



The Acton Free Press

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THURSDAY MORNING, JUNE 15, 1922

EDITORIAL

Sir Conan Doyle's Spiritualism

Sir Arthur Conan Doyle has lent the prestige of his name and fame to the cause of spiritualism. Read what secular or religious paper you will, and you will clearly see that in America, since his coming, he has earned little respect and more ridicule for what one Detroit paper terms his puerility.—The Pastoral.

Practical Tree Planting

Much has been said and published by the Government about reforestation but unless trees are planted and cared for wisely for results will prove nil. Here's what an Amabel township farmer did for a start. He planted 2,000 Scotch pine, 300 Jack pine and 200 spruce. Trees are supplied free. There's many a thousand acres might be set to work in the timber business that is not earning a dollar now. The way to do it is to get busy with a good start.—Brussel's Post.

Hon. Howard Ferguson's Satisfactory (?) Temperance Bill

Like an old lady bubbling over with a secret that is too good to tell and too good to keep, Hon. G. Howard Ferguson bobs up here and there in ward meetings and Tory conventions with the cryptic assurance that some day before the next general election he will announce a temperance policy that will satisfy all reasonable men—leaving out the women who, of course, are naturally unreasonable. Mr. Ferguson has played us a mean trick. He has told us just enough to arouse our curiosity, and for the next twelve months or more he is going to keep us on the edge of expectancy, waiting, momentarily for the temperance policy that is going to solve a problem that lesser minds have struggled with unavailingly for years. At that, if he kept only home folks stirred up it would not be so bad, but there are six millions in the other provinces of the Dominion and a hundred and twenty millions, more or less, in the United States, and say nothing of the hundreds of millions in Europe who will not rest until they hear the formula that is to dispose of an "age-old" issue. Hundreds of thousands of people all over the world will pass out in the next year without having heard the glad news, many a friendship will be ruined and many a blind-pigger, trusting blindly a leader who can command the confidence of such followers as T. Herbert Lennox, will have laid in extensive stocks, that he may not be able to sell. It is too much, and Mr. Ferguson should have pty on a sorely tried people and tell us now.—Farmers' Sun.

"Not a Tin Horn Sport"

The Union Government was pleased to permit a modified system of betting in connection with horse racing, on the ground that this was necessary in order to encourage the breeding of fast horses. The Ontario Government has no power to annul an act of the Dominion Parliament or to amend it in any way. If betting on horse races is an evil then it is an evil which the Legislature cannot wipe out. That being the case it is difficult to see how the criticism levelled at the Attorney-General's Department by Howard Ferguson and H. H. Dewar is warranted. Why hold, by implication or otherwise, a public official responsible for a condition that is outside his jurisdiction? Mr. Raney's decision to impose a five per cent. tax on all recorded race track bets has furnished his critics with new handles to their weapons. A person not familiar with all the facts might be forgiven if he gathered from the addresses of Messrs. Ferguson and Dewar, as reproduced in the Toronto papers, that Mr. Raney and his Government were responsible for the present betting system. Now they charge him, rather illogically it would seem, with a lack of sportsmanship in adding to the burdens of the man who handles the money of those who place it on a race horse. When Mr. Dewar accused Mr. Raney of not being a sport the latter countered that at least he was not one of the tin horn variety. It is marvellous how short becomes the memory of politicians once they are cooling their heels in the frigid atmosphere of opposition. Ferguson and Dewar have apparently forgotten that only a short time ago the liquor traffic was regarded as an evil and yet both parties, as opportunity offered, taxed that traffic to the breaking point, taxed it by legal enactment, and, besides, levied on those engaged in it to raise money for campaign purposes. The man engaged in legitimate business to-day is taxed at every possible turn. Why then should members at that waste hour in fighting for exemption for a class of men whose business, protected though it may be by Federal enactment, does not rank with the higher trades or professions.—Renew Mercury.

Benefits to Unfortunate Children

Children's aid work has been helped by new legislation passed by the Provincial Parliament enlarging the scope of the Societies carrying on the work being done in the uplift of humanity. Halton and Peel Counties are on call at all times to aid in the prosecution of this labor of love and by redeeming the boy or girl saves many a life to society and the nation. Many a home has taken a new lease of life on account of the beneficent interference of the Children's Aid Society.

Fire; and Canada's Fire Waste

Fire, the most magic and startling of all material things, is a thing known only to man and is the expression of his sublime externalism. It embodies all that is divine on his altars. It is the most human thing in the world; seen across wastes of marsh or meadows of forest it is veritably the purple and golden flag of the sons of Eve. But there is about this generous and rejoicing thing an alien and awful quality; the quality of torture. Its presence is life; its touch is death.—Gilbert Chesterton.

The Trade Unions of To-morrow

The decrease of membership in Canadian trade unions from 1920 to 1921 is noteworthy. The number fell from 373,842 to 313,320—a decrease of 60,522 last year. No doubt the cause was largely due to the condition of unemployment. The future of the trade unions is a problem. Like all living organizations the labor unions are changing. They alter their methods, modify their aims, amend their plans of organizations, in order to adapt themselves to changing conditions. The unions of to-day are nationally or internationally organized. There are many indications that they have gone too far in that direction. Public opinion begins to revolt against the idea of class war. Indeed, opinion within the unions themselves is against this. The day of the violent strikes, so current a few years ago, is past. The strikes of to-day lack the outrageous destruction of property which used to obtain. The workingman begins to see that other influences, than his union determine the rise and fall of wages, and he finds that the leaders of his union often make mistakes, and sometimes are not true to his best interests. It seems at least possible that the unions will shortly undergo something of a drawing away from the centralizing process. The leaders of the future will not so highly paid officials who are not actually engaged in useful industry; but will be men who are still workmen themselves and therefore much closer to the problems of their trades, and to their employers. The trade unions of the future will recognize more and more that most industries are too closely affected with public interest to be used as a battle ground for a fight to the finish between capital and labor.

EDITORIAL NOTES

Old Man Ontario doesn't like the \$600 bonus membership for the prolonged session. He says in effect: "The fellows to blame for prolonging the session will get it too."

A quart of gasoline will propel an automobile four miles. A similar quantity used for household cleaning often causes four fire trucks and an ambulance to run the same distance.

June weddings are announced everywhere. It looks as if lots of young folks think fifteen dollars a week is enough to get married on if the bride's parents have an extra room in the house.

"I'll take the highway and you'll take the railway, but I'll get to Windsor before you," will never again be sung by that highly-paid aggregation of artists, the "rum-runners' quartette."—Farmers' Sun.

No one can say the Washington League of Nations Conference was unproductive of results. The United States has spent since the war \$2,000,000,000 on ships and these are all soon to be scrapped.

Prime Minister W. L. Mackenzie King was honored by His Majesty King George on his birthday and made a member of the Imperial Privy Council. Hereafter his correct title is Right Honorable Mackenzie King.

Arrests for drunkenness in London, Eng., in 1917 were 10,027; in 1920, 33,185. Arrests for the same cause in New York in 1917 were 14,182; in 1920, 6,340. It is very evident that prohibition gives tangible results.

United States railways are having ten per cent. cut in freight rates, effective July 1, and a stimulus to business is looked for. There is no doubt but that freight charges are too high on this side of the border also, and it would be a good thing for industry and business if some reducing were done.

Export companies operating along the Ontario frontier are now uncertain as to their future, owing to the new conditions following the passing of a law by the Legislature making it illegal to transport liquor over the highways of the Province. The new law evidently means more than was at first surmised by its opponents.

The municipal records of the city of Toronto fifty years ago are not always dry reading. In 1873 there were 102 cases of infraction of the liquor law. As the city had over 600 liquor licenses at the time the law-breaking could not be attributed to lack of opportunities and facilities for imbibing. The liquor traffic, not prohibition, is the parent of lawlessness.—Globe.

This is the time for grass fires. A number of causes may start them—smokers, automobile parties, locomotive sparks, flying embers from burning brush, etc. It is well, especially in property situated around railway rights of way and in suburban districts, to see that no dead grass or weeds endanger fences, out-buildings, elevators, houses, railway stations and other buildings.

Way at any time and in any country is a costly enterprise. This very year, fifty-seven years after the American Civil War, it is costing that nation for pensions as much as it cost in actual expenditure of revenue during one of the years through which the war was carried on. The cost of war never ceases with the signing of the peace treaty or the winning of victory.

THE TURNING POINT

To say that the top of a wheel is travelling faster than the bottom is a scientific way of stating a fact, nevertheless, it is perfectly true. Not only does it travel faster, but it is also travelling in a different direction. The number of times it goes round in a given time is the same as the number of times the bottom goes round. The only condition is that the wheel must be rolling along the ground. It is infinite.

A good way of proving the argument is to consider a square wheel—a wheel that can be used for the experiment. Now roll the book on its edge along the table. It will be found that each corner in turn remains stationary as the book moves along; that is the top edge of the book is travelling faster than the corner on which it is turning. If the corners are cut off the square, so that it has eight sides, exactly the same thing will occur. Each corner in turn becomes stationary as the wheel moves along. But if the corners are continually being cut off, a round wheel will be made, and the part touching the table will always be stationary, and the part just above it will be moving.

Again, imagine a wheel with the rim removed, rolling along the spokes alone. As the end of each spoke touches the ground it stops, and the wheel rolls forward on it. If no spokes were there, in that they all touch each other, the wheel will still become a solid disc, even if we place a hand on its outer edge.

If, then, quite clear that the part of the wheel touching the ground is stationary at the same moment the top is moving and the bottom is moving in a direction opposite to that of the top. The top and bottom of the wheel will be blurred but the bottom will be clear—sure proof that it was not moving.

REAL "BOAT TRAINS"

When men are up against a difficult task they are not satisfied until they have got over it. The result of their efforts is a monument to their own strength. Nature has taken the form of the straightest rail in the world.

The question that had worried the engineers for a long time was how to improve the transport of goods through the vast Heligan Congo to the coast. Great tracts of this country are swampy, intersected by ridges of steep hills. In consequence, river transport is the only practical way by which goods can be carried to the sea.

But the number of waterfalls, rapids and shallows have made this a tedious business, as the cargoes have to be unloaded many times during the journey, and carried down the bank for some distance to the next boat.

However, as the result of experiments in Heligan, it is hoped this difficulty will be overcome. The invention consists of two boats braced end to end, with a space of three feet or so between the two hulls.

Along navigable rivers this double boat travels in the normal way, propelled by a screw at the stern of each hull. But over all rapids and shallows a single shaft is used for both boats, constructed, supported on trestles, the rail riding up from the water-level at each end of the boats. Guided in by two guard rails, the boat floats up over the end of the rail; then the wheels of the two boats engage with the line. The driving power from the engine is switched off from the engine in the first boat, and the wheels in contact with the rail. The boat runs forward on the line, and slowly lifts the water. In this way the boat travels by rail over the rapids, the hulls hanging one on either side, and so preserving the balance.

In this ingenious way the boat, in making its non-stop run to the sea can clear out of the water for a mile or so, a surface water, or skim just above the surface of shallows. At a narrow gorge the boat can avoid it altogether by leaving the river and cutting across land on the single rail, rattling along a cleared pathway through the jungle like a New York overhead railway.

DO "BOX NUMBERS" BAFLE YOU?

While the system of "box number" addresses used by advertisers in newspapers has been in operation for a good many years, there are some people who do not know what a "box number" really means.

The "box number" came into being as a result of the great increase in the use of newspapers for advertising. It helped to save confusion and labor.

A person who advertises in a newspaper may not wish to disclose his address. In such cases, when he inserts the advertisement he instructs the clerk at the counter that he desires a "box number." The clerk gives him a receipt on which is a number. It is this number that appears in the advertisement; for instance, "Apply Box No. 1234."

When the advertiser calls for replies, he presents his receipt, and the replies are handed to him. Perhaps the origin of the term "box number" may have something to do with the fact that usually the replies are kept in boxes being pocketed in pigeon-holes.

MANUFACTURERS SAY PROHIBITION HELPS BUSINESS

The Manufacturers' Record of Baltimore, Md., recently asked about 1,500 manufacturers and other business men and university officials their views on the value of prohibition. The replies received have been published by the Manufacturers' Record in an eighty-four page pamphlet entitled "The Prohibition Question Viewed From the Economic and Moral Standpoint." Edward H. Johnson, editor of the Manufacturers' Record, under date of May 17, 1922, has issued a summary of the replies which are set forth in this pamphlet. Mr. Johnson says that of the replies 92.5 per cent. favor prohibition in one form or another and not a single authority of the saloon is found in the list. About 85 per cent. are overwhelmingly in favor of the present law and their rigid enforcement, while a few though favoring prohibition in general either prefer some modification of the law because they think present laws are not so enforced, or else they want the use of wine and beer—American Issue.

A NEW BENEFATION

Little Alice had visited one of the larger summer amusement parks for the first time, and with the courage possessed only by those girls whose parents are boys older than themselves, she had hesitated, when invited, to take a ride on one of the "thrills" that abound in such places. To her mother, on her return from the park, she confided the emotions she had experienced as she swung round the curves of the "figure eight" with her elder brother.

A NEW SOCIETY

Will you join a new society? It is designated by a very practical name, viz: "Help us to Help." There is no membership fee and no dues. It is a society to help you. Proof of the value of your company will be evidenced by the way you live and to a complete simplification of the title, is there room for such an organization in your neighborhood? If so you have full authority to become an organizer.

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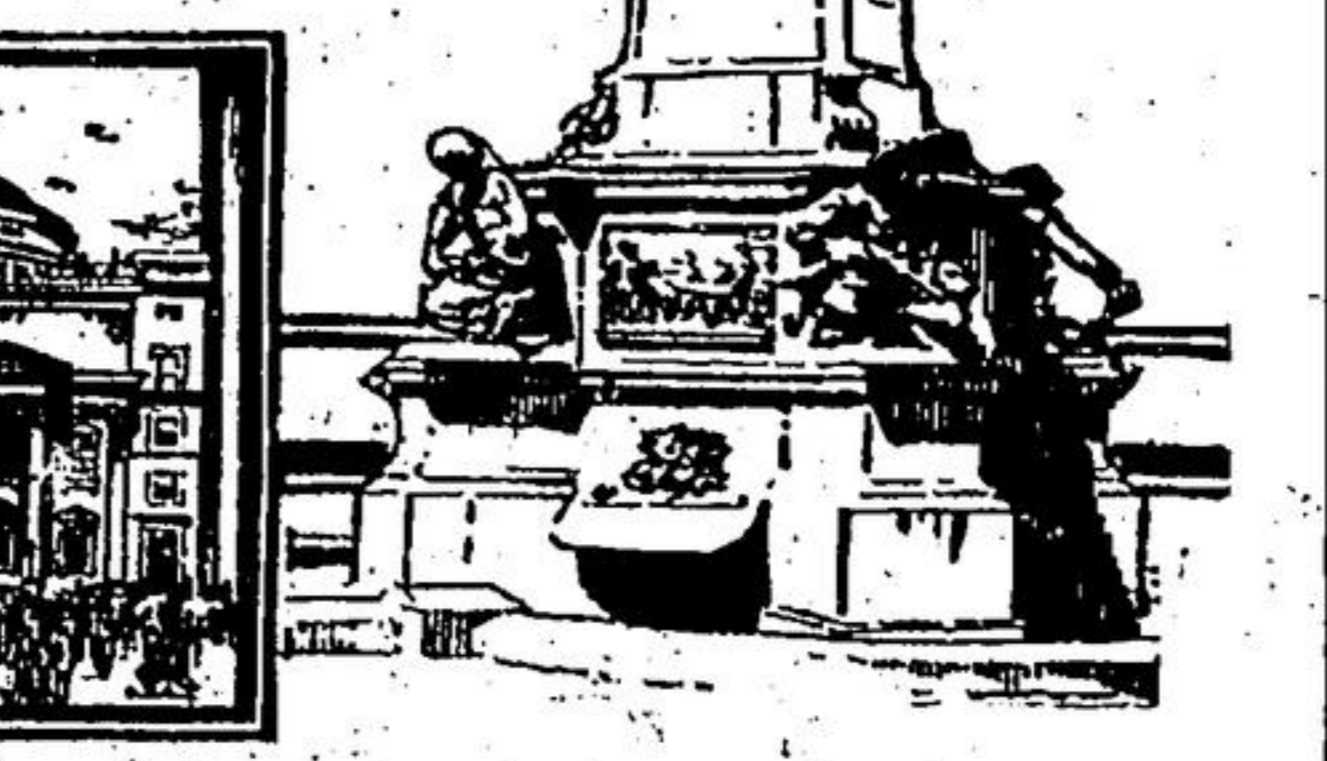
ON Place d'Armes in the City of Montreal stands a monument to Sieur de Maisonneuve who, landing near this spot in the year 1642, founded the settlement which is now the City of Montreal.

Facing Place d'Armes stands the Bank of Montreal, which opened its doors for business a short distance from the same spot over one hundred years ago.

From the Settlement founded by Maisonneuve, civilization has spread to the east and west until to-day the Dominion of Canada extends from Halifax to Vancouver.

Likewise the Bank of Montreal has grown, until after over a century of steady and conservative progress, it to-day has Branches in all of the cities and larger towns in Canada, with offices in the principal financial centres of the world, and correspondents in every country.

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