



THE HOME OF The Acton Free Press

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G. A. DILLS, Editor and Proprietor.

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EDITORIAL

A Fruitful Field

During a recent trip to Montreal, and a drive out into the country surrounding, there was one thing which struck most forcibly. The curves and winding roadways would be a most fruitful ground for the builders of Ontario highways to straighten out. The buildings at corners jutted out, obstructing the view. The roadways curved around the least obstacle, and to keep to a level, and while the highways seemed of fairly recent construction, the modern straightening process has never been tried with any degree of success. Yet another feature was noticeable along these roadways, which were not main travelled thoroughfares, was the narrow road allowances, and shallow ditches. True, the grass at the edge requires the trimming and supervision of the highway department in Ontario, but the wider roadway gives a more comfortable and less cramped feeling, and one does not have the sensation that each approaching car will have scarce room to pass. We rather felt it unnecessary when that scenic curve was eliminated on No. 7 Highway, beyond Rockwood, but actually one can secure an excess of either curves or straight lines, and if they cannot be had in moderation, we believe the straight lines on highways are preferable.

A Notable Achievement

Another interesting item that came in the convention itinerary was a visit to the Beauharnois development. The Beauharnois is very much in the public eye at the moment, and a trip there was most interesting. In common with a multitude of others, we have been critical of many things in connection with this project. We have felt that many things in regard to the financing and dealings with governmental bodies were not of the right stamp. The talk in millions seemed rather a loose handling of figures. In regard to these features, our visit had little bearing in making for a change of mind. The gigantic undertaking was, however, a revelation. We have seen many pictures and sketches outlining the development, but they are wholly inadequate. The changing of the water route along the St. Lawrence from Lake Francis and all the cutting of these huge canals means. The power house and canal, which have been built with the thought in mind of eventually producing 2,000,000 horsepower, are beyond the descriptive powers of a pen. True, it would seem that Ontario at the moment has more power than it can use to advantage, but who can say that in the next twenty-five years even these developments will be worked to capacity to meet the demand. It was our privilege to drive for a tour of the canal and return along a roadway that will, in the next few years, be inundated with a river of water to develop power. Our thoughts, if viewed for today and tomorrow, would be critical of the lavish expenditure, but when viewed a few years ahead, we hesitated in our criticism and could not believe by what these men, who had the courage of their convictions, to undertake such a project, would then have the gratitude of a people who enjoyed the conveniences made possible by their forethought. We recall the opposition with which Sir Adam Beck had met with when he started to bring into being his dream. True, at the present there are things which would seem to have been better otherwise, but the men who surmount obstacles and win out will have added another notable achievement in the development of this country.

Fear
If fear is a dominating factor in life, then real success is impossible. Some people worry about their health. They are always fearing a breakdown. Some are afraid of poverty. Instead of anticipating business success, they are looking forward to losing their present job and being unable to obtain another. The strange part is that vigorous young people, with all of life ahead of them, are as likely as anyone else to be subject to these enervating fears. Fears may be classified as reasonable and unreasonable; but if you are doing your part, all fears are unreasonable. Faith and courage are an invincible combination and fear of any sort is a handicap. Do your best, trust in God, and there is nothing to be afraid of.

Business Outlook
The monthly business summary of the Bank of Montreal, recently issued, has that spring optimism that can be found now everywhere. It says: "The opening of navigation on the Lakes and the St. Lawrence is taking in some of the slack of unemployment, and agricultural activities are again coming into evidence. There has been a considerable precipitation of moisture the country over, and in the Prairie Provinces the season opens with good crop prospect. A full average harvest in that important agricultural section would everywhere change business for the better. Commodity prices remain unprofitably low, but the disparity between producers' and consumers' prices narrows slowly, thereby tending to restore an economic equilibrium. The carry-over of wheat will not be large, exports of the cereal proceeding at a satisfactory rate, but there remains enough in store to ensure good cargoes for shipping. The carry-over at July 31 is estimated by the Dominion Bureau of Statistics at 103,000,000 bushels, the smallest in four years. The change from an unfavorable to a favorable balance of trade in the twelve months ending March 31, as compared with the corresponding period last year, an improvement of approximately one hundred millions of dollars, has helped to check the discount on the Canadian dollar in New York. The tourist season is approaching. Last year this trade is estimated to have amounted to \$250,000,000, and as the principal tourist travel is from the United States, it is hoped this year may be as good.

Peculiar
The past week the editor spent a couple of days at a newspaper convention in Montreal. Editorials this week are bound to be colored by this expedition, since much of our thought has been dwelling on events and incidents relating to the outing. On Friday evening, H. Grattan O'Leary, the brilliant editor of the Ottawa Journal, was the guest speaker at the banquet. His subject was Reminiscences of His Twenty Years in the Press Gallery at Ottawa. From the days of 1911 Mr. O'Leary gave many intimate and interesting word descriptions of outstanding personalities with whom he had come in contact. Most of the personages mentioned here since died or are not now in public life. However, there was Hon. Arthur Meighen, who came in for quite a flattering description of his powers. In general discussion with several after the address, it was most noticeable the number of comments on the tribute paid to Mr. Meighen. Whatever the political shade or color of the other mentioned in the address, if they had died or passed out of public life, the most glowing terms paid them were rather taken without comment. We have since wondered what sort of a discussion Mr. O'Leary would have precipitated if he had included in his description the Hon. R. B. Bennett and Hon. W. L. Mackenzie King. Fortunately, Mr. O'Leary did not include these two prominent individuals. Like other newspaper men, he knew full well that it is quite safe to make complimentary remarks about an individual in an obituary, but it often does not set so well when the bouquets are handed to the living. We are truly peculiar folk.

EDITORIAL NOTES

Hon. G. H. Ferguson has gone back to London again, and left the general impression that the cable charges would have been very light on all he knew regarding the Aird payments, and other items he was supposed to clear.

Down in Quebec there is a "Hospital Tax" added on every meal that costs over thirty cents. It is said this is used for maintenance of the hospitals. The reminder of the hospital on the account was no deterrent to the appetites.

There are 2,097 establishments in Canada engaged in the bread and bakery products industry of which 1,071 are in the Province of Ontario and 868 in the Province of Quebec. The value of products of the industry in 1930 was \$73,594,894.

Sir Henry Drayton has resigned his position as Chairman of the Liquor Control Board. Can it be that there is no further need of a "strong man" to administer the affairs of liquor control? It is estimated a saving of \$25,000 will be made in the salary adjustment. Or are strong men cheaper now?

Chronicles of Ginger Farm

Written Specially for the ACTON FREE PRESS by GWENDOLINE F. CLABBE

I started to write this week's Chronicle with every intention of telling about a few (and adventures incidental to seeding, and about the night we were up in the bush until one a. m., rescuing Patch, our little fox-terrier, from the inside of a huge elm tree; in fact, I had a page and a half written, but oh dear, the reason was that, although I was thinking about what I was writing, I was not writing about what I was thinking. You see, when you have never in this life owned a car, and suddenly acquire one, why it is a little apt to upset one's equilibrium.

Now the cat is out of the bag, I might as well go on with my confession, or explanation, whichever you like to call it, because a car in times of depression does need a little explaining. One person expressed pleasure that the wave of prosperity had struck us, but it hadn't—at least, not so that we noticed it—but the wave of necessity had, in fact it has given us a knock-out blow. To give the whole story—away back in the beginning of time—or so it seems—I bought a beautiful second-hand top buggy, and considered it quite a smart turn-out. We did not need it much for business then, but it was necessary as a means of personal transportation. Then our farming expanded; we had more cows year after year, more poultry and incidentally more business as we tried to build up a reputation for quality. Now hardly a day goes by without a "phone order for eggs, cream or chickens, and besides that, we have our eggs and cream to ship. Partner cannot spare time for running stuff into town, and so the job falls to me. Lately I have almost taken my life in my hands with every trip I made. The buggy wheels would rattle, three spokes were loose and the tires are as thin as paper. The whole buggy needed fixing, and then if we spent twenty or thirty dollars on it, we should still only have a buggy. So we bought the car entirely on business principles, but it isn't a new Ford "V8"—it isn't even a new Ford coach. I confess I was to give everything a name and asked what we should call it. I suggested that it might be christened the "Last Hope." However, it isn't really so bad as that—the car is really in splendid condition, and we expect it to save us a lot of time.

As for the time—I have hardly had time for anything this week—it has all been taken up with learning to drive the car. Partner absolutely refused to learn until I had done so, as he said he was quite sure if he learned first it would not bother to learn at all. Personally I am not so sure of that—if a woman sits at home and waits for a man to take her out she sometimes has to wait an awful long time. Now Partner says he does not care whether he learns at all, but I can tell already he will make a champion back-seat driver, so he will just have to learn, then when he starts telling me what I ought to do, I can just vacate the driver's seat in his favor, and give him a chance to show what he can do.

Yesterday I was backing the car out of the buggy shed—I mean the garage—and Partner got quite annoyed because I tried to take the driving shed wall along with me. Such a little thing to get annoyed about—after all, a person has to learn. Then there is a small bridge in the lane to navigate. I can take it beautifully now, but once or twice I came over on three wheels—the fourth one coming along on its own in the ditch and then Partner started talking about breaking springs and axles and a few unpleasant things like that. Really, I began to feel quite hurt, but I was far too busy with the wheel and other mysterious contraptions to think out any adequate retort. The best I could do was to say "All right, you wait until you start." And then to tease me Partner is forever whistling the military "Short Reveille"—veterans will probably see the connection between our car and the short reveille. So long as he doesn't have to whistle the "Last Post," I guess we will be all right.

So that's that—we have got a car and oh boy, it's a grand and glorious feeling not to have to worry about a horse going lame and to step out to church with shoes free from dust and a coat that isn't covered with horse-hair! Why, it lifts a load of depression from one's shoulders that has nothing to do with eggs at twelve cents a dozen! Perhaps the "Last Hope" is a misnomer after all—perhaps it would be better to think of it as symbolic of the Dawn of a New Era, and call it "The Optimist." Instead, Optimism and ginger surely go together, and one is the natural outcome of the other.

No Rest With Asthma. Asthma usually attacks at night, the one time when rest is needed most. Hence the loss of flesh and other evils which must be expected unless relief is secured. Fortunately relief is possible. Dr. J. D. Kellogg's Asthma Remedy has proved its merits through years of service. A trial will surely convince you.

RATHER UNCOMFORTABLE

Mrs. Flanagan—Was your old man in comfortable circumstances when he died?
Mrs. Reilly—No; he was half way under a train.

MILLIONS GO UP IN SMOKE

A good deal of money goes up in smoke every year in Canada. In the calendar year 1930, a total amount of \$85,671,786 represented the value of the products of the tobacco manufacturing industry of the Dominion, an increase of \$19,346,071 in ten years. Cigarettes accounted for \$49,835,366 of the 1930 total. There were 5,086,443,000 cigarettes made. Cut-smoking tobacco to the amount of 15,732,304 pounds, valued at \$18,469,194, was next in the items of value and cigars to the number of 197,398,000 were third, valued at \$10,024,186. The balance of \$7,346,040 was accounted for by chewing and smoking tobacco and snuff.

The present generation of Canadians evidently have not the predilection for chewing tobacco that their fathers had. According to the report just issued by the Canadian Government Bureau of Statistics, the quantity of chewing tobacco produced in Canada in 1921 was 6,227,758 pounds valued at \$2,796,721. Ten years later the output was 4,287,283 pounds valued at \$3,898,920, a decrease of 1,940,475 pounds and \$2,897,801. In the similar period the production of snuff advanced from 678,739 pounds with a value of \$789,378 to 1,008,733 pounds valued at \$1,311,836. Cigarette smoking shows a substantial increase in ten years. In 1921 the quantity produced was 2,603,971,000 priced at \$3,113,348. In 1930 the output was 5,086,443,000 with a value of \$49,835,366. Smoking tobacco increased from 112,880,521 pounds with a value of \$16,261,015 in 1921 to 19,010,887 pounds valued at \$20,581,094 in 1930. The comparative figures for cigars are 163,075,000 and \$11,364,753 and 197,398,000 and \$19,024,186.

In 1930 Canada's tobacco imports were valued at \$7,049,693 and exports at \$1,329,273 of which \$1,159,193 was bought by the British Isles. There are 122 establishments in the tobacco manufacturing industry in Canada which give employment in the year under review to 8,455 persons. The cities of Montreal and Quebec are the principal centres of the industry.

Notice to Tax Defaulters

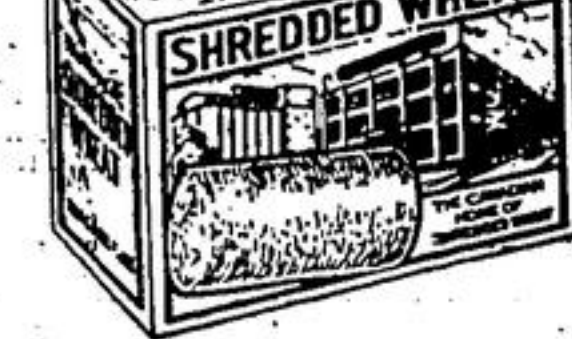
Notice is hereby given that all arrears of taxes for 1931 outstanding on May 1st, 1932, there will be added an additional penalty of 5% in order to bring the total penalty up to 10%, and that to all arrears for previous years an additional penalty of 10% will be added as provided by statute; and also that in case of non-payment, collection will be made by distress.

H. N. FARMER, Clerk.

Dated at Acton, Ontario, April 11, 1932.

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