

PAGE SEVEN

Deaths, Marriages and Deaths are now charged for at the following rates: Births, Deaths, Marriages, Deaths, and Deaths, 25c per line extra for poems.

BORN FOSTER—At Cheltenham, on Friday, July 15, 1932, to Mr. and Mrs. Frank Foster (nee Helen Johnston), the gift of a daughter—Marilyn Lily.

DEED PARKER—At the home, Young Street, Acton, on Thursday, July 14, 1932, of Charles E. and Isabella Parker, in her 9th year.

MCPHEAL—At the home of her cousin, Mrs. Robert VanNorman, lot 12, first line, Erin Township, on Tuesday, July 19, 1932, Katherine McPhail, widow of the late John McPhail, in her 78th year.



Civic Holiday is a week from Monday.

Most of the hay has been stored and is reported a good crop.

Acton's first Community Picnic is scheduled for next Wednesday.

The past few days have been more like the usual summer for heat.

Trafalgar Township has ordered a ten per cent. cut in all salaries.

The wheat is turning in color and will soon be ready for harvesting.

3,000 attended the Brampton Business Men's picnic yesterday afternoon.

Several from this district took in the excursion to Ottawa on Saturday.

Brampton has issued debentures for \$108,293 for payment of trunk sewer work.

A picnic to which everyone is invited—Acton Community Picnic, next Wednesday.

The cost of staging the Canadian National Exhibition at Toronto annually is \$1,225,000.

The closing of the Marlett tannery in Oakville has deprived that town of its fire alarm.

Complete details of Acton Community Picnic are given in an advertisement in another column.

The stores that advertise have the items to talk about. Shop where your business is solicited.

Acton's first Community Picnic is being arranged for next Wednesday afternoon and evening.

Some farmers in this Township commenced cutting wheat this week. It appears to be a pretty fair crop.

Impressive fifty-fourth opening ceremonies of the Canadian National Exhibition will take place on Friday, August 26.

A number of Free Press subscriptions are due this month. Examine your label please. It will tell how your account stands.

A westbound auto had a narrow escape from turning over when it skidded on the wet pavement on Young Street on Tuesday evening.

The cost of constructing the Ontario Government Building at the Canadian National Exhibition, Toronto, was approximately \$700,000.

Last Friday was St. Swithin's Day, and it rained a little and was also a fine day. Suppose we'll have both kinds, as usual, for forty days and another forty days.

The Thistletown Athletic Club held their annual picnic at Blue Spring Park on Wednesday last. All report having a good time, enjoying themselves with games and sports.

These are days when many are discouraged. In the ninety-three years of my life, depressions have come and gone. Prosperity has always returned, and will again.—John D. Rockefeller.

The other evening, at the Park, there were two hard ball games and three softball games in progress. Golf, lacrosse and swimming were being enjoyed by other enthusiasts. It's an active spot any of these evenings.

FIND CRATE FEEDING BRINGS BETTER RETURNS

There is more than usual interest for prairie farmers in facts established by studies in poultry feeding and finishing at the Federal Experimental Station at Swift Current, Sask., last year. In conducting the studies designed to show the relative value of feeds and method, four separate lots of cockerels and pullets were used. Without going into all the details shown by the studies the following conclusions are cited:

It is possible to make a profit on home-grown feeds by raising poultry for meat production.

Crate feeding as a finishing medium is both profitable and advisable.

Holding birds until they are reasonably well matured is profitable, and selling immature birds is unprofitable.

Pullets should be finished by crate feeding from three weeks to a month earlier in age than cockerels.

Overmature birds are unprofitable because of the small gains made per pound of feed consumed.

Meatier, finished birds bring the greatest price per pound and per bird.

Large well finished birds bring a higher price per pound and per bird than smaller, less mature birds.

SIR HENRY THORNTON RESIGNS

From the Presidency of the Canadian National Railways After Serving for Ten Years

Sir Henry Thornton, Chairman and President of the Canadian National Railways, has placed his resignation in the hands of the Board of Directors of the System. It is understood that Sir Henry requested that his resignation be effective from August 1, 1932. At the close of the meeting of the Board of Directors it was announced that Mr. S. J. Hungerford, Operating Vice-President of the Railway, had been appointed by the Board as Acting President of the Company.

In connection with his resignation, Sir Henry issued the following statement:

"I have had under consideration the railway situation which has arisen largely by reason of published criticism of the expenditures of the Canadian National Railways during my regime. I feel it is only fair to point out that all capital expenditures were only made after careful consideration by myself and the chief officers of the company, and represented our views of what was necessary for the welfare of the enterprise. These expenses were, of course, controllable by the Government. I, however, feel that the successful operation of this enterprise can only be carried on if the country as a whole is heartily behind the management, and in view of this and the possibility of the Government wishing to consider their policy I feel that, in order to give them a free hand, I should submit my resignation.

"In leaving the service of the Canadian National Railways, I especially desire to thank the officers and the men with whom I have been associated for nearly ten years for the loyalty, enthusiasm and ability which all have given with a general hand to the enterprise and myself. I shall always cherish the happiest recollections of my contact with those in the service of the Company, and I may add with truth that whatever has been accomplished has been largely due to the co-operative spirit displayed by all, from the highest to the lowest.

"I am quite certain that the same devotion to duty and the high principles which have characterized both management and men during my incumbency will be extended with equal fidelity to the succeeding administration.

"I bid you all farewell! I wish to you happiness and prosperity with the hope that the future will bring to you that good fortune which fine service merits."

SIR HENRY WORTH THORNTON, K. B. E.

Sir Henry Worth Thornton, K. B. E., was born in Logansport, Indiana, on November 6, 1871, the son of Henry Clay Thornton and Millisenta Worth Thornton. His ancestors were early English settlers in Virginia, who moved to South Carolina and thence to Indiana. From the grade schools of his native town he went to St. Paul's School at Concord, N. H., and upon his graduation, matriculated at the University of Pennsylvania. A tall, rangy lad of splendid physique, young Thornton during his university career was prominent in athletics as well as in the academic field. In his freshman year he won a place on the football team, playing guard, and during the entire four years of his college course he was one of the mainstays of the Pennsylvania team. He was graduated from the University with honors in 1894.

Sir Henry has been a railroader for thirty-eight years and for the past ten years the head of Canada's National Railway System. His first railway job was that of draughtsman in the office of the Chief Engineer of the Pennsylvania Railroad. He held successively the positions of Assistant Engineer of Construction on the Cleveland and Marietta Railroad, a subsidiary of the Pennsylvania, topographer on various surveys, Assistant on Engineering Corps, Division Engineer, and Division Superintendent. While employed as assistant in the Engineering Corps, he was selected by the then General Manager, Mr. L. F. Loree, to develop a students' course in transportation and in preparation for this task worked in every department of the railroad for a sufficient time to become familiar with its operation. In 1911 the Long Island Railroad was acquired by the Pennsylvania and Sir Henry was appointed General Superintendent of the New York subsidiary line. In this capacity he had much to do with the opening of the Pennsylvania terminal in New York City and the organization of the company's electrical train service on Long Island.

Early in 1914 Sir Henry moved to England, having accepted an offer from Lord Claude Hamilton, Chairman of the Board of Directors of the Great Eastern Railway, to become General Manager of that line. He was head of the Great Eastern when war broke out in August of that year. The railway, serving the east coast of England, immediately became of great importance as one of the chief arteries of military transport to the Continent, and Sir Henry therefore found himself engaged in war transport work at the very outset of the conflict. He was made a member of the executive committee of general managers, which, under the direction of the government, controlled and operated all British railways. In 1916 he was appointed Director of Inland Water Transportation, with the rank of Colonel in the Royal Engineers. The following year he was moved to Paris as Assistant Director-General of the movements of the railways, and in that capacity represented the Director-General in negotiations with the French, Italian, and U.S. governments. In December of 1917 he was promoted to Deputy Director-General and his army rank was advanced to that of

BRIGADIER-GENERAL

In 1918 he was made Inspector-General of Transportation, with the rank of Major-General.

Sir Henry was naturalized a British subject in March, 1919, and in May of the same year was granted a Knight Commander of the Order of the British Empire. He also received honors from the Allied Nations—that of Commander of the Legion of Honor from France; Officer of the Order of Leopold from Belgium, and the Distinguished Service Medal from the United States.

In the fall of 1922 Sir Henry was called to Canada by the government of the day to take charge of the National Railway System. He became President and Chairman of the Board of the Canadian National Railways on October 10 of that year, which positions he held up to his retirement.

Sir Henry is a member of the Institute of Civil Engineers, the Institute of Transport, and the American Society of Mechanical Engineers. In 1922 the University of Pennsylvania conferred upon him the degree of Doctor of Science. Honorary degrees have also been conferred upon him by the University of Syracuse and the Massachusetts Institute of Technology. In May of last year he was appointed a Director of the Royal Bank of Canada.

In 1927 the Canadian Government was asked by the Mexican Government for the loan of Sir Henry Thornton for the purpose of visiting Mexico and undertaking an examination of the National Railways of Mexico. He visited Mexico in November of that year and made recommendations to the Mexican Government.

In 1928 Sir Henry was elected a member of the advisory committee of the League of Nations Committee on Transport.

S. J. HUNGERFORD

Samuel J. Hungerford is one of Canada's best-known railroad operating officers. His experience has ranged, in more than 45 years, from the humble position of machinist's apprentice, where he commenced in 1886, to that of Vice-President in Charge of Operation, maintenance and construction of Canada's largest railroad system, the Canadian National Railways.

Born in Bedford, Que., sixty years ago, S. J. Hungerford entered railroading as an apprentice with the Southeastern Railway, later part of the C. P. R., at Farnham, Que. Completing his apprenticeship, he worked as machinist at many points in Quebec, Ontario and Vermont, and in 1894 was spotted Chieftain at Windsor Street station, Montreal. From 1897 Mr. Hungerford worked as assistant foreman, locomotive foreman and general foreman at Farnham, Megantic, and MoAdam Junction and in 1901 was transferred to Cranbrook, B. C., as locomotive foreman, with the Canadian Pacific. From Cranbrook, he moved in 1903 to Calgary as master mechanic of the Canadian Pacific's western division and in the following year was made superintendent of the Locomotive Shops at Winnipeg, becoming, in 1908, Superintendent of Shops.

In 1910 Mr. Hungerford joined the Canadian National Railway, as Superintendent of Rolling Stock, with headquarters at Winnipeg, and in 1915 he moved to Toronto, in the same position. In 1917 Mr. Hungerford became General Manager of the Eastern Lines, Canadian Northern Railway, and in the following year was named Assistant Vice-President, Operating, Maintenance and Construction Departments of the Canadian National Railways, with headquarters at Toronto. With the taking over of the Grand Trunk Pacific Lines, Mr. Hungerford, in October, 1920, became Vice-President in Charge of Operating and Maintenance Departments of the Canadian National and Grand Trunk Pacific Railways, and two years later, in October, 1922, he was made Vice-President and General Manager of these lines, with headquarters in Toronto, in which position he continued until his appointment, in February, 1923, as Vice-President in Charge of Operation, Maintenance and Construction of the Canadian National System, with headquarters at Montreal.

Railroading conditions have altered vastly since the days when S. J. Hungerford commenced service as an apprentice at Farnham, in 1886. Then, woodburning locomotives were still in use; cars were coupled by the old "links and pins" and airbrakes were unknown. Hours of work were long and pay was small, and apprentice training systems were not brought to the stage where they are to-day, when every effort is made to educate and encourage the boys to learn while they earn and fit themselves for better jobs.

Locomotives of 1886 were pygmies as compared with the 6100, 4100 and 5700 classes of engines used to-day, on the Canadian National System, and the trains they hauled were mere toys compared with the huge freight loads and all-steel passenger trains which are now operated. Practices of handling locomotives in shops and on the road have altered with the growth in size of locomotives which have had to be "shopped" and many of the improvements in shop practices in Canada have developed under the watchful eye of S. J. Hungerford, who has always held the admiration of those who worked with him because he knew every phase of the work so thoroughly himself.

IN LIGHTER VEIN

Complaining Customer—That lawn mower I bought is all rusted.

Hardware Merchant—Maybe that is because there is so much dew on it.

Husband—When will you learn to make bread like mother did?

Wife—By the time you make the dough father used to make.

WHAT DIVIDES US

By Arthur B. Rhinow

In a recent "talkie" the scion of an aristocratic family rebukes the daughter of a rich man who had earned every dollar he possessed.

"You and I do not speak the same language," he tells her, meaning, of course, that they were too different from one another to be friends or more than friends. Afterwards he regretted his hasty judgment, and they lived "happy ever after," as these stories usually end.

But the words suggested the question: What most divides us?

I believe that money is not as much of a dividing factor between man and man as it used to be. Rich man and poor man are more likely to fraternize to-day than in former times. Two men of culture may easily forget their difference in material possessions as they discuss values of a higher sort. And the man who has a lot of money and nothing else is usually more remarkable for his boorishness than for his dollars.

The difference between crudely and culture is wider than the difference of money. I mean that culture that makes one delight in the simpler and finer joys of life—such as a beautiful picture, a great book, and noble music—while the other fellow needs baubles and noise and low thrills to "get a kick." The former may pause at a little flower until he sees a universe in it, while the latter races on so that he can boast of having made ninety an hour with apparently no other object.

But the wildest gulf dividing human

TOO SOON WITH COMPLIMENTS

A man had a ticket in a big sweepstake. When the time came for the draw he said to his wife: "If any letter arrives, come at once to the factory and ask for me; don't wait till I get home."

About three o'clock in the afternoon one of his workmates told him his wife was outside and wanted him, so going up to the foreman he hit him on the jaw, and told him he had always been a washout. When he saw the manager he did the same to him, and told him he was no good. When he saw the time-keeper he knocked him down and punched him and told him that was for locking him out a time or two. Then he saw his wife outside he said:

"Well, Kate, what have I drawn?"

"Drawn?" said his wife. "Why, you've drawn nothing. I've brought your tea and sugar. You forgot them this morning."

HOME STRETCH

They sat alone in the moonlight, and she soothed his troubled brow: "Dearest, I know my life's been fast, but I'm on my last lap now."

being is the difference between love and selfishness. The selfish man cannot understand the sacrifices of love, and to the man who has learned to love his fellow-man, the foolishness of selfishness is incomprehensible. They may speak the same language, but they do not understand each other. How the prophets and Jesus must have suffered, so few understood them.

This Week's Specials!

At Patterson's

PORK CUTS	BEEF CUTS
Fresh Ham, whole or half, per lb. 14c and 15c	Sirloin Roasts, lb. 18c to 20c
Loin Roasts, per lb. 16c and 17c	Potterhouse Roasts, per lb. 20c
Shoulder Roasts, per lb. 14c	Choice Rib Roasts, lb. 16c & 17c
Fresh Side Pork, lb. 11c and 12c	Thick Rib Roasts, lb. 14c and 15c
	Shoulder Roasts, lb. 13c and 14c
	Stewing Beef, per lb. 10c to 12c
	Rib Roast, per lb. 9c to 10c


EXTRA SPECIAL

3 CLARK'S PORK AND BEANS 23c
Tins for

2 AYLMER CATSUP 25c
12 oz. Bottles for

PATTERSON'S MEAT SHOP
WE DELIVER PROMPTLY PHONE 178

If You Expect to Sell You Must Advertise



Acton

Community Picnic

AND

STREET DANCE

IN ACTON

Wednes., July 27

Sponsored by Acton Business Men's Association

LIST OF EVENTS

<ul style="list-style-type: none"> 1 Girls, 5 years and under, 25 yards 2 Girls, 6 and 7 year, 40 yards 3 Boys, 5 years and under, 25 yards 4 Boys, 6 and 7 years, 40 yards 5 Girls, 8 and 9 years, 50 yards 6 Girls, 10, 11, 12 years, 60 yards 7 Boys, 8 and 9 years, 50 yards 8 Boys, 10, 11, 12 years, 60 yards 9 Girls, 13, 14, 15 years, 75 yards 10 Ladies over 16 years, 75 yards 11 Boys, 13, 14, 15 year, 75 yards 12 Girls, 20 and under, 220 yards 	<ul style="list-style-type: none"> 13 Married Ladies, local, 75 yards 14 Married Ladies, farmers, 75 yards 15 Gents, open, 1/2 mile 16 Gents, over-30, special, 50 yards 17 Gents, local married, 100 yards 18 Gents, farmer, married, 100 yards 19 Husband and Wife, Needle and Thread Race 20 Husband and Wife, Plate Race 21 Husband and Wife, Three-legged Race 22 Husband and Wife, Collar and Tie Race 	<ul style="list-style-type: none"> 23 Lady and Gent, Elopement Race. 24 Lady and Gent, Wheelbarrow Race 25 Lady and Gent, Balloon Race 26 Lady and Gent, Coat Race 27 Ladies, Kicking the Football 28 Ladies, Throwing the Rolling Pin 29 Ladies, Nail Driving Contest 30 Longest Married Couple 31 Youngest Baby in Park 32 Largest Family in Park 33 Horseshoe Pitching
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No One Eligible for More than Two Prizes—Only One of Which May be First—Good Prizes for All Events
Races Start at 1.30 p. m.—Standard Time

3 BALL GAMES

2.00 p. m. Standard Time—Two Town Teams Following the First Game—2 Teams from Sections North and South of Acton Play-off Between Winners

Bring Your Baskets --- Tea and Coffee will be Provided --- Plenty of Picnic Space in Acton's Beautiful Park

Free Treats for the Kiddies --- No Admission or Other Charges

Everyone in Acton and the Entire District Surrounding is Invited and Will Be Welcome—Come—Bring Your Baskets and Come Prepared to Spend July 27 in Acton

Street Dance

In the Evening (8.30 Standard Time)

A Section of the Main Street Pavement will be Prepared and a First-Class Orchestra Will Supply the Music

ADMISSION TO DANCE 25c

OTHER NOVELTIES BEING ARRANGED—PLAN FOR A BIG TIME IN ACTON NEXT WEDNESDAY

---There'll Not Be a Dull Moment---

