

# The Milton Champion

When Your Sweet Tooth Says  
CANDY  
Your Wisdom Tooth Says  
BARNARDS

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Your Wisdom Tooth Says  
BARNARDS

VOLUME 83.

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No. 6

## CANADIAN CHAMPION

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## COUNTY OF HALTON

### 1942 - LOCAL COURTS CALENDAR - 1942

Place of Sitting	Day of Sitting	Jan.	Mar.	May	June	Sept.	Nov.	Jan. 1943
1 Milton	Friday	9	6	8	20	11	6	8
2 Oakville	Tuesday	6	3	5	23	15	3	5
3 Georgetown	Wednesday	7	4	6	24	16	4	6
4 Ayr	Thursday	8	5	7	25	17	5	7
5 Burlington	Monday	5	2	4	22	14	2	4

May, June and September Courts will open at 9 a.m. standard time. All other Courts at 10 a.m. standard time.

NAMES AND ADDRESSES OF CLERKS—L. B. Knight, Milton; J. John Chambers, Oakville; E. O. Thompson, Georgetown; A. R. T. Thetford, Ayr; G. W. O. Midford, Burlington.

General Sessions of the Peace and County Court Sittings with or without Jury 2nd June and 1st December, on opening days at 1 p.m.

County Court Sittings, without Jury, 7th of April and 6th of October, 10 a.m. and so often at other times as may be required for the dispatch of business.

Acts of Criminal Justice Accounts, 6th January, 7th April, 7th July, 6th October, 10 a.m.

By order W. I. DICK, Milton,  
Clerk of the Peace

## TRAVELLERS' GUIDE.

### CANADIAN PACIFIC RAILWAY

GOING EAST—  
7:36 a.m.—Daily, flag.  
2:07 p.m.—Daily.  
8:45 p.m.—Daily except Sunday,  
GOING WEST—  
9:27 a.m.—Daily, flag.  
6:25 p.m.—Daily.  
12:42 a.m.—Daily except Sunday, flag

### SUNDAY—

Going East—7:36 a.m., flag, 2:07 p.m., 8:37 p.m. flag.  
Going West—9:27 a.m. flag, 6:25 p.m.

### CANADIAN NATIONAL RAILWAY

GOING NORTH GOING SOUTH.  
8:04 a.m. 7:15 p.m.

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## London Burned, St. Paul's Cathedral Little Hurt

Article No. 20  
By Hugh Templin

Last week, I undertook to say something about wartime London so that those who have never seen the city might know something of its layout. I didn't get very far, describing only the Thames and a number of the buildings and landmarks close by.

Most of the famous parts of London are north of the Thames. I was south of the river only a few times, once driving out past Croydon, the famous airfield to which most of the London traffic came before the war. It was, as you may remember, the first part of the city to be bombed, which was not surprising for many of the German bomber pilots had undoubtedly been commercial pilots before the war and they would know the way to Croydon with their eyes shut. Now the airfield probably isn't used and that district does not show any scars from bombing that some other part of the city do.

On another day, I went by bus to the East End and Tower bridge, going by way of the Elephant and Castle, probably the name of an old pub in days gone by, but now one of the main traffic centres, with bus routes in five directions. Incidentally, the bus conductors are nearly all ladies just as they were in the days before the war. A stranger must depend on them for help in finding his way around for maps are taboo and the windows of the buses are nearly all covered with blackout material so that one doesn't see much.

One Sunday afternoon, I took a special train from Waterloo station, which is south of the river, to Hampton Court, which is up the Thames, not far beyond the suburbs of the city. The train passed through industrial districts, with small factories and most of the houses fairly small. Much damage has been done in some places and it looked as though the Germans often dumped their bombs just where the station came to them. At Hampton Court, Argo Craik met me and showed me through the fine old castle which was built by Cardinal Wolsey and taken over by Henry VIII. The garden was still beautiful, though overgrown, not so well kept as in peace time. Mr. Craig, elder son of Mrs. J. J. Craig, of Fergus, is an engineer who stayed in England after the last war and works with the armaments and weapons of various kinds. His home is at Hampton Court.

North of the Thames  
The Canadian editors stayed at the Savoy hotel which is considered the height of luxury. No doubt it is, but I am not going into details about the Savoy at present. But it might be added that the very fact that we all had suites in that famous hotel is another proof that any one who stays at the British Council was treated as an honored guest. The hotel and the Savoy theatre are all in the same block and the hotel is said to have been built out of the profits of the Gilbert and Sullivan operas, as played by the Savoyards.

The Savoy faced on an alley off the Strand, one of London's most ancient and notable streets. The back of the hotel, which is considered the height of luxury, is considered the height of luxury. No doubt it is, but I am not going into details about the Savoy at present. But it might be added that the very fact that we all had suites in that famous hotel is another proof that any one who stays at the British Council was treated as an honored guest. The hotel and the Savoy theatre are all in the same block and the hotel is said to have been built out of the profits of the Gilbert and Sullivan operas, as played by the Savoyards.

The London Times is the most famous of all papers, of course. It is a large paper, usually eight pages to their four, for paper is scarce and rationed. It costs more and unless you're a regular subscriber, it's desperately hard to get a copy of it. During the bombing, every window in the front of the Times building was blown out and much other damage done. But the Times never failed to come out as usual, and other papers have equally good records. They weren't using all their equipment anyway, and the help each other out, when necessary. It is said that during the height of the blitz, it gave Londoners a comforting feeling to be able to go to the door in the morning after a night of terror, and find the morning paper and a bottle of milk there as usual. No doubt it would.

The visiting Canadian editors were made members of the Press Club in London. That's a thing of some distinction, I believe. One night, some of us visited that interesting club. It is upstairs in a short lane somewhere off Fleet Street. We were in the darkest part of the blackout, picking our way over the bricks and rubbish in a street that hadn't been cleaned up yet, where a taxi couldn't go. The stairway of the club is bordered with valuable historical pictures and documents, and in the library upstairs, I saw some 800 photographs of London, beginning at Trafalgar.

Next week, I'll take the West End of London, beginning at Trafalgar Square.

## CONDITIONS IN CHINA

(Port Perry Star and Standard)

Note—Through the courtesy of Mrs. W. Boynton, we are able to publish this descriptive letter from her sister who is a missionary in China. —Editor.

Jenshew, Sqe., West China,  
February 26, 1942.

Dear Marion:  
I have a chance to send a letter home to you by a friend who is leaving in the morning. She expects to fly to India and there to get a boat, a long trip around Cape of Good Hope, the only way out now. I can only send this one sheet in order to keep the letter light enough to send by mail if she wants to mail it.

We received your letter of September 4th after the fall of Hong Kong. No more mail has come to any of us since. This is the first letter that I have sent out to any of my family. Howard sent one to Omeenee two weeks ago by air mail.

I have a bigger job now than ever before, since I have a table of twelve to feed. We are a part of the Canadian school in that we have our house filled with students of the same age as our girls. Prices have gone up so, that we have to manage with great care. The boys have always been so cheap out here, that this is a great change. Howard feels the pinch in buying tracts for his work. Paper is very expensive. In fact everything is. It is out of the question to buy cloth, and shoes are two hundred dollars a pair.

Since no teacher could come out to teach in the school the work is very heavy for those who are here. I am helping a little by teaching music to the beginners and art to the public school. I often wonder where all the great masterpieces are now. You spoke of going to see some in Toronto. I have thought a great deal about it, but I have never had a chance to go. I have heard that only a few survived. This is a terrible war. And more terrible things are going on in a dozen places, where we are fighting a little and a little struggle. We are in such a quiet place but there is nothing certain about any place if the fortunes of war go against us. But we are here and have work to do for God. We feel that it is important to be calm and fear not. "Be still and know that I am God," seems to be the text for us. It may be harder for you folk than for us. We are going to send a radio message through the Chungking station as soon as we can get information on how to go about it. We will hope that some of the family or friends will be listening to these Chinese Friendship hour from you and if you can. One of the broadcasting stations could supply the information if you wrote. We would love to have a message if it does not cost you more than a stamp.

We received a radio news sheet about three times a week. It is put out by a group who have radios in Chungking. This keeps us informed as to what is going on, that is, as much as can be told.

I wish I could think of more questions that you would ask if you could. It doesn't seem as though there was much more to say.

One of our men, Dr. Mullett, is interned in Hong Kong. We do not hear from him, but some think they will be short of food. We wish we could help. His wife and son are in Toronto. We are looking toward a British victory some day and pray that it will be soon. This is all for now, with love to all.—Edna M. Veals.

Note—Wray Bousfield, of Milton, is a cousin.

## IF 'A' CARD IS LOST

CAN'T GET NEW ONE UNTIL END OF JUNE

New category "A" gasoline coupon books for non-essential motoring to replace those lost or stolen during the present rationing quarter cannot be secured until the quarter ends June 30, the Munitions and Supply Department rules.

Captain Rawson, well known to readers of The Conservator, speaking at Galt declared that "Canadians are being kept restrictions and do anything they can to win the war, but there must be no favoritism. I like my tea," he said. "You like your coffee. I don't think a man is going to hell when he takes a drink, but when the Government asks me to restrict my tea but allows our beer parlors and other joints to run wide open, then I am going to yell. 'Cokes' and things that our kids drink are put at a premium and beer is made easily available."

## Honour bound

As you know, comes to us from Ceylon and India, and every man on every boat which carries it to our land is risking his life every day of the trip.

We are honour bound to use only what our Government asks us to.

Avoid waste and do not use more than your share.

## 'SALADA' TEA

COMPANY OF CANADA, LIMITED

## Uncle Sam Thinks Four-

### Leaf Clovers Are Lucky

You may have wondered why you will find one four-leaf clover you will soon find another nearby, as likely as not. If these leaves were traced back to their creeping stems they would be found usually to originate in one plant. But here is another odd point: if the whole plant, tremendous roots and all, were unearthed and separated from other plants it would probably reveal some leaves divided into three, some into four, and some into five, six, or even seven leaflets.

A public exhibit of the patio of the U. S. Department of Agriculture building in Washington will set forth these findings.

But the gospel of clover for luck, beginning ages ago, has long been preached by our agricultural experts. For instance, in 1936 clover-and-prosperity meetings were held in 114 Missouri counties. In that year in Alabama more than 8,000,000 pounds of clover and other winter-legume seeds were planted.

The benefits to the farmer include enriching the soil for subsequent crops when the clover, roots and stubble, or "green manure" is turned under the soil, and providing excellent pasture for livestock. In Virginia the regular turning under of a variety of clover for five years increased the annual corn yield from a maximum of 18 bushels per acre to 50 bushels. Similar results in various states prove that the farmer who plants clover can grow his own luck.

## \$200,000 Worth of Worms

From Maine Clam Flats  
Clamworms and bloodworms, close to \$200,000 worth, will be dug from Maine clam flats by the time the fishing season generally ends. Harvesting of these species which are sold as an A-1 bait mostly for sports fishermen in metropolitan areas was originally limited to clam flats between Biddeford Pool and Boothbay harbor. Now it has extended to the easternmost boundaries and on every clam flat scores of men are making a living digging worms.

There are two kinds, sandworms and bloodworms. Nobody knows just why they are called clamworms for there is no evidence that clams feed upon them or that they feed on clams. They are most plentiful, however, in clam flats and that may be why they got the name.

Most of them are as big around as a fountain pen and from eight inches to a foot and a half. This worm has a horned black head, serrated sides like fine saw teeth and may be found at a depth from two inches to two feet.

The captured worms are packed in seaweed or wet mosses about 500 to a box, and are shipped daily by railway express or by motor truck. The shippers received from three to four cents apiece while the fishermen will pay as high as 10 cents a worm. One worm may be cut up into pieces an inch long and it is the most effective bait known.

## 'Ersatz' Rubber

There are no illusions about meeting our rubber requirements through synthetic alone. The production of sufficient "ersatz rubber" to satisfy the smallest part of our needs is still in the dream stage. In 1939 less than 2,000 tons of the artificial product were manufactured, and in 1940 the amount was not materially increased. It was predicted that the United States in 1941 would be manufacturing 35,000 tons of synthetic rubber. But we are far, very far, indeed, at this date, from such a goal.

And in connection with synthetic rubber the thing to remember is that right now we need not less than 850,000 tons of rubber a year!

Even when the thoughts of war were far removed from our minds we needed around 600,000 tons, practically all of which went into manufacturing 58,000 automobile tires and 52,000,000 inner tubes yearly.

## Seven Out of Fifty

Occasionally we see a person with a small dark disc in his ear, and know he is deaf, but for each such person, there are dozens who should have a hearing aid. The dozens who do not have the aid may not realize that they have become deaf, as the condition developed so gradually as to make them unaware of it. Others realize their condition, but are foolishly sensitive about wearing something that will help them again catch the full sound of the world's voices. One young person out of 75 has difficulty hearing in church, at lectures, and dinner table conversation. Among persons over 50, every seventh one has similar hearing difficulty.

## 'Bends' Cure

Planes soon will fly at heights of eight miles or more—but medical science has come to the aid of men who pilot planes and who will be subject to "bent" cramps induced by such altitudes.

Dr. Walter M. Boothby of the Mayo's aviation medicine research laboratory said that increased precautions for the safety of pilots would be needed.

Medical science already has decreased preliminary decompression of all high altitude fliers before they take off. New types of oxygen masks have been developed also, he said.

## VULCANIZING

—Have your tires repaired while repair material is still available. No restrictions at present on vulcanizing.—H. A. CAVELL, Milton.

## BANKING SERVICE

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Clear telephone lines for ALL-OUT PRODUCTION

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1. BE SURE you have the right number...consult the directory.

2. SPEAK distinctly, directly into the mouthpiece.

3. ANSWER promptly when the bell rings.

4. BE BRIEF. Clear your line for the next call.

These things may look trivial, but on 6,500,000 daily telephone calls, they are very important.

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