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Births, Marriages and Deaths are now charged for at the following rates: Births, \$1.00; Marriages, 50c; Deaths, 50c; Memorial cards, 50c per line, extra for poems.

Neighborhood News

CREWSON'S CORNERS

Mrs. A. Cripps, of Georgetown, visited last week with Mrs. McIntosh and Miss Emma Cripps. Mr. George Page, of Georgetown, was visiting Mr. Tyler. On Saturday Mr. Tyler made a business trip to Toronto. Captain Bradley and Mr. Leut, both of Georgetown, took tea with Mr. Tyler on Monday evening. Miss Annie Airdrie has returned home after holidaying at Welland. Mrs. Bridger is visiting with her sister at Hamilton. The farmers have put away the 8 1/2 bushels and returned to seeding operations hoping for better revenue next fall.

GEORGETOWN

Mrs. E. D. Sheley, of Birmingham, Mich., is visiting at the home of her parents, Mr. and Mrs. J. N. O'Neill. Mr. and Mrs. W. A. Wilson and Miss Charlotte McCullough were at Owen Sound last Wednesday, attended the funeral of the late Dr. Norton. Mrs. Wright, of Berkshire, England, and her daughter, Mrs. Hugh Smith, of Guelph, were the guests of Mr. and Mrs. P. Allatt, for a few days last week. Chief and Mrs. W. G. Marshall, Miss Hazel and Mr. Harold Marshall, were at Erin on Friday attending the funeral of Mrs. Marshall's sister, Mrs. Elizabeth Leth. Miss Annie Rose, of Ottawa, formerly of Georgetown and Guelph, attended the funeral of the late Mrs. J. T. Rose, and remained in Georgetown with friends for several days. Mrs. Laura Rose Stephen Ottawa, was also in attendance at the funeral. The High School oratorical contest was held in the auditorium of the Library on Friday evening last. There were four contestants. Arthur Dayfoot won the first place with the subject: "Reason Versus War," and Josephine Hickey second place, speaking on the subject: "Canada's Coal Problem." The judges were Mr. Barraclough, Dr. Watson and Mr. Poulis. Music was provided by pupils of the school. It was quite an interesting event. At the meeting of the Council, it was moved by Parr, seconded by Gibbons, that in the opinion of this Council, Waterworks By-law No. 190 should be repealed and a new by-law prepared to meet the modern conditions under which the waterworks system is being carried on, and also to provide for an increase of rates of domestic users, and to provide what rates shall be charged commercial users and others which are not set out in said By-law No. 190, and to provide such additional clauses to more effectively operate our waterworks system, and especially to provide that all plumbers, or any other persons, before installing a water service of any kind, should obtain a permit from the Clerk, allowing the installation of the same, and further to provide for penalties if said permit is not obtained. Carried. Messrs. Mayor, Cummings, Davis, Gibbons, Parr and Speight, Nays—Barnes and Reeve Cleave.—Herald.

FAMOUS WATERLOO BRIDGE PASSES

The famous Waterloo Bridge, London, spanning the Thames is to be demolished after more than 100 years of service. It will take about 18 months to demolish the bridge and to build its successor will probably occupy about five years. The present bridge, which became unsafe nine years ago, has at last been sentenced to demolition by the London County Council. For nine years, too, the fate of the bridge has involved a prolonged wrangle amongst every authority directly or indirectly concerned with it. Those interested in the preservation of London's historic features have argued that Waterloo Bridge could be saved. Others have asserted that the bridge has no particular merits from the aesthetic viewpoint, and that its historic associations are negligible. The bridge has no direct association with the victory of Waterloo. It appears to have derived its name merely from the fact that the first Duke of Wellington attended the opening ceremony. Another body of opinion hold very strongly that the site of Waterloo Bridge is not the proper one in which to place a new and ambitious avenue for traffic across the Thames. The real position for such, they say, is at Charing Cross. Elaborate plans for a bridge at this point were actually produced, but the late Labor Government refused to subsidize the scheme. The plan which has now been adopted for a new and wider bridge at Waterloo is the result of an earlier scheme. Sir Gilbert Scott, architect of Liverpool Cathedral, is to design a new Waterloo Bridge capable of carrying six lines of road traffic. What is the use, though, declare the critics, of providing a bridge for six traffic lines, when it is certain the bottle-neck at either end will prevent such traffic from getting either on or off the bridge? The famous Waterloo bridge across the Thames, London, connects Wellington Street, Strand and Lambeth. It was designed by George Dodd, and was built by a company, the engineer being John Rennie. The first stone of the venerable structure was laid on October 11, 1811, and the bridge was opened on June 18, 1817, the anniversary of the battle of Waterloo. It is constructed of granite, and consists of nine elliptical arches, the roadway of which is level with that of the Strand, and is carried by a gentle declivity, on brick arches, to the level of the roads near the Surrey Theatre. Its total length is 2,456 feet, of which the bridge and abutments cover 1,380 feet, the Strand approach 310 feet, the Surrey side causeway 766 feet. The arches over the river are 35 feet high and 120 feet span, supported on piers 20 feet wide at the springing of the arches. The reconstruction of the bridge was begun in 1925, as in 1924 structural defects in the arches had appeared. A temporary bridge was erected at that time alongside for pedestrian traffic. One hotel has installed kitchen doors which open automatically when the shadow of a waiter or waitress falls on them.

SOME OF THE WEAK SPOTS IN FINISHING BEEF STEERS

There is a great deal of interest these days in the feeding and finishing of beef steers on the farms of Eastern Canada. Conditions in Eastern Canada are quite different from those generally met with the West, but Western farmers will also be interested in the six points listed below, which bring attention to "some of the weak spots in winter feeding of beef cattle." Studies of the winter feeding of beef cattle made by the Experimental Farms Branch of the Dominion Department of Agriculture show that there are certain points which should receive special attention. These are: 1. That a relatively small percentage of animals is marketed between December and April inclusive. 2. The finished animals always demand a premium and particularly during the above mentioned months. 3. That owing to poor breeding, poor raising, or lack of finish, possibly a combination of all three, a large percentage of steers marketed do not make the grade that holds the trade and commands the top price. 4. That the Canadian public discriminates against frozen beef, which means that where the markets kept supplied with fresh beef more regularly, better prices would be obtained. 5. That a relatively small percentage of steers which are at present classed as export steers, are sufficiently well finished for the trade. Hence proper winter feeding of such steers would seem advisable and profitable. 6. That we have not made sufficient use of the beef bullock as a medium for the utilization of rough feeds that can be grown cheaply but are costly to market and if marketed in their raw state leave the soil depleted of plant food. YES, PLEASE The owner of a midget car drove to a filling station and asked for a pint of gas and two ounces of oil. "Okay," said the attendant. "Now, would you like to have me squeezy in the tires?"

GIRL GUIDE NEWS with illustration of a girl in a hat.

This and that

The dust will soon be blowing again. Mother's Day is just three weeks from Sunday. Time to get out the garden rake and tidy up the place. Just a little over a week until the trout-fishing season opens up. And still the search goes on for the Lindbergh babe, without avail. Duty makes us do things well, but love makes us do them beautifully. The fellows you'd like to recommend never seem to need a recommendation. Do you remember how old you thought your father was when he was your age? These are the buyers days. Read the ads and see what real purchases you are offered. The country roads are drying up nicely these days and will soon be in condition again. The road dust is getting some of the streets back into condition again after the spring cutting up. Acton Citizens' Band is at present without quarters and is endeavoring to have a room at the Arena fitted up. The spring wouldn't be so bad, a season if the average housewife could curtail the housecleaning activities to moderation. Some of the juvenile boys had a game of hockey in the Arena last Thursday night—April 14. This will likely be the last. May 2 will be noted for other things than the first day of trout fishing this year. That is the day on which a number of tax increases are effective. While placing some papers in the furnace at their home in Oakville on Monday night, Mrs. B. L. Gregory suffered severe burns to arms, face and shoulders. An item we haven't used in this column for a long time, but which is still applicable reads: "Good evening, have you renewed your Free Press subscription?" Owing to illness, Rev. C. L. Poole, pastor of the United Church, was unable to conduct the services in the church last Sunday. Mr. Alex. McDonald very capably took charge at both services. The presentation of the Humane Society parchment to Mr. J. S. Davidson, Manager of the local branch of the Bank of Montreal, was made in Toronto by the Superintendent of Ontario Branches of the Bank of Montreal, last Thursday. The warehouse-hockey team repaid its lost wager at the Arena on Tuesday night, when they provided the feed for the tannery outfit. Judging from reports the warehouse are, at least, bountiful providers, and the tannery some eaters. The milk bottle thieves have been busy again. At house after house on Bower Avenue and Main Street the money was taken this morning. Chief McPherson is investigating and has previously been able to apprehend the culprits. WHERE PONCE SLEEPS One of the attractions along the route of passengers taking the month-long "Vagabond Cruises" aboard the Canadian National freighters; Canadian Pathfinder and Canadian Skirmisher from Halifax, is the tomb of Juan Ponce de Leon, in Porto Rico, or Puerto Rico, as it is often spelled. Ponce, as most people well know, searched long and in vain for the fabled Fountain of Youth, which he hoped to find in the West Indies. He went the way of all flesh and his ashes now rest in a special crypt in the Church of San Jose, on the Plazuela de San Jose, in San Juan. His statue, cast from an abandoned brass cannon left by retreating English forces, stands in the square nearby. FLIES 400 MILES, REVIVES SON REPORTED DROWNED Richard Thompson is alive to-day because his father, Stanley Thompson, of Chicago, saved his life after he had been told the boy was dead. Mr. Thompson, a district traffic manager for Trans-American Airlines, was called to the telephone one day in July and told that his little boy, who had been wading in Long Lake and had gone out, too far—was drowned. He had been taken out of the water, but efforts to revive him had failed. Mr. Thompson obtained a pulmotor and flew to the lake, a distance of 400 miles from Chicago. After hours of patient work, his boy revived. The account of this father's act thrilled us as nothing has done for a long time. What rejoicing there must be in the Thompson family. Don't miss it for 49¢—Knox Players play 4th and 5th Sts.—On

TAIT-OPTICAL CO. 110 Wyndham Street GUELPH

Men's Overalls Blue, with Red Back \$1.00 Per Pair W. M. Cooper MILL AND MAIN STREETS

---SPECIALS--- For Friday and Saturday Only 2 Choice Side Bacon, 25c | Fresh Side Pork, 12 1/2c | Hamburg Steak, 2 lbs. for 25c Our Usual Low Prices on All Cuts of Choice Beef, Pork and Veal WARDLAW & McCAIG MILL AND MAIN STREETS PHONE 2 THE NEW SHOP

---MEN--- Don't Miss It! BE MEASURED FOR YOUR SPRING SUIT OR TOPCOAT BY Mr. Geo. H. Jones Head Office Representative of TIP TOP TAILORS Limited Who Will Be Here MONDAY, APRIL 25th ORDERS MAY BE PLACED NOW FOR LATER DELIVERY Pallant's Clothing Store EXCLUSIVE TIP TOP AGENT, ACTON

NATURE'S SPRING TONIC By Molly Martin

Winesap Apples—those "good keepers" that always lent color and flavor to the table in winter and early Spring, when they were brought out of the cellar.

Winesap Apple Sauce The juice of Winesaps is so delicious, flavoured and rich that they are wonderful eaten fresh and crisp. One cook finds, however, that this same delicacy can be preserved in a marvellous apple sauce.

Winesap Apple Cups Hollow out any of the bright, glossy-skinned Winesap apples, using the centres for any apple recipe. Notch the top edges. Fill with any—sautéed fruit combination or with apple sauce. When used for fruit cup, sometimes fill with cider as a variation. WALDORF SALAD 2 cups diced Winesap eating apples 1 cup finely cut celery 1/2 cup mayonnaise 1/4 cup chopped walnut meats 1/2 teaspoon salt Mix these all together. Serve on lettuce with a spoonful of dressing and a dash of paprika on top. SIX large or eight small portlands. BAKED APPLE SALAD 6 Winesap cooking apples 3 tablespoons butter 2 teaspoons brown sugar 1/2 cup chopped nuts and raisins, mixed Cubes of currant jelly Mayonnaise Lettuce Wash, core and peel the tops of the apples, fill the cavities with butter and brown sugar, add a little water and bake in a hot oven (400 degrees F.) until tender, but not broken. Chill. Then stuff the centres with nuts and raisins; place on crisp lettuce on individual salad plates. Garnish salad with cubes of currant jelly and with a spoonful of mayonnaise.

ACTON---Friday APRIL 22 Georgétown---Thursday APRIL 21 Demonstration Gladly Arranged—It Will Convince You of This Outstanding Value Details of This New Wonder Car The New Ford is large, long, roomy, fast, powerful and alert. Its V-8 engine develops 65 horsepower, and it is capable of 75 miles an hour. Fourteen body types of modern, streamline design are offered. A four-cylinder engine developing 50 horsepower can also be supplied with any of these body types at a lower price. Numerous mechanical advances are incorporated in the new car. These embrace a synchronized silent gear shift and silent second gear, rubber engine mountings, down-draft carburetor and carburetor silencer, automatic spark control, fuel pump and rear fuel tank. Other improvements include hydraulic shock absorbers, large, four-wheel brakes, new designed electrically welded steel-spoke wheels with large hubs and hub caps and large tires. The chassis and running gear are cushioned by rubber-insulators in the spring shackles and shock absorber links. The body is insulated from the frame by rubber pads. The new bodies are fresh and modern from the gracefully rounded V-type radiator to rear bumper. The air-flow lines are carried out by the long hood with its rustless steel centre strip, the slanting safety glass windshield, and rounded roof lines. The convex lamps, full-crowned fenders and long, low running board harmonize with the balance of the design. Body interiors are roomy and richly furnished. Seats are of new style, designed for utmost comfort. Driver seats in all closed cars are adjustable. A large ventilator is provided in the cowl. The oval instrument panel is in engine-turned finish and has a rustless steel mounting strip. Inside sun visors, which fold out of the way when not in use, are provided in all closed cars. The New Ford V-8 engine is remarkably free from vibration. Frequent and overlapping impulses deliver the power in a smooth, constant flow. The engine is of the 90-degree V-type, developing 65 brake horsepower at 2400 r.p.m. The 65-pound crankshaft is of the 90-degree type, with its four cranks at right angles to each other. The crankshaft is statically and dynamically balanced and its throws counterbalanced. The crankshaft, connecting rods and pistons also are in balance so that the engine operates with remarkable smoothness at all engine speeds. Pistons are of aluminum alloy and have three rings, the lower acting as an oil-control ring. Cylinder blocks and crankcase are cast in one unit, giving exceedingly rigid engine construction. New type, one-piece valves. Connecting rods from opposite pistons are placed side by side on each 90-degree crankshaft throw. These are mounted on new floating steel bushings, babbitted inside and out which serve to give the benefit of the full crankpin bearing area to each connecting rod, thus affording longer wear. A cast aluminum cover embracing the intake manifold forms the top of the engine, giving it an unusually finished appearance. The dowel-drift carburetor and fuel pump are mounted on this cover. The gas is preheated in the intake manifold by a hot spot created by hot exhaust gases, surging back and forth through a small passage in the manifold cover plate. Exhaust ports are on the outside of the engine blocks, the left exhaust pipe being carried around the front of the engine. The distributor operates directly from the front end of the camshaft eliminating the use of interposed gears. Spark control is automatic. Crankshaft and crank pin bearings are lubricated by pressure as are the main bearings of the camshaft. Pistons and valves are oiled by spray and splash. A fan of aeroplane propeller type and two centrifugal water pumps, together with the large surface of the radiator insure ample cooling under all driving conditions. The rugged new double-drop frame is formed to the shape of the body and, with the low rear spring provides a low centre of gravity, with consequent increase in roadability. The riding comfort of the cars is due to many factors, but particularly to the new flexible transverse cantilever springs, larger tires, rubber insulation and the newly designed shock absorbers. Two new features have been incorporated in the hydraulic double-acting shock absorbers. One, a thermostat control which compensates for varying temperature conditions, and the other, a special valve which automatically lessens the effect of sudden road shocks. The Ford rear spring is of new design, being flatter and lower. It is mounted on perches at the rear of the axle housing and bowed out so as to clear the differential housing. The new brakes have a braking surface of 186 square inches. Wheels are 18 inches in diameter. The large hubs enclose the bolts which attach the wheel to the drum. There are 32 steel spokes, sharply pitched and electrically welded to the drum centre rim and hub shell, forming an unusually strong unit. Tires are 16 1/2 x 25 inches. Each is balanced to prevent "tramping" or vibration at high speeds. The drive is of the familiar Ford torque tube type; the drive shaft being of tubular construction.

Announcing The Local Display of THE NEW Ford V-8 ACTON---Friday APRIL 22 Georgétown---Thursday APRIL 21 Demonstration Gladly Arranged—It Will Convince You of This Outstanding Value Details of This New Wonder Car The New Ford is large, long, roomy, fast, powerful and alert. Its V-8 engine develops 65 horsepower, and it is capable of 75 miles an hour. Fourteen body types of modern, streamline design are offered. A four-cylinder engine developing 50 horsepower can also be supplied with any of these body types at a lower price. Numerous mechanical advances are incorporated in the new car. These embrace a synchronized silent gear shift and silent second gear, rubber engine mountings, down-draft carburetor and carburetor silencer, automatic spark control, fuel pump and rear fuel tank. Other improvements include hydraulic shock absorbers, large, four-wheel brakes, new designed electrically welded steel-spoke wheels with large hubs and hub caps and large tires. 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Norton Motors A. E. CRIPPS GARAGE PHONE 280, GEORGETOWN