail transport from the Balkans is hindered by a shortage of equipment and a desire on the part of the Balkan states to have Germany provide the cars for carrying the stock. In 1938 she had 4,000 less locomotives and 80,000 less freight cars than in 1929. The U.S.S.R. transport system, though already certain cargoes in the U.S.S.R. can apparently take care of its own needs in oil by domestic production. Imports of oil into the U.S.S.R. might well leave way for the U.S.S.R. to export to Germany a quantity equal to the import tonnage. Thus the recent sale of United States oil to the U.S.S.R. in the Far East might free Russian oil for Germany. Likewise, Canada recently was reported to have sold a large quantity of wheat to the U.S.S.R., which might free Russian wheat for Germany. On the

substitutes make the difficulty much more serious in Germany.

#### GERMAN ADVANTAGES

It must be added that Germany has had more experience in dealing with the difficulties of a war economy than have Britain and France. Germany had already in the pre-war days accustomed its citizens to hardships and its business to rigid controls, with a degree of success that speaks well for the endurance of German citizens, if not for their independence.

Transportation. All these estimates of Germany's position have been based on the assumption that the Allied blockade is cutting off from Germany all goods except those which may be supplied by countries adjoining Germany. If, however, there should be a leak in the blockade, then Germany may carry on almost indefinitely. Apparently there has been a serious leak recently as shown by the exports of the United States. Direct traffic with Germany's neutral neighbours has increased. The increase has been abnormal; no possible extension of domestic consumption in those neutral countries could account for the change. The only conclusion is that goods are being smuggled from the United States, ostensibly for use by Germany's neutral neighbours, are being re-exported by those neutrals to Germany. Hitherto the Allies have tried to check this by persuading the neutrals that it is not to their advantage to assist Germany's chances of victory. Apparently persuasion is not enough and if the blockade is to be effective supplies to neutrals must be rationed, if necessary by the use of force. This may be difficult in the case of the U.S.S.R., although already certain cargoes in the Pacific on the way to Vladivostok have been detained. It should not be so difficult with the lesser neighbours of Germany for it is scarcely conceivable that any of them would ever join so great a conspiracy for her.

Methods of Payment. Germany of course must, even in the case of transportation, still have the difficult task of paying for her goods. If she could make some arrangement with a friendly U.S.S.R. she might get much needed goods. Here we meet a difficult problem of ethics. For example, the U.S.S.R. can apparently take care of its own needs in oil by domestic production. Imports of oil into the U.S.S.R. might well leave way for the U.S.S.R. to export to Germany a quantity equal to the import tonnage. Thus the recent sale of United States oil to the U.S.S.R. in the Far East might free Russian oil for Germany. Likewise, Canada recently was reported to have sold a large quantity of wheat to the U.S.S.R., which might free Russian wheat for Germany. On the

surface this appears silly when Canada is at war with Germany. It has been answered, however, that Germany could get wheat anyway. It is not one of the objects in which she will be greatly lacking, and any surplus could be obtained, if not from the Balkans and Central Europe, from South America through Russia. Since she is going to get it anyway, Canada might as well sell it to her and do that much better off financially for fighting. These arguments of course apply only to goods which Germany can obtain in adequate amounts. It would not apply in the case of oil, of which she must experience a shortage. And about it be proven that Germany could be forced into a shortage of wheat, they would not hold. Yet since the whole question of supply to Germany is so elastic and Germany may well experience shortage almost anywhere, it still seems difficult to justify any Allied exchange, even indirect, of goods with Germany. Moreover, such exchange cannot be good for public morale.

#### CONCLUSION

While the blockade may not immediately cause a serious upset by cutting off essentials, it has been from the outset a great handicap to Germany. Yet its complete effectiveness depends upon firm rationing of Germany's neutral neighbours and here apparently the Allies have been hesitant. In oil lies Germany's greatest weakness, while the lack of rubber, textiles and alloy metals will be felt as time passes. In other categories Germany can produce or obtain supplies, given trading and labour capacity. The stresses throughout the whole system are such that, apart from individual impending shortages, there is also a series of cumulative strains on the whole German structure, brought by trade and exchange difficulties and transport and labour rationing. Yet if and where the German system may break, only the bold would prophesy.

Apparently Germany herself believes that she can play a waiting game and that, in spite of these shortages, her system will not break before Britain and France lose the will to resist. German leaders have made statements recently that uphold this thesis. The claim that the superior Allied wealth is offset by greater morale in Germany, and greater ability to withstand hardship. Yet we have here seen that it is not merely a case of Germany bearing hardship; it is a case of obtaining supplies without which Germany cannot continue to fight.

### DIGEST

Tuesday to Tuesday in the News

#### \$1,000,000 FOR HITLER

A group of Pittsburgh citizens have offered \$1,000,000 through the Carnegie Institute, to any persons who will deliver Hitler, before the 31st of May "for trial before a high court of justice for his crimes against the peace and dignity of the world."

#### DEFENCE MINISTER SEES MAGINOT

Canadian Defense Minister Norman Rogers inspected the Maginot Line, in the last phase of his European trip. He expects to be in Canada for the opening of Parliament this month.

#### GOVERNMENT vs. BUSINESS IN B. C.

Oil companies in British Columbia have suspended deliveries, refusing to cut gasoline and oil prices on the government's demand. Rumours are current that the provincial government might take complete control of the oil business, considering it a public utility.

#### NEW BRIDGE AT NIAGARA

Construction on the new Rainbow Bridge, at Niagara Falls was begun this week. This replaces the famous Honeymoon Bridge, which collapsed a few years ago.

#### TRAGEDY ON THE LAKE

The freighter Arlington sank in Lake Superior. Captain Fred Burto went down with his ship, all others rescued.

#### CANADIAN EGGS FOR BRITAIN

Britain will buy Canadian eggs at a price fixed by the Ministry of Food. This price, it is believed will be around 25-c a dozen, laid down at Montreal.

#### BIG SHOT

"A man of large calibre, isn't he?" "Yes, he is a big bore."

The recent offer of the New Zealand Bank to lend 1,000,000 pounds free of interest to its Government for war purposes has been gratefully accepted by the New Zealand Government. The loan is for the duration of the war and six months after. Commenting on this very generous offer, Mr. Fraser, Deputy Prime Minister of New Zealand, said that although this was the most spectacular offer of assistance received by the Government it was only one of many.

There is no other tobacco like this. OLD SHAM

## DIRECTORY

**C. N. R. TIME TABLE**  
 Standard Time

Going East

Passenger 6:16 a.m.  
 Passenger and Mail 10:03 a.m.  
 Passenger and Mail 6:46 p.m.  
 Passenger Sundays only 8:31 p.m.  
 Passenger, daily 9:41 p.m.

Toronto and beyond

Going West

Passenger and Mail 8:34 a.m.  
 Passenger Saturday only 1:16 p.m.  
 Passenger, daily except Saturday and Sunday 6:00 p.m.  
 Passenger and Mail 6:46 p.m.  
 Passenger Sunday only 11:30 p.m.

Going North

Passenger and Mail 8:45 a.m.

Going South

Passenger and Mail 6:50 p.m.  
 Depot Ticket Office—Phone 29w

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 To hide scratches in mahogany and other dark woods artistically, paint them with Jodine.  
 Conscience is God's presence in man.—Swedenborg.

**Gray Coach Lines**  
 TIME TABLE  
 Standard Time

LEAVE GEORGETOWN For Toronto

8:14 a.m. 4:08 p.m.  
 9:18 a.m. 6:08 p.m.  
 11:46 a.m. 9:03 p.m.  
 2:23 p.m.

For Kitchener

8:56 a.m. 8:00 p.m.  
 12:06 p.m. 6:50 p.m.  
 2:05 p.m. 10:36 p.m.  
 4:05 p.m. 11:36 p.m.

Through to London: a—Daily except Sun. and Hol.; b—Sun. and Hol. only; c—Sat. only; d—Daily except Sat., Sun. and Hol.; e—Sat., Sun. and Hol.; g—Daily except Sun.

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**EXPLAINED**  
 Grandpa — What are you crying for, Willie?  
 Willie — Cause Uncle John dropped a 2-big box on his t-toe.  
 Grandpa — Oh, that's nothing to cry about. Why didn't you just laugh?  
 Willie — That's what I d-did.  
 A very good way to prevent rocking chairs from marring your floors is to wax the rockers.