

**"If money go before,  
all ways lie open."**

Shakespeare

OUR FIGHTING FORCES are now definitely on their way to Rome, Berlin and Tokyo.

True it is that the roads they must travel may be long and tortuous with death and danger lurking at every turn. The going may be slow and tough but, with steady though heavy steps, our men will trudge every mile with grim determination, yet with inspired enthusiasm—for Victory is in sight.

To make easier and shorter the way for these, our gallant fighting men, is the part and privilege granted those who remain behind. That we may encourage them and lighten their task by our unstinted efforts to speed the needed equipment. That we may by our self-denial make available the monies needed to assure their superiority in air, sea and land. Thus shall we ease smoother the ways, and shorten the days, towards the triumphal entry of our fighting men into Rome, Berlin and Tokyo.



MASSEY-HARRIS COMPANY, LIMITED

**C.N.R. President on 7500 Mile Inspection Trip**

"What impressed me most on my journey throughout the northwest is that nobody is under the illusion that the war has been won, because of the successes the allied nations have had on many fronts," said R. C. Vaughan, chairman and president of the Canadian National Railways, on his arrival here today after an inspection trip which took him as far north as Churchill, in Manitoba, and Dawson Creek on the Alaska highway in British Columbia. In a journey of about 7500 miles, Mr. Vaughan examined railway and air line facilities, saw defence installations, studied the development of Canada's natural resources in the Western provinces, and conferred with leaders in government, industry, agriculture and the military.

"The trip was one of the most valuable I have ever undertaken," he said. "It enabled me to gather first-hand information regarding the accomplishments of the people in a vitally important part of Canada and to see in action the spirit with which they are tackling their problems. It is the right spirit. To be over-optimistic in these times is dangerous. The war is not yet won and the people of the north-west know it. They are not resting on their oars. They are fully aware of their problems and they are applying to them all the energy and resourcefulness characteristic of Canadians. They are thinking of the future, too. They know they have a long fight ahead, even after victory is achieved, and they are seriously preparing for it. My experience has been most encouraging. I return to Montreal with renewed pride and faith in Canada."

Insofar as the Canadian National Railways was concerned, Mr. Vaughan said that its value to the national economy and to the allied cause was being demonstrated beyond doubt: "The people have every reason for taking pride in the National System," the president continued. "We are faithfully and efficiently carrying out stewardship. We have our problems—shortage of manpower, shortage of equipment, difficulty in obtaining fuel—but we are carrying tremendous quantities of materials, tremendous numbers of men, and we have had no congestions or delays of a serious nature. We are improving our lines as much as possible. Our thousands of workers, every man and woman enlisted in the war on the home front, are serious and keen and doing their utmost. The affairs of the Canadian National are in good shape."

The same was true, he said, of the Trans-Canada Air Lines, of which he is a director. "The T.C.A. is playing a vital part today and is preparing itself for great responsibility in the post-war world," he declared.

During his tour, Mr. Vaughan had an opportunity to see harvesting operations in Manitoba, Saskatchewan, Southern and Central Alberta and the Peace River country. The wheat crop this year, estimated at 270 million bushels, was markedly lower than last year's yield, he noted, when there was a very large production of 528 million. The farmer, like everyone else, had his problems but he found, talking with grain-growers, that they were meeting them in a fighting spirit and with firm faith. "They realize that they are war-workers and that the war cannot be carried on and that no plans can be made for the alleviation of suffering in the days of reconstruction without their contribution," he said.

Mr. Vaughan saw something of the operations of the Hudson Bay Mining and Smelting Company at Pilon Flon, on the Manitoba-Saskatchewan border, where two million tons of essential metals, chiefly copper and zinc, are produced annually. Its development was made possible by the building of a Canadian National line 91 miles from the Pas, 15 years ago.

Making his first official stop in Manitoba's report on Hudson Bay, he saw railway, dock and grain facilities at Churchill and then turned south and west to Prince Albert, North Battleford and Saskatoon, Calgary and Edmonton. Accompanied by J. M. MacArthur, General Manager of the Northern Alberta Railways, of which the Canadian National is joint owner, he travelled 405 miles to end of steel at Dawson Creek, B. C., and inspected a section of the Alaska highway by car.

"I was very much impressed," Mr. Vaughan said, "by the prodigious enterprise of the United States in this part of Canada and by the spirit of co-operation between the two peoples. The relationship couldn't be better and I don't think it promises well for the axis. In spite of handicaps, the Northern Alberta Railways have responded splendidly to the demands made upon them to carry vast quantities of equipment and materials, great numbers of men, to the scene of action." Returning south to Edmonton, the railway party, met at Wembley by members of the Grande Prairie Board of Trade, motored for some miles through the famous Peace River country and saw farms operated by grain growers who have won world championships in international exhibitions.

On the eastward journey, Mr. Vaughan made a stop at Vermilion to see drilling operations at the wells opened up by the Canadian National to obtain fuel oil for its own use.

Accompanying Mr. Vaughan on his western trip were: C. H. Read and B. L. Daly, directors; N. B. Walton, executive vice-president; W. R. Devenish, vice-president and general manager, western region; W. S. Thompson, director of public relations, C.N.R. and T.C.A.; Dr. K. E. Dowd, chief medical officer, C.N.R. and T.C.A. and J. M. Horn, freight traffic manager western region.

**BRAMPTON**

In a cable received here yesterday from England, it was announced that Pilot Officer R. C. Charters, D. F. M., was officially invested with the Distinguished Flying Medal by His Majesty King George VI at a special ceremony held on Tuesday afternoon.

After a successful business career in Brampton, covering a span of 37 years, J. H. Conover of Brampton has retired from business at the age of 70. Mr. Conover just recently disposed of his coal business to John Patterson of Brampton.

Brampton has an objective of \$404,000 in the Fifth Victory Loan.

Mr. and Mrs. Wesley McKenna of 97 Mill St., North, Brampton, celebrated the 50th anniversary of their wedding on Monday, October 11, when they were at home to their friends in the afternoon and evening—Conservator and Gazette.

**ACTON**

In the Fifth Victory Loan this year two prizes are offered on the time the bills will go off. The closest estimate will receive a \$25 War Savings Certificate and the next closest a \$10 War Savings Certificate.

Delivery of the new town truck has been made and it was reported as very satisfactory. Council also arranged to purchase \$3,000 of the New Victory Loan for the Corporation.

A large section of the platform at the Canadian National Railways station in Rockwood was burned last week, after the dry planks were ignited, apparently by a spark from an engine.

On Tuesday evening, October 5th, the Junior Farmers' neighbors and Cheerio Club held a shower at Lorne School in honor of the newlyweds, Mr. and Mrs. Howard Switzer.—Free Press.

**Dr. J. H. Bateman's Father Died Oct. 7**

While visiting at the home of his cousin, Ernest Bateman near Tweed on Thursday afternoon last, October 7th, James Robert Bateman, well-known resident of Thomasburg, was stricken with a heart attack and died before medical aid could be reached. He was the father of Dr. J. H. Bateman who practiced in Georgetown for several years before moving to his present home in Montreal.

The late Mr. Bateman was born in Huntingdon Township, eldest son of the late James Bateman and Jane Robinson and was in his fifty-first year. He was engaged in farming in the Lodgecroft district and later at Thomasburg until a few years ago, when owing to ill health, he was forced to retire and move to Thomasburg.

He was held in high esteem by a wide circle of friends who were sorry to learn of his sudden passing. When health permitted, he was an active worker in Thomasburg United Church and was choir leader for fourteen years as well as a member of the Board of Stewards. Fraternally he was a member of Thomasburg I.O.O.F. Lodge No. 233 and had just completed his term as Noble Grand for the second time. In addition, he was a Conservative and at one time took an active interest in the Orange Lodge.

He was married on January 1st, 1908, to Laura Mook, who, with three sons remains. They are Dr. James Henry Bateman, Montreal; Earl Douglas Bateman, Petty Officer in the R.C.N.V. stationed at Victoria, B. C.; and Surgeon Lieut. Russell Gordon Bateman, Sydney, Nova Scotia. There are two surviving brothers, Ervin Bateman, Thomasburg, and Dr. W. Russell Bateman, Toronto and one sister, Miss Lillian Bateman, Detroit.

The funeral was held from his late home in Thomasburg on Sunday, October 10th, to Thomasburg United Church, where services were conducted by Rev. H. B. Herrington, Newburgh, former pastor at Thomasburg, assisted by Rev. N. R. Flower, Rev. P. C. Beamer, Rector of Christ Church, Thomasburg; Rev. J. W. Platt, Belleville, and Rev. G. Crabtree, Eldorado.

Favorite hymns of the deceased were sung and Mrs. H. B. Herrington and Mrs. Whiteman of Newburgh, rendered a eulogy. There was a profusion of floral tributes.

The pall bearers were: W. A. Morton, Willard McTaggart, Melburne, Adams, Herman Elliott, Edward Carter, Clifford Adams.

There was a large attendance of friends from all parts of the district at the obsequies.

**GLEANED FROM THE PAST**

**TWENTY YEARS AGO**—On Saturday evening last while returning from Brampton Fair the auto which was owned and driven by Mr. J. A. Giffen struck a stone on the roadway and overturned, killing Mr. J. M. Leslie instantly and seriously injuring Mr. and Mrs. Giffen. On Saturday morning while standing in front of the Woodworth Building, Toronto, Mr. H. B. Simons, general superintendent of Smith and Stone, Ltd., was struck by a falling awning—Georgetown Curling Club was organized with Mayor Grant and Wm. McKay, honorary presidents, Col. G. O. Brown, president, John D. Kelly, secretary and J. L. Thompson, treasurer.—Some advertisements of twenty years ago: P. J. Deveron, W. W. Row, Dr. C. C. Floyd, D. R. Rennie, Harold C. Black, Speight's Music Store.

**FIFTEEN YEARS AGO**—Mrs. M. H. Gault received word last night that her brother, Will Sutton, had died suddenly in Indianapolis.—Playing at the Rex, "Bringing Up Father" with Magpie, Jugs and Dinty Moore; "The Gateway of the Moon", with Dolores Del Rio.—Harold Marshall left today to accept a position in Windsor.—Married: at the Manse, Georgetown, on Wed. Oct. 3rd, Margaret Edith Mino of Limehouse to W. J. Switzer, of Norval.

**TEN YEARS AGO**—First snow storm of the season today.—Mayor Mackenzie was the speaker at the Lions luncheon on Monday.—Rev. A. L. Howard is preaching in High Park Presbyterian Church on Sunday, Rev. R. W. Rumley at A-harove Anniversary Services.—Thomas Williams was fatally injured when struck by a car on No. 7 Highway.—Death claimed another of Georgetown's respected citizens, when Caroline Smith, beloved wife of John Leavitt passed away at her home on Ontario Street.—Joanna Shortall has been declared champion public speaker of public school pupils in Halton, and is eligible to compete in Guelph for the district championship.

**FIVE YEARS AGO**—Relief in September cost Esqueping Township \$147.04.—Bill Anthony, Georgetown Intermediate hockey star may have a chance to try out with Toronto Maple Leafs.—Fowl Suppers are the order of the day.

**JUST LAST YEAR**—Mimico-Brampton combines won the Mann cup by defeating the Westminster Salmonbellies at Maple Leaf Gardens.—The Legion W. A. give Mrs. J. Kemshead an umbrella prior to leaving for her new home in Paris.—Mr. Lloyd Davidson's house on his farm at Glen Williams was completely destroyed by

**Buy Victory Bonds "SALADA" TEA**

**We Are Cleaners and Buyers — OF — Farm Clover Seeds**

Owing to war restrictions on gasoline and tires we are unable to visit you. We would suggest you submit a fair sample of your Clover Seed offerings to us at our plant situated at C. N. R. Station, Brampton, Ont.

We are always interested in the Better Quality Farm Clover Seeds.

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will give them priority over other purchasers when buying evaporated milk. Retailers will be instructed to retain a certain percentage of their stocks to honor these coupons. Stocks not required to meet these essential needs may be sold to non-essential users.

**EVAPORATED MILK SALES PUT ON PRIORITY BASIS**

Sales of evaporated milk have been put on a priority basis to ensure supplies of this commodity for babies formulae and other essential uses. It is announced by the Wartime Prices and Trade Board. Essential users will be issued with special "G" coupons which

The new coupons may be obtained upon application to the Local Ration Board. Each "G" coupon is good for six 16-ounce cans of evaporated milk.

Have your purchased your Victory Bond Yet? Do not wait until the canvasser calls. Do your duty now.



**FOR YOUR SECURITY**

The paratrooper takes his life in his hands when he descends through alien skies. But first he is a hand-picked man, goes through gruelling training and receives the finest equipment yet devised—for his and your security.

As his attack is our defence against Axis domination so Brantford Roofing defends many a home against the heating of the weather. But just now, because it's built of strategic materials, the supply of Brantford Roofing is limited.

Supplies available for civilian use are rationed to dealers, to ensure an equitable share in each community. To stretch raw materials as far as possible, all Brantford Roofing lines have been standardized on a minimum range of styles and colours.

If you are faced with roofing problems, ask your Brantford Roofing dealer to assist you. He will help you make your present roof last longer and effect urgent repairs with a minimum of new material. He will also help you plan now for a completely renovated roof after victory.

**Brantford Roofs**  
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