

The Editor's Corner



Heap on more wood!—the wind is chill
But let it whistle as it will
We'll keep our Christmas merry still!

Just one more day, and Christmas will actually be here! The Christmas cake and pudding are made; the Christmas tree in all its splendour is up. Presents have been gayly wrapped, and stockings hung—everything ready for "St. Nick's" annual visit. The Christmas spirit is abroad,—an almost tangible thing, as cheery Christmas greetings fill the air. The editor and staff of the Herald add theirs to the throng by wishing you, one and all, a VERY MERRY CHRISTMAS!

UNSELFISH EFFORT

The war has tested the true mettle of our worth and we have come through with shining colours. Never has there been a year when organizations and individuals worked harder to attain an unselfish end. To help make the lot of our fighting men and the heroic British easier, has been the watchword.

We, here in the Herald Office, have had the fact brought home more forcibly to us than the ordinary individual would, for through our hands pass the news items, and contributions to the different funds. Employees of all the industrial plants in town have banded together to look after their enlisted comrades. Bridge clubs have turned from cards to knitting, either for war victims or service men. Dances and bingo have been planned with no thought for personal gain. Time, money and energy have been freely given so that someone else's burden might be made a little lighter.

Through the generosity of the citizens of Georgetown, this week we were able to send in a cheque for \$94.06 to the Evening Telegram British War Victims' Fund, and \$137.83 to its Yuletide Auxiliary Fund, Christmas Cheer for British Children. This makes the total contribution of the Georgetown Herald B.W.V.F. to its "parent fund" \$3090.90 to date. It's a splendid record and one which we know will not be lowered in the New Year.

TO THE MEN IN SERVICE "OVER THERE"

Hello boys,—it's a "White Christmas" in Georgetown this year, and so cold the snow crunches underfoot. As we stand on the threshold of our fourth war-time Christmas we want you to know that we're thinking of you, and wishing you a Merry Christmas from the bottom of our hearts. At the same time, we'd like to thank all of you who have written us such interesting and appreciative letters during the past year. There's nothing we like better—so keep 'em coming.

As a result of your courage, we here at home can face this Christmas with the dawning of a new and great hope where all hope seemed to have died. Because of the happenings of the last few months and weeks, we know that right can triumph over wrong. With this knowledge comes the hope that we'll be seeing you all in person this time next year, to wish you once again—a Very Merry Christmas!

DON'T SPOIL THE PICTURE

The Christmas tree is softly lit and laden with gifts; the family has gathered about a cheery fire, and the house has taken on a festive air, with red and green streamers and holly wreaths brightening the rooms. While we dislike spoiling such a pleasant Christmas picture by thoughts of the dreadful fire tragedies which so recently occurred in Boston, Mass., and St. John's, Nfld., yet we want to bring them to your mind long enough to make you realize how dangerous it is to have lighted candles, unguarded fireplaces and carelessly flicked cigarettes around highly inflammable decorations. Make sure you take every precaution to prevent a disaster occurring in your home. You cannot be too careful.

Engineers Show Alacrity

In Bridge Building

Another in a series of articles written by W. R. Legge and C. V. Charters, who represented the Canadian Weekly Newspapers Association in a recent tour overseas.

By C. V. Charters
If I had a job of bridge building to be done any time, anywhere, efficiently and with record speed, I would call on a group of the Royal Canadian Engineers.

It was my good fortune to see these fellows in action and doing a real construction job overseas. They work like demons. A finer body of men, physically fit Canadians would be hard to find anywhere.

Engineers' Role
Besides preparing for their operational role when the Canadians go into action, the Royal Canadian Engineers have done extensive experimental construction and development work since their arrival overseas.

Aerodromes, camps, roads and buildings have been constructed and will remain for the use of the Imperial Army long after the war has been won and the Canadians returned home. Special development work on mineral resources in the United Kingdom has been undertaken by the Engineers and in special cases the Tunnelling Company—recruited from the hard-rock miners of Northern Ontario and Manitoba—have plied granite mountains to bring additional waterpower to munitions plants.

The R.C.E. have also been working on new, secret, methods of warfare. Some of their projects include: new bridging equipment for river-raising; camps constructed in record time; development of Cornish tin mines; construction of strategic roads and by-passes; aerodrome construction; special water-diversion tunnelling; Base Ordnance Workshop constructed, largest project ever undertaken by Army Engineers; training in bomb disposal work; tunnelling and construction work in Gibraltar.

Bridge Building Competition
The afternoon that the press party were privileged to visit them, a competition in bridge building was put on between a Field Company from British Columbia, commanded by Major T. H. Jermyn, Vancouver, representing Western Canada, and a Field Company of Quebec commanded by Major A. B. Rutherford, Montreal, representing Eastern Canada.

The equipment demonstrated in the bridging operations was the F.B.E. Folding Boat Equipment (F.B.E.) (Small box girder) pontoon equipment and another new type of bridge still on the secret list.

Each company fielded three teams. The equipment and sites were selected by draw, and the race was on.

The Job to Be Done
The F.B.E. bridge to be constructed was 120 feet. Stores had to be laid out with the boats on shore. The bridge was judged completed when one vehicle had crossed it. The time was taken at this point. The judges now inspected the bridge. Then the group which had shown such skill and alacrity in creating this simple structure immediately proceeded to tear it down. The dismantling was done in the same orderly and efficient manner as the erection. When this work was completed and the stores all neatly and properly laid out, the officer in charge reported to the judges. The total obtainable for this particular item on the programme was 115 points.

In the other event, two gaps of 64' and 48' were successfully bridged with S.B.O. Here also the two teams worked with clock-like precision and accuracy.

It was a great show—a marvellous feat of engineering brains and physical strength. The Eastern group from Montreal triumphed by the narrow margin of ten points, so the judges declared, although to us laymen it looked like a draw, so evenly did the two crews finish.

Li-Col. D. H. Storms, M.O., of Toronto, was in charge of the bridge building competition. Formerly with the Storms Construction Company, he seems right at home at this type of work. His son is Lt. Peter, also with the Engineers overseas, and his daughter, Mrs. Scandrett, is in England as a M.T.C. driver.

During this very interesting afternoon with the Engineers, we were treated to other demonstrations of technical skill and physical endurance. It was made abundantly clear to us that here is a group applying brain and brawn to the task in hand, determined not to be outdone by anything the enemy may devise, but on the contrary, to outdistance him whenever and wherever possible. The spirit and sparkle of these men was grand to behold. They fully realize the importance of their task.

It was during this afternoon with the Engineers that our Ontario press men were privileged to meet and renew acquaintances with Li-Colin Campbell, O.E., former Ontario Minister of Public Works. He had just come back from service in Gibraltar. While there, he was engaged in tunnelling and providing a hospital in the underground rock.



Merry Christmas

and Happy New Year

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4:54 p.m.	b 6:45 p.m.
6:54 p.m.	c 7:15 p.m.
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b 1:50 a.m.	d 10:05 p.m.
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