

The Georgetown Herald

FIFTY-SEVENTH YEAR OF PUBLICATION

Georgetown, Wednesday Evening, July 25th, 1928

\$1.50 per Annum in Advance \$2.00 to U.S.

The Georgetown Herald

J. M. MOORE
Publisher and Proprietor.
Member Canadian Weekly Newspaper Association

G.T.H. Time Table

GOING EAST

Passenger	7:23 a.m.
Passenger	8:14 a.m.
Mail	10:19 a.m.
Passenger	11:40 a.m.
Passenger	5:48 p.m.
Mail	6:32 p.m.
Passenger	6:58 p.m.
Passenger	7:21 p.m.

GOING WEST

Passenger	7:27 a.m.
Mail	10:18 a.m.
Passenger	11:18 a.m.
Passenger	4:50 p.m.
Passenger	5:08 p.m.
Passenger	7:09 p.m.
Passenger	8:35 p.m.
Passenger	10:03 a.m.

GOING NORTH

Mail	8:00 a.m.
Mail	4:55 p.m.

GOING SOUTH

Mail	11:28 a.m.
Mail	7:47 p.m.

Toronto Suburban Railway

DAILY TIME-TABLE	a.m.	p.m.	p.m.
Going East	8:10	2:24	6:40
Going West	8:55	3:10	7:39

SUNDAY TIME-TABLE

Going East	a.m.	p.m.	p.m.
10:21	12:30	3:45	6:10
7:17			
Going West	a.m.	p.m.	p.m.
10:40	6:10	9:36	

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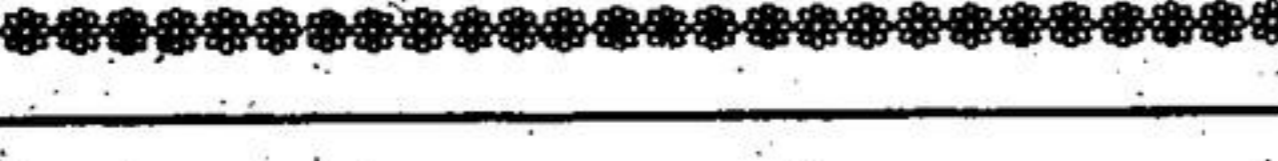
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Newspaper Men Tour Maritimes

(Continued from last week)

After a very enjoyable sail about the harbor in the afternoon accompanied by Mayor Murphy on the government steamer Lady Laurier, the party left for Halifax and left at seven o'clock by the main line of the Canadian National Railway. We encircled the city, passing close to the North-west Arm at Arville. At Rockingham the shores of Bedford Basin are reached along which the train speeds for its total length, finally arriving at Windsor Junction, a mass of enormous rocks which have the appearance of having been split by the hammer of Titans. "Noah must have thrown his ballast overboard here," remarked the famous American poet Joaquin Miller when his eyes rested on the scene. Probably nothing just like it is to be found on the continent.

At Mulgrave, nearly 187 miles from Halifax, the famous Strait of Canso is encountered. The Strait is about fourteen miles in length and one mile in width and is a canal created by Nature for the purpose of connecting the ocean and the Gulf of St. Lawrence, thus providing a safe passage for the vessels of the shipping between the two bodies of water. It has been aptly termed the "Golden Gate of the St. Lawrence. The number of vessels annually using it run into the thousands. Mulgrave is in consequence an important shipping port. Most of the fresh and cured fish from Canso, destined for Ontario and other points in the west, are shipped from the port.

Mulgrave is noted for the beauty of its situation as well as for its importance as a port. Visitors are enabled to obtain from the town a fine view of the Strait of Canso with its richly wooded highlands, picturesque little islands, and the many and varied descriptions of vessels which are carried on its bosom.

We reached Sidney about 9 o'clock and were at once taken in charge by the Mayor and the officials of the British Empire Steel Corporation. A large number of automobiles were in waiting and we were driven to the great steel works which we went through and saw all the processes of the manufacture of iron from the ore to steel rails, wire and nails. The plant is an immense one employing some 4,000 hands, and the industry is one of the most important and influential in Canada. A number of the party were taken to the coal mine at North Sydney, several miles away, and some of them descended the incline into the mine.

Later we gathered at a club house and had a grand banquet in a commodious hall. It was excellently arranged and served by the Daughters of the Empire and was followed by several short addresses in which the importance of the coal industry to the welfare and independence of Canada was particularly stressed.

After the banquet we were taken on board a fine steamboat and given a trip out of the commodious harbor of Sydney to the Atlantic Ocean, which was fortunately calm. Here we reached the limit of our eastward journey and turned homeward in a delightful sail through the Bras d'Or.

We made several calls and saw some points of interest. One in particular was the home of the late Dr. Alexander Graham Bell, the inventor of the telephone. It was on a high bluff commanding a beautiful view. At the top of the mountain some distance back was a penitentiary tower that had been built by Dr. Bell for observation purposes some 15 years ago. Under or near this tower, he has remained. Sloping down the hillside towards the lake is a cleared space used by the inventor in his experiments towards the construction of a flying machine. The place will always have a strong human interest.

It was dark when we reached Nova Scotia, where we were on board our train again and proceeded to New Glasgow, again crossing Canso Strait while in our berths.

The district within which the "Sydney" are located is one of the most important and interesting in the Dominion. The outstanding features of the district are its industries and its harbor. Within the district proper there are three towns bearing the name Sydney, a name which was bestowed upon it 186 years ago in honor of Lord Sydney, at that time British Secretary of State for the Colonies. One of these is known merely as Sydney, another as Sydney Mines, while the third bears the appellation of North Sydney, thus avoiding confusion of names. Each occupies a place on the shores of Sydney harbor.

Still another important town which can practically lay claim to being within the district is Glace Bay, fronting on the Atlantic about fourteen miles from Sydney. The aggregate population of the townships of these four towns is 48,000, largely the result of the rapid growth of the last decade or two.

Sydney Harbor is one of the finest in the world. It is 17 miles wide at its mouth, and is 17 miles long for a distance of four miles.

These on to Pilsbury, a nice clean progressive little town. After a few hard tramps we went for a distance of four miles.

(Continued on page 4)

Home From Alaska

We are home from far away Alaska. We had a delightful trip. It was the most pleasant and peaceful trip that we had ever had. The boat was full, all bent on pleasure. The captain and the crew vied with each other as to giving the passengers a good time.

We boarded the boat at Williams and the next morning were in San Francisco and stayed until five in the evening. We then started for Seattle across the bounding main and reached there the second day. We spent two days resting in Seattle at the Savoy Hotel. We went up eight stories and no further for that was high enough. Seattle was left behind after two days rest in that progressive city.

We drifted on, on, with the hills like little knolls we could almost touch with our hands, and then stretch away until almost lost in the blue of the heavens above. We took the S. F. Alexander from Willington, which ran to Seattle, and the Admiral Rogers from Seattle to Alaska and return, each of which shows the pleasure and romance there is in a trip at sea. We were from Vancouver to Skagway in charming scenery. The smoothness of the waters and the irregularity of the mountains appealed itself to us.

The passengers got off the boat at Ketchikan for the first time and went right ashore. Wrasell has the largest timber and shingle mills in Alaska and twenty-two miles of scenery unsurpassed for its beauty. Taku Glacier is a live, giant, blue-roofed glacier at the head of Taku inlet, over two miles wide and three hundred feet high. Large icebergs are continually falling into the sea with a crash that is heard for miles.

Then on to Pilsbury, a nice clean progressive little town. After a few hard tramps we went for a distance of four miles.

(Continued on page 4)