

THE GEORGETOWN HERALD

News of Georgetown, Norval, Glen Williams, Limbouse, Stewarttown, Ballinacree and Terra Cotta

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Member of the Canadian Weekly Newspaper Association and the Ontario-Quebec Division of the C.W.N.A.

The Editor's Corner

WHY?

No doubt our readers are wondering why we have decided to raise the price of the Herald.

There are several reasons for this. The rising cost of paper was one factor of some importance in our decision. Paper prices have increased in the past year, and another increase is anticipated this summer.

Another reason, and the one which was the major cause of the change, is that we want to give you a better newspaper in the years to come. Like anything else, the more value that is put into a newspaper, the more it costs to produce, and the more the finished product should be worth. With more money coming in from sales of the Herald, we will be able to invest in more cut books and new type for our advertisers, in more pictures and features for our readers.

So in the months to come we intend to give you a better and better Herald—one which we hope you will feel is worth much more than the \$2.00 a year charge.

NEWS FOR THE BOYS IN UNIFORM

The many letters we have received from local men stationed far from home with units of the army, navy and air force, could all be summed up in one single sentence—"It's good to hear the news from home."

Those of you in Georgetown who are away from your homes will know this feeling, and the warm glow that comes over you when a letter or paper arrives from the old home town. This feeling is intensified among men on active service, who are following a pattern of life so foreign to that they have been used to, and a life which is sometimes monotonous with training, marching, drilling, and for whom the simple pleasures of home are not available.

It is you people back home—mothers and fathers, wives, children, friends who can brighten up this life with lots of personal letters to your loved ones.

You can help too by telling us little bits of news that we might miss in our course of a busy week. In outlying communities, especially, we miss many news items which would be enjoyed by the chaps on active service. We are in need of regular correspondents in Norval, Hornby, Union and other neighbouring places who are willing to help publicize their community by writing up the weekly news there. If your district news is not being covered adequately in the Herald, tell us about it, send us your news items, suggest to us someone in the community that you think could make a good job of reporting.

We will appreciate it, and so will the boys in uniform.

IT WASN'T THE AKRON

We were surprised that someone didn't check us on our news story a few weeks ago, when we reported that the Goodyear blimp "Akron" flew over Georgetown to advertise the Victory Loan.

Afterwards, we began to wonder and inquire from some of those who saw it, we found it was the "Reliance." In fact, if we recall it correctly, the Akron was wrecked several years ago.

W. A. Fry, the genial "Old Bill" of the Dunnville Chronicle had some interesting comments on the Reliance in his column last week, which perhaps might interest you. He says:

"It was in St. Catharines the other day, at a track and field meet, and the 'Eliump' sailed over the field. It is a non-rigid type airship, and carries six passengers and crew. The Reliance is 150 feet long, has a helium gas capacity of 123,000 cubic feet, and is powered with two 14 h.p. motors. Helium is a non-explosive, non-inflammable lifting gas. The top speed is 65 miles per hour, but its ordinary cruising speed is 50 m.p.h. It has a range of 600 miles, and has 2-way radio communication.

The Goodyear Airship Dock at Akron, Ohio, is the largest and most unusual building in the world. Almost a quarter of a mile long, 325 feet wide, 211 feet high. It is so large (5,000,000 cubic feet) that sudden changes of temperature cause clouds to form inside, and rain to fall. Over 100,000 people could stand within its walls.

The "Reliance," which is on a good-will tour of Ontario to aid Canada's Victory Loan drive, has come straight from Miami, Florida, under the auspices of the Goodyear Tire & Rubber Company of Canada, Limited.

"Goodyear's activities in lighter-than-air craft began in 1911. The first Goodyear balloon was built in 1912. During World War I, Goodyear produced on a large scale kite balloons for aerial observation and direction of artillery fire overseas, and Goodyear airships for extensive use in coastal patrol work all along the Atlantic coast. Due to their slow cruising speed blimps are ideally suited for spotting submarines and mines.

"In 1919 Goodyear built the first of a number of privately operated airships which were popularly nick-named 'blimps.' This fleet has grown. It is used for experimental purposes, and for the training of pilots in rigid and non-rigid airships. These airships can operate for long periods in the open. Goodyear maintains an airship dock, the largest of its kind in the world, at Akron, Ohio, where the Goodyear fleet gathers during severe weather and for systematic maintenance. At other points where there are no docking facilities, a ground crew of 14 service men travel in a special two-way radio-equipped bus, which has a portable mooring mast to permit the airship to moor overnight."

A TAXPAYER'S LAMENT

Chief W. G. Marshall handed us the following description of how some of you may feel about taxes. The chief should know—he's had plenty of experience in his years as tax collector, and even K. M. Langdon, whose nose at the job, could probably fill a page of the Herald with the woes of the poor tax collector.

But the letter concerns itself with the woes of the poor TAXPAYER, so we'll get on with that:

To the Collector of Taxes:

Dear Sir:

For the following reasons I am unable to meet your Demand Note for Income Tax.

I have been held up, held down, sandbagged, walked on, sat upon, flattened out, and squeezed by the income tax, super tax, tobacco tax, beer tax and motor tax, and every society, organization and club that the inventive mind of man can conceive to extract what I may be may not have in my possession for the Red Cross, black cross, double cross, and every other cross and hospital in town and country. The Government has governed my business until I do not know who the dickens owns it. I am suspected, inspected, examined, informed, required and commanded, so that I do not know who I am or why I am here at all. All I know is that I am supposed to have an inexhaustible supply of money for every need, desire and hope of the human race and because I will not go out and beg, borrow and steal money to give away, I am cursed, disowned, talked to, talked at, talked about, lied about, held up, robbed and darned near ruined. The only reason I am clinging on to life at all is to see what the hell is going to happen next.

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LORD BEAVERBROOK APPEALS FOR RADIO TECHNICIANS TO HELP WAR EFFORT



The Rt. Hon. William Maxwell Aitken, P.C., Bart., Kt., 1st Baron Beaverbrook, of Beaverbrook, N.B., and Cherkley, Surrey, England, is shown above seated at his desk at No. 12, Downing Street, London.

He has just completed a stirring broadcast appeal in his capacity as Minister of State, for the assistance of the Empire's men of knowledge and men of technical skill.

"It is in radio, I am convinced," said Lord Beaverbrook, "that we will find a way to spread the covering loom of science over the multitudes who inhabit our dark cities.

"It is the scientists who will heal our wounds; it is the scientists who will protect us against the loss of our lifeblood; it is the scientist who will save our homes and guard our hearth stones."

He explained how radio is being used to locate the enemy arriving by night, and to instruct our air forces where to meet them.

"Now in the New World you know all about the opera, and of all the operas the one that I like best is Coq d'Or. This opera tells of a golden cock which gave the warning of the approach of the enemy army. When the enemy came near, the cock would crow. Now radio is our golden cock. It gives the warning of the enemy's approach. It tells us the news of the wicked and vicious designs of those who seek to destroy us."

Lord Beaverbrook then appealed to radio technicians to join the colours and help Britain win her battle for the freedom of the world. It is these technicians who must sustain the air force which is so vital in the battle.



"My Harry seems so happy over there—when the announcer said 'would you like to say a few words to the little woman back home'—he just laughed and laughed—"

MINUTE MINIATURES

Brief backgrounds in the careers of Canada's Captains of War.



HUGH LLEWELLYN KEENLEYSIDE, M.A., Ph.D., F.R.S.

Of the many stout jobs handed to Dr. Hugh Llewellyn Keenleyside in Ottawa, none has been more particularly fitting than his present duty as Secretary of the Canadian Section of the Permanent Joint Defence Board. For the last work he polished off before joining the Department of External Affairs in 1929 was the writing of an authoritative volume, "Canada and the United States." In this book a kindly personality dodges back and forth across the border, telling with enthusiasm but with no spleen the story of the North American continent,

tracing with complete frankness the vicissitudes leading up to "the lifting of the relationships of the United States and Canada to a place of equality" as the volume's introduction puts it. The general public, hoping in their hearts that "some dignity" may yet evolve in the affairs of the world at large, feel confident that Dr. Keenleyside will play a truly constructive part in the hopeful and rather exciting collaboration between the United States and the British Commonwealth of Nations that has been initiated today.

Just born in Toronto, Dr. Keenleyside moved a few months later to Vancouver, where he was brought up, took his B.A. at the University of B.C. and truly planted his heart in Canada's west. At Clark University, Worcester, Mass., he took his M.A. and Ph.D. in Economic History and International Relations. Thereafter he taught history and economics at Pennsylvania State, Brown and Syracuse Universities in the United States and at his own Alma Mater in Canada.

Keenleyside's first outside job for the External Affairs Department was to go over to Japan in 1929 to open Canada's new Ministry in Tokio. He remained as First Secretary, with stretches of acting as Charge D'Affaires, until 1936. The Hokuseido Press in Japan published in 1937 another book in which Dr. Keenleyside collaborated with an Englishman, A. F. Thomas, M.A. (Oxon), M.R.T.S. "History of Japanese Education." Based on Tokio, while Japanese Minister at the time, he declared that such was the prestige earned for himself by Dr. Keenleyside during his years in Tokio that any writing of his on Japan was certain to be both accurate and valuable. Dr. Keenleyside, during his stay in Tokio, was a member of the Council of the Asiatic Society of Ja-

pan.

As Secretary of the Interdepartmental Committee on the Royal Tour in 1939, he individually made the "contact" between the Committee, who formed policies, and the general public, private persons and organizations as well, all over Canada. His part in the success of the Tour was invaluable, due in large degree to his own personality. With no trace of bureaucracy and a refreshing Western habit of doing his own thinking, Dr. Keenleyside could be firm and dignified, giving the public a clear impression of the importance not of his own authority but of the country's pride in how it arranged things for its King and Queen.

On the appointment of the late Loring Christie as Minister to Washington, Dr. Keenleyside was promoted to the position of Counsellor in the Department of External Affairs. His task in the department was a full one, covering among other duties membership on the Canadian Shipping Board and the War Scientific and Technical Development Committee. He is also a member of the North West Territories Council as successor to the late Dr. Skelton. The Government has reserved the right for Dr. Keenleyside to sit with the new Canada-United States Joint Economic Committees as occasion may require—a position corresponding to that reserved for Mr. A. A. Berle Jr., Assistant Secretary of

State, by the United States Government. On his shoulders falls much of the responsibility in Canada's dealings with the United States and the Far East.

BOUSFIELD FAMILY REUNION

The fifteenth annual reunion of the descendants of the John and George Bousfield families, early Ontario settlers, was recently held at Hidden Valley Park. Among the hundred members of the family in attendance were: Mr. and Mrs. Henry Wilson, Mr. and Mrs. A. S. Wilson, Mr. and Mrs. M. Fisher, Mrs. M. Sutton, and Mr. Hodgson Barnes, Georgetown; Mr. Abram Stark, Mr. John Stark, Mr. and Mrs. J. Neilson, Mrs. William Stark, and Mrs. Ernest McPhail, Milton; Mr. M. Bousfield, Campbellville; Mrs. Thomas Bousfield, Nelson; Mrs. Prudham-Horning, Waterdown; Mr. and Mrs. Joseph Tansley, Carlisle; Mr. and Mrs. John Wilson and Mrs. Hodge Wilson, Aymer; Mr. Albert Newell, Auburn, Iowa; Mr. and Mrs. Isaac Trousdale and Mrs. Henry Bousfield, Hagersville; and Mrs. Homer Trousdale, Hamilton.

A noonday luncheon was served, and during the afternoon a program of games was enjoyed. Mr. Wray Bousfield, Milton, was elected president for the 1942 reunion, with Mr. A. E. Blagden, Carlisle, treasurer, and Mr. Clarence Bousfield, Hagersville, secretary.

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TIME TABLE
NOW IN EFFECT
(Eastern Standard Time)
LEAVE GEORGETOWN

Eastbound to Toronto	
f. 6:08 a.m.	4:05 p.m.
9:18 a.m.	6:48 p.m.
11:48 p.m.	9:13 p.m.
c. 2:23 p.m.	
Westbound to London	
9:35 a.m.	8:00 p.m.
12:05 p.m.	h. 7:50 p.m.
2:05 p.m.	d. 10:35 p.m.
3:45 p.m.	e. 11:35 p.m.

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Standard Time
Going East

Passenger	6:16 a.m.
Passenger and Mail	10:05 a.m.
Passenger and Mail	6:45 p.m.
Passenger, Sunday 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 1:15 p.m.
Passenger daily except	Saturday and Sunday 6:08 p.m.
Passenger and Mail	6:45 p.m.
Passenger, Sundays only	11:30 p.m.

Going North

Passenger and Mail	8:45 a.m.
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Going South

Passenger and Mail	6:50 p.m.
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Monuments

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