

**BRAY CHICK**  
Does the Trick!

**ORDER NOW FOR SUMMER**

With huge British and home requirements underpinning the war effort the year round, and the fact that other people are turning their backs on the summer season, it's both good business and good patriotism to start a batch of summer chicks.

After hawks, etc. have taken their toll on range and you have done some fall culling, what laying houses are not filled right up to full working capacity. Plan now to have some real replacements coming along to use that wasted space.

Bray Chicks, noted for "egg-sprinkling", fast growth, easy laying, steady laying, make real replacements — the kind you want. Mrs. Bray Hatcher will be turning them out, on late the Summer. Plan ahead. Place your order now, for later shipment.

**GEORGE C. BROWN**  
SHEVAL  
Phone 243-72

Canadian corvets require 14 of anchor chain. Ship forge the by buying all the Victory Bonds

**THE BOMBER PRESS IN BRITAIN**

English Newspapers in Wartime  
Another in a series of articles written by W. R. Legg and C. V. Charteris, who represented the Canadian Newspaper Association in a recent tour overseas.

(By Walter R. Legg)  
Like everything else, the newspaper in England has been much changed by the war. Despite news stands which will not tell you a newspaper, imagine the advertising managers of newspapers being courted by those who are trying to buy a title of the space available.

One of the first experiences was at the news stand in our London hotel. We had heard rumours of the Dope raid which took place just as we were leaving Canada, but we had not read anything about it. We were anxious to see a newspaper. However, the news stand could not tell us one unless it was ordered in advance.

Thus we abruptly learned to appreciate a privilege which we do not think about here: the privilege of being able to buy a newspaper at any time.

People over there are now glad to have any paper at all. The privilege of having a paper delivered every day is a highly prized one. A householder who goes for a time often finds on his return that someone else has taken the right to get his daily paper, and it may be a hard task to get both in the good graces of the paper boy.

People travelling on a train will nearly always pass their newspaper around to the other people in the compartment after they have read it. Newspaper is severely rationed in

England. Not only have the publishers been forced to reduce the number of pages to a fraction of the usual volume, but the circulation has had to be drastically curtailed. In many cases the size of the pages and the width of the columns have been reduced.

Our party was entertained at the Daily Telegraph, the Daily Express, The Times, and Reuters Agency. We were shown through their plants and given every courtesy.

At one of these newspapers, we found that the paper has been cut down from an average issue of 24 pages to four pages. In addition, the circulation has been cut from 800,000 daily average to 650,000. Several hundred applications for subscriptions each day have to be refused. This is typical of the restrictions on all newspapers.

All of these plants have duplicate plants deep in the ground, very comfortably and completely fitted up so that the entire work of getting out the paper can be carried on without interruption during raids. Moreover, several of these papers have complete plants in other cities where some editions are printed every day. For instance, the Daily Express, which has a daily circulation of about two and a half millions, is printed in three places: London, Manchester and Glasgow. They are so co-ordinated by wire service that although they are set up in such cities they are exactly alike on most pages.

Advertising has been cut to almost the same degree as the rest of the paper. The Daily Telegraph, we were told, refuses about thirty columns of

advertising every day. Display advertising usually has to be booked several weeks in advance, and even then without any guarantee that it will appear. In cases where legal advertising must appear before a certain date, care must be taken to advise the client if it cannot be printed, in order that an effort may be made to have it printed elsewhere.

Advertisements for beer and liquor may still be carried in the English papers although they are now banned in Canada.

With so much difficulty in obtaining advertising space in the newspaper, it is not surprising to see a new development. Large numbers of notices that ordinarily would be wanted ads in the papers, are now displayed on small cards in shop windows.

We saw a great many of such advertising cards, not printed, but written by hand, placed on display in the shop windows in many of the cities we visited. We do not know whether the shopkeeper makes a charge for all these notices although we heard that some shopkeepers charge 5 shillings, and we wondered if this practice will continue after the war is over.

It is not surprising, with curtailments in the size and number of pages of the newspapers, that the news is also condensed. There are a great many short items making up the news columns but taking into consideration the difficulties under which they are operating, the British newspapers are very readable and give a surprisingly good news coverage in the space at their disposal. News of Canada appears in fairly good volume and is well presented.

We found that the Canadian soldiers are quite worried because it is no longer permitted to send papers over

**Tugs Go to Sea by Rail**



When ships go down to the sea by rail a difficult transportation problem is involved. A record in rail transport has been set by operating officers of the Canadian National Railway in the recent successful movement of two large tugs, built far inland, to the seafarers.

"Ward" and "Watch" tugs were transported with accuracy and guard-ship, by the means of their tugs. They were transferred from their native element in Georgian Bay waters over the line of the National system to an East Coast seaport where they are now engaged in war work. These 60 foot overall tugs were built at Owen Sound, given their trials there, taken from the water and swung on board flat cars to begin a railway journey of more than 1,500 miles.

The goods simple but a tug cannot be hoisted down or folded up, particularly in this instance where the steel hulls are welded along the keel. A lot of operational headaches which lasted from there found in the Atlantic. Placed on her side on a flatcar the top of the load was 18 feet 7 inches above the top of the rail. The actual beam of the tug is 14 feet 6 inches so that when hoisted on the car the hull projected two feet beyond the car edge on one side, the other side being due to the necessity for establishing a safe centre of gravity. Overhang constitutes a problem on any part of a railway and particularly so at curves. It was necessary for the National system engineering department to check the plan of every bridge between the terminal points, a big task when carried out over 1,500 miles. Some clearance were of the greatest, the smallest being barely one inch from the top of the load at a point where a highway crossed over the railway.

The side overhang was a bigger problem than the height and it was necessary to arrange for every train in which this load was included to move at restricted speed when the second track was used. The entire transportation involved a series of carefully planned movements.

The transportation was carried out successfully and "Ward" and "Watch" are now in salt water performing their tasks of moving barges in the Canadian National lighterage service which daily handles great quantities of supplies and war material taken from the rail terminal and transferred to ships carrying vital cargoes for the United Nations.

by mail, except where subscription. They appreciate the home paper now in a way that they never did before. They left home, they read every word of it. One officer remarked that he considered a boxload of papers from home as a boxload of morale.

One reason why the attention was paid on Canadian papers was that some publishers had been bundling up their over-run and sending in more to be distributed. We were told by one service worker that he had sent at one time 600 bags of newspapers, and simply did not know what to do with them. There is no doubt that the publishers who sent them were anxious to help. They thought it was a good thing to do, but it actually was a misguided effort.

It was a great pleasure to be able to visit one of the leading weekly newspapers, The Banbury Guardian, which was the paper on which my father, the late George Legg, served his apprenticeship. This is one of the older weeklies of England and has been owned by the same family for a great many years. It is interesting to compare present-day training with that of seventy years ago. In his memoirs, Mr. George Legg said: "The training I got in this establishment covered a much wider range than the technical schools of today—sweeping floors, building fires, washing rollers, sorting type, fetching in beer, gin, rum, and snuff, varied by an occasional hour spent on the old canal bank cat-fishing for the foreman's next fishing trip."

Weekly papers have increased their price from two pence to three pence per issue, advertising rates have increased about fifty per cent since the start of the war, and the papers have decreased in size.

In England, the press is still free. The newspapers are able to choose what they shall print, and free to criticize anybody and anything. In the Axis lands and in the countries the Axis have overrun, those who print the unbiased news, and offer any criticism, do so under constant peril of death.

know. Words cannot express my joy and appreciation. Every member of the crew felt the same.

When they ask me, "Daddy, how's it going?" while they really are worthwhile and very much appreciated.

Yours,  
Sgt. R. V. Williamson,  
HMCS "Chicoutimi"  
401 Fleet Mail Office  
Halifax, N. S.

April 21st, 1943  
The Georgetown Herald

Dear Ma'am  
I would like to correct a statement re-debates for Premier's Drury's cup mentioned in Action Free Press of 30 years ago.

The Brockville debates never debated against Ashcroft in semi-finals for Premier's Drury's cup which was won from Mill on Club by Mrs. Henry Wilson and Mrs. James Barnes and was never out of Mrs. Wilson's house until after her decease, January 30th, 1943, and is at present at Mrs. James Barnes' home.

Henry Wilson



MRS. F. WILLIAMSON took the old cup. A high line made her almost blind, serious and ironic. Frank-line thought mild promptly. Back up year four with Frank-line, Canada's Largest Selling Liver Tablets.

The Minister of Finance of the Dominion of Canada  
Office for public subscription

**\$1,100,000,000**  
Fourth

**VICTORY LOAN**

Dated and bearing interest from 1st May 1943, and offered in two maturities, the choice of which is optional with the subscriber, as follows:

|   |  |
|---|--|
| <p>Fourteen-year<br/><b>3% Bonds</b><br/><b>Due 1st May 1957</b></p> <p>Callable in or after 1954<br/>Interest payable 1st May and November<br/>Reserve denominations,<br/>\$50, \$100, \$500, \$1,000, \$5,000, \$25,000</p> <p><b>Issue Price: 100%</b></p> | <p>Three and one-half year<br/><b>1 1/4% Bonds</b><br/><b>Due 1st November 1946</b></p> <p>Non-callable to maturity<br/>Interest payable 1st May and November<br/>Reserve denominations,<br/>\$1,000, \$5,000, \$25,000, \$100,000</p> <p><b>Issue Price: 100%</b></p> |
|---|--|

Principal and interest payable in lawful money of Canada; the principal at any agency of the Bank of Canada and the interest semi-annually, without charge, at any branch in Canada of any Chartered Bank.

Bonds may be registered as to principal or as to principal and interest, as detailed in the Official Prospectus, through any agency of the Bank of Canada.

Subscriptions for either or both maturities of the loan may be paid in full at the time of application at the same price in each case without accrued interest. Reserve bonds with coupons will be available for prompt delivery. Subscriptions may also be made payable by instalments, plus accrued interest, as follows:

|                         |                            |                       |
|-------------------------|----------------------------|-----------------------|
| 10% on application;     | 18% on 1st June 1943;      | 18% on 1st July 1943; |
| 18% on 3rd August 1943; | 18% on 1st September 1943; |                       |

18.64% on the 3% bonds OR 18.37% on the 1 1/4% bonds, on 1st October 1943.

The last payment on 1st October 1943, covers the final payment of principal, plus .64 of 1% in the case of the 3% bonds and .37 of 1% in the case of the 1 1/4% bonds representing accrued interest to the due dates of the respective instalments.

The Minister of Finance reserves the right to accept or to allot the whole or any part of the amount of this loan subscribed for either or both maturities if total subscriptions are in excess of \$1,100,000,000.

The proceeds of this loan will be used by the Government to finance expenditures for war purposes.

Subscriptions may be made through any Victory Loan Salesman, the National War Finance Committee or any representative thereof, any branch in Canada of any Chartered Bank, or any authorized Savings Bank, Trust or Loan Company, from whom may be obtained application forms and copies of the Official Prospectus containing complete details of the loan.

The lists will open on 26th April 1943, and will close on or about 15th May 1943, with or without notice, at the discretion of the Minister of Finance.

Department of Finance,  
Ottawa, 26th April 1943.

**"IN OUR MAIL BAG"**  
April 10th, 1943  
The Georgetown Herald

Dear Editor:  
A few moments ago I dug into my locker and brought forth four back-dated "Heralds".

Having followed the successful movements of the Georgetown Branch of the Navy League I noticed a paragraph headed — "Ditty Bags: Are they worth while?"

A few days before Christmas—before Christmas mail, etc. had a chance to come aboard we went to sea. Before going to sea five large cartons came aboard and when opened they were found to contain ditty bags from the Navy League. There was one for every member of our crew. Which compliment at that time was (censored).

I received one donated by a lady in Oakville. On opening it I was stunned at the quantity and quality of its contents. This was my Christmas present, from some thoughtful lady I did not

**ANOTHER BIG DANCE**  
in the  
**Georgetown Arena**  
**Friday, April 30**  
Sponsored by  
**Punch Press War Workers**  
**Doris Hulls' Orchestra**  
(Modern and Old Tyme)  
Proceeds for  
**NAVY LEAGUE**  
Lucky Draw  
Admission 35c