

# THE GEORGETOWN HERALD

NEWS OF —  
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## The Editor's Corner

AND A GOOD TIME WAS HAD BY ALL,

If there was ever any doubt in anyone's mind about the advisability of holding a Fair this year, the actual event held here last Friday and Saturday should have dispelled it. The promise of a good show coupled with a beautiful autumn day brought a record crowd to the park where, in spite of the absence of a merry-go-round and ferris wheel, due to wartime restrictions, everyone seemed to be enjoying themselves immensely.

The highlights of the fair included exciting horse races, attractive and talented Girls' Pipe Band, a ball game, and Baby Show. This latter event was keenly contested, with a great number of lovely babies entered for the prize. We didn't envy the judges their task. The livestock show, and hall exhibits were up to their usual excellent standard. In this connection, we feel special mention should be made of the children's Victory Garden Displays and the Halton Girls' Garden Brigade display. They were very fine indeed. Trade was brisk at the many refreshment booths, and the cool breeze made hot-dogs and a hot drink the favourites. It may be the last we'll see of hot-dogs for the duration.

We were out at the fair for several hours on Saturday, enjoyed every minute of it, and wished we had gone out earlier. See you there next year!

### SCHOOL DAYS

"School days are the happiest days of your life"—an old saying, trite now perhaps, but nevertheless true. When the children and students start afresh to school again in the fall, it brings back pleasant memories to most of us, and for a minute or two we almost wish we could make old father time turn back the clock, so we could tuck a brand new text book under our arm and experience that exciting "first day" feeling all over again.

Not so long ago the main idea in sending a child to school was to teach him how to read, write and do some arithmetic. Of course these three things are still the foundation of our education, but after they have been mastered, today, vast fields of knowledge in all branches of the arts and sciences beckon. In addition to book learning, sports, dramatics and social activities round out the curriculum of most of the schools today, and these things, too, play a very important part in molding a young character.

All these studies and activities serve a purpose more definite than a mere "broadening" of the mind. They help the student decide what vocation or profession he wishes to follow in life. Georgetown High School, we feel, is somewhat handicapped in this respect because it offers only a matriculation course. We realize that complete vocational training is practically financially impossible in a town of this size, but we do think it a pity that the commercial course has been eliminated. In the two year course which the G. H. S. offered at one time a pupil had the opportunity to learn what he now has to go to other centres to train for. In addition to the expense of commuting or boarding, there is a monthly tuition fee which must be paid, when parents must send their boys and girls out of town for a business course.

Almost as soon as he starts High School, a student begins to wonder what he will be—doctor, farmer, engineer, storekeeper or lawyer. In most instances this is not decided until the final year after he has had a chance to see what he is best adapted for. In many cases the pupils have an intense desire to go on to University but haven't the means. In this connection, we do not think that trying for University Scholarships can be emphasized too strongly. There is no reason why bright students should be financially barred from the University. To help these students is a little booklet, obtainable free of charge at the University of Toronto's Registrar's Office, Simcoe Hall, containing a list of admission requirements and scholarships to the different faculties. There are 7 different kinds of scholarships offered to students enterprising enough to go out after them. At a rough estimate more than 200 cash awards are listed, some of which are worth over \$900.00.

We'd like to see some Georgetown High School students competing for University scholarships this year. It's encouraging to note that the few G.H.S. students who have tried for them in the past have been successful.

### RINGING OF CHIMES MARKS VICTORY

Last Wednesday the great news that Italy had surrendered unconditionally was released, and there

## "Four Years in the Crucible"

(By Paul Manning)

Five years is a long time to wait for victory. It was four years ago this month that the Germans overran Poland and started a series of conquests which left the British Empire the only armed unit in the world opposing German ambition. These four years of war which have just ended are a pattern of small isolated events for me. But they tell the reason for survival of the Commonwealth and Empire better than official statistics.

In 1940 one air field in England became an international battle station. There came to this station Canadians and New Zealanders, Australians and men from South Africa. They were joined by pilots from Holland, Poland, Belgium, Czechoslovakia, France and Norway. When the Luftwaffe tried to batter Britain to her knees just before Dunkirk these men went into the air sixteen hours daily to prevent that tragedy occurring. During the time when London was undergoing the Blitz these same men, along with a host of Australians and Canadians were turned loose in Britain's capital for twenty-four hours leave. This sudden tangible evidence of Commonwealth and Empire solidarity was a tonic which London will never forget. England might have only one hundred tanks to meet an invasion but she did have the backing of the Dominions, India and the Colonial Empire.

Story of a voyage in 1941 took that voyage by sea from England to Africa. The German navy was sinking too many ships each day and the Empire's lifeline had stretched thin. Escort vessels for convoys in those days were few but a sixty-four year old Admiral who had retired from retirement took command. His men had made from the Mexico on schedule. The men who left Liverpool, the German navy, then strength. There are all the same, the valley. From Mexico to the Mexico. Some of them, others, in the same way.

others dropped magnetic and acoustic mines in the path of our convoy. The Blackout was punctuated by gun fire from ships. Flares were dropped by one aircraft and, until Lewis guns on the sterns of our ships got the correct range and blew them out, they hung overhead illuminating the convoy as if it were a vaudeville act. But we started at dawn with munitions which Africa, the Middle East and India needed badly. During the voyage I talked a great deal with passengers aboard my ship. There was a young salvage engineer who had been twice captured while en route to Eritrea. He was still determined to reach Eritrea so that he could start the job of building harbours of Italian ships. There was also an elderly major, a veteran who was returning to his corner of the Empire. Another officer was bound for Malta because he had modern ideas about anti-aircraft defence. Insurance brokers would have quoted odds against these men ever reaching their port of destination. But national hero quoted odds against Britain's survival in that year and they were wrong.

Simple faith of Commonwealth. Later in Cairo it was the same way. In many it seemed only a matter of time until Britain fell. But the eyes which whispered were those outside the family circle. Finally they were confused by the education of women and children from Cairo but that was merely clearing the decks. In Middle East General Headquarters, a new group of battle-tested officers were impressing strategy which was to be later hailed as brilliant. I talked to an Australian aviator who was leaving for Burma because Japan had entered the war. He was glad to return home. Yet he was disappointed. He had been in the campaigns of Greece, Crete, Sicily and Italy. He had confidence in these men. In General Headquarters, in British and Australian strength and he was a member of the Middle East command. It was a time when I met a Canadian who had the same conviction I found in London during 1941 and on

was subdued, but nevertheless heartily rejoicing throughout the Allied countries. In Georgetown, the ringing of the chimes of Knox Church was the only outward sign of victory, and we believe that nowhere were there any mass demonstrations of joy. And this was as it should have been because while everyone realizes that it is the best news of the war to date, they are not blind to the fact that only a third, and the easiest third of the evil Axis forces, has been knocked out.

We do not wish to be classed among the "armchair strategists" of the press and radio, but we feel that there should be no slackening of effort now, because there are still many hard battles to be fought until the world is free again from the threat of tyrants. It's exactly four years since war was declared—four long weary years of sacrifices, adjustments, and in many cases, heartbreak. Now that the time for the final knock-out blow is approaching, we know that our men over there fighting for us will not fail, and we at home must do everything in our power to back them up. Only by concentrated effort at home as well as abroad can we deliver that blow which will cripple Germany and Japan and hasten the day when peace will reign over the world once more.

### AN EMPIRE IS BORN

To our desk this week came as fine a "Special Edition" as we ever have seen. The "Edmonton Bulletin", of Edmonton, Alberta, has published ninety-two pages brimful of exclusive feature articles and twelve pages of pictures, as a souvenir edition for the completion of the Alaska Highway. Needless to say it has been an outstanding success in giving not only interesting information about a vital project, but also most valuable publicity to Edmonton. Fifty-four thousand copies have been sold and distributed all over North America. In the leading editorial of this special edition, captioned "The Empire of the North", Charles E. Campbell, owner and publisher of the Bulletin, has crystallized the spirit in which the people of Edmonton and the whole of Canada look upon this feat of modern engineering:

We who have lived for years on its doorstep have been wont to look to the North Country as a remote mystery cut off by nature from the rest of the world. There is such a thing as starting at an object at such short range that the vision is distorted. A diamond held too closely to the eye loses its glitter because perspective is required to make apparent the play of light between one facet and another.

It is perhaps this basic fact that has caused the worth and value of the North to be realized by strangers before it became plain to ourselves. For certainly the eyes of the world are fixed today on this strange outland which, through the exigencies of war and the changing transportation picture, has almost overnight become the focus of men's hopes and dreams.

The need for looking northward in the defence of North America and the development of airplane routes over the top of the world have pitchedforked this area into our very laps almost before we were thoroughly aware of its existence.

This area is one of the richest on the face of the earth. Its climate is no more difficult than that of many places that are now comfortably settled and completely civilized.

Its accessibility is enlarging every day with the building of new roads and highways.

It is no guess to say that the opening of this vast territory, fed primarily by the Alaska Highway, is just as important to this age as was the opening of prairie farmlands to the people of forty years ago.

There is no need to elaborate on the part that Edmonton will play in this development. This is the doorway to the new Empire of the North.

It is fitting, then, that Edmonton and Edmonton institutions should mark the progress of the constructional work that is bringing this great rich area within the reach of all of us and congratulate the builders, American and Canadian, military and civilian.

To this end this special edition of The Edmonton Bulletin is designed.

An empire is being born. We salute it.

the North Atlantic in 1941. The British Commonwealth and Empire could not fall. Arguments based on statistics meant nothing alongside a simple faith that better days would arrive. This captain has since settled his score against the Axis at Guadalcanal in a struggle no less crucial than the Battle of Britain.

steady to storm Europe. General Skillwell summed up the Burma campaign with the remark "We took a head of a licking." But with the Japanese stopped at the gates of India the Empire forces there laid the groundwork which produced General Wingate and the men who learned to outfight the Japanese in any jungle. It is the eye for invading Europe now. North Africa which is ready to storm an Allied army which in England you can feel victory although that goal may still be some distance away. The Royal Air Force left the defensive long ago. In 1942 Bomber Command still could not penetrate to the heart of the Ruhr in sufficient strength to inflict a really crippling blow. But in March 1943 when the R.A.F. became fully equipped with four-engined Lancasters they flew to the Ruhr and smashed their way to Essen. Hamburg also and vast stretches of the Ruhr have now been devastated. Night and day attack continues as British and American bombers conduct their coordinated offensive. London is crowded with pilots of Empire air training scheme who mingle with boys from New York and San Francisco, Quebec, Ottawa, Durban, Capetown, Sydney, Wellington, Bombay, Leeds, Manchester, Edinburgh, Glasgow and Cardiff. The striking force now compressed within the United Kingdom is a tribute to one airfield I know which fought so well in 1940.

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TO TORONTO	
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9:34 a.m.	9:34 p.m.
2:34 p.m.	b 10:06 p.m.
TO LONDON	
y 10:35 a.m.	a 7:15 p.m.
y 2:30 p.m.	b 8:30 p.m.
4:50 p.m.	x b 11:10 p.m.
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 Daylight Saving Time  
 Going East

Passenger	7:01 a.m.
Passenger and Mail	10:10 a.m.
Passenger and Mail	7:02 p.m.
Passenger, Sunday only	8:31 p.m.
Passenger, daily	9:25 p.m.
This train was formerly the flyer but now stops.	
Going West	
Passenger and Mail	6:47 a.m.
Passenger, Sat. only	3:15 p.m.
Passenger, daily except Saturday and Sunday	6:35 p.m.
Daily except Sunday	7:33 p.m.
Passenger, Sundays only	11:53 p.m.
Daily except Sunday	12:57 a.m.
Going North	
Passenger and Mail	6:00 a.m.
Going South	
Passenger and Mail	7:00 p.m.
Depot Ticket Office—Phone 188	