

THE GEORGETOWN HERALD

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"She says she's sorry—but she only suits 'off the face' hate."

REDUCED FARES FOR CHRISTMAS AND NEW YEAR'S

FARE AND A QUARTER
Christmas: Going Monday, Dec. 23 to Wednesday, Dec. 25 inclusive. Return Limit Leaving destination not later than Midnight (E.S.T.) Thursday, Dec. 26.
New Year's: Going Monday, Dec. 30 to Wednesday, Jan. 1, inclusive. Return Limit Leaving destination not later than Midnight (E.S.T.) Thursday, January 2, 1941.

FARE AND A THIRD
Good going: Friday, Dec. 20 to Wednesday, Jan. 1, 1941 inclusive. Return Limit Leaving destination not later than Midnight (E.S.T.) Tuesday, Jan. 7, 1941.

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Glimpses of Parliament

By Hughes, Cleaver, M.P.

(Last week) Ottawa, Ont., Dec. 7th, 1940.

Yesterday Parliament adjourned to meet again on February 17th. Unless some emergency occurs which will require the convening of the House at an earlier date.

As you are all aware the adjournment was arranged in order to permit the calling of a conference of representatives from the Provinces and the Dominion to consider the Sirs Report. The main items of this report are financial in their character. The report recommends that the power to raise money by way of income tax, corporation tax and death duties, should be vested exclusively in the federal government. To compensate the Provinces for this loss of taxing power the report recommends that the Dominion should assume the entire responsibility for unemployment and should take over the provincial debt of all of the provinces.

The closing days of the House since my last report were taken up in the consideration of the measures introduced by the Minister of Finance to further the conservation of foreign exchange. The object of the legislation is to divert the expenditure of money by the general public from the purchase of goods made in the United States to the purchase of goods made in Canada or in Great Britain.

The need for this does not appear to be fully appreciated. During the last war Canada had no difficulty in arranging for the purchase in the United States of all types of war goods she required together with the necessary credit for payments of goods. This time all is changed, the Neutrality Act and the Johnson Act prevent the U.S. from selling any war commodity to Canada excepting for cash, and also prevents the U.S. from loaning any money to the United States. This being so, our purchases from the U.S. must necessarily be restricted to an amount equal to our favourable balance of trade with the U.S. plus the gold we produce and plus the U.S. exchange, which is already held in the form of securities, foreign bank deposits, etc. The favourable balance of tourist trade, as well as the payment of interest and dividends are also factors. The War Exchange Conservation Act prohibits the importation into Canada from the U.S. of a long list of manufactured goods mentioned in the act totaling something over one hundred and sixty items. As to thirty-five other items of trade these may still be imported but only upon license.

The Minister announced that the Act is estimated to effect a saving of from five to six millions monthly of U.S. exchange. Of course the success or otherwise of the Act depends upon one thing. We can by law prohibit the importation of merchandise from the U.S. and we can tell them in effect that we want war supplies instead of general merchandise, but we have no means of knowing the amount by which our exports to the U.S. will be reduced as the result of the embargo which we have placed upon U.S. goods entering Canada. If the act works successfully, the scope will doubtless be further extended as the war goes on.

The other feature of the War Exchange Conservation Act is the reduction of import duty on some 87 trade items of the United Kingdom. The object of this reduction is to stimulate sales of merchandise by the United Kingdom to Canada. In peace time many of these reductions would have had a very important result but on account of the war the effects which may flow from this part of the Act may not be great.

The Prime Minister announced that a special committee of the House would be set up to examine war-time expenditures. This committee will doubtless be composed of members from all groups in the House and will have powers similar to those given to a similar committee of the House of Commons in Great Britain.

During the adjournment I will be glad to receive letters and calls from my constituents with suggestions and advice.

Yours sincerely,
HUGHES CLEAVER.

SANTA CLAUS, THE CHILDREN'S SAINT

The dictionary merely tells you that Santa Claus is a contraction of Saint Nicholas (see Nicholas, Saint). A Nicholas was bishop of Myra or Smyrna in Asia Minor about 300 A.D. He was the patron saint of old Russia and was believed to offer special protection and comfort to "sea-faring men, thieves, virgins and children." His affection for children was based on the assertion that he brought back to life three schoolboys who had been murdered. An encyclopedia attributes the name by which he is known in America to the early Dutch settlers who called him San Nicolaas.

But it little matters whether he was known as Saint Nicholas, Santa Claus, Kris Kringle, or a dozen other names, for the presence of his spirit on this climax holiday of the year is the important thing. It enters every home in the four corners of Christendom and touches the hearts of all the men and women in them. Moreover, it is essentially the spirit of childhood, its freshness, the courage, and the eagerness of young lives. Saint Nicholas may seem old but he has none of the feebleness or prejudices of age. He and his children stand on the threshold of the world. Their banner is good will and their goal is peace.

So this day, dedicated to the memory of the birth of a child, belongs to all children. It is their carols, their laughter, their happiness which makes it sweet. And we older folks should on this day at least share their kindness, their tolerance, their purity, and their Saint Nicholas.

— The Boston Herald —

BRITISH RAILWAYS TAKE NATIONAL JOB

BOMBS, BLACKOUTS AND FIRES ALL IN THE DAY'S WORK

The War Has Given Britain's Railways and Railwaymen a huge task. Vital to the National Effort. They are doing it magnificently.

By a Special Correspondent
Transport of troops, of war material, and of industrial freight makes enormous demands on lines, rolling-stock, man power and organization. Plans have to be made, abandoned, changed and put into operation at almost no notice.

Railway working in many of its aspects is complicated by the blackout and other security measures. Finally, enemy bombs not only make railway work a hazardous front-line duty, but they sometimes cause damage to lines that must be repaired as rapidly as possible, often under difficult and dangerous conditions.

Planning New Routes

Day and night the operating staffs of the Main Line Railways and London Transport are ready to arrange emergency services by railway, road and river steamers to carry the public to and from their work, and they usually have the emergency services working in a remarkably short time.

Railway engineering staffs who are always on the alert for instant action in the event of damage to lines, the speed with which the repair squads get to the scene after a bomb explodes, and the rapidity with which they complete the repairs, are almost incredible to the people who do not know the meticulous organization that lies behind the rush work.

Amongst the jobs which have to be tackled are these—putting out fires caused by bombing, clearing great quantities of debris from the lines; filling up bomb-craters and relaying the tracks; installing emergency signalling systems pending the repair of the permanent installations; repairing damaged electric cables; inspecting arches of bridges and tunnels, and overcoming the problem of unexploded bombs on the line.

Here are a few instances showing how efficiently these jobs are done. Four bombs fell on a suburban line at 1.30 p.m. blocking three lines. By 3.15 two lines had been opened for traffic.

At a terminal station bombs killed the driver of a train and seriously injured two firemen, damaged the station roof and platforms, and put the signalling system out of operation. Regardless of this, the trains were still kept running.

Rapid Repairs

A complicated junction near a large station was bombed at 4.00 p.m., but before 6.30 p.m. the whole of the lines, points and signalling had been examined and repairs were made in time to cope with the bulk of the evening business traffic.

Bombs were dropped at midnight on a suburban station dealing with very heavy passenger traffic.

In less than two hours repairs had been carried out, a damaged empty train had been removed, and early morning passengers were passing through the station.

A suburban bomb recently hit a suburban train, setting it on fire. The guard's log book read "train fired by enemy bomb, fire extinguished on route, passengers behaved splendidly, little delay."

A dozen bombs dropped on a station in the eastern suburbs one evening. Platform walls were damaged, the track lifted and rails bent, and there were bomb craters in various places. A train ran into the debris, thereby blocking two of the four sets of metals through the station.

Less than twenty hours later the debris had been removed, the derailed trains withdrawn, the platform walls and track repaired, the latter work requiring six new rails, and both lines were re-opened to traffic in time for the evening rush hour.

Business people who had seen the damage when travelling through the station over one of the undamaged sets of metals in the morning, were astonished to find on their return journey in the evening that their train passed over the place where the damage had occurred.

Work Despite Danger

One evening recently an unexploded bomb fell a short distance from a main-line signal box. Train services were temporarily suspended while military experts made an inspection. They were of the opinion that the bomb was of a type that couldn't be disposed of immediately.

But the railway didn't wait for the bomb to be taken away before restoring the service. Someone at once suggested that a screen of wagons placed on the up line would make possible single-line working on the down line.

This was done: thirty high-sided wagons loaded with coal were shunted on to the up line.

Volunteers were then called for to work freight traffic past the danger spot. The traffic and locomotive running staffs volunteered to a man. The crews of down trains from London showed the spirit. They refused to leave their trains, although volunteer drivers were ready to take over for the dangerous section of the run.

As a result of the courage shown by these brave men, twenty-four important freight, newspaper and fish trains were worked past the danger spot before the bomb was removed, when ordinary train services were restored.

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TIME TABLE
Effective Sunday, October 6th
(Eastern Standard Time)

LEAVE GEORGETOWN
Eastbound to Toronto
6.14 a.m. 4.08 p.m.
9.18 a.m. 6.48 p.m.
11.48 a.m. 9.13 p.m.
6.23 p.m.

Westbound to London
6.35 a.m. 6.00 p.m.
12.05 p.m. 6.50 p.m.
2.05 p.m. 8.10 p.m.
4.05 p.m. 8.15 p.m.

a-Except Sun. and Hol.
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BURLINGTON

The Chesley Enterprise tells this one: W. A. Krug and T. W. Henry were at Walkerton recently attending a meeting addressed by the Ontario chairman of the War Savings Committee. In this connection, there was a verse in the Kinsmen Bulletin re the sale of "Lick Hitler" stamps, which the Kinsmen are sponsoring across Canada. By changing the words to "War Savings Stamps" we get the following:

"A fellow named Adolf, a scamp,
Wrote a story entitled Mein Kampf,
Just how he proposes
To take all the world into camp,
But Adolf will never be champ,
And he'll not reach the top of his ramp.
For we each put a cramp
In his blitzkrieg tramp
When we purchase a War Savings Stamp."

Adding the word "please" to telegrams is estimated to cost Americans about \$10,000,000 a year.

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Going East
Passenger 6.16 a.m.
Passenger and Mail 10.03 a.m.
Passenger and Mail 6.46 p.m.
Passenger Saturdays only 8.51 p.m.
Passenger, daily 9.41 p.m.
Toronto and beyond
Going West
Passenger and Mail 8.34 a.m.
Passenger Saturday only 1.15 p.m.
Passenger, daily except Saturday and Sunday 6.08 p.m.
Passenger and Mail 6.45 p.m.
Passenger Sunday only 11.30 p.m.
Going North
Passenger and Mail 8.45 a.m.
Going South
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