

THE GEORGETOWN HERALD

News of Georgetown, Naval Base, Limestone, St. John's, Halifax and Terra Nova

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The Editor's Corner

YES, YOU CAN TAKE YOUR WIFE TO TOWN

Many misunderstandings have arisen from an order issued in April, by the Wartime Prices and Trade Board. This order prohibited trucks from carrying anyone other than the driver and any assistant or assistants necessary to load or unload goods which the truck transported.

Most rural residents interpreted this as meaning they would no longer be able to take a passenger along to town in the cab of a truck transporting goods, even if there was room. This would, of course, be just like "biting off your nose to spite your face" in these days when we are forced to conserve rubber, gasoline, and money, in every possible way.

It was to clear up this misunderstanding that James Stewart, services administrator of the Wartime Prices and Trade Board, announced on July 4 that trucks which are LOADED with any products or materials may carry as many as two passengers in the cab, in addition to the driver. Individual permits can be issued by the regional and sub-regional offices of the Prices Board to farmers and other rural residents to use their trucks to carry themselves, their families, employees or neighbours on trips for essential purposes when other means of transportation are not available. Such trips include journeys to attend church and trips of reasonable frequency for shopping at the nearest market town.

A MATTER OF THE UTMOST PUBLIC CONCERN

"This was an inquiry conducted for the people of Canada whose sons are bearing arms for our defense. It was an inquiry into matters of the utmost public concern. It is not enough for the commissioner to say that he is satisfied. It is for the people of Canada to be satisfied that those who showed themselves incapable of handling this small force will not still be in positions of responsibility when the time comes to move thousands of Canadians into the field of battle."

These are the words of Lieutenant-Colonel George A. Drew. They were prompted by Prime Minister Mackenzie King's refusal to reveal to the House of Commons the contents of the letter sent him by Col. Drew—a letter of the "utmost public concern" in that it contained his criticism of the report of the Duff Royal Commission on the Hong Kong inquiry.

This excerpt from Colonel Drew's statement contains, in our opinion, the essence of the principles of democracy for which our parliament has hitherto been the symbol.

We are not well enough versed in the technicalities of politics to appreciate whether or not Colonel Drew was legally correct in wishing to reveal certain aspects of the Hong Kong investigation, but we do know that the way in which our government has handled the whole affair must be providing many a juicy morsel for digestion in the Nazi propaganda machine.

When the Government first decided to prosecute Lieut.-Col. Drew, public opinion was open to hear both sides of the question. If the case could stand the search-light of publicity, the Government must surely have some justification for the charges laid, even tho mass sympathy was with Drew. The abrupt manner in which the case was dismissed, without even giving the defendant a chance to utter one word in his own justification most certainly carries with it the implication that the whole prosecution was a blunder. The face of our government must have been very red.

The excuse for the withdrawal of the case was indeed a lame one in the light of later events. It was done, so they said, in order that Parliament would be free to discuss the Hong Kong report. At time of writing the Prime Minister has backed down on this promise too. After telling the House he would grant the request of the C.C.F. House Leader, M. J. Coldwell, to table Col. Drew's letter, and after the letter had been released to the Canadian Press and the British United Press for publication, he obtained the advice of a lawyer from Montreal. This man (who was interested in the inquiry) backed him in his decision to withhold the facts from the public on the grounds that it would violate the order of secrecy under which the proceedings of the Royal Commission were conducted.

After such shilly-shallying methods, the general public—supporters and non-supporters of the Liberal Government—finds itself hard pressed to view with any measure of toleration further suppression of facts which it is entitled to know. Colonel Drew says the disclosure of the truth definitely would not help the enemy. And the withdrawal of his case from the courts was ample proof (if proof were needed) that his criticisms spring from a pure desire to help Canada only. Thus, in our opinion, it will help the enemy

How Wartime Bermuda Aids In the Defence of the Empire

ARTICLE NO. 36

By Hugh Templin

The position of Bermuda aids it extremely important. It is the only group of islands in all that part of the western Atlantic, about 600 miles from Florida, about 870 from New York and 720 from Halifax. The outer West Indies are about the same distance away. It is as though Bermuda is the centre of a semi-circle of coast line, from Porto Rico to Nova Scotia.

If that group of islands belonged to Germany or any other of the Axis Powers, it would make a most difficult situation for all the Atlantic coastlines of North America. The old seafarers who picked up all these odd bits of the British Empire did us a great service.

Bermuda used to be a favourite hang-out for pirates, and I suspect that some of the smaller islands may be named after pirates, though that may be incorrect. But names like "Morgan's Island" raise suspicions, and "Oliver's Island" leaves something to the imagination. It is fortunate that it isn't in the hands of the pirates of today.

A year or more ago, while the United States was still unreasonably neutral, Britain made a deal, exchanging some 50 old destroyers for a chain of naval bases on British territory. Bermuda is one of the most important. There is already a great British naval base there, and prob-

ably has been one for years. The Darrell's Island base, where the Clipper lands, is really an Imperial Airways base. When I was in Bermuda, the United States had come officially into the war, there seemed to be few, if any, British naval units at Bermuda, but there were plenty of American naval vessels, already at work, apparently, conveying shipping.

Close-Up of an Aircraft Carrier
The most interesting of these ships was an aircraft carrier of the largest type. There are probably the most valuable ships in the world today in all navies. Japan has counted heavily on them for many of her successes. Some of the British aircraft carriers, notably the Illustrious and the Ark Royal, the latter now sunk, became particularly famous. It will be difficult to remember the names of the ships which passed close beside one of these in the Pacific, was that Japan lost two or three of these ships.

When I was in Bermuda in September, I saw one American aircraft carrier at a distance. Returning at the end of October by boat, the Excambion passed close beside one of these ships, while arriving and departing Pictures of aircraft carriers are familiar to most readers. The ship has a broad, flat deck from which planes go and to which they return. Many planes were huddled close to-

gether on one end of the flight deck, some of them with one wing folded up in the air, to save storage space. The deck below was open at the sides, and many more planes could be seen stored there. These planes are raised to the flight deck by elevators.

Through a Mined Harbour
Bermuda hasn't been attacked yet by plane or ship and I cannot say anything about the defences, but it is no secret that the entrance to the Great Sound is mined.

The Excambion was met off the eastern tip of the island by a little pilot boat. The pilot proved to be a negro. The boat was a bit late and it was getting nearly dark. There was some doubt whether it would be possible to dock in Hamilton that night.

Taking a ship through a mine field must be one of the world's most exciting occupations. One ship and the lives of several hundred persons are endangered. We stood with a group of young Europeans on the upper deck and watched the progress.

It was quite dark before the boat got in among the mines. Apparently there is no straight course through the defences, but it winds here and there. It is said that enemy submarines can get into a harbour by following a surface ship that is being piloted in.

I don't think that could be done in Bermuda, unless the sub attached itself to the rudder of the ship—and then it would never get out again. It was a dirty night in late October. Six weeks before, Bermuda had been so parched that spring water from Maine was being sold for one dollar a bottle. Now the rainy season had arrived and rain fell continuously and heavily.

There were insignificant sticks to mark the passage through the minefield. The Excambion would pick up one of them with her searchlights and steer directly towards it, then stop till the next stick was found, and turning in that direction, move ahead again. It was a slow process but at last it passed between the two rocks that mark the entrance to Hamilton harbor, and tied up at the wharf where, six weeks earlier, I had seen one of the Canadian National line of "Lady" boats, painted in battleship grey, but with the brass letters of the name still showing through the paint. I believe that lowly ship has since been sunk by an enemy torpedo.

The Centre of Command
There is one feature of Bermuda in wartime of which little is said, but it is decidedly important. It is the (Continued on Page 7)

a great deal more if the public is not given the true circumstances under which hundreds of our boys went to die in Hong Kong, ill-equipped and untrained. We have a right to know who was at fault so that there can be a much needed shakedown in the Canadian Military Headquarters Staff.

It is too much to expect exactly the same group of men to cope with the military problems of a country at war as with those of a country at peace. And during the three years we have been at war this peace-time staff has not undergone any changes. It's high time the situation was remedied.

The families of the boys slaughtered at Hong Kong—the families of the boys on active service anywhere in the Empire—and every taxpayer in the Dominion of Canada will not endure a repetition of the Hong Kong affair. In spite of all the Prime Minister may do, the voice of the Canadian people can and must make itself heard in halls of their Parliament.

ERRORS IN PLAIN PRINT

Since undertaking the job of editing the Herald, we have had our share (or maybe even more) of typographical errors pointed out to us. It makes one feel very foolish when the mistake is so obvious, staring right at us in plain print. So far it has all been taken in good part, and I guess everyone knows the truth of the old saying that "practice makes perfect." We came upon the following article in an exchange paper which might help you understand why proof-readers have their troubles.

"Most typographical errors in a newspaper are discovered after it is published, or so it seems. The Fort Erie Times-Review, commenting on this, claims that proof-readers are born, not made.

"Continuing, the Times-Review says, "one of our most alert subscribers twitted us the other day about three proof-readers errors he had discovered in a single copy of the Times-Review.

"Of course, no good newspaper is complaisant about typographical errors which, despite the utmost vigilance, escape detection until after the paper is printed and published. Then it's too late to make corrections. But the mistakes this subscriber found were not very serious—in fact they were almost trivial. Albeit they were mistakes.

"Gauging the result of their work compels one to conclude that good proof-readers are born, not made. They must possess an indelible, innate aptitude for the work. Without that certain something, one can no more become a proficient, proof-reader than a tone-deaf person can become a virtuoso on the violin.

"The small proportion of printers errors that escapes the watchful eye of a really competent proof-reader is a source of wonderment to those less gifted, but who have attempted to correct proofs themselves. But the best of them will inadvertently let a mistake slip through once in a long while. Perhaps this is due to what has been called "proof-readers blindness"—something which afflicts some proof-readers momentarily from time to time. During the brief moment of one of these almost instantaneous lapses, an error will slip by unnoticed, which at any other time would have been caught. And how glaring it seems when it is pointed out.

"Proof-reading demands the most extreme mental concentration—and every slip made is recorded in printer's ink for all the whole to see. It is one of the most exacting vocations in the world. Yet, nearly everyone who ever headed his class in spelling at school believes he could easily become a first-class proof-reader. If you who are now reading these lines believe likewise, how many typographical and orthographical errors can you find in this little piece. There are thirteen—that we know about. If you can't find them all, maybe you have proof-reader's blindness, too!

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TIME TABLE
NOW IN EFFECT
Daylight Saving Time
LEAVE GEORGETOWN

Eastbound	Westbound
a 7:04 a.m.	10:00 a.m.
b 8:24 a.m.	11:25 a.m.
c 9:44 a.m.	12:50 p.m.
d 11:04 a.m.	2:15 p.m.
e 12:24 p.m.	3:40 p.m.
f 1:44 p.m.	5:05 p.m.
g 3:04 p.m.	6:30 p.m.
h 4:24 p.m.	7:55 p.m.
i 5:44 p.m.	9:20 p.m.
j 7:04 p.m.	10:45 p.m.
k 8:24 p.m.	12:10 p.m.
l 9:44 p.m.	1:35 p.m.
m 11:04 p.m.	3:00 p.m.

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Daylight Saving Time
Going East

Passenger	8:55 a.m.
Passenger and Mail	10:05 a.m.
Passenger and Mail	6:45 p.m.
Passenger, Sunday only	8:55 p.m.
Passenger, daily	9:45 p.m.
(Stops for Toronto and east of Toronto passengers only.)	

Going West

Passenger and Mail	8:30 a.m.
Passenger, Sat. only	9:15 p.m.
Passenger daily except Saturday and Sunday	6:16 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	8:35 p.m.
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