The Acton Free Press

THURSDAY, MARCH 11, 1920

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H. P. MOORE, Editor and Publisher

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EDITORIAL

"It was eating the apples that caught Eve she was naked, and so far as I can see it is nearly time to pass the apples again," said Mr. Halbert, former U. F. O. president, speaking at Lambeth the other day. Tally one for Mr. Halbert.—Toronto Star.

Japan is rapidly becoming a world-power that must be reckoned with by the nations of the world. In one day last week the daily papers announced that she had sent 40,000,000 pounds of sugar to European Mediterranean ports, and she is also flooding China with opium.

The Ontario Good Roads Association have placed themselves upon record in favor of higher fees for automobile licenses. This is in recognition of the progressive road programme of the Ontario Government. The road enthusiasts claim that those who drive motors should bear a large proportion of the cost of constructing and maintaining the highways of the province.

The province has sustained a distinct loss in the retirement from membership of the Legislative Assembly of Hon. Dr. Cody, who was Minister of Education in the late Hearst Government. Dr. Cody, with his splendid ability and characteristic energy, was an acknowledged force in the Government. He was not a politician, but honestly devoted himself to the improvement of the educational interests of the province.

Drink and drunkenness are gradually getting the place where they properly belong, in public, in private and in legal tribunals and in legislative halls. Ruling that drunkenness cannot excuse crime, the British House of Lords last week ordered the conviction of murder restored in the case of Arthur Beard, who strangled a girl while he was intoxicated. The Criminal Court of Appeal had previously reduced the crime to manslaughter.

Among the roads selected in the list of provincial highways is the one which several delegations have pressed the Government to adopt, from Toronto to Sarnia. It will now be an imperative duty of Acton's municipal authorities to keep the Public Works Department so well informed as to the advantages to having this highway pass through Acton that there will be no danger of being sidetracked. Engineers might conceive that a road up the seventh line to Brisbane and thence to Guelph, might be more direct, but it certainly would not serve anything like as populous a section as through Acton and Rockwood.

To Educate Women in Helpful Politics

As an indication of the trend of the times the Nashville, Tenn., Advocate states that the fifty-first and final annual meeting of the National Woman's Suffrage Association was held in Chicago last week. It is to be succeeded by the National League of Women Voters. The political education of women voters in a manner apart from partisan politics was the chief issue before the Chicago meeting. A recommendation to the National League of Women Voters was passed, declaring: "We urge the League of Women Voters to make every effort to have the study of citizenship required in the public schools and in the colleges and universities." A plan was also approved providing for the League of Women Voters to carry on a campaign outside of educational institutions for the political education of all American and foreign women residing in this country, "men not to be excluded from its benefits."

Let Us Make Them Good Canadians

Now that the Peace Treaty has been accepted by all the Allies—excepting the United States—subjects of those countries which were among our enemies and known as "alien enemies," resident in Canada, are applying for naturalization. We have them in Acton and in every other progressive town in Canada. The process of making Canadians has hitherto been largely a legal one. A few questions asked by a court official, a few answers given with more or less intelligence—generally less because of unfamiliarity with our language and its terms—an oath mumbled, a document filled out and presented, and the foreigner becomes a Canadian. In point of voting privileges he is then as good as any of us, who have spent our lives in the effort of upbuilding Canada and Canadian institutions. Austrian, Russian, Pole, Greek, Slovak, Italian, German, have left the court and the ceremony supposedly one hundred per cent. Canadian. Now that the period of reconstruction is on in Canada, and applications for citizenship will be made by thousands of foreigners, it is surely apropos that the Government of our country should promptly enact more comprehensive requirements before these people are made naturalized subjects. Every foreigner seeking to be made a citizen of Canada should be required to serve a probation of at least seven years' residence in the country, learn to read and write in the English language, and prove by his conduct that he is worthy of becoming a Canadian. But making Canadians should not be left entirely to the courts. The assumption of the obligations and the privileges of citizenship must be made a dignified and impressive circumstance, and the alien born must be shown that his new Canadianism means much to himself and to others, beside the politicians who want his vote. Every patriotic boy of High School age should aid in accomplishing this. Long before he is himself entitled to cast a vote, he can be a helpful influence in turning aliens, strangers, foreigners, speaking strange tongues, into good Canadians.

Some Housing Commissions Doing Things

The report of J. A. Ellis, Director of Municipal Affairs, shows that the Ontario Housing Commission during 1919 supervised the building of 1,214 houses in the province. These cost from $1,978.67 to $3,712.16. Houses were built in 17 cities, 30 towns, 16 villages and 11 townships. It is estimated that 20,000 new houses are needed in Ontario this year. It is sincerely hoped Acton will build her fair quota during the coming season. We have the local commission; we have an initial Government grant of $30,000; we have plenty of available sites; we have an absolute need for houses. It behooves the Commission to "get busy." Georgetown, with commendible enterprise, is having Mr. Ellis address a public meeting on housing plans and possibilities.

Will the Chivalry of Men Protect the Children?

Lady Astor told this story in the British House of Commons the other day: "I was recently in a constituency. Coming from one of the poorest parts of the town I stopped outside a public house and saw a child waiting for its mother. Presently she rolled out of the public house. The child went forward, but it soon retreated. The oaths and curses of the woman and the shrieks of the child were not easily forgotten. I am thinking more of the freedom of the children, and am not tremendously excited by what is called the freedom of the men. The men will get the freedom." That is the heart of the argument for prohibition, though Lady Astor stops at a measure of drink control. The children are the innocent victims of the liquor curse, and they should be protected by the chivalry of man.

Broad Scheme of Provincial Highways Outlined

The road-development policy of the new Provincial Government is gratifyingly comprehensive. According to Hon. F. C. Biggs, Minister of Public Works, in an address before the Ontario Good Roads Association, it embraces a total mileage of 1,824. It plans to touch every county in the Province and aims to have this network of provincial highways well advanced toward completion within five years. The department, in making their selection, had taken into consideration the amount of traffic now passing over the roads; they had considered the market possibilities of the population centres touched, the automobile and truck traffic which would be served, the agricultural needs of the districts tapped; but they had not considered whether or not the district to be served by an improved highway had sent a U. F. O. representative to Parliament. In other words, politics had been kept entirely out of the question. The Minister added that politics would be kept out as long as he had anything to do with roadway construction or maintenance.

The Value of the School Garden

"The school garden as a feature of agricultural education is tending to become, as time goes on and its function is more fully understood, a permanent part of the school accommodation in Ontario," says J. B. Dandeno, Ph. D., in the Agricultural Gazette. He presents facts regarding the school gardens, showing hindrances and difficulties encountered, and indicates the trend of the movement in the following paragraph: "The number of schools undertaking the school garden work in Ontario is increasing steadily year by year as indicated from the following figures: 1914, 208; 1915, 222; 1916; 324; 1917, 466; 1918, 588; and 1919, 700. Most of these gardens form a part of the regular school property, but, as might be expected, there is a considerable number of gardens on land secured only temporarily. It should be said to the credit of the farmers that in very many cases the land was loaned to the school board free of charge. The spirit shown in such acts as these demonstrates more than words the trend of the school garden movement."

"Good Roads" Must Really be Good Roads

There is good reason now to hope that henceforth county good roads will really be what they are designated. The Minister of Public Works frankly informed the convention of County Road Superintendents last week that if roads are not maintained Government grants will not be forthcoming. Very emphatically he said: "When an inspector from the Highways Department hereafter goes out to look over the conditions of your roads in the county during the fall or any other time of the year and finds that you have neglected to keep up continuous maintenance, we are going to cut off your maintenance grant on any road found in such a condition. I have made up my mind," declared the Minister, "that a system of maintenance must be carried out in all the counties which expect to receive a grant from the Government. From what I have seen of the roads in the States, and from reports of the highways in England and France, the macadam roads which carry the traffic are never forgotten for one minute. They keep right after them, and as soon as a rut or depression is noticed it is immediately repaired. We are going to inaugurate that system in the Province of Ontario, and with the assistance of the counties and you Road Superintendents we will await the results."

No Inherent Right for Labor Strikes

The Free Press has for years spoken strongly against strikes because history and experience have proven conclusively that strikes are almost invariably disadvantageous to the strikers, and result in worse conditions generally to all concerned. At a recent gathering at Washington of delegates of the various farming organizations of the United States a strong stand was taken against the theory that organized labor has an inherent right to strike. They asserted that such an inherent right does not exist, and that the destruction of property, the interfering with those who wish to work, or the infliction of physical injury by strikers is, and always has been, criminal. There is a rapidly growing sentiment among other classes than farmers in this direction. The action of these farmers is however, significant. Many have been saying that "labor is in the saddle, and the farmers are certain to join labor, and together they will rule the country." We don't want the laborer to rule the country; we don't want the farmer to rule the country; we don't want the capitalist to rule the country. What is desired is that all find a way to work together for the best interests of all. We interpret the stand the farmers have taken as a step in that direction. We have here in Ontario a concrete example where the farmers and labor interests have joined hands for the government of the country, but no dire results are anticipated, as their union has no selfish object in view.

Part of Rockaway Beach, N.Y., after the great storm which smashed four hotels and several iron piers, doing about $2,000,000 damage.

THE PATRIOT'S DUTY

No one can deny that the most serious tendency in Canadian life at present is the defiance of law and order, the reaction against every form of authority. And this being the case, the plain business of the patriot is to make an especial effort to render prompt obedience to all proper authority. The student should carefully observe the rules of the school, even though they seem irksome. The citizen should obey the laws without qualification. The simple, every-day duty of every patriot, younger or older, is to combat the tendency toward lawlessness by himself obeying the law.

A "GOOD MIXER'S" CHARACTER

"Good mixer, isn't he?"

"You betcha!" replied a citizen of Grudge. "He can tell more funny stories, borrow more money, pay less of it back, get more signers to petitions, be elected to more lodge offices, and do less honest work than any other three men in town."

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There's over-strength in the Gray-Dort frame of heavy channel steel; in the husky, Chatham-built rear axle; in the long, cantilever rear springs; in the specially designed, new steering gear; in the big brakes, now lined with Thermoid. The front wheels now have roller bearings. There is a new gas tank—larger, and in the rear.

Convenience of riding and driving is in the Gray-Dort. The steering wheel is of the height and size for tireless driving. The gears can be shifted with two fingers' pressure. The horn, the ignition and light switches, the clutch and brakes, all are placed for greatest ease in driving.

A shorter and smarter cowl now gives more room in the driving compartment. A new Gray-Dort feature has greatly increased the leg-room in the tonneau. Seats are tilted at just the proper angle for comfort. As in cars costing $2000 and upwards, the Gray-Dort now has side-curtains opening with the doors.

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The Gray-Dort is not startlingly extreme, the Gray-Dort is a car of quiet beauty—smooth lines and perfect proportions. The smart, new top is hand-tailored in our own shops. The new hood, with its many long, narrow louvres lends just a touch of European style. French-pleated upholstery, too.

And completing the picture—the wonderful Gray-Dort finish—development of 60 years' coach-building—applied by master craftsmen, Gray-Dort trained.

Unquestionably there will be a shortage of these cars at $1365. You had better see the Gray-Dort dealer now.

PRICES

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The roomy 2-passenger roadster is the same price.

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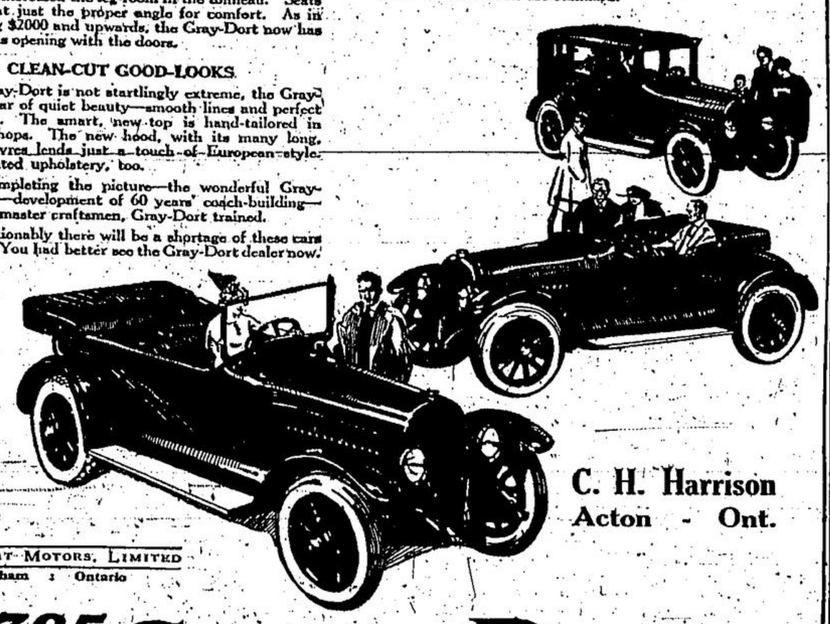

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(Signed) An Acton Boy.

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Notice to Creditors

OF THE ESTATE OF JOSEPH HALL, DECEASED

The creditors of Joseph Hall, late of the Village of Acton, Gentleman, who died on or about the seventeenth day of February, 1920, are required on or before the twenty-sixth day of March, 1920, to send by post prepaid or otherwise deliver to the undersigned solicitor for the Executor, a statement of their accounts, the nature of the security, if any, held by them, and full particulars of their names, addresses and descriptions.

And notice is hereby further given, that immediately after the said twenty-sixth day of March, 1920, the said Executor will proceed to distribute the assets of the said estate among the parties entitled thereto, and he will not be responsible for any claims of which he shall not have received notice at the time set forth for such distribution.

ERNEST HALL, Executor.
By H. N. Farmer, his Solicitor.
Dated at Acton, Ont., this 26th day of February, 1920. 35-3

Business Directory

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L. R. C. P. Edinburgh; L. R. F. P. & S. Glasgow. Member British Medical Association, etc.
Office—Frederick Street, Acton, Ont.

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Office and Residence—Corner Bower Avenue and Elgin Streets, the residence formerly occupied by D. M. Henderson, Acton, Ont.

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