

**THE GEORGETOWN HERALD**  
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 Ballinacraig and Terra Cotta  
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**WALTER C. BISHIN** **GARFIELD L. MCGILVRA**  
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 Member of the Canadian Weekly Newspaper Association and the  
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**The Editor's Corner**  
**ENFORCED HOLIDAYS**

Sickness took its toll at the Herald Office last week-end when the editor and the junior member of the staff were both absent for the latter part of the week. Fortunately, everyone was back to work on Monday morning, and once again you have the Herald on Wednesday evening (?)

Some of our readers still seem to think that some perverse spirit is deliberately trying to keep them from reading the news at the accustomed time on Wednesday. All we can say is that we are trying our best to get it out on time, and with a contemplated addition to the staff next month, we may surprise you and have it out really early one of these weeks. Meanwhile, we ask your indulgence and hope that you may enjoy reading the news on Thursday. We try to keep the Herald interesting and newsy. Some weeks that isn't so easy, because even in a busy town like Georgetown, there are weeks when nothing seems to happen, and we can't just manufacture news.

Lately, we have been trying to run more local pictures. We can't fill our paper with them, because these all cost money. A little one-column cut costs in the neighbourhood of \$2.00—and larger ones correspondingly more.

**HOW PICTURES ARE MADE**

The majority of readers are not familiar with how a picture is prepared for insertion in a newspaper. We don't pretend to understand all the technical preparations of a "cut" as such a picture is known, but the following general explanation may be of interest.

When we receive a photograph or snapshot which we intend to run in the Herald, we have to send it out-of-town to have a cut prepared. Daily papers and some of the larger weeklies, of course, have their own engraving plants where this work is done, but such is not the case with the average weekly newspaper.

The most common process is one which makes use of acids—the picture is rephotographed on a zinc plate, and acids burn the picture into the plate, forming a "cut from which reproductions can be made on paper.

**GASOLINE RESTRICTIONS EXPLAINED**

A reader draws our attention to an article in the current issue of the Ontario Milk Producer, which clears up certain questionable points on the purchase of gasoline.

Gasoline can be sold at any hour, in cans or other separate receptacle when said gasoline is for use in stoves or lamps, tractors, farm machinery, for heating purposes or various other purposes not related to motor vehicles, according to advice received by the writer of the article from the Oil Controller's office.

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**Canada at War**

(Article Number Five)  
**"THE NAVY"**  
 By B.M.P.

As a fitting climax to the Canadian editors' tour, a day with the Royal Canadian Navy at Halifax has been arranged. To anyone who has visited Halifax in peace-time, the transformation to its predominant war-time role as a key port on the Atlantic coast comes almost as a shock. The streets of Halifax are thronged with officers and ratings of the R.C.N., the harbour is lined with ships being readied for convoy, new buildings to accommodate the Navy's needs are going up on all sides, and the backyard is a veritable beehive of activity as thousands of navy men are schooled for service on the seas.

Arriving at Halifax early in the morning, the editors were shown through King's College, the Officers' training establishment, the Signalling School and the Admiralty House Grounds. Proceeding to His Majesty's Canadian Dockyard, our party saw all phases of the technical training of the Navy, including the gunnery school, ordnance artificers' shop, machine shops, anti-aircraft school and other departments of instruction. It is here that the officers and ratings receive their final training in gunnery, navigation, wireless telegraphy, signalling and able seamanship to fit them for their tasks. Stokers are taught their engine room duties and there are schools for cooks, stewards and stowaway attendants. In one building the gunners were being trained on large naval guns. It was an unbelievable scene as the youngsters went through their paces, shouting and repeating orders and moving with speed and precision to their respective stations. Not all of these lads are Maritimers. In fact a great many are from the prairies and singularly enough they take to the water like ducks.

**Youth Predominates**

Youth clearly has the call in the Canadian Navy. We met a 27-year-old officer who is commander of a destroyer and another of about the same age in charge of a brand new Canadian corvette. Another lad of twenty-one, an officer on a destroyer had already come unscathed through the horrors of Dunkirk, where he was in command of a yacht which made four round trips in taking off British soldiers. We visited the stores where death charges and big naval spectacles are housed. We were introduced to Commander Jones, Officer Commanding the Atlantic Coast, and his staff and were told the story of how convoys are assembled and shepherded

across the Atlantic. It can be no secret that Halifax has a vital role in conveying merchant ships of Allied nations to beleaguered Britain and that the Royal Canadian Navy is playing a heroic part in this all-important task, having already safely escorted thousands of ships and millions of tons of cargo to their destinations in the Mother Country.

**Aboard a Destroyer**

We had a real opportunity to view the busy harbour when two of the now famous fifty American destroyers were placed at our disposal for a tour of the harbour and a 25-mile run into the broad Atlantic. Fortunately for the editors it was a calm day. During the run depth charges were dropped and a smoke screen thrown out to add a realistic touch to the trip. The depth charges, rolled from the stern of the boat, threw a dense cloud of spray high into the air and jarred the destroyer with terrific force. It is easy to see how they can play havoc with enemy submarines. The Captain of the destroyer on which we made the harbour trip was a sturdy "seadog," whose alert and ruddy countenance clearly reflected the spirit of the Navy. We learned that he had served aboard H.M.C.S. Fraser, the Canadian destroyer which went down in a collision in the English channel with the loss of a number of lives. The Captain, his officers and ratings were most courteous to the editors and we derived a new insight into the valuable work performed by the heavily-armed destroyers both in convoy and patrol work. Greenhead passed big flying boats which carry out a long-distance patrol far out to sea, while glimpses could be obtained of the heavy coastal fortifications of the harbour.

**The Corvette**

On the outgoing trip we passed several mine-sweepers and corvettes inward bound from patrol duty. Earlier at a Quebec dockyard we had viewed similar ships in course of building. We saw some corvettes on the stocks with hundreds of men hammering and riveting, while another was ready for delivery. Contrary to popular conception, the corvette is not a small vessel, but rivals the destroyer in size and armament although we understand that some corvettes of smaller size have been built at Ontario ports. Each of the larger corvettes is heavily armed. They are playing a significant role in the Battle of the Atlantic. One shipyard alone has 1,800 men at work on corvettes and minesweepers and the counterpart will be found in many a Canadian shipyard. The corvette is not as graceful a ship as the destroyer but it is sturdy and impressive in appearance.

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These things are what we mean by "co-operation".

*On Active Service*  
 Giving Things a Hand

decrease. Expansion of the Royal Canadian Navy as a whole in the last two years forms one of the epics of this war, embracing an increase from 13 to 250 ships and in personnel from 1,300 to 23,000 men and the number is increasing every day. The Navy's popularity with young Canadian manhood is proven by the steady stream of recruits pouring into Halifax and other naval training centres. Canada's Navy already has a proud record in this war. It will be enhanced as time marches on.

**Women Lend a Hand**

Just a word regarding the problem encountered by Halifax in meeting the needs of the thousands of naval ratings who are training for service there or who come ashore on leave. The women of Halifax, ably assisted in a financial way by various naval auxiliary services including the Navy League of Canada, are responding nobly to the call for canteens and wholesome recreation for the men. We visited three or four such buildings and found that the sailors were making liberal use of the conveniences and comforts provided for them. One small canteen alone had served as many as 25,000 meals in a month. Most of the leaders in this work are wives of naval officers who employ all their spare time in the arduous duties of fitting out and supervising canteens and rest-rooms. Halifax churches likewise are doing their bit to brighten the off-duty hours of the lads who man Canada's ships. One of the most striking proofs of expansion is the erection of two new naval hospitals adjoining the Halifax waterfront, which are greatly needed to supplement existing accommodation.

A happy culmination of the editors' visit to Halifax was the banquet tendered at Admiralty House to our party by Commodore Jones and his staff of distinguished officers and ship captains. Our spokesmen had a chance there to express appreciation of their gracious hospitality and to thank particularly Commander J. P. Connolly, M.C., V.D., Royal Naval Provost Marshal, who accompanied us on the tour. It was an occasion, too, to become acquainted with the sterling worth of Canada's men "who go 'down to the sea in ships."

(Continued on Page 3)

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 (Eastern Standard Time)  
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Eastbound to Toronto	
1 5:00 a.m.	4:00 p.m.
9:18 a.m.	6:00 p.m.
11:45 p.m.	9:13 p.m.
2:23 p.m.	
Westbound to London	
9:35 a.m.	6:00 p.m.
2:05 p.m.	7:50 p.m.
x 12:05 p.m.	e 9:05 p.m.
2:05 p.m.	dx10:35 p.m.
ay4:05 p.m.	ex11:35 p.m.

s - Except Sun. and Hol.  
 e - Except Sat., Sun. and Hol.  
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 x - Daily except Sun.  
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Standard Time

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Passenger and Mail	10:03 a.m.
Passenger and Mail	6:45 p.m.
Passenger, Sunday only	8:31 p.m.
Passenger, daily	9:41 p.m.
Toronto and beyond	

**Going West**

Passenger and Mail	8:34 a.m.
Passenger Saturday only	1:15 p.m.
Passenger daily except Saturday and Sunday	6:09 p.m.
Passenger and Mail	6:45 p.m.
Passenger, Sundays only	11:30 p.m.

**Going North**

Passenger and Mail	8:45 a.m.
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**Going South**

Passenger and Mail	6:50 p.m.
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